

2025—2030 | SIX-YEAR

ADOPTED
October 7, 2024

TRANSPORTATION IMPROVEMENT PROGRAM



DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION SYSTEMS DIVISION



ACKNOWLEDGEMENTS

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Title VI Declaration

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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.



2025 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM

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SECTION A

INTRODUCTION

2025 – 2030 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.

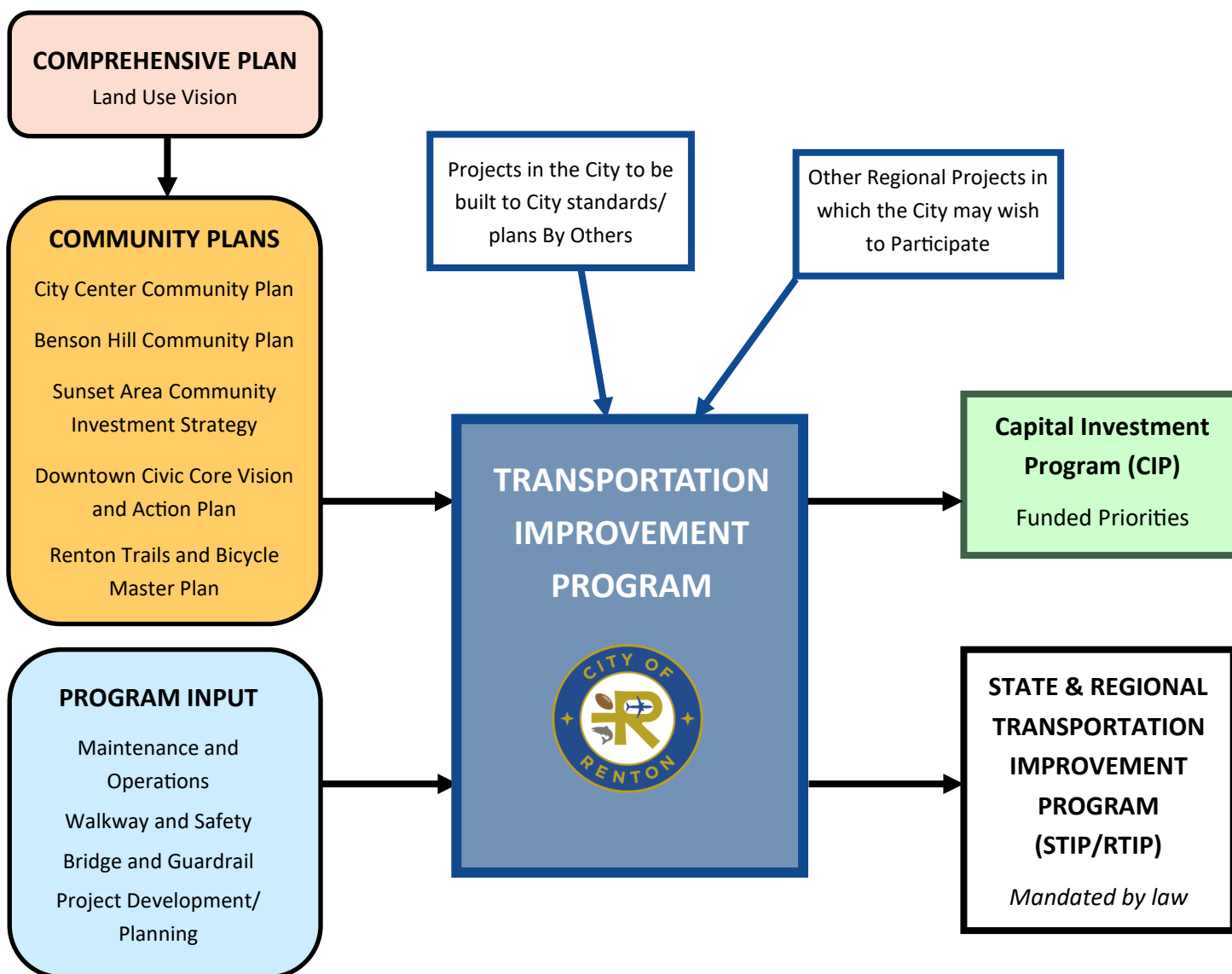
ADA	American Disability Act
BAT	Business Access Transit
BNSF	Burlington Northern Santa Fe
BRAC	Bridge Replacement Advisory Committee
CBD	Central Business District
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CTR	Commute Trip Reduction (State Act)
DOE	Department of Ecology
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

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 the City’s transportation network through projects and programs within the City that:

- support the mission and vision of the Renton Business Plan
- enhance safety , mobility, and viability of multimodal transportation including bicycle and pedestrian facilities
- 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 FUNDING

Transportation received funding from the Transportation Improvement Board (TIB), Sound Transit, U.S. Department of Transportation (USDOT) and FHWA for various fiscal years. Details are noted in the specific project sheets.

Current City efforts continue to be focused on delivering existing grant-funded projects through their completion and preparing for delivering new pavement and sidewalk projects utilizing transportation benefit district funds. The City will need to continue identifying revenues to contribute toward local match amounts to continue to be competitive in future grant opportunities.

Project Title	Funding	Phase	Amount	Fiscal Year
Citywide Vision-Zero Comprehensive Safety Action Plan (Safe Streets 4 All (SS4A))	Federal	Planning	\$ 400,000	2024
NE 44th Street/I405 Park and Ride	Sound Transit	Construction	\$ 19,200,000	2024
Lake Washington Blvd HAWK Signal	Sound Transit	Construction	\$ 790,000	2024
SW 7th Street Corridor Safety Improvements	Sound Transit	Construction	\$ 110,000	2024
SW 43rd Street Improvements	State (TIB)	Construction	\$ 2,975,154	2024
Rainier Ave Corridor Improvements Phase 5	Federal	Design	\$ 3,196,076	2027
Sunset Trail	Federal	Construction	\$ 2,500,000	2028
		TOTAL	\$ 29,171,230	

PROJECTS/PROGRAMS ADDED

- Arterial Rehabilitation Program (TIP #24-02)
- Duvall HAWK Signal (TIP #24-08.3)
- Lake Washington Blvd HAWK Signal (TIP #24-08.4)
- SW 7th Street Corridor Safety Improvements (TIP #24-23.1)
- Citywide Vision-Zero Comprehensive Safety Action Plan (TIP #24-32.2)

PROJECTS COMPLETED/REMOVED:

- Park Ave North Extension (TIP #23-17)
- South 7th Street Corridor Improvements (TIP #23-23)

PROJECTS UNDER CONSTRUCTION:

- Rainier Ave Corridor Improvements—Phase 4 (TIP #24-18)



SECTION B

PROJECTS MAP AND INDEX

2025 – 2030 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 often 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. The final grouping are mostly outside agency-led projects, that have been identified in other long-range plans for the City.

The following map shows the projects in the 2025 - 2030 Transportation Improvement Program (TIP), listed by TIP number after the prefix “24- ____”. 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 #24-08.1 Safe Routes to Transit project locations have been identified separately due to the potential of becoming discrete TIP/CIP projects in the future.

Individual project locations include:

S 43rd St/S Carr Road & Talbot Rd S

S Puget Dr/Royal Hills Dr SE/116th

Main Ave S/S 3rd St

Houser Way/Mill Ave S

NE 12th St; west of Sunset Blvd

NE 12th St; east of Sunset Blvd

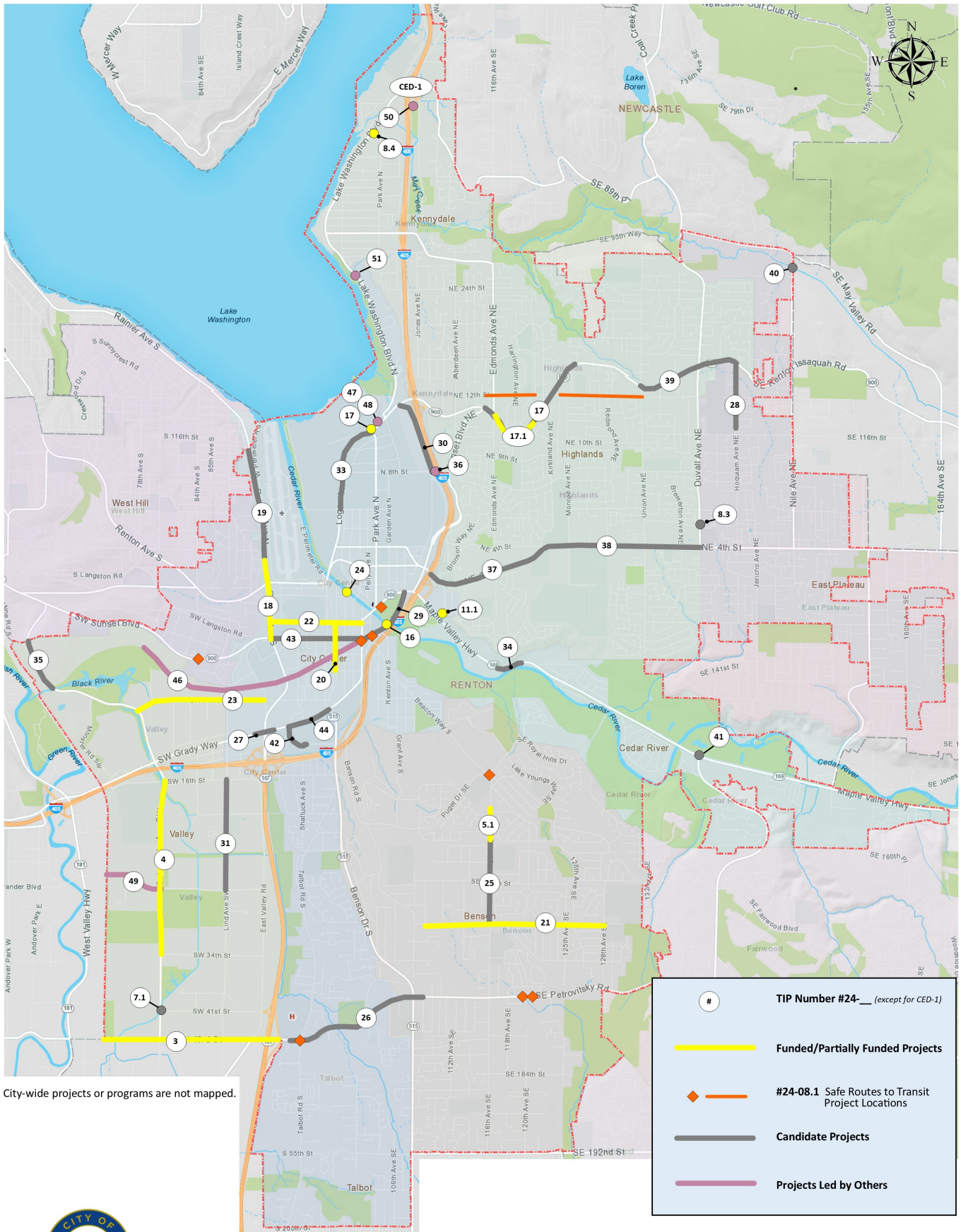
***Bronson Way N/Park Ave N;
adjacent to Liberty Park***

SR900/Oakesdale Ave SW

SE Petrovitsky Dr/118th Ave SE

SE Petrovitsky Dr/122 PI SE

Map #	Project Name
3	SW 43rd St Improvements
4	Oakesdale Ave SW Preservation Project
5.1	South 116th Sidewalk Project
7.1	Oakesdale Ave SW & SW 41st St Intersection Improvements
8.1	Safe Routes to Transit
8.3	Duval HAWK Signal
8.4	Lake Washington Blvd HAWK Signal
11.1	Maplewood Sidewalk Rehabilitation
16	Houser Way Bridge - Seismic Retrofit and Painting
17	NE Sunset Boulevard (SR 900) Corridor Improvements
17.1	Sunset Trail
18	Rainier Ave Corridor Improvements Phase 4
19	Rainier Ave N Corridor Improvements Phase 5
20	Renton Connector
21	SE 168th St Protected Bike Lanes
22	South 2nd Street Conversion Project
23	SW 7th Street Corridor Safety Improvements
24	Williams Ave Bridge - Seismic Retrofit and Painting
25	116th Ave SE Improvements
26	Carr Road improvements
27	Grady Way & Rainier Ave Intersection Improvements
28	Hoquiam Ave NE Non-motorized Improvements
29	Houser Way Non-Motorized Improvements
30	Houser Way North Shared Use Path
31	Lind Ave SW Roadway Widening
33	Logan Ave North Improvements
34	Maple Valley Highway Barriers
35	Monster Road SW/68th Ave S Roadway Improvements
36	N 8th St Direct Access Ramps
37	NE 3rd Street Corridor Improvements
38	NE 4th St Corridor Improvements
39	NE Sunset Blvd Transit and Access Improvements
40	Nile Ave NE Bridge Replacement
41	Renton-Maple Valley Highway & 140th Way SE
42	Renton Bus Rapid Transit (BRT) Improvements
43	South 3rd Street Conversion Project
44	South Grady Way Multi-Modal Improvements
46	Lake to Sound (L2S) Trail
47	South Lake Washington Transit Hub
48	Southport Pedestrian Connection
49	SW 27th Street/Strander Boulevard Connection
50	NE 44th Street/I-405 Park and Ride
51	Eastrail
CEB-1	I-405/44th Gateway Signage & Green-scaping Improvements



City-wide projects or programs are not mapped.

