

2023—2028 | SIX-YEAR

ADOPTED
October 3, 2022

TRANSPORTATION IMPROVEMENT PROGRAM



DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION SYSTEMS DIVISION



ACKNOWLEDGEMENTS

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Title VI Declaration

It is the City's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person shall, on the grounds of race, color, sex, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal Aid Highway program or other activity for which the City of Renton receives Federal financial assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the City of Renton. Any such complaint must be in writing and filed with the City of Renton Human Resources within one hundred, eighty (180) days following the date of the alleged discriminatory occurrence. Title VI Discrimination Complaint Forms may be obtained from the City's website (www.rentonwa.gov) or from the Human Resources office at no cost to the complainant by calling (425) 430-7655.

To Request Translated Materials

如果您需要此信息翻譯成中文 請電郵 ada@rentonwa.gov.

Si necesita traducir esta información al español, correo electrónico ada@rentonwa.gov.

Nếu quý vị cần thông tin này chuyển ngữ sang tiếng Việt xin gửi đến hòm thư điện tử ada@rentonwa.gov.



2023 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM

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SECTION A

INTRODUCTION

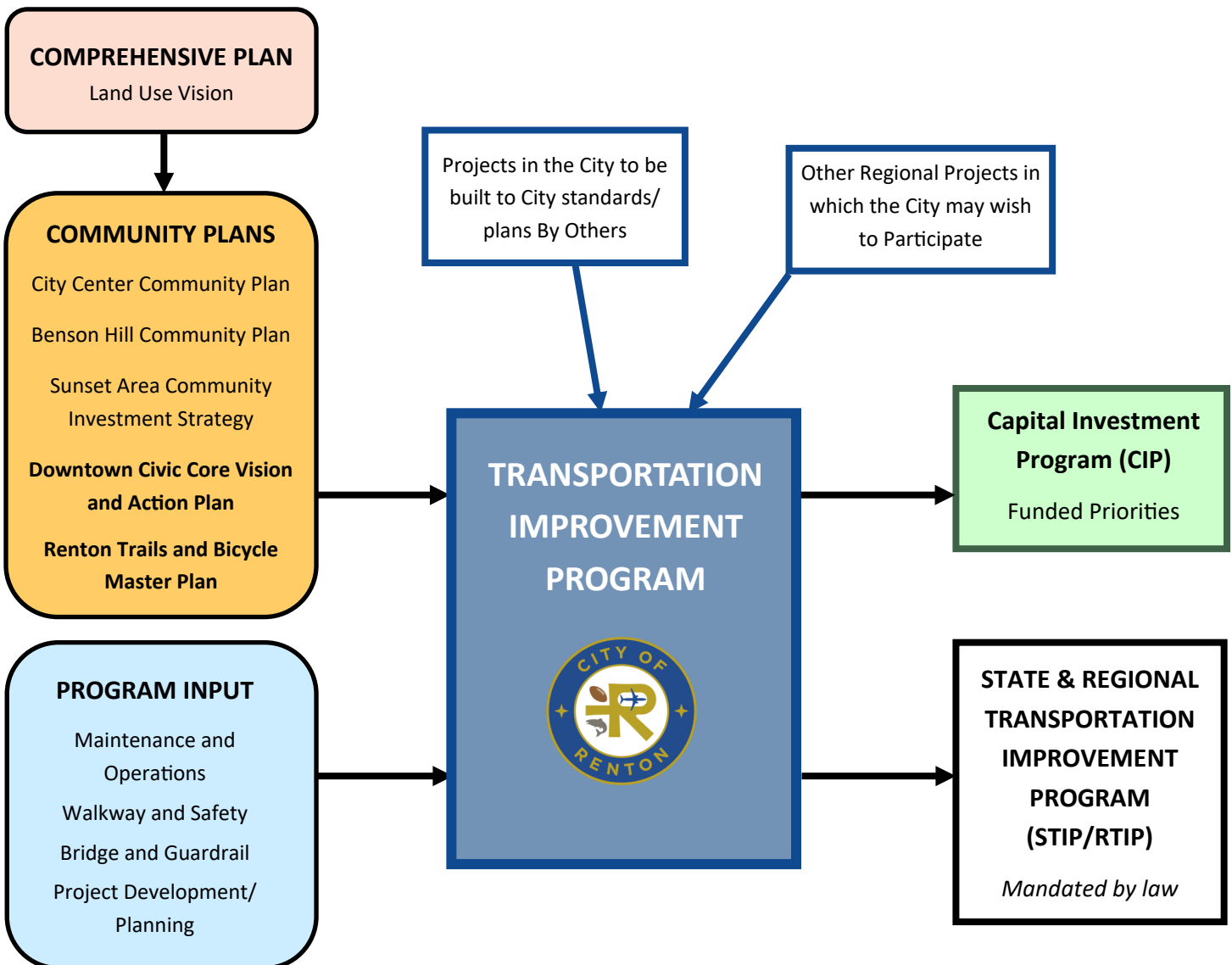
2023 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM

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 to review work that has been accomplished as well as current and future 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. Local projects must be included in the TIP in order to be eligible for state and federal grant programs.





CHANGES FROM PREVIOUS TIP

NEW TRANSPORTATION GRANTS FUNDING

Transportation received grant funding from the Transportation Improvement Board (TIB) and FHWA for various fiscal years. Details are noted in specific program and project sheets.

Current City efforts have been focused on funding existing grant-funded projects through completion and being conscientious of the City's ability to meet match requirements for upcoming funding.

Project Title	Funding	Phase	Amount	Fiscal Year
Oakesdale Ave SW Preservation Project	Federal	Construction	\$ 1,300,000	2025
NE Sunset Blvd (SR 900) Corridor Improvements - Phase 1, Sunset Trail	Federal	Design	\$ 960,150	2025
		ROW	\$ 418,660	2026
Rainier Ave Corridor Improvements - Phase 4	Federal	Construction	\$ 4,181,850	2022
Rainier Ave Corridor Improvements - Phase 4	State (TIB)	Construction	\$ 5,000,000	2022
		TOTAL	\$ 11,860,660	

PROJECTS/PROGRAMS ADDED

- NE 44th Street/I-405 Park and Ride (TIP #22-54)
- Renton-Maple Valley Highway & 140th Way SE (TIP #22-55)
- Eastrail Corridor South (TIP #22-56)

PROJECTS COMPLETED/REMOVED:

- Houser Way Intersection and Pedestrian Improvements (TIP #21-17)
- Lake Washington Loop Trail Phase 3 (TIP #21-19)
- Renton Elementary and Middle School Crossings (TIP #21-24)
- Williams Ave S and Wells Ave S Conversion Project (TIP #21-29)

**Arterial Rehabilitation Program (TIP #21-02) has been removed as individual projects originally stemming from this program are now reflected in their own project pages.

PROJECTS UNDER CONSTRUCTION:

- Bronson Way Bridge Seismic Retrofit and Painting (TIP #22-16)
- Duvall Ave NE Roadway Improvements (TIP #22-17)
- Rainier Ave S/N Corridor Improvements—Phase 4 (TIP #22-22)



SECTION B

PROJECTS MAP AND INDEX

2023 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT NUMBERING AND MAP

This section explains the annual TIP number system. All TIP numbers start with the year the TIP document is adopted then followed by a “-” (dash). 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 essentially remain the same for future TIPs and are at the beginning of the list since they are often citywide.

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 and then outside agency-led projects, that have been identified in other long-range plans for the City.

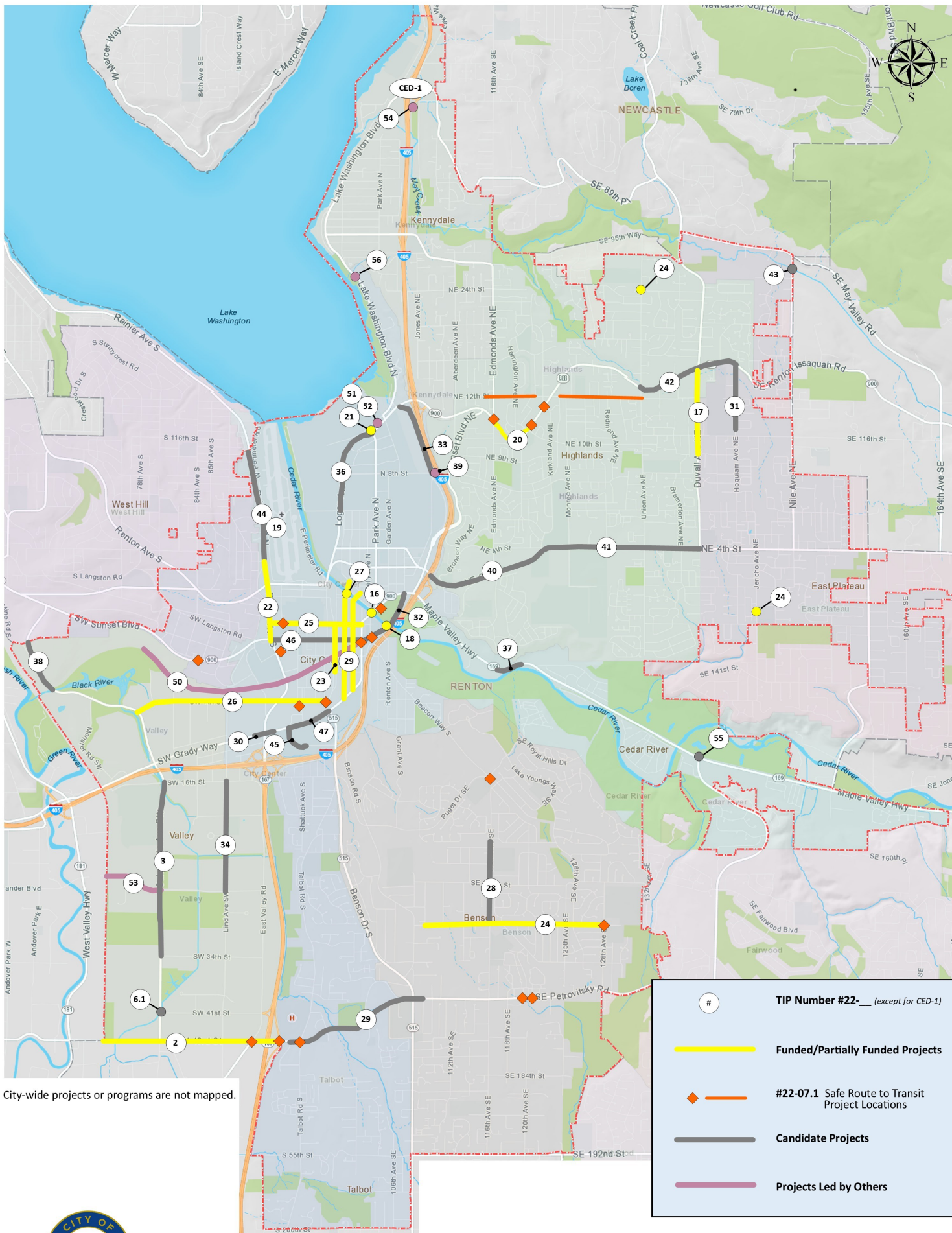
The following map shows the projects in the 2023 - 2028 Transportation Improvement Program (TIP), listed by TIP number after the prefix “22-____”. City-wide projects or programs are challenging to display on a map and are not shown.

MAP INDEX

Programs are not shown on map.

TIP #22-07.1 Safe Routes to Transit project locations have been identified separately due to the potential of becoming discrete TIP/ CIP projects in the future.

Map #	Project Name
2	SW 43rd St Resurfacing, SR 167 to west City Limits
3	Oakesdale Ave SW Preservation Project
6.1	Oakesdale Ave SW & SW 41st St Intersection Improvements
7.1	Safe Routes to Transit
16	Bronson Way Bridge Seismic Retrofit/Painting
17	Duvall Ave NE Roadway Improvements
18	Houser Way Bridge Seismic Retrofit and Painting
19	Lake Washington Loop Trail Phase 5
20	NE Sunset Boulevard (SR 900) Corridor Improvements - Phase 1
21	Park Ave North Extension
22	Rainier Ave S/N Corridor Improvements Phase 4
23	Renton Connector
24	SE 168th St Protected Bike Lanes
25	South 2nd Street Conversion Project
26	South 7th Street Corridor Improvements
27	Williams Ave N Bridge Seismic Retrofit and Painting
28	116th Ave SE Improvements
29	Carr Road improvements
30	Grady Way Overpass at Rainier Ave S
31	Hoquiam Ave NE Non-motorized Improvements
32	Houser Way Non-Motorized Improvements
33	Houser Way North Shared Use Path
34	Lind Ave SW Roadway Widening
36	Logan Ave North Improvements
37	Maple Valley Highway Barriers
38	Monster Road SW/68th Ave S Roadway Improvements
39	N 8th St Direct Access Ramps
40	NE 3rd Street Corridor Improvements
41	NE 4th St Corridor Improvements
42	NE Sunset Blvd Transit and Access Improvements
43	Nile Ave NE Bridge Replacement
44	Rainier Ave S/N Corridor Improvements Phase 5
45	Renton Bus Rapid Transit (BRT) Improvements
46	South 3rd Street Conversion Project
47	South Grady Way Multi-Modal Improvements
50	Lake to Sound (L2S) Trail
51	South Lake Washington Transit Stop
52	Southport Pedestrian Connection
53	SW 27th Street/Strander Boulevard Connection
54	NE 44th Street/I-405 Park and Ride
55	Renton-Maple Valley Highway & 140th Way SE
56	Eastrail Corridor South
CEB-1	I-405/44th Gateway Signage & Green-scaping Improvements



City-wide projects or programs are not mapped.

#	TIP Number #22-__ (except for CED-1)
	Funded/Partially Funded Projects
	#22-07.1 Safe Route to Transit Project Locations
	Candidate Projects
	Projects Led by Others



2023-2028 TRANSPORTATION IMPROVEMENT PROGRAM



SECTION C

DEVELOPMENT AND PRIORITIZATION

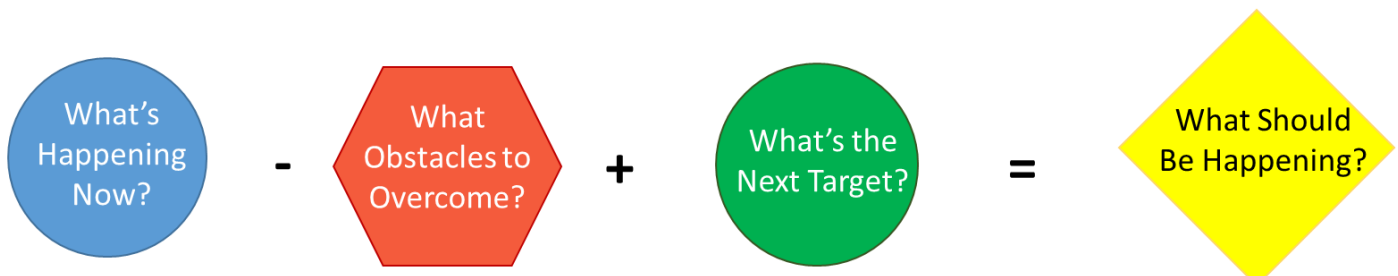
2023 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM

TIP DEVELOPMENT

The Transportation Systems Division creates and maintains an interconnected, multimodal network so that people and goods move safely and efficiently. The six-year Transportation Improvement Program (TIP) is a short-range planning document that is annually updated based on needs and policies identified in the City of Renton’s Comprehensive Plan, and other adopted plans such as: the [City Center Community Plan](#), [Sunset Area Community Investment Strategy](#), [Benson Hill Community Plan](#), [Downtown Civic Core Vision & Action Plan](#), and the [Renton Trails and Bicycle Master Plan](#).