#	TIP Number #24-__ (except for CED-1)
	Funded/Partially Funded Projects
	#24-08.1 Safe Routes to Transit Project Locations
	Candidate Projects
	Projects Led by Others

 **2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM**



SECTION C

DEVELOPMENT AND PRIORITIZATION

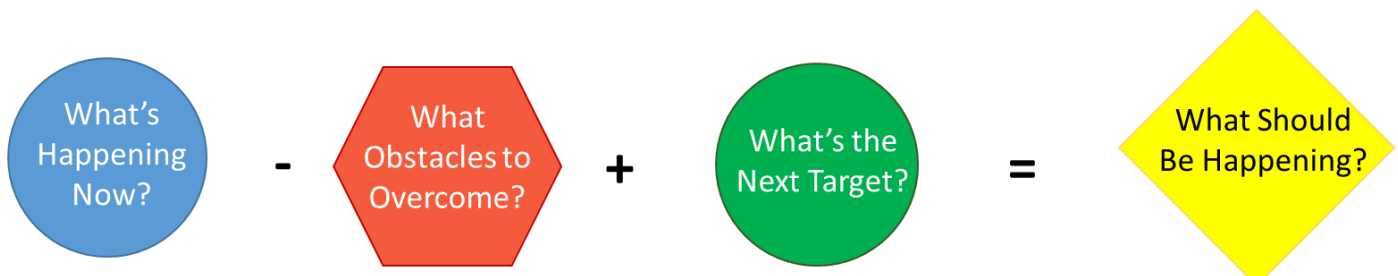
2025 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM

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 2024–2029 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 and hate-free 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

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

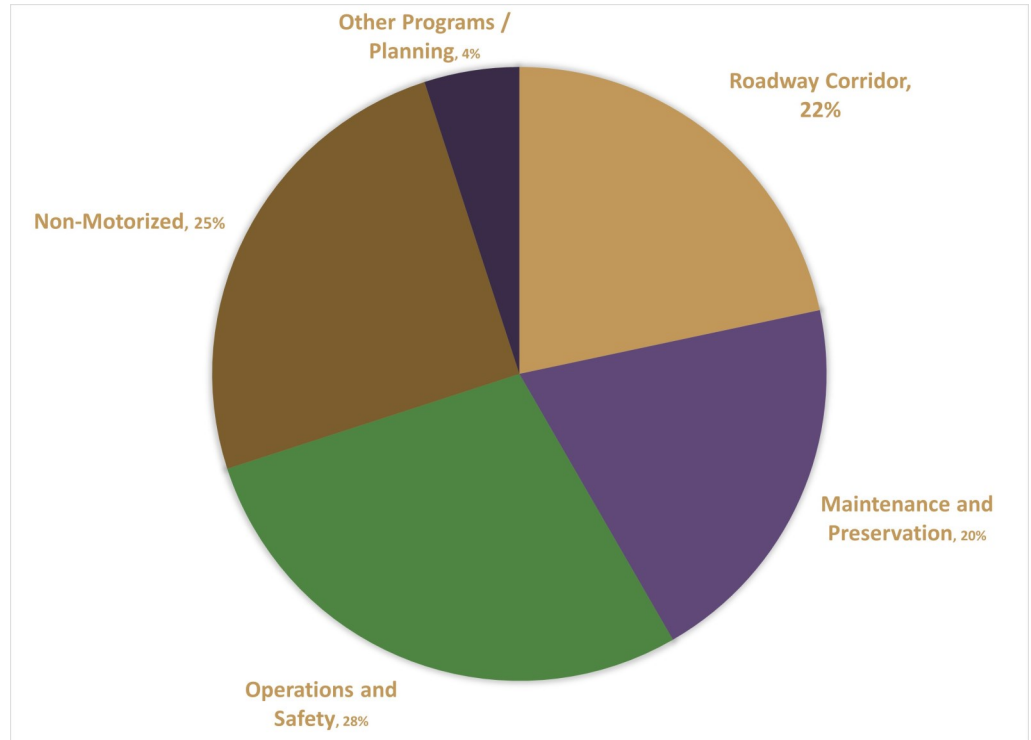
- Achieve equitable outcomes by eliminating racial, economic and social barriers in internal practices, city programs, services, and policies such as hiring and contracting
- Improve access to city services, programs and employment, provide opportunities and eradicate disparities for residents, workers 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), Non-Motorized (NM) 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.
- ◆ **NON-MOTORIZED:** Projects that address improved mobility of any self-propelled, human-powered mode of transportation improve community quality of life. A safe and vibrant community depends on the ability to 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/OTHER PROGRAMS:** 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).
- ◆ **ROADWAY CORRIDOR:** This aspect involves efforts to improve whole segments of the system through a corridor approach that address safety and adequate flow-through.

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.



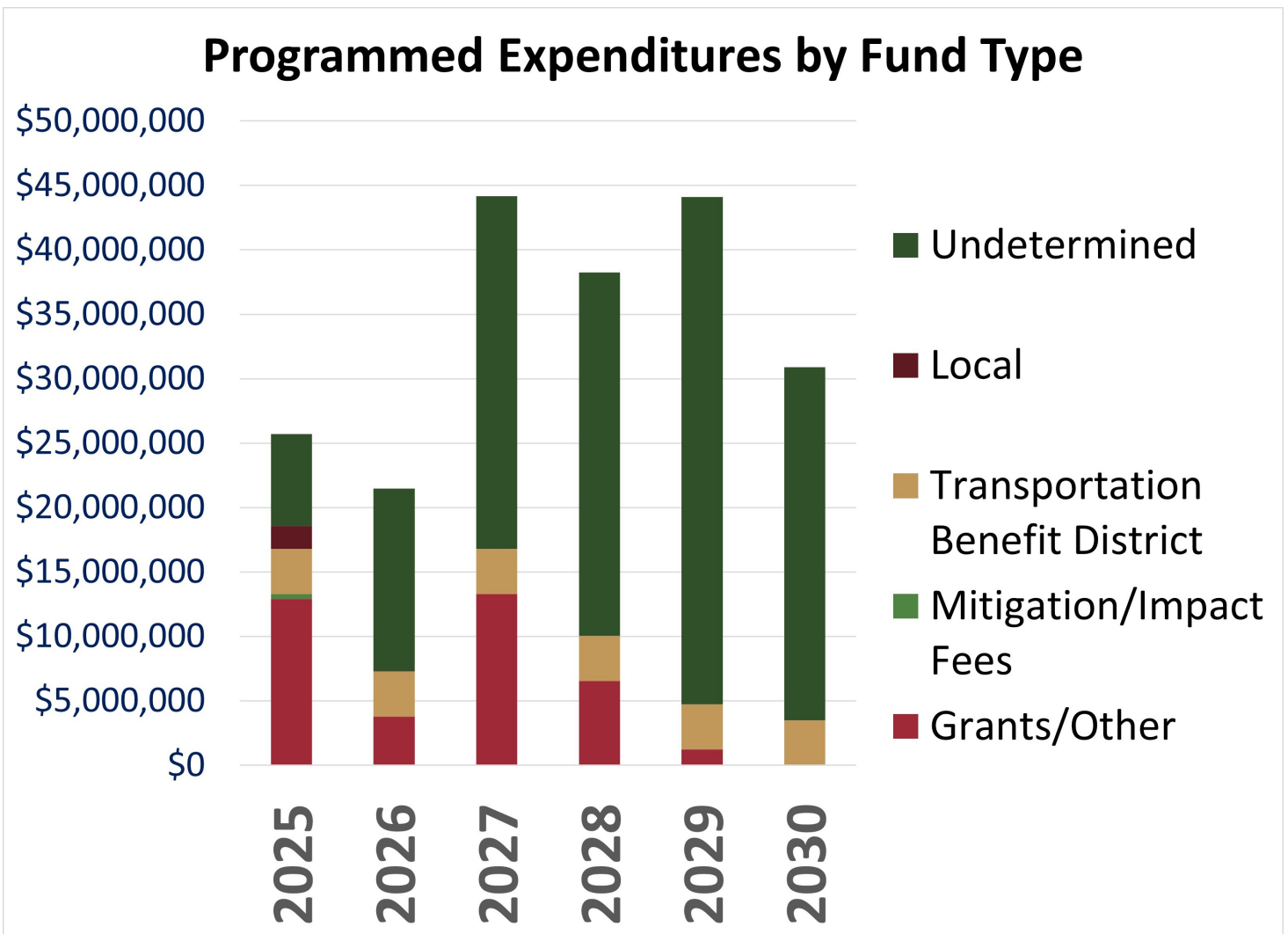
- Safety**
 - Addresses identified hazard
 - Addresses traffic safety concerns
 - Preventative actions to reduce injuries
- Plan Implementation**
 - Listed in existing city planning documents
 - Aligns with existing City Plans
 - Supports economic development
- System Integrity**
 - Essential to transportation 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

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.

The City adopted a citywide Transportation Benefit District (TBD) in 2023 that is anticipated to generate approximately \$3,500,000 in revenue annually. The TBD revenues will enhance investment in various transportation projects and programs including those outlined in the TIP, Trails and Bicycle Master Plan, and the ADA Transition Plan.

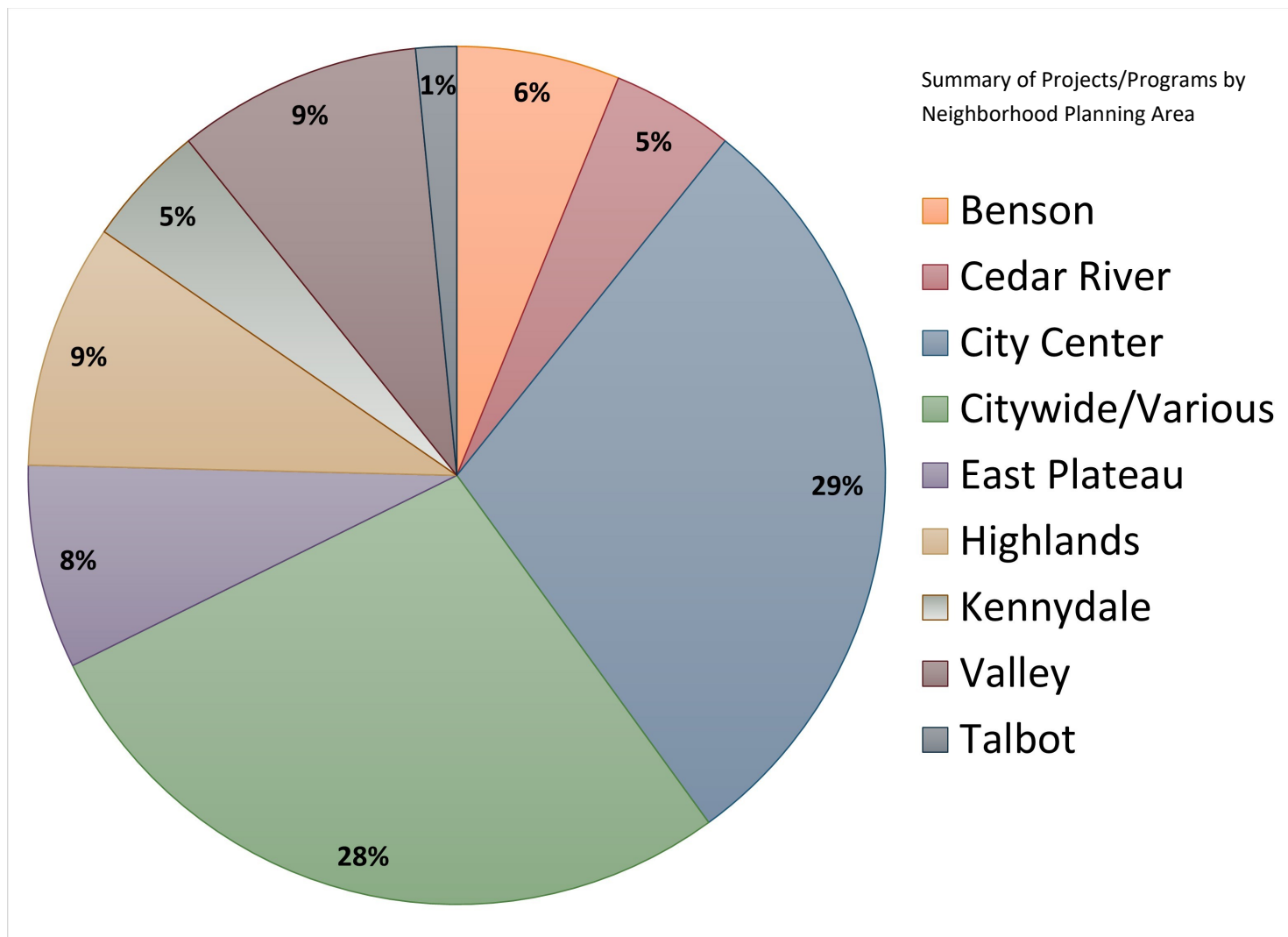
This document is one step in developing the fiscally-constrained Transportation CIP as part of the City’s [Adopted Budget](#). Actual revenues and expenditures are reviewed and adjusted through each budget adjustment.