As the city **Business Plan** is updated annually and reflects current Council priorities, the annual update of the TIP helps ensure that Transportation Capital Programming stays aligned with the City’s current goals and aspirations. Programs and long-term plans are intended for equitable outcomes citywide and to address historical inequities in the services that the Transportation System Division provides. Out of these efforts come the discreet projects that are funded or waiting to be funded.

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



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. 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.

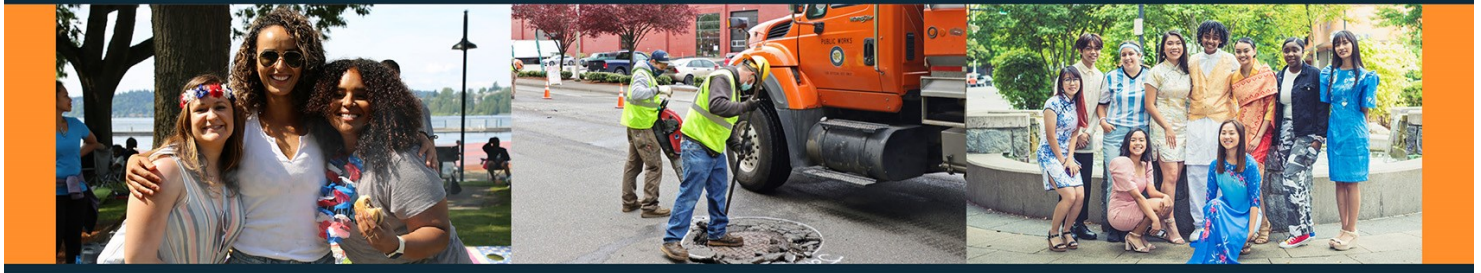
This TIP represents Renton’s current list of needed projects and programs for the next six years.





CITY OF RENTON

Business Plan 2023–2028 GOALS



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:

- Provide a safe, healthy, vibrant community
- Promote economic vitality and strategically position Renton for the future
- Support planned growth and influence decisions to foster environmental sustainability
- Build an inclusive informed city with equitable outcomes for all in support of social, economical, and racial justice
- Meet service demands and provide high-quality customer service with measurable outcomes

Provide a safe, healthy and 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
- Support the growing need of human services funding to address the challenges of housing and mental health
- 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
- Actively seek grants and other funding opportunities
- 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 to foster environmental sustainability

- 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
- Assume a critical role in improving our community's health and environmental resiliency by addressing impacts of climate change for future generations
- Pursue initiatives to increase mobility, promote clean energy in our existing buildings and in new development, preserve and expand open spaces and tree coverage, and other efforts to reduce CO₂ and greenhouse gas emissions

Building an inclusive, informed and hate-free city with equitable outcomes for all in support of social, economic, and racial justice

- Achieve equitable outcomes by eliminating racial, economic and social barriers in internal practices, city programs, services, and policies such as hiring and contracting
- Improve access to city services, programs and employment, provide opportunities and eradicate disparities for residents, workers and businesses
- Promote understanding and appreciation of our diversity through celebrations, educational forums and festivals
- Seek out opportunities for ongoing two-way dialogue with ALL communities, engage those historically marginalized, and ensure that we lift every voice, listen and take action on what we learn
- Build capacity within the city to implement inclusion and equity by providing the knowledge, skills, awareness, and tools to integrate anti-racist approaches into daily work

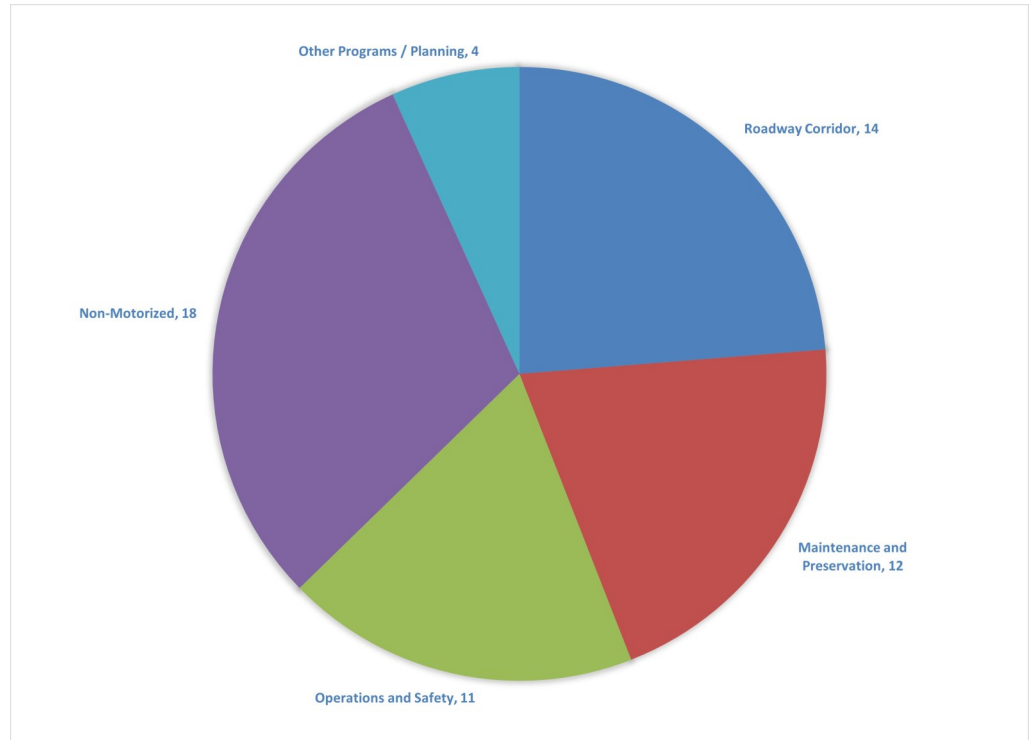
Meet service demands and provide high-quality customer service

- 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



The TIP process increases transparency and alignment to the City's vision as projects or programs get added, edited, or removed with each annual update. Each program and project is assigned a category type for CIP organization: Operations and Safety (OS), Maintenance and Preservation (MP), Roadway Corridor (RC), and Other Programs/Planning (OP).

However, some projects or programs fall into more than one category and this is conveyed by the **project aspects**, or goals/purposes, listed on each project information page.



PROJECT ASPECTS:

- ◆ **MAINTENANCE AND PRESERVATION:** Projects with this aspect include transportation assets that should be replaced or rehabilitated at the point of lowest cost in the life-cycle to maximize use of funding sources. Projects that preserve and maintain an asset will extend the useful life before more extensive and costly repairs or reconstruction are needed.
- ◆ **OPERATIONS AND SAFETY:** Projects and programs with this aspect help the safety and efficiency of traffic operations. Typical project elements include roadway widening, road diets, channelization, signage, street lighting, traffic signals, transit speed and reliability, and roadside safety.
- ◆ **ACTIVE TRANSPORTATION / MULTI-MODAL:** Projects that address improved mobility of any self-propelled, human-powered mode of transportation improve community quality of life. This emphasizes that people movement is not constrained to motor vehicles. A safe, healthy and vibrant community depends on the ability to utilize and provide safe access to those walking, riding bicycles or other non-motorized vehicles. Projects typically included in the TIP with this aspect expand the pedestrian and bicycle network throughout the city where missing or where there is needed improvement.
- ◆ **PLAN IMPLEMENTATION AND COMPLIANCE:** This aspect involves efforts needed for planning, designing, and construction of roadway improvements necessitated by new development, regulatory compliance and other reasons, such as regional transportation projects, economic development, Council policy and/or directive(s).

Each program/project has a current **FUNDING STATUS** that identifies if it has funding or if it is a “candidate” project with no determined funding source at this time.

Plan Category	Funding Status	Project Status	TIP Actions
CONSTRAINED	Fully Funded - CN	Under Construction / Project Closeout	All funds programmed and all grant funds obligated.
	Funded - CN	Design >60% Complete / Funded for Construction Getting ready for Construction Documentation.	All funds programmed and/or will obligate grant funds when ready, and if necessary.
	Partially Funded - CN	Design In Progress/ <60% Complete. Environmental process complete. Getting ready for Final Review plans.	Some funds programmed for Construction phase, such as grant funding. More funding needed.
	Partially Funded - PE/ROW	Design In Progress/ >30% Complete. ROW phase is relevant to project.	Programmed for PE and ROW and/or will obligate for ROW grant funds when ready and if necessary. Construction Phase NOT FUNDED.
	Partially Funded - PE	Design In Progress. Project only funded for Design. Waiting for available revenue sources for other phases.	Programmed for PE only and other analysis remains to be done. Construction Phase NOT FUNDED.
	Program Funding	Multiple Projects in various phases.	Funding is allocated annually.
Unprogrammed	Candidate	Project identified in other Planning Document(s) as high priority/high need.	No determined funding programmed. May need further analysis.
	Other – Led by Others	Projects led by other departments or agencies but affects overall system.	No determined funding programmed.

Each program/project is ranked against the others on the list using select criteria to create an initial priority list. The prioritization list is developed primarily for rank order in the Transportation CIP budget documents and then adjusted for significant changes in the mid-biennium TIP. Council and the Mayor provide feedback and comments for final ranking.



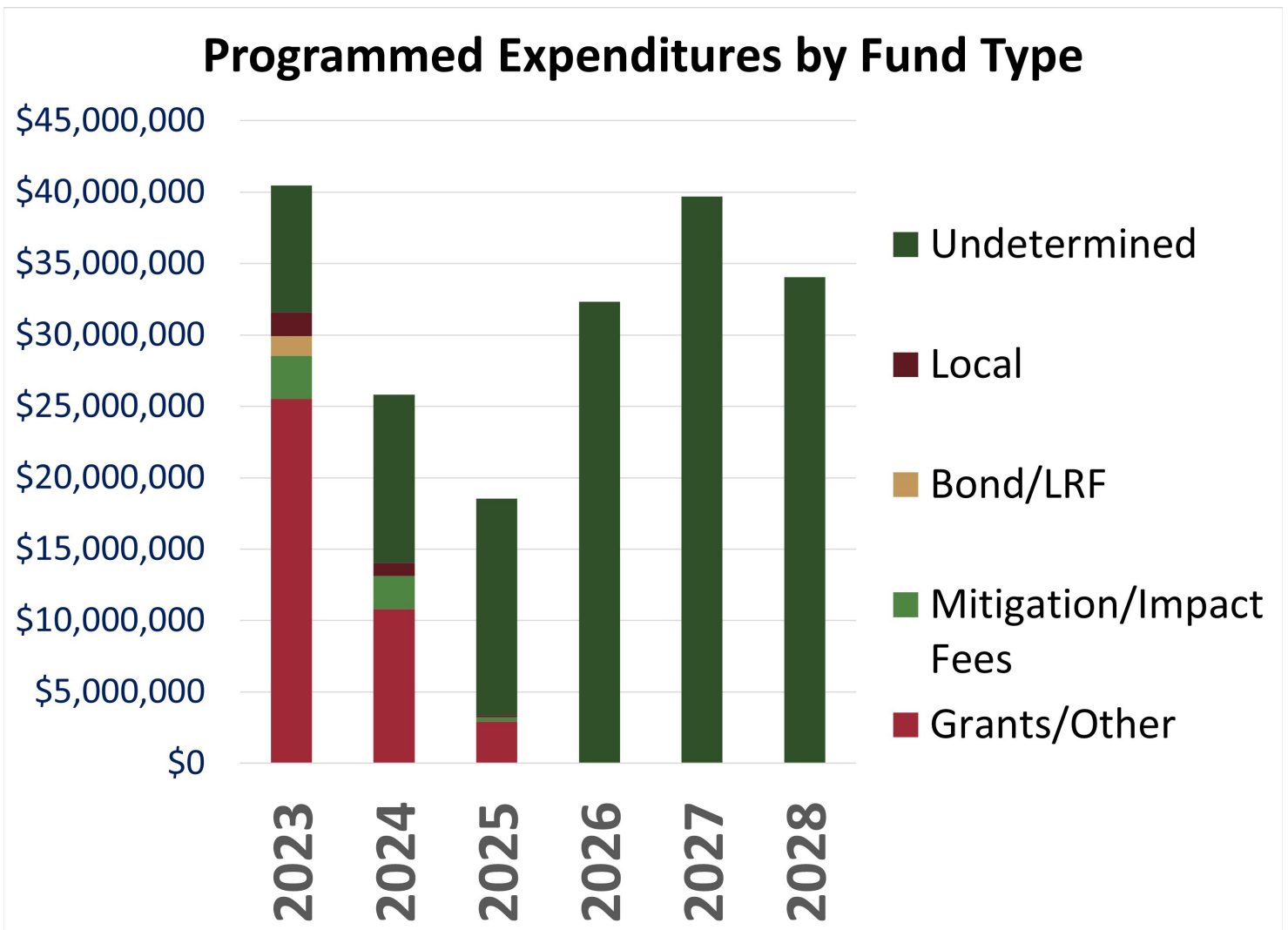
- Safety**
 - Addresses identified hazard
 - Addresses traffic safety concerns
 - Preventative actions to reduce injuries
- Plan Implementation**
 - Listed in existing city planning documents
 - Aligns with existing City Plans
 - Supports economic development
- System Integrity**
 - Essential to transportation network operations
 - Improves/maintains Infrastructure or System
 - Fills gap in facilities or network
- Financial**
 - Grant commitment/delivery needs
 - Prevent loss of funds
 - Reduces risk or liability
- Directives**
 - Identified as priority by elected official
 - Regulator directed/court order
 - High rank in previous TIP
- Mitigative**
 - Addresses environmental impacts
 - Addresses development impacts

EXPENDITURES AND REVENUES

Historically, the TIP was developed using revenue forecasts provided by the City’s Finance Department generally consisting of state and local taxes and transportation impact mitigation revenues that were assigned to Fund 317 Transportation Capital Investment Program (CIP) and Fund 305 Transportation Impact Mitigation Fund. This year, the City is working through a new Capital Improvement Program (CIP) budget process that includes ranking projects Citywide in order to determine the most important priorities to assign funding to. This process affects the TIP in that any new funding not already identified in current CIP documents is shown as “undetermined.” Once the CIP process is finalized, priority projects/programs identified in the TIP will most likely be funded.

The City relies heavily on grant funding to leverage the amount of local funding to implement the larger capital projects. Since projects need to be included in the TIP to be eligible for grants, the projects and programs included in the TIP are projects the City would like to implement in the six-year timeframe if funding were available. The document also identifies secured or reasonably expected revenues for each of the projects included in the TIP to aid in future budget discussions.