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 is 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	2024 TIP#	Name	Category	Funding	Life Safety	Plan Imp	System	Financial	Directive	Mitigative
1	24-18	Rainier Ave Corridor Improvements Phase 4	RC	Fully Funded - CN	✓	✓	⚠	✓	✓	✓
2	24-05	Walkway Program	NM	Program Funding	✓	✓	✓	✓	✓	⚠
3	24-05.1	116th Ave SE Sidewalk Project	NM	Partially Funded - CN	✓	⚠	✓	✓	✓	⚠
4	24-12	NBI Bridge Inspection Program	MP	Program Funding	✓	⚠	⚠	✓	✓	✓
5	24-16	Houser Way Bridge - Seismic Retrofit and Painting	MP	Funded - CN	✓	⚠	⚠	✓	✓	✓
6	24-24	Williams Ave Bridge - Seismic Retrofit and Painting	MP	Funded - CN	✓	⚠	⚠	✓	✓	✓
7	24-32.2	Citywide Vision-Zero Comprehensive Safety Action Plan	OS	Partially Funded - PE	✓	⚠	✓	✓	✓	⚠
8	24-17.1	Sunset Trail	NM	Partially Funded - CN	⚠	✓	⚠	✓	✓	⚠
9	24-08	Traffic Safety Program	OS	Program Funding	✓	✓	✓	✓	⚠	—
10	24-32	Local Road Safety Plan Implementation	OS	Candidate	✓	✓	✓	✓	⚠	—
11	24-01	Street Overlay	MP	Program Funding	⚠	✓	✓	⚠	✓	⚠
12	24-11	Sidewalk Rehabilitation and Replacement Program	MP	Program Funding	⚠	✓	✓	⚠	✓	⚠
13	24-02	Arterial Rehabilitation Program	MP	Program Funding	⚠	✓	✓	⚠	✓	⚠
14	24-03	SW 43rd St Improvements	MP	Funded - CN	⚠	✓	✓	⚠	✓	⚠
15	24-04	Oakdale Ave SW Preservation Project	MP	Funded - CN	⚠	✓	✓	⚠	✓	⚠
16	24-50	NE 44th Street/I-405 Park and Ride	RC	Partially Funded - CN	⚠	✓	✓	⚠	✓	⚠
17	24-19	Rainier Ave N Corridor Improvements Phase 5	RC	Partially Funded - PE	✓	✓	✓	⚠	⚠	⚠
18	24-13	Barrier-Free Transition Plan Implementation	NM	Program Funding	✓	⚠	✓	✓	—	✓
19	24-36	N 8th St Direct Access Ramps	RC	Other-Led by Others	⚠	✓	⚠	✓	⚠	⚠
20	24-23	SW 7th Street Corridor Safety Improvements	NM	Candidate	✓	✓	✓	⚠	⚠	—
21	24-08.2	Traffic Calming Program	OS	Program Funding	✓	⚠	⚠	⚠	⚠	⚠
22	24-08.4	Lake Washington Blvd HAWK Signal	OS	Funded - CN	✓	—	✓	✓	⚠	—
23	24-06	Roadway Safety and Guardrail Program	MP	Program Funding	✓	⚠	✓	✓	—	⚠
24	24-07	Intersection Safety & Mobility Program	OS	Program Funding	✓	⚠	✓	✓	—	⚠
25	24-07.1	Oakdale Ave SW & SW 41st St Intersection Improvements	OS	Candidate	✓	⚠	✓	✓	—	⚠
26	24-08.1	Safe Routes to Transit	NM	Program Funding	✓	⚠	⚠	⚠	⚠	⚠
27	24-09	Traffic Signal Preservation Program	OS	Program Funding	✓	⚠	⚠	✓	—	✓
28	24-25	116th Ave SE Improvements	NM	Candidate	⚠	✓	✓	—	✓	✓
29	24-26	Carr Road improvements	RC	Candidate	⚠	✓	✓	—	✓	✓
30	24-11.1	Maplewood Sidewalk Rehabilitation	MP	Program Funding	⚠	—	⚠	✓	✓	—
31	24-14	Project Development & Pre-Design Program	OP	Program Funding	⚠	✓	✓	✓	—	⚠
32	24-22	South 2nd Street Conversion Project	RC	Partially Funded - PE	⚠	✓	⚠	—	✓	✓
33	24-40	Nile Ave NE Bridge Replacement	MP	Candidate	⚠	⚠	✓	⚠	⚠	⚠
34	24-43	South 3rd Street Conversion Project	RC	Candidate	⚠	✓	⚠	—	✓	✓
35	24-41	Renton-Maple Valley Highway & 140th Way SE	OS	Candidate	✓	—	✓	—	✓	⚠
36	24-51	Eastrail	NM	Other-Led by Others	⚠	⚠	⚠	⚠	✓	—
37	24-20	Renton Connector	NM	Partially Funded - PE	⚠	✓	⚠	—	✓	⚠
38	24-10	Intelligent Transportation Systems (ITS) Program	OS	Program Funding	⚠	⚠	✓	⚠	—	✓
39	24-08.3	Duvall HAWK Signal	OS	Candidate	✓	⚠	✓	—	⚠	—
40	24-21	SE 168th St Protected Bike Lanes	NM	Partially Funded - PE	⚠	⚠	⚠	⚠	⚠	—



PRIORITIZATION SUMMARY

RANK	2024 TIP#	Name	Category	Funding	Life Safety	Plan Imp	System	Financial	Directive	Mitigative
41	24-27	Grady Way & Rainier Ave Intersection Improvements	OS	Candidate	🟡	🟡	🟢	🟡	🟡	🟡
42	24-15	Arterial Circulation Program	OP	Program Funding	🟡	🟡	🟡	🟡	🟡	🟡
43	24-45	Transit Master Plan	OS	Candidate	🟡	🟢	🟢	🟡	🟡	🟢
44	24-46	Lake to Sound (L2S) Trail	NM	Other-Led by Others	🟡	🟡	🟡	🟡	🟡	🟡
45	24-17	NE Sunset Blvd (SR900) Corridor Improvements	RC	Candidate	🟡	🟡	🟡	🟡	🟡	🟡
46	24-28	Hoquiam Ave NE Non-Motorized Improvements	NM	Candidate	🟡	🟡	🟡	🟡	🟡	🟡
47	24-37	NE 3rd Street Corridor Improvements	RC	Candidate	🟡	🟡	🟡	🟡	🟡	🟡
48	24-38	NE 4th Street Corridor Improvements	RC	Candidate	🟡	🟡	🟡	🟡	🟡	🟡
49	24-34	Maple Valley Highway Barriers	OS	Candidate	🟢	🟡	🟢	🟡	🟡	🟡
50	24-44	South Grady Way Multi-Modal Improvements	OS	Candidate	🟡	🟡	🟡	🟡	🟡	🟡
51	24-35	Monster Road SW/68th Ave S Roadway Improvements	MP	Candidate	🟡	🟢	🟢	🟡	🟡	🟡
52	24-49	SW 27th Street/Strander Boulevard Connection	RC	Other-Led by Others	🟡	🟢	🟡	🟡	🟡	🟢
53	24-29	Houser Way Non-Motorized Improvements	NM	Candidate	🟡	🟡	🟢	🟡	🟡	🟢
54	24-33	Logan Ave North Improvements	RC	Candidate	🟡	🟡	🟢	🟡	🟡	🟢
55	24-31	Lind Ave SW Roadway Widening	RC	Candidate	🟡	🟡	🟡	🟡	🟡	🟢
56	24-39	NE Sunset Blvd Transit and Access Improvements	OS	Candidate	🟡	🟡	🟢	🟡	🟡	🟡
57	24-42	Renton Bus Rapid Transit (BRT) Improvements	OS	Candidate	🟡	🟡	🟡	🟡	🟡	🟡
58	24-30	Houser Way North Shared Use Path	NM	Candidate	🟡	🟡	🟢	🟡	🟡	🟡
59	24-48	Southport Pedestrian Connection	NM	Other-Led by Others	🟡	🟡	🟡	🟡	🟡	🟢
60	24-47	South Lake Washington Transit Hub	OS	Other-Led by Others	🟡	🟡	🟡	🟡	🟡	🟡



- 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



SECTION E

PROGRAM/PROJECT DETAILS

2025 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM

2025-2030 TIP#	Name	Planning Area
24-01	Street Overlay	Citywide
24-02	Arterial Rehabilitation Program	Citywide
24-03	SW 43rd St Improvements	Valley
24-04	Oakesdale Ave SW Preservation Project	Valley
24-05	Walkway Program	Citywide
24-05.1	116th Ave SE Sidewalk Project	Benson
24-06	Roadway Safety and Guardrail Program	Citywide
24-07	Intersection Safety & Mobility Program	Citywide
24-07.1	Oakesdale Ave SW & SW 41st St Intersection Improvements	Valley
24-08	Traffic Safety Program	Citywide
24-08.1	Safe Routes to Transit	Various
24-08.2	Traffic Calming Program	Citywide
24-08.3	Duvall HAWK Signal	Highlands, East Plateau
24-08.4	Lake Washington Blvd HAWK Signal	Kennydale
24-09	Traffic Signal Preservation Program	Citywide
24-10	Intelligent Transportation Systems (ITS) Program	Citywide
24-11	Sidewalk Rehabilitation and Replacement Program	Citywide
24-11.1	Maplewood Sidewalk Rehabilitation	Cedar River
24-12	NBI Bridge Inspection Program	Citywide
24-13	Barrier-Free Transition Plan Implementation	Citywide
24-14	Project Development & Pre-Design Program	Citywide
24-15	Arterial Circulation Program	Citywide
24-16	Houser Way Bridge - Seismic Retrofit and Painting	City Center
24-17	NE Sunset Boulevard (SR 900) Corridor Improvements	Highlands
24-17.1	Sunset Trail	Highlands
24-18	Rainier Ave Corridor Improvements Phase 4	City Center
24-19	Rainier Ave N Corridor Improvements Phase 5	City Center
24-20	Renton Connector	City Center
24-21	SE 168th St Protected Bike Lanes	Benson
24-22	South 2nd Street Conversion Project	City Center
24-23	SW 7th Street Corridor Safety Improvements	City Center
24-24	Williams Ave Bridge - Seismic Retrofit and Painting	City Center
24-25	116th Ave SE Improvements	Benson
24-26	Carr Road improvements	Talbot, Benson

2025-2030 TIP#	Name	Planning Area
24-27	Grady Way & Rainier Ave Intersection Improvements	City Center
24-28	Hoquiam Ave NE Non-Motorized Improvements	East Plateau
24-29	Houser Way Non-Motorized Improvements	City Center
24-30	Houser Way North Shared Use Path	City Center
24-31	Lind Ave SW Roadway Widening	Valley
24-32	Local Road Safety Plan Implementation	Citywide
24-32.1	Citywide Vision-Zero Comprehensive Safety Action Plan	Citywide
24-33	Logan Ave North Improvements	City Center
24-34	Maple Valley Highway Barriers	Cedar River
24-35	Monster Road SW/68th Ave S Roadway Improvements	Valley
24-36	N 8th St Direct Access Ramps	City Center
24-37	NE 3rd Street Corridor Improvements	Highlands, East Plateau
24-38	NE 4th St Corridor Improvements	Highlands, East Plateau
24-39	NE Sunset Blvd Transit and Access Improvements	Highlands
24-40	Nile Ave NE Bridge Replacement	East Plateau
24-41	Renton-Maple Valley Highway & 140th Way SE	Cedar River
24-42	Renton Bus Rapid Transit (BRT) Improvements	City Center
24-43	South 3rd Street Conversion Project	City Center
24-44	South Grady Way Multi-Modal Improvements	City Center
24-45	Transit Master Plan	Citywide
24-46	Lake to Sound (L2S) Trail	City Center
24-47	South Lake Washington Transit Hub	City Center
24-48	Southport Pedestrian Connection	City Center
24-49	SW 27th Street/Strander Boulevard Connection	Valley
24-50	NE 44th Street/I-405 Park and Ride	Kennydale
24-51	Eastrail	City Center
CED-1	I-405/44th Gateway Signage & Green-scaping Improvements	Kennydale

Street Overlay

TIP #: 24-01

PROGRAM

Priority Rank: 11

Project Account #: 122108

Planning Area: Citywide
 Street Classification: varies
 Project Length: various
 Funding Status: Other-Program Funding



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.