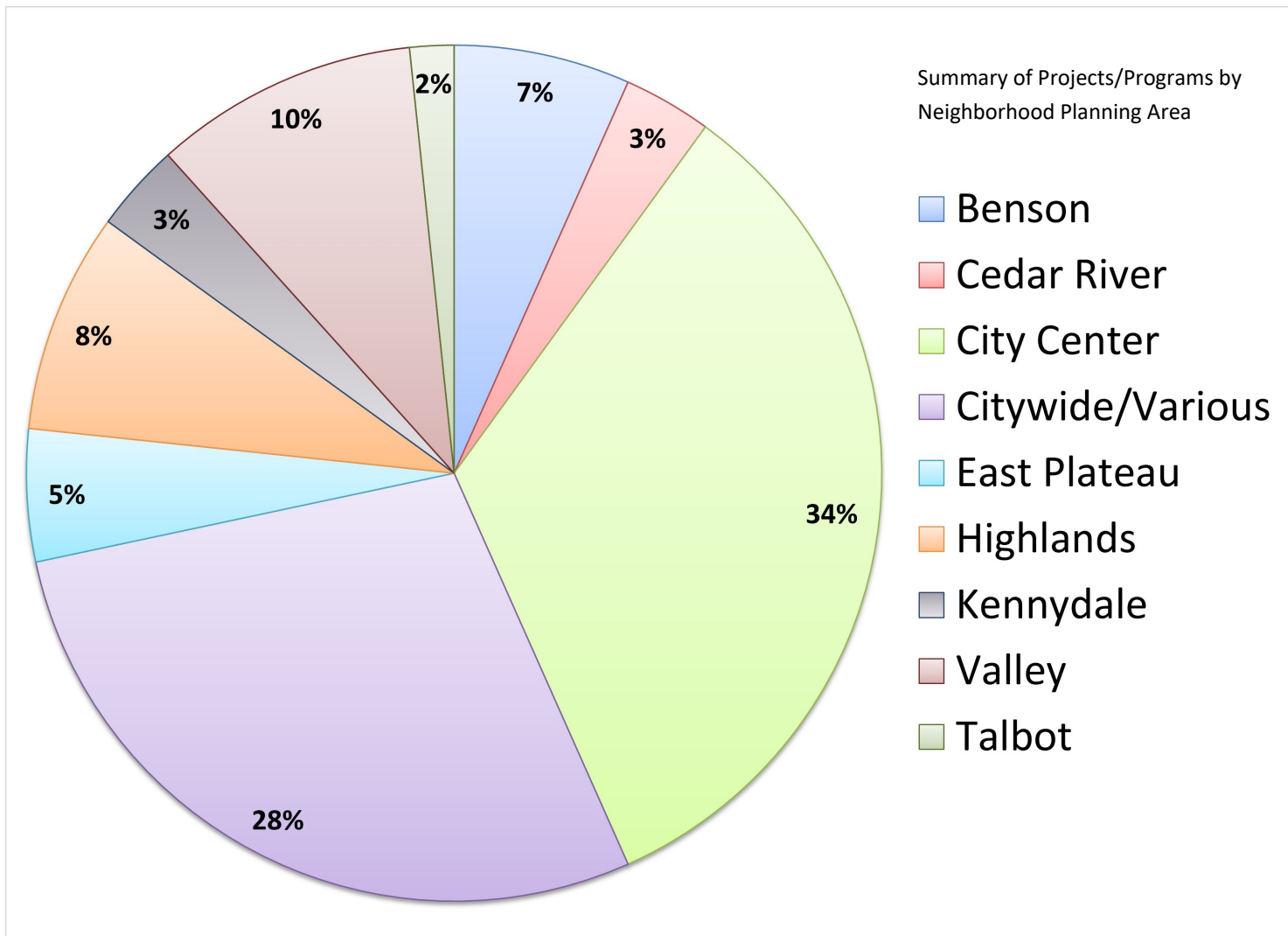
This document is one step in developing the fiscally-constrained Transportation CIP as part of the City’s [Adopted Budget](#). Actual revenues and expenditures are reviewed and adjusted through each budget adjustment.



SUMMARY OF PROJECTS AND PRIORITIZATION

The prioritization of the TIP is influenced by the interconnection and/or interdependence among TIP projects, projects by other City departments, projects by other jurisdictions, as well as the timing of those other projects. The significance of the prioritization process of the TIP in preparation for budget discussions is that the projects and programs are in a ranked order and provide one way to look at the program as a whole. The projects/programs that do not have secured funding would not appear in budget documents.

The ratings across the scoring criteria are qualitative because the intent to create an initial prioritized list of all the projects and programs listed in the TIP. This prioritization does not directly affect how much funding specific projects or programs receive. Ultimately, this is dependent on how much funding is available and final funding decisions are made by the elected policy makers. The TIP is a resource that can be used to help make policy and budget decisions.



PRIORITIZATION SUMMARY

RANK	2022 TIP#	Name	Category	Funding	Life Safety	Plan Imp	System	Financial	Directive	Mitigative
1	22-17	Duvall Ave NE Roadway Improvements, NE 7th Pl to NE Sunset Blvd	RC	Fully Funded - CN	✔	✔	✔	✔	✔	✔
2	22-22	Rainier Ave S/N Corridor Improvements Phase 4, S 3rd St to NW 3rd Pl	RC	Fully Funded - CN	✔	✔	⚠	✔	✔	✔
3	22-16	Bronson Way Bridge - Seismic Retrofit and Painting	MP	Fully Funded - CN	✔	⚠	✔	✔	✔	✔
4	22-18	Houser Way Bridge - Seismic Retrofit and Painting	MP	Funded - CN	✔	⚠	⚠	✔	✔	✔
5	22-21	Park Ave North Extension, Logan Ave N to Southport	RC	Fully Funded - CN	⚠	✔	✔	✔	✔	✔
6	22-27	Williams Ave Bridge - Seismic Retrofit and Painting	MP	Funded - CN	✔	⚠	⚠	✔	✔	✔
7	22-11	Bridge Inspection & Repair Program	MP	Program Funding	✔	⚠	⚠	✔	✔	✔
8	22-26	South 7th Street Corridor Improvements, Oakesdale to Burnett Ave S	NM	Funded - CN	✔	⚠	✔	✔	⚠	⚠
9	22-01	Street Overlay	MP	Program Funding	⚠	✔	✔	⚠	✔	⚠
10	22-02	SW 43rd St Resurfacing, west City limits to SR 167 ramps	MP	Funded - CN	⚠	✔	✔	⚠	✔	⚠
11	22-07.1	Safe Routes to Transit	NM	Program Funding	✔	⚠	⚠	✔	⚠	⚠
12	22-15	Safer Access to Neighborhood Destinations	OS	Program Funding	✔	⚠	⚠	✔	⚠	⚠
13	22-03	Oakesdale Ave SW Preservation Project, SW 34th St to SW 16th St	MP	Funded - CN	⚠	✔	✔	⚠	✔	⚠
14	22-43	Nile Ave NE Bridge Replacement	MP	Candidate	✔	⚠	✔	⚠	⚠	✔
15	22-07	Traffic Safety Program	OS	Program Funding	✔	⚠	✔	✔	⚠	—
16	22-35	Local Road Safety Plan Implementation	OS	Candidate	✔	⚠	✔	✔	⚠	—
17	22-12	Barrier-Free Transition Plan Implementation	NM	Program Funding	✔	⚠	✔	✔	—	✔
18	22-20	NE Sunset Boulevard (SR 900) Corridor Improvements, Phase 1 - Sunset Trail	RC	Partially Funded - PE/ROW	⚠	✔	⚠	⚠	✔	⚠
19	22-39	N 8th St Direct Access Ramps	RC	Other-Led by Others	⚠	✔	⚠	✔	⚠	⚠
20	22-06	Intersection Safety & Mobility Program	OS	Program Funding	✔	⚠	✔	✔	—	⚠
21	22-08	Traffic Signal Preservation Program	OS	Program Funding	✔	⚠	⚠	✔	—	✔
22	22-06.1	Oakesdale Ave SW & SW 41st St Intersection Improvements	OS	Candidate	✔	⚠	✔	✔	—	⚠
23	22-05	Roadway Safety and Guardrail Program	MP	Program Funding	✔	⚠	✔	✔	—	⚠
24	22-10	Sidewalk Rehabilitation and Replacement Program	MP	Program Funding	✔	⚠	⚠	✔	—	✔
25	22-29	Carr Road improvements, Davis Ave S to 109th Ave SE	RC	Candidate	⚠	✔	✔	—	✔	✔
26	22-28	116th Ave SE Improvements, SE 168th St to SE 160th St	NM	Candidate	⚠	✔	✔	—	✔	✔
27	22-25	South 2nd Street Conversion Project, Rainier Ave S to Main Ave S	RC	Partially Funded - PE	⚠	✔	⚠	—	✔	✔
28	22-13	Project Development & Pre-Design Program	OP	Program Funding	⚠	✔	✔	✔	—	⚠
29	22-46	South 3rd Street Conversion Project, Rainier Ave S to Main Ave S	RC	Candidate	⚠	✔	⚠	—	✔	✔
30	22-56	Eastrail Corridor South	NM	Other-Led by Others	⚠	⚠	⚠	⚠	✔	—
31	22-19	Lake Washington Loop Trail Phase 5, NW 3rd Pl to north city limits	NM	Candidate	⚠	✔	✔	⚠	⚠	—
32	22-44	Rainier Ave N Corridor Improvements Phase 5, NW 3rd Pl to north city limits	RC	Candidate	⚠	✔	✔	⚠	⚠	—
33	22-55	Renton-Maple Valley Highway & 140th Way SE	OS	Candidate	✔	—	✔	—	✔	⚠
34	22-23	Renton Connector, S 2nd St to S 5th St	NM	Partially Funded - PE	⚠	✔	⚠	—	✔	⚠
35	22-54	NE 44th Street/I-405 Park and Ride	RC	Other-Led by Others	⚠	⚠	⚠	⚠	⚠	⚠
36	22-09	Intelligent Transportation Systems (ITS) Program	OS	Program Funding	⚠	⚠	✔	⚠	—	✔
37	22-04	Walkway Program	NM	Program Funding	⚠	✔	✔	—	⚠	⚠
38	22-49	Walkway Master Plan	NM	Candidate	⚠	✔	✔	—	⚠	⚠
39	22-24	SE 168th St Protected Bike Lanes, 108th Ave SE and 128th Ave SE	NM	Partially Funded - PE	⚠	⚠	⚠	⚠	⚠	—
40	22-30	Grady Way Overpass at Rainier Ave S	OS	Candidate	⚠	⚠	✔	—	⚠	⚠
41	22-14	Arterial Circulation Program	OP	Program Funding	⚠	⚠	⚠	⚠	—	⚠
42	22-48	Transit Master Plan	OS	Candidate	—	✔	✔	—	⚠	✔
43	22-50	Lake to Sound (L2S) Trail, Black River Riparian Forest to Cedar River	NM	Other-Led by Others	⚠	⚠	⚠	—	⚠	⚠
44	22-31	Hoquiam Ave NE Non-Motorized Improvements, NE 10th Pl to NE Sunset Blvd	NM	Candidate	⚠	—	⚠	⚠	—	⚠
45	22-40	NE 3rd Street Corridor Improvements, Sunset Blvd N to Jefferson Ave NE	RC	Candidate	⚠	—	⚠	⚠	—	⚠
46	22-41	NE 4th St Corridor Improvements, Jefferson Ave NE to Duvall Ave NE	RC	Candidate	⚠	—	⚠	⚠	—	⚠

PRIORITIZATION SUMMARY

RANK	2022 TIP#	Name	Category	Funding	Life Safety	Plan Imp	System	Financial	Directive	Mitigative
47	22-37	Maple Valley Highway Barriers	OS	Candidate	✔	—	✔	—	—	✔
48	22-47	South Grady Way Multi-Modal Improvements	OS	Candidate	⚠	⚠	⚠	—	—	⚠
49	22-38	Monster Road SW/68th Ave S Roadway Improvements	MP	Candidate	—	✔	✔	—	—	⚠
50	22-53	SW 27th Street/Strander Boulevard Connection	RC	Other-Led by Others	—	✔	⚠	—	—	✔
51	22-32	Houser Way Non-Motorized Improvements, Mill Ave S to Bronson Way S	NM	Candidate	—	—	✔	—	—	✔
52	22-36	Logan Ave North Improvements, S 2nd St to Park Ave N	RC	Candidate	—	—	✔	—	—	✔
53	22-34	Lind Ave SW Roadway Widening, SW 16th St to SW 34th St	RC	Candidate	—	—	⚠	—	—	✔
54	22-42	NE Sunset Blvd Transit and Access Improvements, Union Ave NE to Hoquiam Ave NE	OS	Candidate	—	—	✔	—	—	⚠
55	22-45	Renton Bus Rapid Transit (BRT) Improvements	OS	Candidate	—	—	⚠	—	—	⚠
56	22-33	Houser Way North Shared Use Path, N 8th S to Lake Washington Blvd	NM	Candidate	—	—	✔	—	—	—
57	22-52	Southport Pedestrian Connection	NM	Other-Led by Others	—	—	—	—	—	✔
58	22-51	South Lake Washington Transit Hub	OS	Other-Led by Others	—	—	—	—	—	—



SECTION D

PROGRAM/PROJECT DETAILS

2023 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM

2023-2028 TIP#	Name	Program / Project	Planning Area
22-01	Street Overlay	Program	Citywide
22-02	SW 43rd St Resurfacing, SR 167 to west City Limits	Project	Valley
22-03	Oakesdale Ave SW Preservation Project	Project	Valley
22-04	Walkway Program	Program	Citywide
22-05	Roadway Safety and Guardrail Program	Program	Citywide
22-06	Intersection Safety & Mobility Program	Program	Citywide
22-06.1	Oakesdale Ave SW & SW 41st St Intersection Improvements	Project	Valley
22-07	Traffic Safety Program	Program	Citywide
22-07.1	Safe Routes to Transit	Program	Various
22-08	Traffic Signal Preservation Program	Program	Citywide
22-09	Intelligent Transportation Systems (ITS) Program	Program	Citywide
22-10	Sidewalk Rehabilitation and Replacement Program	Program	Citywide
22-11	Bridge Inspection & Repair Program	Program	Citywide
22-12	Barrier-Free Transition Plan Implementation	Program	Citywide
22-13	Project Development & Pre-Design Program	Program	Citywide
22-14	Arterial Circulation Program	Program	Citywide
22-15	Safer Access to Neighborhood Destinations	Program	Various
22-16	Bronson Way Bridge Seismic Retrofit/Painting	Project	City Center
22-17	Duvall Ave NE Roadway Improvements	Project	Highlands, East Plateau
22-18	Houser Way Bridge Seismic Retrofit and Painting	Project	City Center
22-19	Lake Washington Loop Trail Phase 5	Project	City Center
22-20	NE Sunset Boulevard (SR 900) Corridor Improvements - Phase 1	Project	Highlands
22-21	Park Ave North Extension	Project	City Center
22-22	Rainier Ave S/N Corridor Improvements Phase 4	Project	City Center
22-23	Renton Connector	Project	City Center
22-24	SE 168th St Protected Bike Lanes	Project	Benson
22-25	South 2nd Street Conversion Project	Project	City Center
22-26	South 7th Street Corridor Improvements	Project	City Center
22-27	Williams Ave N Bridge Seismic Retrofit and Painting	Project	City Center
22-28	116th Ave SE Improvements	Project	Benson
22-29	Carr Road improvements	Project	Talbot, Benson
22-30	Grady Way Overpass at Rainier Ave S	Project	City Center
22-31	Hoquiam Ave NE Non-motorized Improvements	Project	Citywide
22-32	Houser Way Non-Motorized Improvements	Project	City Center
22-33	Houser Way North Shared Use Path	Project	City Center
22-34	Lind Ave SW Roadway Widening	Project	Valley
22-35	Local Road Safety Plan Implementation	Program	Citywide