Program Aspects: Maintenance and Preservation

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

Status/Changes:
 The City adopted a citywide Transportation Benefit District (TBD) in 2024 and a portion of the revenues received are assigned to this program. Current projections anticipate TBD revenues will generate \$3,500,000/year and \$1,500,000 is being applied to this program. The annual Street Overlay contract will require annual investment of \$1,500,000 to keep the roads in good working condition.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program							
		Spent 2023	2024	Total	Funded: 9,571,069						Unfunded:
					2025	2026	2027	2028	2029	2030	
Expenditures:											
Salaries/Benefits	459,589	64,174	59,415	336,000	56,000	56,000	56,000	56,000	56,000	56,000	
Planning	-	-	-	-	-	-	-	-	-	-	
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-	
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-	
Construction	9,111,480	42,295	405,185	8,664,000	1,444,000	1,444,000	1,444,000	1,444,000	1,444,000	1,444,000	
Construction Services	-	-	-	-	-	-	-	-	-	-	
Total Expenses	9,571,069	106,469	464,600	9,000,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	
Source of Fund:											
REET 1/2	-	-	-	-	-	-	-	-	-	-	
B&O Tax	571,069	106,469	464,600	-	-	-	-	-	-	-	
Fund Balance	-	-	-	-	-	-	-	-	-	-	
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-	
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-	
Mitigation	-	-	-	-	-	-	-	-	-	-	
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-	
Trans Benefit District (TBD)	9,000,000	-	-	9,000,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	
Other (2)	-	-	-	-	-	-	-	-	-	-	
Undetermined	-	-	-	-	-	-	-	-	-	-	
Total Resources	9,571,069	106,469	464,600	9,000,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	

Arterial Rehabilitation Program

TIP #: 24-02

PROGRAM

Priority Rank: 13

Project Account #:

Planning Area: Citywide
 Street Classification: varies
 Project Length: various
 Funding Status: Other-Program Funding

Project Description:

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

Program Aspects: Maintenance and Preservation

Purpose:

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

Status/Changes:

Expenditure and revenue funds associated with this scope of work for 2024 and 2025 are shown in the project sheet for SW 43rd St Improvements (TIP #24-03). Additional details on potential future locations can be found in the Appendix.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

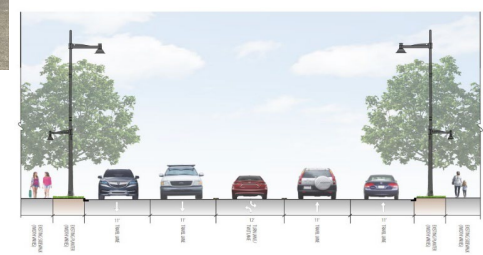
Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Spent 2023	2024	Total	Funded: - Unfunded:					
					2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	-	-	-	-	-	-	-	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Trans Benefit District (TBD)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	1,000,000	-	-	1,000,000	-	-	250,000	250,000	250,000	250,000
Total Resources	1,000,000	-	-	1,000,000	-	-	250,000	250,000	250,000	250,000

SW 43rd St Improvements,
west City limits to SR 167 ramps

TIP #: 24-03

PROJECT

Priority Rank: 14
Project Account #: 122999
Planning Area: Valley
Street Classification: Principal Arterial
Project Length: 1.14 mi
Funding Status: Funded - CN



Project Description:

Project will resurface the roadway from the western city limits to the SR 167 ramps, except where there are existing concrete panels. 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: adjustment or evaluation for replacement of existing features affected by resurfacing such as monuments, catch basins, or drainage grates.

Program Aspects: Maintenance and Preservation

Purpose:

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

Status/Changes:

The project received Transportation Improvement Board (TIB) construction grant funding in 2023 in the amount of \$2,975,154. Construction is set to begin in Summer 2024.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Total	Funded:	6,638,155	Unfunded:	-		
		Pre-2024	2024		Six-Year Program					
					2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	658,314	190,468	467,846	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	5,979,841	-	4,979,841	1,000,000	1,000,000	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	6,638,155	190,468	5,447,687	1,000,000	1,000,000	-	-	-	-	-
Source of Fund:										
REET 1/2	3,582,538	110,005	3,472,533	-	-	-	-	-	-	-
B&O Tax	80,463	80,463	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (TIB)	2,975,154	-	1,975,154	1,000,000	1,000,000	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-	-	-
Total Resources	6,638,155	190,468	5,447,687	1,000,000	1,000,000	-	-	-	-	-

Oakesdale Ave SW Preservation Project,

SW 34th St to SW 16th St

TIP #: 24-04

PROJECT

Priority Rank:	15
Project Account #:	122104
Planning Area:	Valley
Street Classification:	Minor Arterial
Project Length:	1.14 mi
Funding Status:	Funded - CN



*Picture: Current Intersection of Oakesdale Ave SW and SW 27th St.

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, a raised intersection, 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.

Program Aspects: 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.

Status/Changes:

This project received a federal Surface Transportation Block Grant (STBG) for construction in the amount of \$1,300,000. Design is underway. Construction funding will be available FY 2025. Undetermined funding shown in 2025 will be programmed in a subsequent budget adjustment.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	400,000	1,655	398,345	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	2,901,000	-	50,000	2,851,000	2,851,000	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	3,301,000	1,655	448,345	2,851,000	2,851,000	-	-	-	-	-
Source of Fund:										
REET 1/2	450,000	1,655	448,345	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (Federal)	1,300,000	-	-	1,300,000	1,300,000	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	1,551,000	-	-	1,551,000	1,551,000	-	-	-	-	-
Total Resources	3,301,000	1,655	448,345	2,851,000	2,851,000	-	-	-	-	-

Walkway Program

TIP #: 24-05

PROGRAM

Priority Rank: 2

Project Account #: 120009

Planning Area: Citywide
 Street Classification: varies
 Project Length: N/A
 Funding Status: Other-Program Funding



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. This program largely supports the development and implementation of the Comprehensive Walkway Plan and the capital projects identified in it as well as costs associated with minor services, such as cost development and pre-surveying by a Consultant.

Program Aspects: 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.

Status/Changes:
 Staff developed a citywide Comprehensive Walkway Plan in 2023 and funding from the Transportation Benefit District (TBD) will be used to replace or install missing sidewalks based on a prioritized schedule. TBD is anticipated to generate \$3,500,000/year and \$2,000,000 will be applied to the annual Walkway Program. There is current funding programmed for sidewalk improvements along South 116th St that is shown in its own TIP sheet (TIP #24-05.1). Additional details regarding Plan locations can be found in the Appendix.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Total	Funded:	12,317,096	Unfunded:				
		Spent 2023	2024		Six-Year Program						
					2025	2026	2027	2028	2029	2030	
Expenditures:											
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-	-
Construction	12,317,096	49,601	267,495	12,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	
Construction Services	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	12,317,096	49,601	267,495	12,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	
Source of Fund:											
REET 1/2	-	-	-	-	-	-	-	-	-	-	-
B&O Tax	317,096	49,601	267,495	-	-	-	-	-	-	-	
Fund Balance	-	-	-	-	-	-	-	-	-	-	
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-	
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-	
Mitigation	-	-	-	-	-	-	-	-	-	-	
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-	
Trans Benefit District (TBD)	12,000,000	-	-	12,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	
Other (2)	-	-	-	-	-	-	-	-	-	-	
Undetermined	-	-	-	-	-	-	-	-	-	-	
Total Resources	12,317,096	49,601	267,495	12,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	

116th Ave SE Sidewalk Project

TIP #: 24-05.1

PROJECT

Priority Rank: 3

Project Account #: 122804

Planning Area: Benson
 Street Classification: Minor Arterial
 Project Length: 0.16 mi
 Funding Status: Other-Program Funding



*Picture: Existing conditions along 116th Ave SE.

Project Description:
 This project will install sidewalk, curb and gutter, drainage, curb ramps, rectangular rapid flashing beacon (RRFB) crossings along 116th Ave SE from SE 162nd St to SE 160th St.

Program Aspects: Active Transportation

Purpose:
 To provide safe and convenient non-motorized facilities to complete the city-wide transportation network.

Status/Changes:
 Staff is currently working through design changes. Additional funding may be required for construction once the results of a drainage report are received. Construction is anticipated to begin in Spring 2025.

*For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program							
		Spent 2023	2024	Total	Funded: 1,307,523						Unfunded: -
					2025	2026	2027	2028	2029	2030	
Expenditures:											
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-	
Planning	-	-	-	-	-	-	-	-	-	-	
Preliminary Engineering	192,097	731	191,366	-	-	-	-	-	-	-	
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-	
Construction	1,115,426	-	-	1,115,426	1,115,426	-	-	-	-	-	
Construction Services	-	-	-	-	-	-	-	-	-	-	
Total Expenses	1,307,523	731	191,366	1,115,426	1,115,426	-	-	-	-	-	
Source of Fund:											
REET 1/2	1,000,000	731	191,366	807,903	807,903	-	-	-	-	-	
B&O Tax	-	-	-	-	-	-	-	-	-	-	
Fund Balance	-	-	-	-	-	-	-	-	-	-	
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-	
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-	
Mitigation	-	-	-	-	-	-	-	-	-	-	
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-	
Other (Outside Contrib)	307,523	-	-	307,523	307,523	-	-	-	-	-	
Other (2)	-	-	-	-	-	-	-	-	-	-	
Undetermined	-	-	-	-	-	-	-	-	-	-	
Total Resources	1,307,523	731	191,366	1,115,426	1,115,426	-	-	-	-	-	

Roadway Safety and Guardrail Program

TIP #: 24-06

PROGRAM

Priority Rank: 23

Project Account #: 120110

Planning Area: Citywide
 Street Classification: varies
 Project Length: N/A
 Funding Status: Other-Program Funding



Project Description:
 This program will provide guardrail improvements annually and will improve the safety of the roadside environment. Funding will allow for implementation of one small scale project per year.

Program Aspects: Maintenance and Preservation; Operations and Safety

Purpose:
 To implement roadside safety improvements including barrier systems and hazardous object removal improving overall public safety.

Status/Changes:
 Undetermined funding shown in 2025/2026 will be programmed in a subsequent budget adjustment. These funds have been requested as part of the 2025/2026 CIP.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Spent 2023	2024	Total	Funded: 35,000 Unfunded: 300,000					
					2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	335,000	7,329	27,671	300,000	50,000	50,000	50,000	50,000	50,000	50,000
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	335,000	7,329	27,671	300,000	50,000	50,000	50,000	50,000	50,000	50,000
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	35,000	7,329	27,671	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	300,000	-	-	300,000	50,000	50,000	50,000	50,000	50,000	50,000
Total Resources	335,000	7,329	27,671	300,000	50,000	50,000	50,000	50,000	50,000	50,000

Intersection Safety & Mobility Program

TIP #: 24-07

PROGRAM

Priority Rank: 24

Project Account #: 122601

Planning Area: Citywide
 Street Classification: varies
 Project Length: N/A
 Funding Status: Other-Program Funding



Project Description:
 This program will install new traffic signals, software systems to improve traffic signal timing operations, tactics central signal system upgrades, or make improvements to existing signals identified by the Transportation Systems Traffic Signal Priority List. The Priority List is determined by citizen concerns, intersection safety, mobility needs, and intersections that meet MUTCD traffic signal warrants. Historically, one traffic signal is designed and constructed every two-three years to meet public safety and mobility needs.

Program Aspects: 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.