2023-2028 TIP#	Name	Program / Project	Planning Area
22-36	Logan Ave North Improvements	Project	City Center
22-37	Maple Valley Highway Barriers	Project	Cedar River
22-38	Monster Road SW/68th Ave S Roadway Improvements	Project	Valley
22-39	N 8th St Direct Access Ramps	Project	City Center
22-40	NE 3rd Street Corridor Improvements	Project	Highlands, East Plateau
22-41	NE 4th St Corridor Improvements	Project	Highlands, East Plateau
22-42	NE Sunset Blvd Transit and Access Improvements	Project	Highlands
22-43	Nile Ave NE Bridge Replacement	Project	East Plateau
22-44	Rainier Ave S/N Corridor Improvements Phase 5	Project	City Center
22-45	Renton Bus Rapid Transit (BRT) Improvements	Project	City Center
22-46	South 3rd Street Conversion Project	Project	City Center
22-47	South Grady Way Multi-Modal Improvements	Project	City Center
22-48	Transit Master Plan	Project	Citywide
22-49	Walkway Master Plan	Project	Citywide
22-50	Lake to Sound (L2S) Trail	Project	City Center
22-51	South Lake Washington Transit Stop	Project	City Center
22-52	Southport Pedestrian Connection	Project	City Center
22-53	SW 27th Street/Strander Boulevard Connection	Project	Valley
22-54	NE 44th Street/I-405 Park and Ride	Project	Kennydale
22-55	Renton-Maple Valley Highway & 140th Way SE	Project	Cedar River
22-56	Eastrail Corridor South	Project	City Center
CED-1	I-405/44th Gateway Signage & Green-scaping Improvements	Project	Kennydale

TIP#: Street Overlay
22-01

Program

City Account #: 122108	PlanningArea: Citywide	Street Classification: Project Length:	varies various	Priority Rank: 9
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Project Description:

This program funds resurfacing and other pavement preservation treatments for city streets and alleyways. Installation of ADA-compliant curb ramps is incorporated into the overlay program in accordance to federal requirements.

Maintenance and Preservation

Purpose:

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

EXPENDITURES*

Funding Status:	Other-Program Funding
Planning:	\$0
Preliminary Engineering:	\$1,000,000
ROW:	\$0
Construction:	\$14,000,000
Construction Services:	\$0
Other-Misc:	\$0
Total Cost:	\$15,000,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

The 2020 "Pavement Management Program State of the Streets Report", prepared by a Consultant, rated the average Pavement Condition Index (PCI) as 73. The work for the overlay was separated into concrete work and pavement work. City staff are currently developing a 10 year pavement preservation plan to keep the citywide average PCI at or above 70. Once the plan is complete staff anticipates the annual funding needs will be at least \$2,500,000.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Grants - Federal	\$125,544	\$0	\$0	\$0	\$0	\$0	\$0	
Arterial Street Fund	\$1,590,000	\$0	\$0	\$0	\$0	\$0	\$0	
B & O Tax	\$4,026,977	\$0	\$0	\$0	\$0	\$0	\$0	
Fuel Tax	\$5,440,000	\$0	\$0	\$0	\$0	\$0	\$0	
Other	\$1,090,660	\$0	\$0	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	
Revenues, by year:	\$12,273,181	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$15,000,000
								<i>2023-2028 Total</i>

TIP#:	SW 43rd St Resurfacing, <i>west city limits to SR 167 ramps</i>	Project
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City Account #: 122999	PlanningArea: Valley	Street Classification: Project Length:	Principal Arterial 1.14 mi	Priority Rank: 10
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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.

Maintenance and Preservation

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

EXPENDITURES*	
Funding Status:	Funded - CN
	Planning: \$0
	Preliminary Engineering: \$508,314
	ROW: \$80,000
	Construction: \$2,925,000
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$3,513,314

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:
 The project had been federally funded, but the federal funds were swapped out with local funds and reallocated to another city project in order to assist the Region with meeting its annual delivery target. As a result, the City agreed to complete construction of the project with local funds. Design complete in 2022. Construction is set to begin in Spring 2023.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
B & O Tax	\$508,314	\$755,000	\$0	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$750,000	\$1,500,000	\$0	\$0	\$0	\$0	
Revenues, by year:	\$508,314	\$1,505,000	\$1,500,000	\$0	\$0	\$0	\$0	\$3,005,000
								<i>2023-2028 Total</i>

TIP#: **Oakesdale Ave SW Preservation Project,** **Project**
22-03 *SW 34th St to SW 16th St*

City Account #:	PlanningArea:	Street Classification:	Minor Arterial	Priority Rank:
	Valley	Project Length:	1.14 mi	13

Project Description:

This project will resurface the roadway along Oakesdale Ave SW from SW 34th St northward to SW 16th St. This project will install signed and marked bike lanes, update channelization, adjust or upgrade intersection ramps and corners to current ADA standards, adjust or evaluate the replacement of existing features affected by resurfacing such as monuments, catch basins, or drainage grates. The existing shoulders north of SW 27th St serve as unofficial bike lanes as noted in the Trails and Bicycle Master Plan.

Maintenance and Preservation

Purpose:

The current conditions of the pavement and the amount of heavy traffic on this roadway warrants the need for preventative maintenance. This project is on a major truck route on a key transit corridor. Resurfacing this roadway will improve the overall condition of the pavement and the project will extend the pavement life.

EXPENDITURES*	
Funding Status:	Funded - CN
Planning:	\$0
Preliminary Engineering:	\$400,000
ROW:	\$50,000
Construction:	\$1,606,410
Construction Services:	\$401,700
Other-Misc:	\$0
Total Cost:	\$2,458,110

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

This project received a Surface Transportation Program (STP) grant for construction in 2022 in the amount of \$1,300,000. Design will begin in 2023. Construction funding will be available FY 2025.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Grants - Federal	\$0	\$0	\$0	\$1,300,000	\$0	\$0	\$0	
Undetermined	\$0	\$400,000	\$50,000	\$708,110	\$0	\$0	\$0	
Revenues, by year:	\$0	\$400,000	\$50,000	\$2,008,110	\$0	\$0	\$0	\$2,458,110
								<i>2023-2028 Total</i>

TIP#: Walkway Program Program
22-04

City Account #:	PlanningArea:	Street Classification:	varies	Priority Rank:
120009	Citywide	Project Length:	N/A	37

Project Description:

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

Active Transportation

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.

EXPENDITURES*	
Funding Status:	Other-Program Funding
	Planning: \$0
	Preliminary Engineering: \$0
	ROW: \$0
	Construction: \$7,900,000
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$7,900,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

Staff is in the process of identifying where walkways do not exist citywide. Once identified, funding will be used to replace or install the missing sidewalks based on a prioritized schedule. This program has the potential to be funded through Transportation Benefit District (TBD) financing. The \$1,300,000 annual investment is dependent upon the TBD financing being implemented.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
B & O Tax	<i>\$820,611</i>	\$100,000	\$0	\$0	\$0	\$0	\$0	
Other	<i>\$50,000</i>	\$0	\$0	\$0	\$0	\$0	\$0	
Undetermined	<i>\$0</i>	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	
Revenues, by year:	<i>\$870,611</i>	\$1,400,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$7,900,000
								<i>2023-2028 Total</i>

TIP#: **Roadway Safety and Guardrail Program**
22-05

Program

City Account #: 120110	PlanningArea: Citywide	Street Classification: 	varies	Priority Rank: 23
		Project Length:	N/A	

Project Description:

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

Maintenance and Preservation, Operations and Safety

Purpose:

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

EXPENDITURES*

Funding Status: Other-Program Funding

Planning: \$0

Preliminary Engineering: \$15,000

ROW: \$0

Construction: \$270,000

Construction Services: \$15,000

Other-Misc: \$0

Total Cost: \$300,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

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

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Fuel Tax	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0	
B & O Tax	\$125,000	\$0	\$0	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	
Revenues, by year:	\$375,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
								<i>2023-2028 Total</i>

TIP#: 22-06 **Intersection Safety & Mobility Program** **Program**

City Account #: 122601	PlanningArea: Citywide	Street Classification: Project Length:	varies N/A	Priority Rank: 20
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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.

Operations and Safety

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.

EXPENDITURES*	
Funding Status:	Other-Program Funding
	Planning: \$0
	Preliminary Engineering: \$0
	ROW: \$0
	Construction: \$1,900,000
	Construction Services: \$0
	Other-Misc: \$0
	Total Cost: \$1,900,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

Preliminary engineering and design began in 2018 for intersection improvements at Oakesdale Ave SW and SW 41st St (TIP # 22-06.1). Design was completed in 2021 and the project is now on hold until all funding for construction has been identified. 2023 expenditures are shown in the Oakesdale Ave SW and SW 41st St TIP sheet. The funding shown in 2026 is to construct a new traffic signal.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
B & O Tax	\$566,026	\$0	\$0	\$0	\$0	\$0	\$0	
Mitigation Fees	\$1,015,899	\$0	\$0	\$0	\$0	\$0	\$0	
Grants - Other	\$8,397	\$0	\$0	\$0	\$0	\$0	\$0	
Other	\$14,075	\$0	\$0	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$0	\$100,000	\$100,000	\$1,500,000	\$100,000	\$100,000	
Revenues, by year:	\$1,604,397	\$0	\$100,000	\$100,000	\$1,500,000	\$100,000	\$100,000	\$1,900,000
								<i>2023-2028 Total</i>

TIP#: Oakesdale Ave SW & SW 41st St Intersection Improvements
22-06.1

Project

City Account #:	PlanningArea:	Street Classification:	Principal Arterial	Priority Rank:
	Valley	Project Length:	N/A	22

Project Description:

This project would install a new traffic signal with marked crosswalks at the intersection of Oakesdale Ave SW and SW 41st St.

Operations and Safety

Purpose:

To improve access and safety to meet safety and mobility needs. The project will help meet increasing demand and reduce the potential for crashes, making the corridor more attractive to users of the adjacent Springbrook Creek Trail and for motorists/freight vehicles travelling through to the major retailers and businesses along this corridor and within the vicinity.

EXPENDITURES*

Funding Status: Candidate

Planning: \$0

Preliminary Engineering: \$0

ROW: \$0

Construction: \$1,300,000

Construction Services: \$0

Other-Misc: \$0

Total Cost: \$1,300,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

This project was designed within the Intersection Safety and Mobility Program. Design was completed in 2021 however the project is currently on hold until construction funding can be identified. The City plans to apply for a Transportation Improvement Board (TIB) grant in 2022 to help fund additional construction costs.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$750,000	\$550,000	\$0	\$0	\$0	\$0	
Revenues, by year:	\$0	\$750,000	\$550,000	\$0	\$0	\$0	\$0	\$1,300,000
								<i>2023-2028 Total</i>

TIP#: Traffic Safety Program
22-07

Program

City Account #: 122115	PlanningArea: Citywide	Street Classification: Project Length:	varies N/A	Priority Rank: 15
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Project Description:

This program funds small-scale traffic safety improvements that require materials, labor, or equipment. These types 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.

Operations and Safety

Purpose:

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

EXPENDITURES*

Funding Status:	Other-Program Funding
Planning:	\$0
Preliminary Engineering:	\$0
ROW:	\$0
Construction:	\$1,800,000
Construction Services:	\$0
Other-Misc:	\$0
Total Cost:	\$1,800,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

Ongoing based on requests received by the public and city staff for evaluation and analysis. In 2020, Metro funded the design and materials purchases for the Safe Routes to Transit project (TIP #22-07.1) in association with the Renton-Kent-Auburn Area Mobility Plan. The City plans to construct speed humps along Lake Washington Blvd to address speeding concerns and will fund the completion of design work for a HAWK signal at the intersection of Duvall Ave NE and NE 6th Street.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Grants - Other	\$544,234	\$0	\$0	\$0	\$0	\$0	\$0	
Mitigation Fees	\$618,919	\$0	\$0	\$0	\$0	\$0	\$0	
B & O Tax	\$602,659	\$0	\$0	\$0	\$0	\$0	\$0	
Fuel Tax	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	
Revenues, by year:	\$1,865,811	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000
								<i>2023-2028 Total</i>

TIP#: Safe Routes to Transit
22-07.1

Program

City Account #: 123009	PlanningArea: various	Street Classification: Project Length:	varies N/A	Priority Rank: 11
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Project Description:

Capital projects that improve safety, convenience and accessibility for people walking, bicycling and using assistive mobility devices (such as wheelchairs or walkers) to connect to transit services and facilities. King County Metro agreed to compensate the City for design and acquire materials (\$1,500,000) for agreed upon locations in Fall 2020. Construction is estimated to extend through 2028.

Operations and Safety, Active Transportation

Purpose:

To improve safety, convenience and accessibility for people walking, bicycling and using assistive mobility devices (such as wheelchairs or walkers) to connect to transit services and facilities.

EXPENDITURES*	
Funding Status:	Partially Funded - CN
Planning:	\$0
Preliminary Engineering:	\$1,401,472
ROW:	\$0
Construction:	\$3,323,528
Construction Services:	\$0
Other-Misc:	\$0
Total Cost:	\$4,725,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

All projects are at the pre-100% design plan stage and will be constructed as funding becomes available. The City applied for a WSDOT Pedestrian & Bicycle Grant in 2022 and is awaiting word of funding. Available funds within the Traffic Safety Program can be transferred to this program to help fund the cost of construction, and as needs arise. Pending available funding, the City plans to construct crosswalk and lighting improvements at the intersection of South 2nd Street and Lake Avenue South in 2023 and will provide access and alignment improvements for a better pedestrian crossing at South 43rd Street and the SR 167 ramps in 2024.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Grants - Other	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$250,000	\$220,000	\$345,000	\$425,000	\$400,000	\$1,500,000	
REET1	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0	
Revenues, by year:	\$1,585,000	\$250,000	\$220,000	\$345,000	\$425,000	\$400,000	\$1,500,000	\$3,140,000
								<i>2023-2028 Total</i>

TIP#: 22-08 **Traffic Signal Preservation Program** **Program**

City Account #: 122904	PlanningArea: Citywide	Street Classification: 	varies	Priority Rank: 21
		Project Length:	N/A	

Project Description:
The City of Renton owns and operates 135 traffic signals. This program replaces obsolete and failed video detection cameras, signal heads, signal cabinets, UPS batteries and LED indications as needed based on the findings from the following annual preventative maintenance programs: Signal cabinet replacement program, signal head replacement program and the LED change out program.

Maintenance and Preservation, Operations and Safety

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

EXPENDITURES*	
Funding Status:	Other-Program Funding
	Planning: \$0
	Preliminary Engineering: \$0
	ROW: \$0
	Construction: \$600,000
	Construction Services: \$0
	Other-Misc: \$0
	Total Cost: \$600,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:
Most of Renton's traffic signals and UPS systems require extensive maintenance and preventative maintenance programs to keep traffic signals operating as efficiently as possible and to prevent them from going into red flash failure mode. Pavement deterioration has increased the number of failed loops throughout the City and as loops fail they are replaced with video detection cameras and associated equipment, greatly increasing public safety. Funding in 2023 & 2024 will be used for the replacement of up to 60 traffic signal UPS batteries, roadway paint, 4 signal cabinets, 4 intersection signal head change outs, and 32 intersection LED change outs.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Property Tax	\$12,165	\$0	\$0	\$0	\$0	\$0	\$0	
B & O Tax	\$1,443,311	\$0	\$0	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	
Revenues, by year:	\$1,455,476	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
								<i>2023-2028 Total</i>

TIP#: 22-09 **Intelligent Transportation Systems (ITS) Program** **Program**

City Account #: 122162	PlanningArea: Citywide	Street Classification: 	varies	Priority Rank: 36
		Project Length:	N/A	

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.

Maintenance and Preservation, Operations and Safety

Purpose:

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

EXPENDITURES*	
Funding Status:	Other-Program Funding
	Planning: \$0
	Preliminary Engineering: \$0
	ROW: \$0
	Construction: \$750,000
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$750,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

Funding in 2023 will cover cost to conduct an ITS Master Plan, estimated to be about \$150K and to cover the cost to pay WSDOT for placement of city conduit within and across the I-405 and 44th Street Interchange. Future years funding will be used for high priority projects identified in the ITS Master Plan. The Plan will help staff prioritize future shadow conduit opportunities with franchise utilities and as well as other needs, such as ITS security software programs and hardware equipment for the Transportation fiber optic networks.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
B & O Tax	\$350,685	\$0	\$0	\$0	\$0	\$0	\$0	
Mitigation Fees	\$279,891	\$0	\$0	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$250,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	
Revenues, by year:	\$630,576	\$250,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$750,000
								<i>2023-2028 Total</i>

TIP#: Sidewalk Rehabilitation and Replacement Program **Program**
22-10

City Account #: 122801	PlanningArea: Citywide	Street Classification: 	varies	Priority Rank: 24
		Project Length:	N/A	

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.

Maintenance and Preservation, Active Transportation

Purpose:

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

EXPENDITURES*	
Funding Status:	Other-Program Funding
Planning:	\$0
Preliminary Engineering:	\$0
ROW:	\$0
Construction:	\$600,000
Construction Services:	\$0
Other-Misc:	\$0
Total Cost:	\$600,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

The City completed a condition survey of the existing sidewalks in 2021. Staff are currently validating the data and will begin work on prioritizing sidewalk locations for repairs and maintenance.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
B & O Tax	\$1,605,332	\$0	\$0	\$0	\$0	\$0	\$0	
Other	\$120,000	\$0	\$0	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	
Revenues, by year:	\$1,725,332	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
								<i>2023-2028 Total</i>

TIP#: 22-11 **Bridge Inspection & Repair Program**

Program

City Account #: 120106	PlanningArea: Citywide	Street Classification: 	varies	Priority Rank: 7
		Project Length:	N/A	

Project Description:

Per 23 CFR 650 Subpart C, the City is required to perform condition inspections on all City owned bridge structures, located in the public right-of-way, open for public use and spanning 20-ft or more. There are presently 27 bridge structures included in the program. They are inspected every two years to monitor the condition of bridge elements and identify deficiencies in need of repair. Updates to bridge load ratings and scour evaluations are periodically performed based upon the condition of the bridge structures and/or new directives from FHWA and/or WSDOT.

Maintenance and Preservation, Plan Implementation and Compliance

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.

EXPENDITURES*

Funding Status: Other-Program Funding

Planning: \$0

Preliminary Engineering: \$50,000

ROW: \$0

Construction: \$250,000

Construction Services: \$0

Other-Misc: \$0

Total Cost: \$300,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

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

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Grants - State	\$23,346	\$0	\$0	\$0	\$0	\$0	\$0	
B & O Tax	\$749,074	\$50,000	\$0	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	
Revenues, by year:	\$772,420	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
								<i>2023-2028 Total</i>

TIP#: **Barrier-Free Transition Plan Implementation** **Program**
22-12

City Account #: 122705	PlanningArea: Citywide	Street Classification: 	varies	Priority Rank: 17
		Project Length:	N/A	

Project Description:

This program provides funding for designing and building features in response to individual requests to improve access for pedestrians and evaluates per the current ADA Transition Plan.

Operations and Safety, Plan Implementation and Compliance

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. An updated ADA Transition Plan was adopted on December 13, 2021. A programmatic approach is required to ensure compliance with federal law.

EXPENDITURES*	
Funding Status:	Other-Program Funding
	Planning: \$0
	Preliminary Engineering: \$0
	ROW: \$0
	Construction: \$1,920,000
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$1,920,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

An update to the ADA Transition Plan was complete in 2021. The plan recommended additional investment of \$240,000/year over historical funding allocation (over 50 years) to support plan implementation for pedestrian barrier removal.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
B & O Tax	\$227,412	\$0	\$0	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	
Revenues, by year:	\$227,412	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$1,920,000
								<i>2023-2028 Total</i>

TIP#: Project Development & Pre-Design Program
22-13

Program

City Account #: 122150	PlanningArea: Citywide	Street Classification: 	varies	Priority Rank: 28
		Project Length:	N/A	

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.

Plan Implementation and Compliance

Purpose:

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

EXPENDITURES*

Funding Status: Other-Program Funding

Planning: \$300,000

Preliminary Engineering: \$300,000

ROW: \$0

Construction: \$0

Construction Services: \$0

Other-Misc: \$0

Total Cost: \$600,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

The funding allocated to this program is mainly used to hire consultants to perform the work listed above.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Other	\$2,833	\$0	\$0	\$0	\$0	\$0	\$0	
B & O Tax	\$950,539	\$0	\$0	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	
Revenues, by year:	\$953,372	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
								<i>2023-2028 Total</i>

TIP#: 22-14 **Arterial Circulation Program** **Program**

City Account #: 120029	PlanningArea: Citywide	Street Classification: 	varies	Priority Rank: 41
		Project Length:	N/A	

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.

Plan Implementation and Compliance

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.

EXPENDITURES*	
Funding Status:	Other-Program Funding
	Planning: \$100,000
	Preliminary Engineering: \$0
	ROW: \$0
	Construction: \$300,000
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$400,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

A Network Mobility Evaluation was completed in 2021 to prepare for the update of the Transportation Element of the City's Comprehensive Plan. Funding for this program will be evaluated as needs arise.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
B & O Tax	\$1,038,167	\$100,000	\$0	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	
Revenues, by year:	\$1,038,167	\$150,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$400,000
								<i>2023-2028 Total</i>

TIP#: Safer Access to Neighborhood Destinations
22-15

Program

City Account #:	PlanningArea:	Street Classification:	varies	Priority Rank:
	West Hill, Benson	Project Length:	N/A	

Project Description:

This program includes several components focused in two of Renton’s most diverse, lowest-income neighborhoods – Benson/Cascade and Skyway/West Hill. The project will focus on engagement activities geared towards school aged children, young drivers, and adults in order to improve safety and address traffic stress around schools.

Active Transportation

Purpose:

To improve safety for children walking and bicycling to school, traveler behavior for all travel modes, and education of laws pertaining to motorists, pedestrians and bicyclists.

EXPENDITURES*

Funding Status: Other-Program Funding

Planning: \$0

Preliminary Engineering: \$334,900

ROW: \$0

Construction: \$0

Construction Services: \$0

Other-Misc: \$0

Total Cost: \$334,900

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

The City was awarded a \$249,900 grant from the Washington Traffic Safety Commission in 2021. Planning efforts began in 2022.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Grants - Other	\$137,200	\$112,700	\$0	\$0	\$0	\$0	\$0	
Other	\$0	\$85,000	\$0	\$0	\$0	\$0	\$0	
Revenues, by year:	\$137,200	\$197,700	\$0	\$0	\$0	\$0	\$0	\$197,700
								<i>2023-2028 Total</i>

TIP#: **Bronson Way Bridge - Seismic Retrofit and Painting,**
22-16 *across Cedar River*

Project

City Account #: 123000	PlanningArea: City Center	Street Classification: Project Length:	Principal Arterial N/A	Priority Rank: 3
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Project Description:

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. 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 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.

Maintenance and Preservation

Purpose:

To extend the service life of the Bronson Way Bridge and reduce the seismic vulnerability.

EXPENDITURES*

Funding Status: Fully Funded - CN

Planning: \$0

Preliminary Engineering: \$620,000

ROW: \$0

Construction: \$2,402,000

Construction Services: \$430,000

Other-Misc: \$0

Total Cost: \$3,452,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

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. The project will begin construction in 2022.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Grants - State	\$2,950,000	\$50,000	\$0	\$0	\$0	\$0	\$0	
B & O Tax	\$452,000	\$0	\$0	\$0	\$0	\$0	\$0	
Revenues, by year:	\$3,402,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
								<i>2023-2028 Total</i>

TIP#: **Duvall Ave NE Roadway Improvements,** **Project**
22-17 *NE 7th Pl to NE Sunset Blvd*

City Account #: 122702	PlanningArea: Highlands, East Plateau	Street Classification: Project Length:	Principal Arterial 0.67 mi	Priority Rank: 1
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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.

Maintenance and Preservation, Operations and Safety, Active Transportation

Purpose:

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

EXPENDITURES*	
Funding Status:	Fully Funded - CN
Planning:	\$0
Preliminary Engineering:	\$1,213,176
ROW:	\$438,538
Construction:	\$5,445,043
Construction Services:	\$810,200
Other-Misc:	\$0
Total Cost:	\$7,906,957

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

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 currently in construction.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Grants - State	\$5,192,228	\$0	\$0	\$0	\$0	\$0	\$0	
Mitigation Fees	\$2,644,698	\$0	\$0	\$0	\$0	\$0	\$0	
B & O Tax	\$70,031	\$0	\$0	\$0	\$0	\$0	\$0	
Revenues, by year:	\$7,906,957	\$0	\$0	\$0	\$0	\$0	\$0	\$0
								<i>2023-2028 Total</i>

TIP#: **Houser Way Bridge - Seismic Retrofit and Painting,**
22-18 *across Cedar River*

Project

City Account #: 123001	PlanningArea: City Center	Street Classification: Project Length:	Principal Arterial N/A	Priority Rank: 4
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Project Description:

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. 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 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.

Maintenance and Preservation

Purpose:

To help extend the service life of the Houser Way Bridge and reduce the seismic vulnerability.

EXPENDITURES*	
Funding Status:	Funded - CN
Planning:	\$0
Preliminary Engineering:	\$620,000
ROW:	\$50,000
Construction:	\$2,567,052
Construction Services:	\$435,000
Other-Misc:	\$0
Total Cost:	\$3,672,052

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

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. The project is currently in the design phase. ROW acquisition (if required) is anticipated to be completed by 2023. Construction is anticipated for summer 2023.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Grants - Federal	\$536,300	\$2,000,000	\$462,700	\$0	\$0	\$0	\$0	
B & O Tax	\$83,700	\$312,139	\$277,213	\$0	\$0	\$0	\$0	
Revenues, by year:	\$620,000	\$2,312,139	\$739,913	\$0	\$0	\$0	\$0	\$3,052,052
								<i>2023-2028 Total</i>

TIP#:	Lake Washington Loop Trail Phase 5, <i>NW 3rd Pl to north city limits</i>	Project
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City Account #:	PlanningArea:	Street Classification:	Principal Arterial	Priority Rank:
	City Center	Project Length:	0.76 mi	31

Project Description:
This is the last phase of the Lake Washington Loop Trail project that completes a gap in the Lake Washington trail system within Renton city limits.

Active Transportation

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

EXPENDITURES*	
Funding Status:	Candidate
	Planning: \$0
	Preliminary Engineering: \$0
	ROW: \$0
	Construction: \$0
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$0

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:
The City was awarded a Federal TAP grant for design of the whole project in 2013. Construction has been implemented in phases. 30% Design will be completed as part of the Rainier Avenue South Corridor Improvements - Phase 4 project (TIP #22-22) and the construction phase is now part of the Rainier Avenue South Corridor Improvements - Phase 5 project (TIP #22-44).

TIP#: **NE Sunset Boulevard (SR 900) Corridor Improvements,** **Project**
22-20 *Phase 1 - Sunset Trail, Edmonds Ave NE to NE 10th St*

City Account #: 122902	PlanningArea: Highlands	Street Classification: Project Length:	Principal Arterial 0.32 mi	Priority Rank: 18
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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 project will be implemented in phases.

Operations and Safety, Active Transportation, Plan Implementation and Compliance

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

EXPENDITURES*	
Funding Status:	Partially Funded - PE/ROW
Planning:	\$0
Preliminary Engineering:	\$1,110,000
ROW:	\$484,000
Construction:	\$7,010,000
Construction Services:	\$0
Other-Misc:	\$0
Total Cost:	\$8,604,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:
 The NE Sunset Boulevard (SR 900) Corridor Improvements project received a Surface Transportation Program (STP) grant in the amount of \$1,313,935 for design in 2013. In 2020, the project received \$3,150,000 in STP funding for the ROW phase from the 2018 contingency list. Due to project cost escalations the City is returning the Design and ROW federal grant funding so that the project can be implemented in phases. The Sunset Trail project will serve as Phase 1 and will construct the multi-use trail portion of the original project. The Sunset Trail project received a Congestion Mitigation and Air Quality (CMAQ) grant in the amount of \$1,378,810 for Design/ROW in 2022.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Grants - Federal	\$0	\$0	\$960,150	\$418,660	\$0	\$0	\$0	
REET1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$0	\$149,850	\$65,340	\$0	\$3,510,000	\$3,500,000	
Revenues, by year:	\$0	\$0	\$1,110,000	\$484,000	\$0	\$3,510,000	\$3,500,000	\$8,604,000
								<i>2023-2028 Total</i>

TIP#: **Park Ave North Extension,**
22-21 *Logan Ave N to Southport*

Project

City Account #: 122190	PlanningArea: City Center	Street Classification: Project Length:	Principal Arterial 0.23 mi	Priority Rank: 5
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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 the construction of a railroad crossing, signal improvements, utility improvements, illumination installation, underground utility relocation and landscaping. The project is funded by Local Revitalization Financing (LRF) and Developer contributions.