Status/Changes:
 Preliminary engineering for intersection improvements at Oakesdale Ave SW and SW 41st St (TIP #24-07.1) were complete in 2021. The project remains on hold until all funding for construction and sufficient staff resources have been identified. The portion of the 2024 expenditures intended to fund the Oakesdale Ave SW and SW 41st St project are shown on it's own TIP sheet. Remaining funds in this program are for small scale intersection improvements.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Funded:		322,091		Unfunded:		400,000		
		Programmed		Six-Year Program						
		Spent 2023	2024	Total	2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	4,870	-	4,870	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	717,221	50,005	267,216	400,000	-	-	100,000	100,000	100,000	100,000
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	722,091	50,005	272,086	400,000	-	-	100,000	100,000	100,000	100,000
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	272,086	-	272,086	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	50,005	50,005	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	400,000	-	-	400,000	-	-	100,000	100,000	100,000	100,000
Total Resources	722,091	50,005	272,086	400,000	-	-	100,000	100,000	100,000	100,000

Oakesdale Ave SW & SW 41st St Intersection Improvements

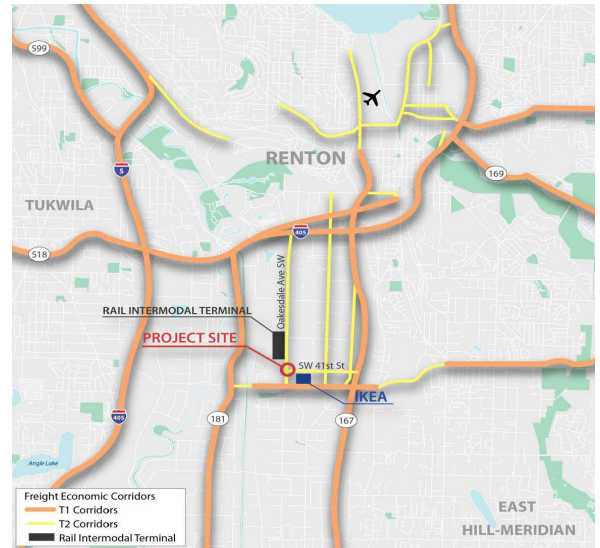
TIP #: 24-07.1

PROJECT

Priority Rank: 25

Project Account #:

Planning Area: Valley
 Street Classification: Principal Arterial
 Project Length: N/A
 Funding Status: Candidate



Project Description:

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

Program Aspects: 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.

Status/Changes:

This project was designed within the Intersection Safety and Mobility Program. Project is currently on hold until the full construction funding can be identified. *Funding shown in 2025 will be programmed in a subsequent budget adjustment once availability of resources is confirmed.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Total	Funded:	650,000	Unfunded:	784,678	Six-Year Program	
		Pre-2024	2024		2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	1,195,565	-	650,000	545,565	545,565	-	-	-	-	-
Construction Services	239,113	-	-	239,113	239,113	-	-	-	-	-
Total Expenses	1,434,678	-	650,000	784,678	784,678	-	-	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	650,000	-	650,000	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	784,678	-	-	784,678	784,678	-	-	-	-	-
Total Resources	1,434,678	-	650,000	784,678	784,678	-	-	-	-	-

Traffic Safety Program

TIP #: 24-08

PROGRAM

Priority Rank: 9

Project Account #: 122115

Planning Area: Citywide
 Street Classification: varies
 Project Length: N/A
 Funding Status: Other-Program Funding



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 including Rectangular Rapid Flashing Beacons (RRFB), and HAWK hybrid beacon signals, bulb-outs and radar speed signs for traffic calming. This program has become increasingly important after the city's adoption of a Local Road Safety Plan (LRSP) that helped prioritize safety related projects throughout the city. It is also used for securing grants and matching funds.

Program Aspects: Operations and Safety

Purpose:

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

Status/Changes:

Ongoing based on requests received by the public and city staff for evaluation and analysis. Funding in 2025/2026 will be used for the design and construction of various treatments that address the risk of pedestrian collisions. Locations funded through this program can be found in the Appendix. Timing of completion will be dependent on staff resources and funding. Undetermined funding shown in 2025/2026 will be programmed in a subsequent budget adjustment.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Spent 2023	2024	Total	2025	2026	2027	2028	2029	2030
					Funded: 164,937 Unfunded: 2,200,000					
Expenditures:										
Other	-	-	-	-	-	-	-	-	-	-
Professional Services	65,797	53,797	12,000	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	2,299,139	8,604	90,535	2,200,000	500,000	500,000	300,000	300,000	300,000	300,000
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	2,364,937	62,402	102,535	2,200,000	500,000	500,000	300,000	300,000	300,000	300,000
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	164,937	62,402	102,535	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	2,200,000	-	-	2,200,000	500,000	500,000	300,000	300,000	300,000	300,000
Total Resources	2,364,937	62,402	102,535	2,200,000	500,000	500,000	300,000	300,000	300,000	300,000

Safe Routes to Transit

TIP #: 24-08.1

PROGRAM

Priority Rank:	26
Project Account #:	123009
Planning Area:	various
Street Classification:	varies
Project Length:	N/A
Funding Status:	Other-Program Funding



*Picture: Improvements made along Sunset Blvd.

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 2020 and 2021.

Program Aspects: 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.

Status/Changes:
Various projects under this program have been completed and construction of the remaining projects is estimated to extend through 2028. The city will continue to fund construction through local funds or through grants if they are available. Available funds within the Traffic Safety Program can be transferred to this program to help fund construction as needed. Where possible, the remaining projects can be funded and constructed within the limits of other transportation projects being constructed, i.e. E. Valley Rd./S. 180th St. Pedestrian Crossing/Ramp improvements as part of the city overlay project. Funding was requested in the 2025/2026 CIP to construct crosswalk, ADA ramps and signal improvements for the intersections of Main Ave S at S 3rd St and Mill Ave S at S 3rd St/Houser Way S. as well as lighting improvements at the intersection of S 2nd St and Lake Ave South. Additional locations funded through this program can be found in the Appendix. Timing of completion will be dependent on staff resources and funding.

*For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	Funded: 1,968,000 Unfunded: 3,770,000					
					2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	1,515,076	1,515,076	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	4,204,471	431,255	3,216	3,770,000	735,000	365,000	1,335,000	1,335,000	-	-
Construction Services	18,454	18,454	-	-	-	-	-	-	-	-
Total Expenses	5,738,000	1,964,784	3,216	3,770,000	735,000	365,000	1,335,000	1,335,000	-	-
Source of Fund:										
REET 1/2	468,000	464,784	3,216	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (KC Metro)	1,500,000	1,500,000	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	3,770,000	-	-	3,770,000	735,000	365,000	1,335,000	1,335,000	-	-
Total Resources	5,738,000	1,964,784	3,216	3,770,000	735,000	365,000	1,335,000	1,335,000	-	-

Traffic Calming Program

TIP #: 24-08.2

PROGRAM

Priority Rank: 21

Project Account #: 123010

Planning Area: Citywide
 Street Classification: Local or Collector
 Project Length: Varies
 Funding Status: Other-Program Funding



Project Description:

The City developed a traffic calming program that specifically targets speeding in or around residential areas by utilizing tier 1 traffic calming devices, and then utilizing tier 2 traffic calming devices, only after exhausting tier 1 traffic calming devices. Tier 1 traffic calming devices would include signing, plastic curbing, pavement markings, or other treatments that passively reduce speeding. Tier 2 traffic calming devices would include raised crosswalks, speed cushions, mini-roundabouts or other treatments that actively reduce speeding. List of locations can be found in the City's 2022-2023 Traffic Calming Locations: Technical Analysis Summary report attached in Appendix of this report.

Program Aspects: Operations and Safety

Purpose:

Reduce speeding in or around residential areas on streets classified as local or collector with 25 mph or less. Lower speeds reduce pedestrian and vehicle accidents and severity of crashes is greatly reduced for children around schools and pedestrian crossings.

Status/Changes:

Funding anticipated in 2025 and 2026 is to construct improvements at NE 12th St/Olympia Ave NE; Aberdeen Ave NE/NE 24th St and SW 5th Pl/SW 5th Ct. The goal of the program is to construct improvements at 3 locations each biennium. Additional locations funded through this program can be found in the Appendix. Timing of completion will be dependent on staff resources and funding.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
					Funded:	192,213	Unfunded:	2,245,000		
Expenditures:										
Salaries/Benefits	10,458	10,458	-	-	-	-	-	-	-	-
Professional Services	15,466	5,648	9,818	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	2,246,289	132,053	34,236	2,080,000	460,000	500,000	280,000	280,000	280,000	280,000
Construction Services	165,000	-	-	165,000	40,000	45,000	20,000	20,000	20,000	20,000
Total Expenses	2,437,213	148,159	44,054	2,245,000	500,000	545,000	300,000	300,000	300,000	300,000
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	192,213	148,159	44,054	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	2,245,000	-	-	2,245,000	500,000	545,000	300,000	300,000	300,000	300,000
Total Resources	2,437,213	148,159	44,054	2,245,000	500,000	545,000	300,000	300,000	300,000	300,000

Duvall HAWK Signal

TIP #: 24-08.3

PROJECT

Priority Rank: 39

Project Account #:

Planning Area: Highlands, East Plateau
 Street Classification: Principal Arterial
 Project Length: N/A
 Funding Status: Candidate



*Picture: Example of a HAWK signal

Project Description:

This project installs a High Intensity Activated Crosswalk (HAWK) hybrid beacon signal to control Duvall Ave NE at NE 6th St. The design for the controls will span Duvall Ave NE on steel mast arms. The HAWK signal is pedestrian activated and shows a red indication for vehicle traffic to stop while the pedestrian is crossing. Partial infrastructure already exists with conduit and junction boxes for electrical connection.

Program Aspects: Operations and Safety

Purpose:

Duvall Ave NE is a high traffic volume, 5-lane arterial with a speed limit of 35mph. Fully developed single family neighborhoods exist on both sides of Duvall Ave NE at NE 6th St although the sidewalks are not continuous on both sides of the street. Residents from both sides of Duvall Ave NE cross the arterial on a regular basis. Project will increase safety for all crosswalk users.

Status/Changes:

New project. Funding for construction has been requested as part of the 2025/2026 Capital Investment Program budget and with full amount of construction funding being shown in 2025.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	Funded: - Unfunded: 680,000					
					2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	680,000	-	-	680,000	680,000	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	680,000	-	-	680,000	680,000	-	-	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	680,000	-	-	680,000	680,000	-	-	-	-	-
Total Resources	680,000	-	-	680,000	680,000	-	-	-	-	-

Lake Washington Blvd HAWK Signal

TIP #: 24-08.4

PROJECT

Priority Rank: 22

Project Account #:

Planning Area: Kennydale
 Street Classification: Principal Arterial
 Project Length: N/A
 Funding Status: Funded - CN



*Picture: Example of a HAWK signal

Project Description:

Sound Transit provided funding to the City from the Stride Programs station access allowance for the design and construction of projects related to pedestrian and bicycle safety. The first project is to install an enhanced crossing at Lake Washington Blvd N at May Creek Trail Head with a connection to the Eastside Rail Corridor via sidewalk along the eastside of Lake WA Blvd to the Stride BRT in-line I-405 station. The design includes a HAWK signal, ADA connection to the trail, an on-street walkway and a bike lane.

Program Aspects: Operations and Safety

Purpose:

Lake WA Blvd is a heavily travelled two-lane collector and the May Creek Trail and Eastside Rail will attract a significant number of pedestrians connecting between the two trails desiring to cross the street. Pedestrians will use the trails for circulation between the BRT station and adjacent neighborhoods. The HAWK signal has a motorist compliance rate of 99%.

Status/Changes:

New project. Any additional funding for construction will be programmed with local funds once Design is complete and an updated estimate of cost is received.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
					Funded:	790,000	Unfunded:	-		
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	160,000	-	-	160,000	160,000	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	630,000	-	-	630,000	-	630,000	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	790,000	-	-	790,000	160,000	630,000	-	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded(Sound Tran)	790,000	-	-	790,000	160,000	630,000	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-	-	-
Total Resources	790,000	-	-	790,000	160,000	630,000	-	-	-	-

Traffic Signal Preservation Program

TIP #: 24-09

PROGRAM

Priority Rank: 27

Project Account #: 122904

Planning Area: Citywide
 Street Classification: varies
 Project Length: N/A
 Funding Status: Other-Program Funding



Project Description:
 This program identifies obsolete and failing video detection cameras, PTZ cameras, ethernet switches, traffic signal controllers, conflict monitors, signal heads, signal cabinets, and UPS batteries based on findings from preventive maintenance and equipment age.

Program Aspects: 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. Replacing aging infrastructure enables staff to replace equipment with modern equipment that enables the city to do things such as flashing yellow arrow and adaptive signal control.

Status/Changes:
 Ongoing.