Operations and Safety, Active Transportation

Purpose:

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

EXPENDITURES*

Funding Status: Fully Funded - CN

Planning: \$0

Preliminary Engineering: \$1,492,469

ROW: \$4,014,000

Construction: \$4,085,923

Construction Services: \$1,115,100

Other-Misc: \$0

Total Cost: \$10,707,492

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

Design is complete. The City is finalizing agreements with BNSF, construction is anticipated to begin Summer 2022.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Bonds	\$6,907,023	\$1,381,464	\$0	\$0	\$0	\$0	\$0	
Other	\$222,869	\$2,196,137	\$0	\$0	\$0	\$0	\$0	
Revenues, by year:	\$7,129,891	\$3,577,601	\$0	\$0	\$0	\$0	\$0	\$3,577,601
								<i>2023-2028 Total</i>

TIP#:	Rainier Ave S/N Corridor Improvements Phase 4, <i>S 3rd St to NW 3rd Pl</i>	Project
22-22		

City Account #:	PlanningArea:	Street Classification:	Principal Arterial	Priority Rank:
122195	City Center	Project Length:	0.51 mi	2

Project Description:

Phase 4 of the Rainier Ave Corridor Improvements will extend previous corridor improvements from S 3rd St to 1,000 feet north of Airport Way (NW 3rd Pl). Project elements include extending southbound BAT lane from S 2nd St to S 3rd St, pedestrian improvements with street scaping, High Intensity Activated Crosswalk (HAWK), transit facility upgrades, access management, and a segment of a regional ped/bike path trail (Lake Washington Loop Trail) from Airport Way to 1,000 feet north of Airport Way.

Maintenance and Preservation, Operations and Safety, Active Transportation

Purpose:

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

EXPENDITURES*	
Funding Status:	Fully Funded - CN
Planning:	\$0
Preliminary Engineering:	\$3,395,963
ROW:	\$4,317,459
Construction:	\$21,970,859
Construction Services:	\$4,800,000
Other-Misc:	\$0
Total Cost:	\$34,484,281

* For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.

Status/Changes:

A Surface Transportation Program (STP) grant in the amount of \$2,600,000 was awarded (2014) for Design of Phase 4. Additional grants received for the project include; (2018) STP \$3,000,000 for Right-of-Way; (2018) STP \$4,500,000, (2020) STP \$4,793,000, (2021) WSDOT Regional Mobility \$2,000,000, and (2021) Transportation Improvement Board (TIB) \$5,000,000 for Construction. The project also received supplemental federal funding for the Construction phase in 2022 in the amount of \$4,181,850. The project will begin Construction in Summer 2022.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028
Grants - Federal	\$6,600,000	\$6,737,425	\$5,037,425	\$700,000	\$0	\$0	\$0
Mitigation Fees	\$2,793,049	\$3,000,000	\$2,300,000	\$316,382	\$0	\$0	\$0
Grants - State	\$1,000,000	\$4,000,000	\$1,500,000	\$500,000	\$0	\$0	\$0
	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Revenues, by year:	\$10,393,049	##### \$8,837,425	\$1,516,382	\$0	\$0	\$0	\$0
							\$24,091,232
							<i>2023-2028 Total</i>

TIP#:	Renton Connector, S 2nd St to S 5th St	Project
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City Account #:	PlanningArea:	Street Classification:	Collector	Priority Rank:
122103	City Center	Project Length:	0.3 mi	34

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.

Active Transportation

Purpose:

To create a signature north-south non-motorized connection in the downtown core via a corridor for pedestrians and cyclists between the Cedar River and the South Renton Transit Center to the South via S 7th St (TIP # 22-26). 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.

EXPENDITURES*	
Funding Status:	Partially Funded - PE
	Planning: \$0
	Preliminary Engineering: \$1,760,602
	ROW: \$0
	Construction: \$13,200,000
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$14,960,602

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

Transportation received Surface Transportation Program (STP) funding (\$1,500,000) from the contingency list in 2019. Design is currently underway.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Grants - Federal	\$600,000	\$700,000	\$200,000	\$0	\$0	\$0	\$0	
B & O Tax	\$54,491	\$39,999	\$0	\$0	\$0	\$0	\$0	
REET1	\$66,112	\$50,000	\$50,000	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$0	\$0	\$500,000	\$2,000,000	\$7,200,000	\$3,500,000	
Revenues, by year:	\$720,603	\$789,999	\$250,000	\$500,000	\$2,000,000	\$7,200,000	\$3,500,000	\$14,239,999
								<i>2023-2028 Total</i>

TIP#: SE 168th St Protected Bike Lanes,
22-24 108th Ave SE and 128th Ave SE

Project

City Account #:	PlanningArea:	Street Classification:	Collector	Priority Rank:
	Benson	Project Length:	0.76 mi	39

Project Description:

This project will construct protected bike lanes on SE 168th St between 108th Ave SE and 128th Ave SE.

Operations and Safety, Active Transportation

Purpose:

To install an east-west bike route that connects multiple community destinations and improves access to transit.

EXPENDITURES*

Funding Status: Partially Funded - PE

Planning: \$0

Preliminary Engineering: \$600,000

ROW: \$80,000

Construction: \$2,500,000

Construction Services: \$0

Other-Misc: \$0

Total Cost: \$3,180,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

The City was awarded a \$500,000 allocation in the 2021-2023 State Capital Budget. The City will be reevaluating feasibility of the project due to competing needs and cost escalations. The City may redefine the project based on Community outreach.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Grants - State	\$0	\$200,000	\$300,000	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$50,000	\$50,000	\$80,000	\$1,500,000	\$1,000,000	\$0	
Revenues, by year:	\$0	\$250,000	\$350,000	\$80,000	\$1,500,000	\$1,000,000	\$0	\$3,180,000
								<i>2023-2028 Total</i>

TIP#: **South 2nd Street Conversion Project,** **Project**
22-25 *Rainier Ave S to Main Ave S*

City Account #: 123006	PlanningArea: City Center	Street Classification: Project Length:	Principal Arterial 0.7 mi	Priority Rank: 27
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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.

Operations and Safety, Active Transportation

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 a key connection to the Renton Connector Project (TIP #22-23).

EXPENDITURES*	
Funding Status:	Partially Funded - PE
Planning:	\$200,000
Preliminary Engineering:	\$2,851,956
ROW:	\$0
Construction:	\$17,150,000
Construction Services:	\$0
Other-Misc:	\$0
Total Cost:	\$20,201,956

* For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.

Status/Changes:

The City was awarded \$1,340,750 in Surface Transportation Program (STP) funds for preliminary engineering in the PSRC Countywide competition in 2018. Additional planning will occur before Design work begins in 2022. Construction estimates are preliminary and will depend on the results of the additional planning work the City is conducting.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Grants - Federal	\$340,750	\$500,000	\$500,000	\$0	\$0	\$0	\$0	
B & O Tax	\$61,206	\$75,000	\$75,000	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$0	\$0	\$1,500,000	\$6,500,000	\$5,500,000	\$5,150,000	
Revenues, by year:	\$401,956	\$575,000	\$575,000	\$1,500,000	\$6,500,000	\$5,500,000	\$5,150,000	\$19,800,000
								<i>2023-2028 Total</i>

TIP#: **South 7th Street Corridor Improvements,**
22-26 *Oakesdale Ave SW to Burnett Ave S*

Project

City Account #: 122151	PlanningArea: City Center	Street Classification: Project Length:	Minor Arterial 1.3 mi	Priority Rank: 8
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Project Description:

This project develops S/SW 7th St as a key east-west bicycle route into the downtown: between Oakesdale Ave S and Burnett Ave S. This project will install a multi-use path on S 7th St, between Shattuck and Burnett Ave S, and install intersection improvements at multiple intersections along the corridor from Shattuck Ave S to Oakesdale Ave SW. The intersection improvements from Shattuck Ave S westward along this corridor will improve bicycle facilities and intersection operations to provide upgraded signage to bicyclists and will help simplify bicycle movements through complex intersections. Bicycle improvements include push-button activation, green bike lanes through conflict/crossing zones, and pavement markings. This project will also upgrade an existing marked crosswalk with flashing beacons with higher visibility technology.

Operations and Safety, Active Transportation

Purpose:

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

EXPENDITURES*	
Funding Status:	Funded - CN
Planning:	\$70,000
Preliminary Engineering:	\$800,000
ROW:	\$100,000
Construction:	\$2,000,000
Construction Services:	\$300,000
Other-Misc:	\$0
Total Cost:	\$3,270,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

Phase 1 was completed which included a traffic signal and an eastbound right-turn lane at S 7th St/Shattuck Ave S. In 2019, Sound Transit awarded \$1,000,000 toward Design and Construction of the multi-use path between Talbot and Shattuck. In 2020, \$1,450,000 of Surface Transportation Program (STP) funds was awarded for FY 2024 for construction of the multi-use path between Shattuck and Burnett Ave S as well as various intersection improvements. Design work began in 2022.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Grants - Sound Transit	\$300,000	\$400,000	\$300,000	\$0	\$0	\$0	\$0	
B & O Tax	\$55,000	\$130,000	\$515,000	\$120,000	\$0	\$0	\$0	
Grants - Federal	\$0	\$0	\$1,450,000	\$0	\$0	\$0	\$0	
Revenues, by year:	\$355,000	\$530,000	\$2,265,000	\$120,000	\$0	\$0	\$0	\$2,915,000
								<i>2023-2028 Total</i>

TIP#: **Williams Ave Bridge - Seismic Retrofit and Painting,**
22-27 *across Cedar River*

Project

City Account #: 123003	PlanningArea: City Center	Street Classification: Project Length:	Minor Arterial N/A	Priority Rank: 6
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Project Description:

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. 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 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

Maintenance and Preservation

Purpose:

To extend the service life of the Williams Ave Bridge and reduce seismic vulnerability.

EXPENDITURES*

Funding Status:	Funded - CN
Planning:	\$0
Preliminary Engineering:	\$620,000
ROW:	\$50,000
Construction:	\$2,666,000
Construction Services:	\$435,000
Other-Misc:	\$0
Total Cost:	\$3,771,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

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. The project is currently in the design phase. ROW acquisition (if needed) is anticipated to be completed by 2023. Construction is anticipated for summer 2023.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Grants - Federal	\$536,300	\$2,350,000	\$98,700	\$0	\$0	\$0	\$0	
B & O Tax	\$186,000	\$0	\$0	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$550,000	\$50,000	\$0	\$0	\$0	\$0	
Revenues, by year:	\$722,300	\$2,900,000	\$148,700	\$0	\$0	\$0	\$0	\$3,048,700
								<i>2023-2028 Total</i>

TIP#: **116th Ave SE Improvements,** **Project**
22-28 *SE 168th St to SE 160th St*

City Account #: 122117	PlanningArea: Benson	Street Classification: Project Length:	Minor Arterial 2.5 mi	Priority Rank: 26
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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.

Active Transportation, Plan Implementation and Compliance

Purpose:

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

EXPENDITURES*	
Funding Status:	Candidate
Planning:	\$0
Preliminary Engineering:	\$1,689,000
ROW:	\$1,043,000
Construction:	\$6,756,000
Construction Services:	\$0
Other-Misc:	\$0
Total Cost:	\$9,488,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

Staff is continuing to look for grant opportunities. Programmed funding is for Preliminary Engineering only.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$0	\$300,000	\$389,000	\$1,000,000	\$0	
Revenues, by year:	\$0	\$0	\$0	\$300,000	\$389,000	\$1,000,000	\$0	\$1,689,000
								<i>2023-2028 Total</i>

TIP#:	Carr Road improvements, <i>Davis Ave S to 109th Ave SE</i>	Project
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City Account #: 122920	PlanningArea: Talbot, Benson	Street Classification: Project Length:	Principal Arterial 1.87 mi	Priority Rank: 25
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Project Description:

This project would design needed infrastructure improvements on Carr Road, from Valley Medical Center past the SR 515/108th Ave SE intersection. 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), pavement restoration/reconstruction including bicycle lanes on new alignment.

Maintenance and Preservation, Operations and Safety, Active Transportation

Purpose:

Improvements are necessary to enhance vehicle traffic capacity and safety for vehicles, bicycles, and pedestrians on this major east-west transportation corridor.

EXPENDITURES*	
Funding Status:	Candidate
	Planning: \$200,000
	Preliminary Engineering: \$0
	ROW: \$0
	Construction: \$0
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$200,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

A corridor study prepared by King County in 2003 identified the need for roadway improvements from the Lind Ave SW and SW 43rd St intersection extending east and crossing SR 167 and ending at 116th Ave SE. Previous expenditures were 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. Programmed estimates are for Planning only.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	
Revenues, by year:	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
								<i>2023-2028 Total</i>

TIP#: **Grady Way Overpass at Rainier Ave S**
22-30

Project

City Account #:	PlanningArea:	Street Classification:	Principal Arterial	Priority Rank:
	City Center	Project Length:	N/A	40

Project Description:

The project will be a coordinated effort between the City of Renton and WSDOT and will make the following improvements; provide grade separation of one eastbound and one westbound lane of Grady Way South over SR167, construct an additional right turn lane from eastbound Grady Way South to southbound SR 167, construct new curbs, gutters, storm drainage and sidewalk improvements and; install Transit Signal Priority through the intersection of SR 167 & Grady Way South.

Operations and Safety

Purpose:

The project will provide a connection point to the Rainier Avenue transit corridor which leads to Renton’s key regional growth centers - downtown and Southport/The Landing.

EXPENDITURES*	
Funding Status:	Candidate
Planning:	\$2,000,000
Preliminary Engineering:	\$0
ROW:	\$0
Construction:	\$98,000,000
Construction Services:	\$0
<i>Other-Misc:</i>	\$0
Total Cost:	\$100,000,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

Additional planning is needed to determine if the current scope is the best alternative for improving access to the new South Renton Transit Center. Programmed estimates are for Planning only. Additional funding sources have yet to be identified.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	
Revenues, by year:	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$2,000,000
								<i>2023-2028 Total</i>

TIP#: **Hoquiam Ave NE Non-Motorized Improvements,** **Project**
22-31 *NE 10th Pl to NE Sunset Blvd*

City Account #:	PlanningArea:	Street Classification:	Collector	Priority Rank:
	East Plateau	Project Length:	0.42 mi	44

Project Description:

This project would improve the experience for people walking and biking along Hoquiam Ave NE between NE 10th Pl and NE Sunset Blvd by installing a walkway where needed and improving crossings.

Operations and Safety, Active Transportation

Purpose:

Improve the experience for people walking and biking along Hoquiam Ave NE between NE 10th Pl and NE Sunset Blvd.

EXPENDITURES*	
Funding Status:	Candidate
	Planning: \$50,000
	Preliminary Engineering: \$500,000
	ROW: \$0
	Construction: \$1,500,000
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$2,050,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

A feasibility study to evaluate constructability requirements and to address environmental challenges was complete in May 2022. The preferred alternative may be a good candidate for Safe Routes to School-type grants. Project will be on hold until construction funding is identified.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
B & O Tax	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$0	\$0	\$0	\$500,000	\$1,000,000	\$500,000	
Revenues, by year:	\$50,000	\$0	\$0	\$0	\$500,000	\$1,000,000	\$500,000	\$2,000,000
								<i>2023-2028 Total</i>

TIP#: **Houser Way Non-Motorized Improvements,** **Project**
22-32 *Mill Ave S to Bronson Way S*

City Account #:	PlanningArea:	Street Classification:	varies	Priority Rank:
	City Center	Project Length:	0.36 mi	

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 planning and pavement overlay, channelization, and intersection crossing improvements. For feasibility and constructability issues, the roadway and pedestrian bridge sections would not be part of this project. 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.

Active Transportation

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.

EXPENDITURES*	
Funding Status:	Candidate
Planning:	\$0
Preliminary Engineering:	\$220,000
ROW:	\$165,000
Construction:	\$1,802,000
Construction Services:	\$0
Other-Misc:	\$0
Total Cost:	\$2,187,000

* For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.

Status/Changes:

This project is pending available funding but is also subject to the schedule of the Houser Way Bridge - Seismic Retrofit and Painting project (TIP #22-18) and the redevelopment of the 200 Mill site.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$0	\$220,000	\$165,000	\$902,000	\$900,000	
Revenues, by year:	\$0	\$0	\$0	\$220,000	\$165,000	\$902,000	\$900,000	\$2,187,000
								<i>2023-2028 Total</i>

TIP#: **Houser Way North Shared Use Path,** **Project**
22-33 *N 8th S to Lake Washington Blvd*

City Account #:	PlanningArea:	Street Classification:	Minor Arterial	Priority Rank:
	City Center	Project Length:	0.57 mi	

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.

Active Transportation

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

EXPENDITURES*	
Funding Status:	Candidate
	Planning: \$100,000
	Preliminary Engineering: \$1,000,000
	ROW: \$0
	Construction: \$0
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$1,100,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:
 This project was originally a widening and realignment project. The scope was changed to align with the Trails and Bicycle Master Plan and is subject to available funding. A public engagement process would be required during design to ensure involvement of surrounding businesses. Programmed estimates are for Planning and Design only.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$0	\$0	\$0	\$100,000	\$1,000,000	
Revenues, by year:	\$0	\$0	\$0	\$0	\$0	\$100,000	\$1,000,000	\$1,100,000
								<i>2023-2028 Total</i>

TIP#: **Lind Ave SW Roadway Widening,** **Project**
22-34 *SW 16th St to SW 34th St*

City Account #: 120024	PlanningArea: Valley	Street Classification: Project Length:	Principal Arterial 0.73 mi	Priority Rank: 53
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Project Description:

Widen existing roadway to five lanes where required. Includes new roadway, curbs, sidewalks, drainage, signals, lighting, signing and channelization. Additionally, these improvements address demands resulting from an interchange at Lind Ave SW which is included in the WSDOT I-405 Master Plan (currently unfunded). A potential project could be a signal at the intersection at Lind Ave SW and SW 34th St which is currently unsignalized.

Operations and Safety, Plan Implementation and Compliance

Purpose:

To increase the capacity of this major north/south arterial to meet increasing traffic demands in the Valley due in part to development.

EXPENDITURES*	
Funding Status:	Candidate
	Planning: \$200,000
	Preliminary Engineering: \$1,300,000
	ROW: \$0
	Construction: \$0
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$1,500,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

In 2020, a subarea TOD study for the South Grady/north Valley area was begun. This roadway is critical for the I-405 Master Plan and may be important for any future light rail planning for the city. Programmed estimates are for Planning and Preliminary Engineering only.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$0	\$0	\$0	\$200,000	\$1,300,000	
Revenues, by year:	\$0	\$0	\$0	\$0	\$0	\$200,000	\$1,300,000	\$1,500,000
								<i>2023-2028 Total</i>

TIP#: Local Road Safety Plan Implementation
22-35

Program

City Account #:	PlanningArea:	Street Classification:	varies	Priority Rank:
	Citywide	Project Length:	varies	

Project Description:

This program would design and construct improvements identified in the Local Road and Safety Plan. An adopted plan is created from analyzing the data of the fatal and serious injury crashes in the city and the conditions that exist when those crashes occurred. A prioritized list of projects are developed by a set of criteria after analyzing the data.

Operations and Safety

Purpose:

To address and mitigate or reduce the risk of fatal or serious injury crashes.

EXPENDITURES*

Funding Status: Candidate

Planning: \$0

Preliminary Engineering: \$50,000

ROW: \$0

Construction: \$150,000

Construction Services: \$0

Other-Misc: \$0

Total Cost: \$200,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

The City's Local Road Safety Plan was adopted in 2022. The City applied for a WSDOT City Safety Program grant in 2022 and is awaiting notice of funding. The consultant is currently working on the next step in the process, which is developing a Safer Mobility Action Plan. Plan implementation will be contingent on available funding.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$50,000	\$150,000	\$0	\$0	\$0	\$0	
Revenues, by year:	\$0	\$50,000	\$150,000	\$0	\$0	\$0	\$0	\$200,000
								<i>2023-2028 Total</i>

TIP#: **Logan Ave North Improvements,** **Project**
22-36 *S 2nd St to Park Ave N*

City Account #: 122303	PlanningArea: City Center	Street Classification: Project Length:	Principal Arterial 0.76 mi	Priority Rank: 52
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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.

Operations and Safety, Active Transportation

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.

EXPENDITURES*	
Funding Status:	Candidate
	Planning: \$200,000
	Preliminary Engineering: \$3,500,000
	ROW: \$2,000,000
	Construction: \$10,000,000
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$15,700,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

Project continues to be on hold until the Boeing Company is in a position to dedicate right-of-way to the project. Planning studies would have to be conducted to analyze if intersection improvements are required to adjust for current traffic conditions. Programmed estimates shown are for Planning and Preliminary Engineering phases.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$0	\$0	\$200,000	\$1,500,000	\$2,000,000	
Revenues, by year:	\$0	\$0	\$0	\$0	\$200,000	\$1,500,000	\$2,000,000	\$3,700,000
								<i>2023-2028 Total</i>

TIP#:	Maple Valley Highway Barriers,	Project
22-37	<i>SE 5th St to approximately 1800 feet west of intersection</i>	

City Account #:	PlanningArea:	Street Classification:	Principal Arterial	Priority Rank:
	Cedar River	Project Length:	N/A	47

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.

Maintenance and Preservation, Operations and Safety

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 of numerous collision impacts.

EXPENDITURES*	
Funding Status:	Candidate
	Planning: \$0
	Preliminary Engineering: \$522,970
	ROW: \$156,300
	Construction: \$2,458,630
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$3,137,900

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

The design report for the Cedar River half bridge is complete and was funded by the Roadway Safety and Guardrail Program (TIP # 22-05). Final design and construction pending funding availability.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$0	\$299,035	\$1,000,000	\$1,000,000	\$838,865	
Revenues, by year:	\$0	\$0	\$0	\$299,035	\$1,000,000	\$1,000,000	\$838,865	\$3,137,900
								<i>2023-2028 Total</i>

TIP#: 22-38 **Monster Road SW/68th Ave S Roadway Improvements**

Project

City Account #:	PlanningArea:	Street Classification:	Principal Arterial	Priority Rank:
	Valley	Project Length:	2.2 mi	49

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.

Operations and Safety, Active Transportation

Purpose:

Will serve growing north-south traffic demand and help provide another truck route into the city.

EXPENDITURES*

Funding Status: Candidate

Planning: \$500,000

Preliminary Engineering: \$5,000,000

ROW: \$3,000,000

Construction: \$23,500,000

Construction Services: \$0

Other-Misc: \$0

Total Cost: \$32,000,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

Phase 1 of improvements will address drainage problems between the Monster Rd Bridge and the City limits. 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 at the time. Scope, cost and implementation schedule to be determined. Programming includes planning studies only to scope of possible phased implementation in coordination with King County.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	
Revenues, by year:	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000
								<i>2023-2028 Total</i>

TIP#: N 8th St Direct Access Ramps
22-39

Project

City Account #:	PlanningArea:	Street Classification:	Collector	Priority Rank:
	City Center	Project Length:	N/A	19

Project Description:

This project would be part of the I405 Implementation Plan to achieve a successful Regional Bus Rapid Transit (BRT) network and improve transit service utilization.

Operations and Safety

Purpose:

Direct access ramps at North 8th Street would provide improved access to the neighborhoods west of I-405: residential neighborhoods within the City Center (North Renton and South Renton), West Hill, south Seattle, and unincorporated King County. These direct access ramps would not only improve access to businesses such as, The Boeing Company, PACCAR Inc., and SECO Development, but also would help decrease congestion in other parts of the City that need access to I-405.

EXPENDITURES*	
Funding Status:	Candidate
Planning:	\$0
Preliminary Engineering:	\$20,000,000
ROW:	\$0
Construction:	\$200,000,000
Construction Services:	\$25,000,000
Other-Misc:	\$0
Total Cost:	\$245,000,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

The 2022 Legislature approved a substantial "Move Ahead Washington" transportation package that included the N 8th St Direct Access Ramp project (\$245,000,000). The City is awaiting updates as the project moves forward in the legislative process. Programmed funding includes Preliminary Engineering only.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Other	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	
Revenues, by year:	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$20,000,000
								<i>2023-2028 Total</i>

TIP#: **NE 3rd Street Corridor Improvements,**
22-40 *Sunset Blvd N to Jefferson Ave NE*

Project

City Account #: 122176	PlanningArea: Highlands	Street Classification: Project Length:	Principal Arterial 0.92 mi	Priority Rank: 45
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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.

Operations and Safety, Active Transportation

Purpose:

To improve traffic operations for all modes of transportation, especially addressing the needs of transit, bicycle and pedestrian traffic.

EXPENDITURES*	
Funding Status:	Candidate
Planning:	\$100,000
Preliminary Engineering:	\$4,982,500
ROW:	\$37,000
Construction:	\$19,930,000
Construction Services:	\$0
Other-Misc:	\$0
Total Cost:	\$25,049,500

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

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. Funding will need to be identified to conduct a renewed public engagement process and redefine/reconfirm project scope. Programmed estimates are for Planning and Preliminary Engineering only.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$0	\$0	\$300,000	\$2,000,000	\$2,782,500	
Revenues, by year:	\$0	\$0	\$0	\$0	\$300,000	\$2,000,000	\$2,782,500	\$5,082,500
								<i>2023-2028 Total</i>

TIP#: **NE 4th St Corridor Improvements,** **Project**
22-41 *Jefferson Ave NE to Duvall Ave NE*

City Account #:	PlanningArea:	Street Classification:	Principal Arterial	Priority Rank:
	Highlands	Project Length:	1.05 mi	46

Project Description:

This project involves a series of improvements to traffic operations such as rechannelization and traffic signal modifications, possible transit priority signal treatments and queue jumps. This project also may include a new signal at NE 4th St and Bremerton Ave NE, if warranted by development.

Operations and Safety, Active Transportation

Purpose:

To improve traffic operations for all modes of transportation, especially addressing the needs of transit, bicycle and pedestrian traffic.

EXPENDITURES*	
Funding Status:	Candidate
	Planning: \$100,000
	Preliminary Engineering: \$5,463,750
	ROW: \$3,605,000
	Construction: \$21,855,000
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$31,023,750

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

The NE 3rd/4th Corridor Study was adopted in May 2005. Funding will need to be identified to conduct a renewed public engagement process and redefine/reconfirm project scope. Programmed estimates are for Planning only.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	
Revenues, by year:	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
								<i>2023-2028 Total</i>

TIP#: **NE Sunset Blvd Transit and Access Improvements,** **Project**
22-42 *Union Ave NE to Hoquiam Ave NE*

City Account #:	PlanningArea:	Street Classification:	Principal Arterial	Priority Rank:
	Highlands	Project Length:	0.70 mi	54

Project Description:

This project would address transit and traffic operational needs through key improvements such as channelization, traffic signal modifications, signal treatments, possible queue jumps, access management through installation of medians. This project would also include EB right turn only lanes at Elma PI NE and Hoquiam Ave NE.

Operations and Safety, Active Transportation

Purpose:

Improve traffic operations and safety.

EXPENDITURES*	
Funding Status:	Candidate
	Planning: \$100,000
	Preliminary Engineering: \$5,480,000
	ROW: \$3,700,000
	Construction: \$22,000,000
	Construction Services: \$0
	Other-Misc: \$0
	Total Cost: \$31,280,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

This project focuses on the eastern end of SR 900 around Duvall and prepares for potential upgrade of Metro route 240 to bus rapid transit service. Programmed estimates are for Planning and Preliminary Engineering only.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$0	\$100,000	\$2,500,000	\$1,490,000	\$1,490,000	
Revenues, by year:	\$0	\$0	\$0	\$100,000	\$2,500,000	\$1,490,000	\$1,490,000	\$5,580,000
								<i>2023-2028 Total</i>

TIP#:	Nile Ave NE Bridge Replacement, <i>across May Creek</i>	Project
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City Account #:	PlanningArea:	Street Classification:	Collector	Priority Rank:
123004	East Plateau	Project Length:	1.16 mi	14

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.

Maintenance and Preservation

Purpose:
 The bridge is 20 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 timber caps. Some of the timber piles are showing signs of deterioration.

EXPENDITURES*	
Funding Status:	Candidate
	Planning: \$0
	Preliminary Engineering: \$750,000
	ROW: \$0
	Construction: \$6,000,000
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$6,750,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

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. The City plans to move forward with the TS&L study in 2024.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$250,000	\$500,000	\$1,000,000	\$2,000,000	\$3,000,000	
Revenues, by year:	\$0	\$0	\$250,000	\$500,000	\$1,000,000	\$2,000,000	\$3,000,000	\$6,750,000
								<i>2023-2028 Total</i>

TIP#: Rainier Ave N Corridor Improvements Phase 5,
22-44 NW 3rd PI to north city limits

Project

City Account #:	PlanningArea:	Street Classification:	Principal Arterial	Priority Rank:
	City Center	Project Length:	0.76 mi	32

Project Description:

Phase 5 of the Rainier Ave Corridor Improvements will extend the improvements from NW 3rd PI to the northern City limits. Project elements include widening of sidewalks with streetscaping, adding pedestrian-scale illumination and planted buffer strips. There is excess road capacity north of NW 3rd PI (NB) where the project will remove one of the two NB lanes on Rainier Ave N. On the east side of Rainier Ave S/N, the new multi-use trail will be installed, as stated in TIP #22-19 (Lake Washington Loop Trail Phase 5).

Maintenance and Preservation, Operations and Safety, Active Transportation

Purpose:

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

EXPENDITURES*	
Funding Status:	Candidate
Planning:	\$0
Preliminary Engineering:	\$3,694,886
ROW:	\$3,464,400
Construction:	\$18,474,430
Construction Services:	\$0
Other-Misc:	\$0
Total Cost:	\$25,633,716

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

The City applied for a Surface Transportation Program (STP) grant in 2022 but did not receive funding. The City plans to fund a portion of Design so project scope can be further refined. Phase 4 of the Rainier Ave Corridor Improvements is currently in construction (TIP #22-22). Programmed funding shown is for Design only.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$847,443	\$1,732,200	\$1,115,243	\$0	\$0	
Revenues, by year:	\$0	\$0	\$847,443	\$1,732,200	\$1,115,243	\$0	\$0	\$3,694,886
								<i>2023-2028 Total</i>

TIP#: **Renton Bus Rapid Transit (BRT) Improvements,** **Project**
22-45 *S Renton Village Pl extension to S Grady Way*

City Account #:	PlanningArea:	Street Classification:	Principal Arterial	Priority Rank:
	City Center	Project Length:	0.37 mi	55

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.