*For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program							
		Spent 2023	2024	Total	Funded: 182,032						Unfunded: 1,500,000
					2025	2026	2027	2028	2029	2030	
Expenditures:											
Other	17,446	17,446	-	-	-	-	-	-	-	-	
Professional Services	-	-	-	-	-	-	-	-	-	-	
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-	
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-	
Construction	1,664,586	51,817	112,769	1,500,000	250,000	250,000	250,000	250,000	250,000	250,000	
Construction Services	-	-	-	-	-	-	-	-	-	-	
Total Expenses	1,682,032	69,263	112,769	1,500,000	250,000	250,000	250,000	250,000	250,000	250,000	
Source of Fund:											
REET 1/2	-	-	-	-	-	-	-	-	-	-	
B&O Tax	182,032	69,263	112,769	-	-	-	-	-	-	-	
Fund Balance	-	-	-	-	-	-	-	-	-	-	
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-	
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-	
Mitigation	-	-	-	-	-	-	-	-	-	-	
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-	
Other (1)	-	-	-	-	-	-	-	-	-	-	
Other (2)	-	-	-	-	-	-	-	-	-	-	
Undetermined	1,500,000	-	-	1,500,000	250,000	250,000	250,000	250,000	250,000	250,000	
Total Resources	1,682,032	69,263	112,769	1,500,000	250,000	250,000	250,000	250,000	250,000	250,000	

Intelligent Transportation Systems (ITS) Program

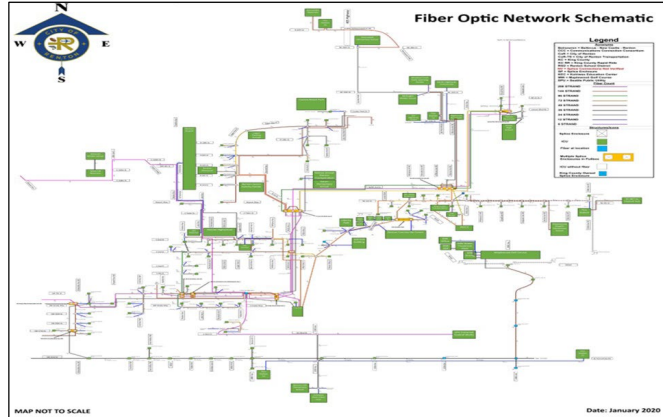
TIP #: 24-10

PROGRAM

Priority Rank: 38

Project Account #: 122162

Planning Area: Citywide
 Street Classification: varies
 Project Length: N/A
 Funding Status: Other-Program Funding



Project Description:

Provides improvements to the operational efficiency of the roadway system, including development and implementation of signal coordination programs, adaptive signal control, installation/expansion of fiber communication, PTZ cameras, transit signal priority, traffic management center modification, Intelligent Traffic Systems, (ITS) Master Plan implementation, and signal improvements.

Program Aspects: Maintenance and Preservation, Operations and Safety

Purpose:

To maximize the operations and efficiency of the roadway system without adding additional capacity. Adaptive signal control systems coordinate traffic signals across a signal network, adjusting the lengths of signal phases on current traffic conditions, demand, and system capacity based on stop bar, advanced, and system detection. The system improves coordination and reduces the number of stops, which decreases rear-end crashes. By investing in these improvements, the traveling public will benefit from reduced intersection delay, a reduction in traffic accidents and improved air quality.

Status/Changes:

Funding in 2025/2026 is for the expansion of the adaptive signal control system to two (2) corridors, South Grady Way and Maple Valley Highway/Sunset Blvd N/NE 3rd Street. *Funds for 2025/2026 have been requested as part of the 2025/2026 CIP Biennial Budget.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program							
		Spent 2023	2024	Total	Funded: 210,494						Unfunded: 1,500,000
					2025	2026	2027	2028	2029	2030	
Expenditures:											
Planning	30,000	12,087	17,913	-	-	-	-	-	-	-	
Professional Services	-	-	-	-	-	-	-	-	-	-	
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-	
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-	
Construction	1,680,494	1,680	178,814	1,500,000	250,000	250,000	250,000	250,000	250,000	250,000	
Construction Services	-	-	-	-	-	-	-	-	-	-	
Total Expenses	1,710,494	13,767	196,727	1,500,000	250,000	250,000	250,000	250,000	250,000	250,000	
Source of Fund:											
REET 1/2	-	-	-	-	-	-	-	-	-	-	
B&O Tax	210,494	13,767	196,727	-	-	-	-	-	-	-	
Fund Balance	-	-	-	-	-	-	-	-	-	-	
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-	
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-	
Mitigation	-	-	-	-	-	-	-	-	-	-	
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-	
Other (1)	-	-	-	-	-	-	-	-	-	-	
Other (2)	-	-	-	-	-	-	-	-	-	-	
Undetermined	1,500,000	-	-	1,500,000	250,000	250,000	250,000	250,000	250,000	250,000	
Total Resources	1,710,494	13,767	196,727	1,500,000	250,000	250,000	250,000	250,000	250,000	250,000	

Sidewalk Rehabilitation and Replacement Program

TIP #: 24-11

PROGRAM

Priority Rank: 12

Project Account #: 122801

Planning Area: Citywide
 Street Classification: varies
 Project Length: N/A
 Funding Status: Other-Program Funding

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.

Program Aspects: Maintenance and Preservation, Active Transportation

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

Status/Changes:
 Money currently programmed is for improvements along Cedar Ave S. Funding in 2024/2025 is shown in it's own TIP sheet (TIP #24-11.1) and will be used to complete improvements in the Maplewood Glen neighborhood subdivision.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Total	Funded:	1,039,444	Unfunded:	-		
		Spent 2023	2024		Six-Year Program					
					2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	7,224	7,224	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	1,032,220	32,220	1,000,000	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	1,039,444	39,444	1,000,000	-	-	-	-	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	1,039,444	39,444	1,000,000	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-	-	-
Total Resources	1,039,444	39,444	1,000,000	-	-	-	-	-	-	-

Maplewood Sidewalk Rehabilitation

TIP #: 24-11.1

PROJECT

Priority Rank: 30

Project Account #: 122803

Planning Area: Cedar River
 Street Classification: varies
 Project Length: varies
 Funding Status: Other-Program Funding



Project Description:
 This project will remove and replace curb and sidewalks in the Maplewood Glen neighborhood.

Program Aspects: Maintenance and Preservation, Active Transportation

Purpose:
 To address existing sidewalk deficiencies and provide safer facilities for pedestrians on neighborhood streets. Also provides for pavement/roadway overlay.

Status/Changes:
 Design is underway.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Spent 2023	2024	Total	2025	2026	2027	2028	2029	2030
					Funded: - Unfunded: -					
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	1,000,000	-	1,000,000	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	1,000,000	-	1,000,000	-	-	-	-	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-	-	-
Total Resources	-	-	-	-	-	-	-	-	-	-

NBI Bridge Inspection Program

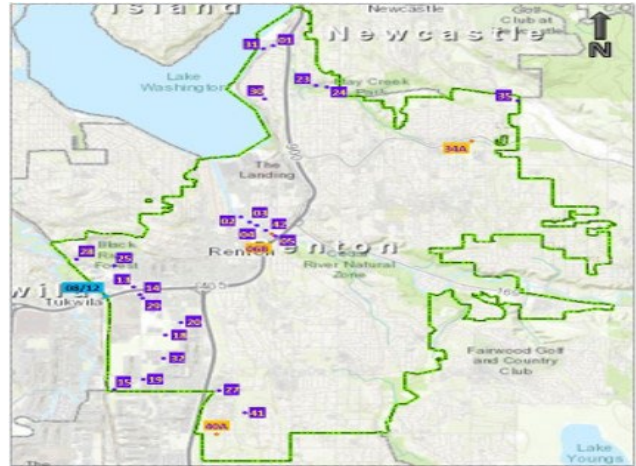
TIP #: 24-12

PROGRAM

Priority Rank: 4

Project Account #: 120106

Planning Area: Citywide
 Street Classification: varies
 Project Length: N/A
 Funding Status: Other-Program Funding



Project Description:

Per 23 CFR 650 Subpart C, Renton 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 more than 20-ft. There are presently 27 structures included in this 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.

Program Aspects: Maintenance and Preservation, Plan Implementation and Compliance

Purpose:

Compliance maintains city's eligibility to apply for and administer Federal Highway Administration (FHWA) Federal Aid grant funds for a variety of transportation projects. This includes federal grant funds for repairing, retrofitting, rehabilitating and/or replacing eligible city bridges. Routine condition inspections are used to monitor and document the health of individual bridges on a biennial basis. Special inspections occur after disaster events (e.g. flooding, earthquakes, fire, etc.) to assess damage to the inventory.

Status/Changes:

Funds shown under construction are for minor repairs to bridge structures. *Funds for 2025/2026 have been requested as part of the 2025/2026 CIP Biennial Budget.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Total	Six-Year Program					
		Spent 2023	2024		Funded: 406,157 Unfunded: 550,000					
					2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	45,069	20,069	25,000	-	-	-	-	-	-	-
Professional Services	326,088	34,173	291,915	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction(Repair/Maint)	585,000	-	35,000	550,000	75,000	75,000	100,000	100,000	100,000	100,000
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	956,157	54,242	351,915	550,000	75,000	75,000	100,000	100,000	100,000	100,000
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	406,157	54,242	351,915	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	550,000	-	-	550,000	75,000	75,000	100,000	100,000	100,000	100,000
Total Resources	956,157	54,242	351,915	550,000	75,000	75,000	100,000	100,000	100,000	100,000

Barrier-Free Transition Plan Implementation

TIP #: 24-13

PROGRAM

Priority Rank: 18

Project Account #: 122705

Planning Area: Citywide
 Street Classification: varies
 Project Length: N/A
 Funding Status: Other-Program Funding

Barriers to pedestrian facilities may include:



Cracked and uneven sidewalks
Sidewalks that have fallen into disrepair present a challenge for many, especially those using walkers, wheelchairs, or canes, pushing strollers, etc.



Curbs at intersections without ramps
Curbs not equipped with adequate ramps create a potentially significant impediment for the mobility-challenged, and are inaccessible for those using wheelchairs.



Obstructions in sidewalks
Sidewalk obstructions such as telephone poles or tree roots, present a significant obstacle to pedestrian travel, especially for sight- and/or mobility-impaired populations.

Barriers to pedestrian facilities may include:



Curb ramps at intersections with no detectable warning surface
Ramps not equipped with a means of detection present a basic safety concern for those with sight impairments.



Push buttons that are not accessible or don't have audible warnings
Inaccessible and/or inaudible crosswalk push-buttons a basic challenge for users in wheelchairs, as well as those with sight impairments.

Project Description:
 This program provides funding for designing and building features on an "as needed" basis in response to individual requests to improve access for individuals with special needs. A project list has been developed based upon sites identified in the City's Barrier Free and ADA Transition Plan section of the City of Renton Comprehensive Citywide Sidewalk Study.

Program Aspects: Operations and Safety, Plan Implementation and Compliance

Purpose:
 This program implements projects that 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. A programmatic approach is required to ensure compliance with federal law and ultimately help make all pedestrian facilities safe for the public.

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. *Funds for 2025/2026 have been requested as part of the 2025/2026 CIP Biennial Budget.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Total	Six-Year Program					
		Spent 2023	2024		2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	1,540,000	-	100,000	1,440,000	240,000	240,000	240,000	240,000	240,000	240,000
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	1,540,000	-	100,000	1,440,000	240,000	240,000	240,000	240,000	240,000	240,000
Source of Fund:										
REET 1/2	50,000	-	50,000	-	-	-	-	-	-	-
B&O Tax	50,000	-	50,000	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	1,440,000	-	-	1,440,000	240,000	240,000	240,000	240,000	240,000	240,000
Total Resources	1,540,000	-	100,000	1,440,000	240,000	240,000	240,000	240,000	240,000	240,000

Project Development & Pre-Design Program

TIP #: 24-14

PROGRAM

Priority Rank: 31
Project Account #: 122150
 Planning Area: Citywide
 Street Classification: varies
 Project Length: N/A
 Funding Status: Other-Program Funding



Project Description:
 This program primarily allows for the planning, cost estimating, and conceptual level development of a project so that it can advance into the preliminary engineering & design phase. Project development phase is critical for determining a realistic scope and level of engineering feasibility for a project, as well as for basing the cost of the project for which grant pursuits are based off of. Also provides for the monitoring of active grant projects for compliance with State and Federal laws, regulations and specifications. This program also covers public engagement and noticing.

Program Aspects: Plan Implementation and Compliance

Purpose:
 To develop transportation projects that best serve the needs of Renton and meet eligibility requirements for grant applications. Funding allocated to this program is beneficial toward lowering eventual preliminary phase of design costs by advancing and developing the concept and its feasibility early in the project.

Status/Changes:
 The funding allocated to this program is mainly used to hire consultants to perform the work listed above. *Funds for 2025/2026 have been requested as part of the 2025/2026 CIP Biennial Budget.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program							
		Spent 2023	2024	Total	Funded: 160,268						Unfunded: 600,000
					2025	2026	2027	2028	2029	2030	
Expenditures:											
Professional Services	202,440	24,223	28,217	150,000	25,000	25,000	25,000	25,000	25,000	25,000	
Planning	407,828	-	107,828	300,000	50,000	50,000	50,000	50,000	50,000	50,000	
Preliminary Engineering	150,000	-	-	150,000	25,000	25,000	25,000	25,000	25,000	25,000	
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-	
Construction	-	-	-	-	-	-	-	-	-	-	
Construction Services	-	-	-	-	-	-	-	-	-	-	
Total Expenses	760,268	24,223	136,045	600,000	100,000	100,000	100,000	100,000	100,000	100,000	
Source of Fund:											
REET 1/2	-	-	-	-	-	-	-	-	-	-	
B&O Tax	160,268	24,223	136,045	-	-	-	-	-	-	-	
Fund Balance	-	-	-	-	-	-	-	-	-	-	
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-	
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-	
Mitigation	-	-	-	-	-	-	-	-	-	-	
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-	
Other (1)	-	-	-	-	-	-	-	-	-	-	
Other (2)	-	-	-	-	-	-	-	-	-	-	
Undetermined	600,000	-	-	600,000	100,000	100,000	100,000	100,000	100,000	100,000	
Total Resources	760,268	24,223	136,045	600,000	100,000	100,000	100,000	100,000	100,000	100,000	

Arterial Circulation Program

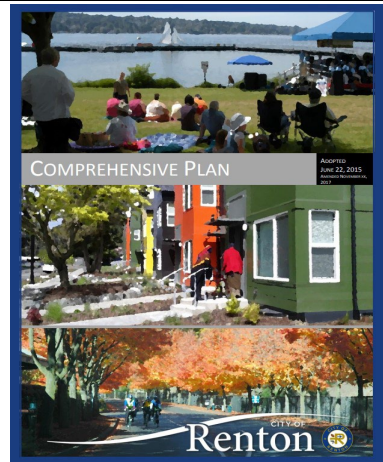
TIP #: 24-15

PROGRAM

Priority Rank: 42

Project Account #: 120029

Planning Area: Citywide
 Street Classification: varies
 Project Length: N/A
 Funding Status: Other-Program Funding



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 will cover development of multimodal level of service policies for the Comprehensive Plan compliance with the Puget Sound Regional Council's Vision 2050. This program also covers programmatic activities to maintain eligibility for grant funding.

Program Aspects: Plan Implementation and Compliance

Purpose:

State and Federal government regulations and legislation, the Growth Management Act (GMA), and the Puget Sound Regional Council Vision 2050 highlight the increasing importance of making sure that local and regional transportation plans are coordinated to the benefit of Renton make ongoing multi-modal planning a high priority need. In order to meet the city's Business Plan Goals, transportation will play a key role with public and private partnerships to promote economic vitality.

Status/Changes:

Funding in this program is being used for the update to the Transportation Element of the City's Comprehensive Plan. Additional funding will be evaluated as needs arise. *Funds for 2025/2026 have been requested as part of the 2025/2026 CIP Biennial Budget.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Funded:	132,420	Unfunded:	362,000				
		Spent 2023	2024	Total	Six-Year Program						
					2025	2026	2027	2028	2029	2030	
Expenditures:											
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-	-
Planning	494,420	-	132,420	362,000	81,000	81,000	50,000	50,000	50,000	50,000	
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-	
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-	
Construction	-	-	-	-	-	-	-	-	-	-	
Construction Services	-	-	-	-	-	-	-	-	-	-	
Total Expenses	494,420	-	132,420	362,000	81,000	81,000	50,000	50,000	50,000	50,000	
Source of Fund:											
REET 1/2	-	-	-	-	-	-	-	-	-	-	
B&O Tax	132,420	-	132,420	-	-	-	-	-	-	-	
Fund Balance	-	-	-	-	-	-	-	-	-	-	
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-	
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-	
Mitigation	-	-	-	-	-	-	-	-	-	-	
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-	
Other (1)	-	-	-	-	-	-	-	-	-	-	
Other (2)	-	-	-	-	-	-	-	-	-	-	
Undetermined	362,000	-	-	362,000	81,000	81,000	50,000	50,000	50,000	50,000	
Total Resources	494,420	-	132,420	362,000	81,000	81,000	50,000	50,000	50,000	50,000	

Houser Way Bridge - Seismic Retrofit and Painting,
across Cedar River

TIP #: 24-16

PROJECT

Priority Rank: 5

Project Account #: 123001

Planning Area: City Center
Street Classification: Principal Arterial
Project Length: N/A
Funding Status: Funded - CN



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.

Program Aspects: Maintenance and Preservation

Purpose:
This project will extend the service life of the bridge, reduce the seismic vulnerability and improve roadside safety.

Status/Changes:
The City was awarded a Federal Highway Administration (FHWA) grant in the amount of \$2,999,000 for Design and Construction of the project, of which \$441K was obligated in 2024 and remaining \$2,462,700 for construction is anticipated to be obligated by 1st quarter of 2025.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program																	
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030											
<table border="0" style="width:100%; border:none;"> <tr> <td style="width:20%;">Funded:</td> <td style="text-align:right;">3,671,700</td> <td style="width:20%;">Unfunded:</td> <td style="text-align:right;">-</td> <td colspan="7"></td> </tr> </table>											Funded:	3,671,700	Unfunded:	-							
Funded:	3,671,700	Unfunded:	-																		
Expenditures:																					
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-											
Planning	-	-	-	-	-	-	-	-	-	-											
Preliminary Engineering	620,000	116,175	503,825	-	-	-	-	-	-	-											
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-											
Construction	2,624,700	-	162,000	2,462,700	2,462,700	-	-	-	-	-											
Construction Services	427,000	-	427,000	-	-	-	-	-	-	-											
Total Expenses	3,671,700	116,175	1,092,825	2,462,700	2,462,700	-	-	-	-	-											
Source of Fund:																					
REET 1/2	589,051	21,051	568,000	-	-	-	-	-	-	-											
B&O Tax	83,649	-	83,649	-	-	-	-	-	-	-											
Fund Balance	-	-	-	-	-	-	-	-	-	-											
Grants Awarded (Federal)	2,999,000	95,124	441,176	2,462,700	2,462,700	-	-	-	-	-											
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-											
Mitigation	-	-	-	-	-	-	-	-	-	-											
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-											
Other (1)	-	-	-	-	-	-	-	-	-	-											
Other (2)	-	-	-	-	-	-	-	-	-	-											
Undetermined	-	-	-	-	-	-	-	-	-	-											
Total Resources	3,671,700	116,175	1,092,825	2,462,700	2,462,700	-	-	-	-	-											

NE Sunset Blvd (SR900) Corridor Improvements,

Sunset Blvd NE to Monroe Ave NE

TIP #: 24-17

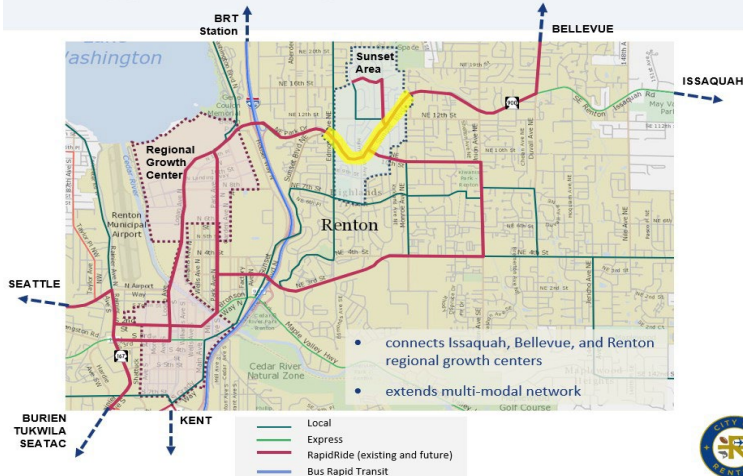
PROJECT

Priority Rank: 45

Project Account #: 122902

Planning Area: Highlands
Street Classification: Principal Arterial
Project Length: 0.93 mi
Funding Status: Candidate

Supports Multiple Growth Centers



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 and installation of a multi-use trail. Project will be implemented in phases.

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

Purpose:

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

Status/Changes:

The Sunset Trail project (TIP #24-17.1) will serve as Phase 1 and will construct the multi-use trail portion of the original project. Total project cost is estimated at \$30M. Future phases and timing will be determined based on available funding. Amount shown in 2030 is a portion of the Design cost. Completion of this phase falls outside the years of the TIP.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Total	Six-Year Program					
		Pre-2024	2024		2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	1,000,000	-	-	1,000,000	-	-	-	-	-	1,000,000
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	1,000,000	-	-	1,000,000	-	-	-	-	-	1,000,000
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	1,000,000	-	-	1,000,000	-	-	-	-	-	1,000,000
Total Resources	1,000,000	-	-	1,000,000	-	-	-	-	-	1,000,000

Sunset Trail,

Edmonds Ave NE to NE 10th St (Phase 1)

TIP #: 24-17.1

PROJECT

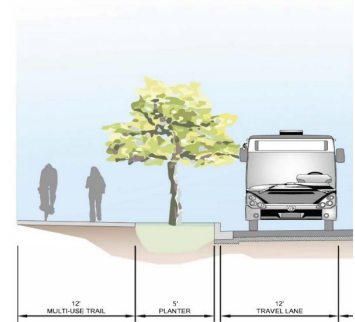
Priority Rank: 8

Project Account #: 122105

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



Existing Conditions along NE Sunset Blvd at Edmonds Ave NE (western project terminus)



Proposed Cross-section

Project Description:

This project is a segment of the NE Sunset Blvd SR 900 project (TIP #24-17). The Sunset Trail project will serve as Phase 1 and will construct the multi-use trail portion of the original project that runs along Sunset Blvd from NE 10th St to Edmonds Ave NE. Other project improvements include a planter between the travel lane and trail, pedestrian lighting improvements, a structural retention wall, and ADA ramps.

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

Purpose:

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

Status/Changes:

The Sunset Trail project received a Congestion Mitigation and Air Quality (CMAQ) grant in the amount of \$1,378,810 for Design (\$960,150)/ROW (\$418,660) in 2022. The project also received a Surface Transportation Block Grant (STBG) for \$2,500,000 in 2024 for construction (for FY 2028 obligation). Design is currently underway and ROW is anticipated to begin in 2025. *Local funds shown 2025-2027 have been requested as part of the 2025/2026 CIP Biennial Budget. The rate of expenditure aligns with the project schedule.

*For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.

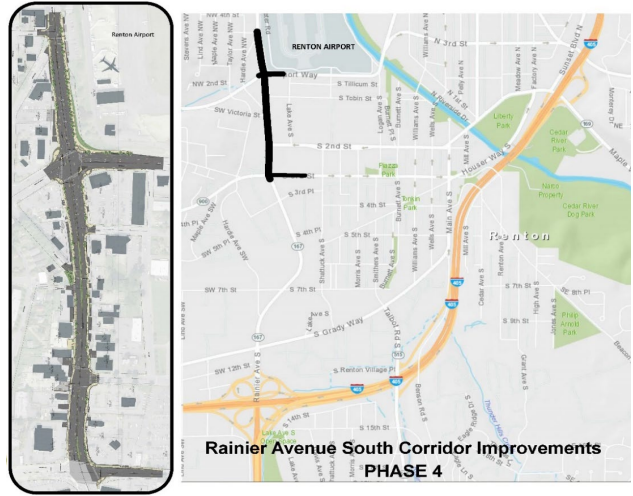
Project Expenditures & Resources	TOTAL	Programmed		Total	Six-Year Program						
		Pre-2024	2024		Funded:	4,211,660	Unfunded:	4,575,000			
					2025	2026	2027	2028	2029	2030	
Expenditures:											
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	1,293,000	3,031	1,289,969	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	483,660	-	-	483,660	60,000	184,330	239,330	-	-	-	-
Construction	7,010,000	-	-	7,010,000	-	-	-	3,505,000	3,505,000	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	8,786,660	3,031	1,289,969	7,493,660	60,000	184,330	239,330	3,505,000	3,505,000	-	-
Source of Fund:											
REET 1/2	150,000	-	150,000	-	-	-	-	-	-	-	-
B&O Tax	182,850	3,031	179,819	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-	-
Grants Awarded (Federal)	3,878,810	-	960,150	2,918,660	50,000	159,330	209,330	1,250,000	1,250,000	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-	-
Undetermined	4,575,000	-	-	4,575,000	10,000	25,000	30,000	2,255,000	2,255,000	-	-
Total Resources	8,786,660	3,031	1,289,969	7,493,660	60,000	184,330	239,330	3,505,000	3,505,000	-	-

Rainier Ave Corridor Improvements Phase 4,
S 3rd St to NW 3rd Pl

TIP #: 24-18

PROJECT

Priority Rank: 1
Project Account #: 122195
Planning Area: City Center
Street Classification: Principal Arterial
Project Length: 0.51 mi
Funding Status: Fully Funded - CN



Project Description:

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

Program Aspects: Maintenance and Preservation, Operations and Safety, Active Transportation

Purpose:

Rainier Ave is a critical corridor in central Renton with existing operational problems and in need of infrastructure enhancements to provide greater ease of non-motorized and transit-based travel. It also provides improved access to the Renton Airport and Boeing's Renton Plant. Improvements enhance traffic flow and reduce accidents, increasing public safety.