Operations and Safety, Active Transportation

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.

EXPENDITURES*	
Funding Status:	Other-Led by Others
Planning:	\$0
Preliminary Engineering:	\$0
ROW:	\$0
Construction:	\$23,856,858
Construction Services:	\$0
Other-Misc:	\$0
Total Cost:	\$23,856,858

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

Estimated cost in Regional Transportation Plan is \$23,856,858. 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. Project completion year falls outside the 6 years of the TIP.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$0	\$0	\$300,000	\$1,000,000	\$1,000,000	
Revenues, by year:	\$0	\$0	\$0	\$0	\$300,000	\$1,000,000	\$1,000,000	\$2,300,000
								<i>2023-2028 Total</i>

TIP#: **South 3rd Street Conversion Project,**
22-46 *Rainier Ave S to Main Ave S*

Project

City Account #:	PlanningArea:	Street Classification:	Principal Arterial	Priority Rank:
	City Center	Project Length:	0.55 mi	29

Project Description:

The project provides pedestrian and bicyclist 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.

Active Transportation, Plan Implementation and Compliance

Purpose:

This project is one of the strategies identified in the City Center Community Plan and the Downtown Civic Core 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.

EXPENDITURES*	
Funding Status:	Candidate
Planning:	\$0
Preliminary Engineering:	\$4,000,000
ROW:	\$100,000
Construction:	\$17,200,000
Construction Services:	\$0
<i>Other-Misc:</i>	\$0
Total Cost:	\$21,300,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

This project will continue downtown improvements, further enhancing the pedestrian and bicyclist environment. Project is pending future grant funding availability. Programmed estimates are for Preliminary Engineering and ROW.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$0	\$500,000	\$1,700,000	\$1,500,000	\$400,000	
Revenues, by year:	\$0	\$0	\$0	\$500,000	\$1,700,000	\$1,500,000	\$400,000	\$4,100,000
								<i>2023-2028 Total</i>

TIP#: **South Grady Way Multi-Modal Improvements,**
22-47 *Rainier Ave South to Talbot Rd South*

Project

City Account #:	PlanningArea:	Street Classification:	Principal Arterial	Priority Rank:
	City Center	Project Length:	1.16 mi	48

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 traffic signals, 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).

Operations and Safety

Purpose:

To improve speed and reliability of transit, improve traffic operations at intersections for all modes, and ease congestion in the Downtown.

EXPENDITURES*	
Funding Status:	Candidate
Planning:	\$100,000
Preliminary Engineering:	\$1,500,000
ROW:	\$250,000
Construction:	\$4,580,000
Construction Services:	\$0
<i>Other-Misc:</i>	\$0
Total Cost:	\$6,430,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

Project is pending future grant funding availability. The Rapid Ride I Line will implement a portion of this work. Reassessment should occur after construction. Programmed estimates are for Planning only.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	
Revenues, by year:	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000
								<i>2023-2028 Total</i>

TIP#: Transit Master Plan
22-48

Project

City Account #: 123005	PlanningArea: Citywide	Street Classification: Project Length:	varies N/A	Priority Rank: 42
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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. Transportation staff have worked on and are currently working on multiple transit projects such as the Renton Access to Transit Study (King County 2019 Proviso), Renton-Kent-Auburn Mobility Plan (RKAAMP), Rapid Ride I-Line, and Sound Transit I-405 BRT (Stride).

Operations and Safety, Active Transportation

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.

EXPENDITURES*	
Funding Status:	Candidate
	Planning: \$500,000
	Preliminary Engineering: \$0
	ROW: \$0
	Construction: \$0
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$500,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

Metro updated their guiding documents, Service Guidelines and METRO CONNECTS in 2021. This work would be to adjust to the new regional transit vision to ensure the needs of Renton are met.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$0	\$250,000	\$250,000	\$0	\$0	
Revenues, by year:	\$0	\$0	\$0	\$250,000	\$250,000	\$0	\$0	\$500,000
								<i>2023-2028 Total</i>

TIP#: **Walkway Master Plan**
22-49

Project

City Account #:	PlanningArea:	Street Classification:	varies	Priority Rank:
	Citywide	Project Length:	N/A	38

Project Description:

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

Operations and Safety, Active Transportation

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.

EXPENDITURES*

Funding Status: Candidate

Planning: \$550,000

Preliminary Engineering: \$0

ROW: \$0

Construction: \$0

Construction Services: \$0

Other-Misc: \$0

Total Cost: \$550,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

The City, alongside a consultant, began assessing missing gaps and existing walkways that are in need of repair in 2021 and the survey is now complete. The City will be extrapolating data and working to update the Plan.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$250,000	\$300,000	\$0	\$0	\$0	
Revenues, by year:	\$0	\$0	\$250,000	\$300,000	\$0	\$0	\$0	\$550,000
								<i>2023-2028 Total</i>

TIP#:	Lake to Sound (L2S) Trail,	Project
22-50	<i>Black River Riparian Forest to Cedar River</i>	

City Account #:	PlanningArea:	Street Classification:	varies	Priority Rank:
122903	City Center	Project Length:	1.6 mi	43

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. Construction of Phase A (Naches Ave SW to Fort Dent Park in Tukwila) was completed in early 2020.

Active Transportation

Purpose:

Phase A connects 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 provides 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 #22-23).

EXPENDITURES*	
Funding Status:	Other-Led by Others
	Planning: \$0
	Preliminary Engineering: \$0
	ROW: \$0
	Construction: \$0
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$0

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

City staff will be developing scope, cost and schedule for future phases. Alignment within BNSF would require King County to purchase ROW and new bridges to cross roadways. An alignment on S 7th Street (TIP #22-26) can be developed as a reasonable alternative or parallel route as a trail within railroad ROW is developed. Pending available funding.

TIP#:	South Lake Washington Transit Hub, <i>vicinity of Southport Dr N and Garden Ave N</i>	Project
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City Account #:	PlanningArea:	Street Classification:	Principal Arterial	Priority Rank:
	City Center	Project Length:	N/A	58

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.

Active Transportation

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.

EXPENDITURES*	
Funding Status:	Other-Led by Others
	Planning: \$0
	Preliminary Engineering: \$700,000
	ROW: \$0
	Construction: \$3,650,000
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$4,350,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:
 This project is pending available funding and coordination with King County Metro.

TIP#:	Southport Pedestrian Connection	Project
22-52		

City Account #:	PlanningArea:	Street Classification:	Local	Priority Rank:
	City Center	Project Length:	0.15 mi	57

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 #22-21).

Active Transportation

Purpose:

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

EXPENDITURES*	
Funding Status:	Other-Led by Others
	Planning: \$0
	Preliminary Engineering: \$0
	ROW: \$0
	Construction: \$1,000,000
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$1,000,000

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

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

TIP#: **SW 27th Street/Strander Boulevard Connection** **Project**
22-53

City Account #:	PlanningArea:	Street Classification:	Minor Arterial	Priority Rank:
	Valley	Project Length:	1.27 mi	50

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 has been completed.

Operations and Safety, Active Transportation

Purpose:

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.

EXPENDITURES*	
Funding Status:	Other-Led by Others
Planning:	\$0
Preliminary Engineering:	\$0
ROW:	\$0
Construction:	\$0
Construction Services:	\$0
<i>Other-Misc:</i>	\$0
Total Cost:	\$0

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

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 rising project costs that had surpassed sustainable funding levels for local jurisdictions to be the lead on.

TIP#: NE 44th Street/I-405 Park and Ride
22-54

Project

City Account #: 123011	PlanningArea: Kennydale	Street Classification: Project Length:	Collector	Priority Rank: 35
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Project Description:

This project will construct a Park and Ride adjacent to the Sound Transit NE 44th Street/I-405 Stride inline transit station. The park and ride will be contracted with approximately 200 stalls plus amenities such as bike lockers. A boardwalk will also be constructed to connect the park and ride to the sidewalks along NE 44th Street leading to the in-line station.

Plan Implementation and Compliance

Purpose:

New high capacity transit SRIDE service will begin in 2026 connecting regional growth centers along the I-405 corridor between Lynnwood and Burien with 2 stations in Renton. In order to provide adequate access to the station at NE 44th Street the construction of a park and ride is critical given its location and lack of local transit access.

EXPENDITURES*

Funding Status: Other-Led by Others

Planning: \$37,641

Preliminary Engineering: \$1,500,000

ROW: \$0

Construction: \$16,758,000

Construction Services: \$2,000,000

Other-Misc: \$0

Total Cost: \$20,295,641

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

New. The project received \$258,000 for the pedestrian boardwalk as part of the 2022 supplemental state capital budget. The City is working to execute an agreement with Sound Transit to secure the construction funding. Final estimates are still in development.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
B & O Tax	\$37,641	\$0	\$0	\$0	\$0	\$0	\$0	
Other	\$258,000	\$0	\$0	\$0	\$0	\$0	\$0	
Grants - Sound Transit	\$0	\$2,000,000	\$2,000,000	\$8,000,000	\$8,000,000	\$0	\$0	
Revenues, by year:	\$295,641	\$2,000,000	\$2,000,000	\$8,000,000	\$8,000,000	\$0	\$0	\$20,000,000
								<i>2023-2028 Total</i>

TIP#: Renton-Maple Valley Highway & 140th Way SE **Project**
22-55

City Account #:	PlanningArea:	Street Classification:	Principal Arterial	Priority Rank:
	Cedar River	Project Length:		33

Project Description:

The Renton-Maple Valley Highway & 140th Way SE intersection experiences significant congestion and queuing during the afternoon commute and the City has identified a need to improve traffic operations at this intersection. A consultant prepared an analysis that evaluates two improvement options to add a second west bound left turn lane at the intersection.

Operations and Safety

Purpose:

Renton-Maple Valley Highway is an important principal arterial connecting Downtown Renton and I-405 with neighborhoods and other cities to the east and south. Renton-Maple Valley Highway is designated as State route 169 and is controlled by WSDOT, changes to the roadway require WSDOT approval.

EXPENDITURES*	
Funding Status:	Candidate
	Planning: \$0
	Preliminary Engineering: \$3,650,595
	ROW: \$0
	Construction: \$7,710,000
	Construction Services: \$1,500,000
	<i>Other-Misc:</i> \$0
	Total Cost: \$12,860,595

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

New. Staff is working to review the two proposed improvement options as prepared by the Consultant. Project is awaiting available funding.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Undetermined	\$0	\$0	\$1,650,000	\$2,000,000	\$6,000,000	\$3,210,595	\$0	
Revenues, by year:	\$0	\$0	\$1,650,000	\$2,000,000	\$6,000,000	\$3,210,595	\$0	\$12,860,595
								<i>2023-2028 Total</i>

TIP#: Eastrail Corridor South **Project**
22-56

City Account #:	PlanningArea:	Street Classification:	varies	Priority Rank:
	City Center	Project Length:	1 mi	

Project Description:

Project will be coordinated with King County Natural Resources and Parks and BNSF for property rights acquisition, then design and construction of the Eastrail between Milepost 5 and Southport/South Coulon Park access road.

Purpose:

A coalition of King and Snohomish counties, multiple cities, Sound Transit, Eastrail Partners, REI, Google, SECO Development, and others are working to construct a continuous 42-mile "Eastrail" along BNSF trackage between Renton and South Snohomish County. One of the key gaps is in Renton, where the existing Eastrail terminates at Milepost 5, just beyond the north entrance to Coulon Park. Extending the trail offers opportunity for Eastrail supporters to link with the Cedar River Trail, L2S Trail, Lake WA Loop Trail and other shared use paths within Renton.

EXPENDITURES*	
Funding Status:	Other-Led by Others
	Planning: \$6,000,000
	Preliminary Engineering: \$0
	ROW: \$0
	Construction: \$0
	Construction Services: \$0
	<i>Other-Misc:</i> \$0
	Total Cost: \$6,000,000

* For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.

Status/Changes:

New project. The project was allocated \$6,000,000 in funding through the Move Ahead Washington budget package for pedestrian and bike safety projects. Project completion year falls outside the 6 years of the TIP. Programmed funding is for Planning only.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
Grants - State	\$0	\$6,000,000	\$0	\$0	\$0	\$0	\$0	
Revenues, by year:	\$0	\$6,000,000	\$0	\$0	\$0	\$0	\$0	\$6,000,000
								2023-2028 Total

TIP#: I-405/44th Gateway Signage & Green-Scaping Improvements
CED-01

Project

City Account #:	PlanningArea:	Street Classification:	Collector	Priority Rank:
	Kennydale	Project Length:	N/A	

Project Description:

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

Plan Implementation and Compliance

Purpose:

To create a unique gateway for the city as part of the WSDOT I-405 Renton to Bellevue Widening and Express Toll Lanes project.

EXPENDITURES*

Funding Status: Partially Funded - CN

Planning: \$0

Preliminary Engineering: \$57,700

ROW: \$0

Construction: \$210,000

Construction Services: \$0

Other-Misc: \$0

Total Cost: \$267,700

** For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2023-2028.*

Status/Changes:

The WSDOT I-405 project started construction in 2020. The City received \$210,000 from the State Legislature to fund gateway entry signage into the City. City staff is currently working through Design. Construction is anticipated to start in 2023.

Revenue Description	Prior Years	2023	2024	2025	2026	2027	2028	
B & O Tax	\$0	\$57,700	\$0	\$0	\$0	\$0	\$0	
Grants - State	\$0	\$210,000	\$0	\$0	\$0	\$0	\$0	
Revenues, by year:	\$0	\$267,700	\$0	\$0	\$0	\$0	\$0	\$267,700
								<i>2023-2028 Total</i>



SECTION E

APPENDIX

2023 – 2028 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.

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
FHWA	Federal Highway Administration
FMSIB	Freight Mobility Strategic Investment Board
FY	Fiscal Year
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 st 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
RKAAMP	Renton Kent Auburn Area Mobility Plan
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
WB	Westbound
WCL	West City Limits
WSDOT	Washington State Department of Transportation

CITY OF RENTON, WASHINGTON

RESOLUTION NO. 4482

A RESOLUTION OF THE CITY OF RENTON, WASHINGTON, UPDATING AND EXTENDING RENTON'S SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM FOR 2023-2028.

WHEREAS, the City of Renton had 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 October 3, 2022, 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 October 3, 2022, 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 2023-2028 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 2023-2028 Six-Year Transportation Improvement Program for purposes of

RESOLUTION NO. 4482

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 3rd day of October, 2022.



Jason A. Seth, City Clerk

APPROVED BY THE MAYOR this 3rd day of October, 2022.



Armondo Pavone, Mayor

Approved as to form:



Shane Moloney, City Attorney

RES: PW: 1920 – 8.29.22