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 as well as an increase to the TIB funding participation (\$355,150). Construction is currently underway and is anticipated to be complete in 2025.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Funded: 44,101,013 Unfunded: -						
				Total	2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	3,339,315	3,326,474	12,841	-	-	-	-	-	-	-
R-O-W (includes Admin)	4,317,459	4,196,966	120,493	-	-	-	-	-	-	-
Construction	32,380,243	9,831,017	20,549,227	2,000,000	2,000,000	-	-	-	-	-
Construction Services	4,063,996	1,572,413	2,091,583	400,000	400,000	-	-	-	-	-
Total Expenses	44,101,013	18,926,869	22,774,144	2,400,000	2,400,000	-	-	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (Federal)	19,074,850	7,137,042	10,937,808	1,000,000	1,000,000	-	-	-	-	-
Grants Awarded (State)	7,355,150	2,521,807	3,833,343	1,000,000	1,000,000	-	-	-	-	-
Mitigation	10,449,048	9,268,020	781,028	400,000	400,000	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (Franchise Contr.)	7,221,965	-	7,221,965	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-	-	-
Total Resources	44,101,013	18,926,869	22,774,144	2,400,000	2,400,000	-	-	-	-	-

Rainier Ave N Corridor Improvements Phase 5,

NW 3rd PI to north city limits

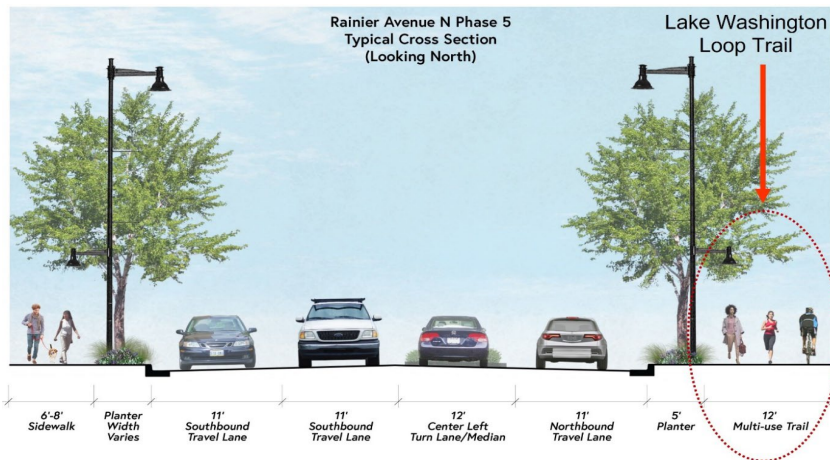
TIP #: 24-19

PROJECT

Priority Rank: 17

Project Account #:

Planning Area: City Center
 Street Classification: Principal Arterial
 Project Length: 0.76 mi
 Funding Status: Partially Funded - PE



Project Description:

Phase 5 of the Rainier Ave Corridor Improvements will extend the improvements from NW 3rd PI to 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 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 (previously referred to as the Lake Washington Loop Trail Phase 5).

Program Aspects: 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.

Status/Changes:

The City received a Surface Transportation Block Grant (STBG) in the amount of \$3,196,076 for Design in 2024 for FY 2026 obligation. *Funds have been requested as part of the 2025/2026 CIP Biennial Budget for the required match amount for the Design grant. Total estimated project cost is \$25.6M; project schedule exceeds the years of the TIP.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program							
		Pre-2024	2024	Total	Funded: 3,196,076						Unfunded: 3,963,315
					2025	2026	2027	2028	2029	2030	
Expenditures:											
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-	
Planning	-	-	-	-	-	-	-	-	-	-	
Preliminary Engineering	3,694,886	-	-	3,694,886	-	1,231,665	1,231,665	1,231,556	-	-	
R-O-W (includes Admin)	3,464,400	-	-	3,464,400	-	-	-	-	1,732,200	1,732,200	
Construction	-	-	-	-	-	-	-	-	-	-	
Construction Services	-	-	-	-	-	-	-	-	-	-	
Total Expenses	7,159,286	-	-	7,159,286	-	1,231,665	1,231,665	1,231,556	1,732,200	1,732,200	
Source of Fund:											
REET 1/2	-	-	-	-	-	-	-	-	-	-	
B&O Tax	-	-	-	-	-	-	-	-	-	-	
Fund Balance	-	-	-	-	-	-	-	-	-	-	
Grants Awarded (Federal)	3,196,076	-	-	3,196,076	-	1,065,360	1,065,360	1,065,356	-	-	
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-	
Mitigation	-	-	-	-	-	-	-	-	-	-	
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-	
Other (1)	-	-	-	-	-	-	-	-	-	-	
Other (2)	-	-	-	-	-	-	-	-	-	-	
Undetermined	3,963,315	-	-	3,963,315	-	166,305	166,305	166,305	1,732,200	1,732,200	
Total Resources	7,159,391	-	-	7,159,391	-	1,231,665	1,231,665	1,231,661	1,732,200	1,732,200	

Renton Connector,

S 2nd St to S 5th St

TIP #: 24-20

PROJECT

Priority Rank: 37

Project Account #: 122103

Planning Area: City Center
 Street Classification: Collector
 Project Length: 0.3 mi
 Funding Status: Partially Funded - PE



Conceptual view of the Renton Connector (looking north) that integrates the North and South Burnett Linear Parks to the Civic Core and Downtown, Cedar River, and City Hall.

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 reduced travel lanes, landscaped medians, and reconfigured public parking areas in order to provide opportunities to incorporate art, play spaces, and resting areas along the connector. Intersection improvements will include traffic signalization improvements and curb ramp upgrades to ADA standards.

Program Aspects: Active Transportation

Purpose:

As a key element of the Downtown Civic Core Vision and Action Plan, the Renton Connector is a new urban trail, or "greenway", that creates a signature Civic Core and Downtown green spine and regional trail connection between the Cedar River Trail, Lake to Sound Trail, Lake Washington Loop Trail, and the Eastside Rail Corridor for pedestrians and cyclists between the Cedar River, City Hall, and the South Renton Transit Center to the south improving the overall quality of life for the city's residents.

Status/Changes:

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

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Total	Six-Year Program					
		Pre-2024	2024		2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	1,760,612	440,202	500,000	820,410	500,000	320,410	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	11,250,000	-	-	11,250,000	-	-	500,000	2,000,000	6,000,000	2,750,000
Construction Services	1,950,000	-	-	1,950,000	-	-	-	-	1,200,000	750,000
Total Expenses	14,960,612	440,202	500,000	14,020,410	500,000	320,410	500,000	2,000,000	7,200,000	3,500,000
Source of Fund:										
REET 1/2	260,612	144,316	50,000	66,296	50,000	16,296	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (Federal)	1,500,000	295,886	450,000	754,114	450,000	304,114	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	13,200,000	-	-	13,200,000	-	-	500,000	2,000,000	7,200,000	3,500,000
Total Resources	14,960,612	440,202	500,000	14,020,410	500,000	320,410	500,000	2,000,000	7,200,000	3,500,000

SE 168th St Protected Bike Lanes,
108th Ave SE to 128th Ave SE

TIP #: 24-21

PROJECT

Priority Rank: 40

Project Account #:

Planning Area: Benson
Street Classification: Collector
Project Length: 0.76 mi
Funding Status: Partially Funded - PE



**SE 168th Street
Typical Section**

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

Program Aspects: Operations and Safety, Active Transportation

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

Status/Changes:
The City was awarded a \$500,000 allocation in the 2021-2023 State Capital Budget. The City has requested a scope change approval from the Legislature and is awaiting word on how to move forward.

*For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program							
		Pre-2024	2024	Total	Funded: 500,000						Unfunded: 2,705,000
					2025	2026	2027	2028	2029	2030	
Expenditures:											
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-	
Planning	25,000	-	-	25,000	25,000	-	-	-	-	-	
Preliminary Engineering	600,000	-	-	600,000	400,000	200,000	-	-	-	-	
R-O-W (includes Admin)	80,000	-	-	80,000	-	-	80,000	-	-	-	
Construction	2,500,000	-	-	2,500,000	-	-	-	1,500,000	1,000,000	-	
Construction Services	-	-	-	-	-	-	-	-	-	-	
Total Expenses	3,205,000	-	-	3,205,000	425,000	200,000	80,000	1,500,000	1,000,000	-	
Source of Fund:											
REET 1/2	-	-	-	-	-	-	-	-	-	-	
B&O Tax	-	-	-	-	-	-	-	-	-	-	
Fund Balance	-	-	-	-	-	-	-	-	-	-	
Grants Awarded (State)	500,000	-	-	500,000	350,000	150,000	-	-	-	-	
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-	
Mitigation	-	-	-	-	-	-	-	-	-	-	
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-	
Other (1)	-	-	-	-	-	-	-	-	-	-	
Other (2)	-	-	-	-	-	-	-	-	-	-	
Undetermined	2,705,000	-	-	2,705,000	75,000	50,000	80,000	1,500,000	1,000,000	-	
Total Resources	3,205,000	-	-	3,205,000	425,000	200,000	80,000	1,500,000	1,000,000	-	

South 2nd Street Conversion Project,

Rainier Ave S to Main Ave S

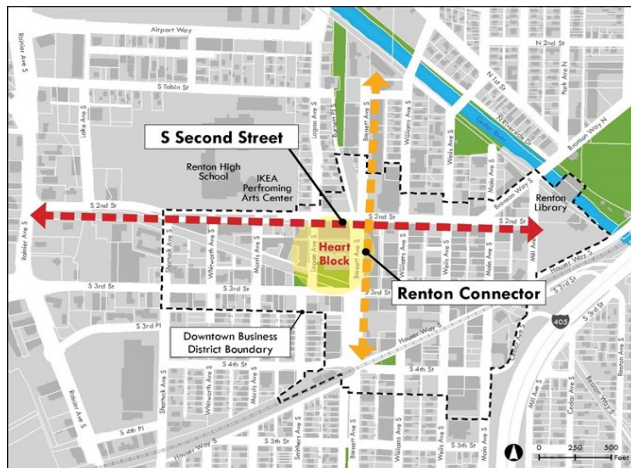
TIP #: 24-22

PROJECT

Priority Rank: 32

Project Account #: 123006

Planning Area: City Center
 Street Classification: Principal Arterial
 Project Length: 0.7 mi
 Funding Status: Partially Funded - PE



Project Description:

The South 2nd Street Conversion Project will convert an 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 Rapid Ride stops and a transit queue jump at the new traffic signal at the Shattuck intersection.

Program Aspects: 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.

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. Project is on hold until additional planning is complete to determine appropriate scope/cost before Design proceeds. Construction estimates are preliminary and will depend on the results of the additional planning work the City is conducting. Funding shown in 2024 for Planning will be programmed in a subsequent budget adjustment once Staff confirms resource needs.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	200,000	-	200,000	-	-	-	-	-	-	-
Preliminary Engineering	1,551,956	12,719	1,039,237	500,000	500,000	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	17,150,000	-	-	17,150,000	-	1,250,000	5,900,000	4,500,000	3,500,000	2,000,000
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	18,901,956	12,719	1,239,237	17,650,000	500,000	1,250,000	5,900,000	4,500,000	3,500,000	2,000,000
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	411,206	2,910	308,296	100,000	100,000	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (Federal)	1,340,750	9,809	930,941	400,000	400,000	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	17,150,000	-	-	17,150,000	-	1,250,000	5,900,000	4,500,000	3,500,000	2,000,000
Total Resources	18,901,956	12,719	1,239,237	17,650,000	500,000	1,250,000	5,900,000	4,500,000	3,500,000	2,000,000

SW 7th Street Corridor Safety Improvements,

Hardie Ave SW to Oakesdale Ave SW

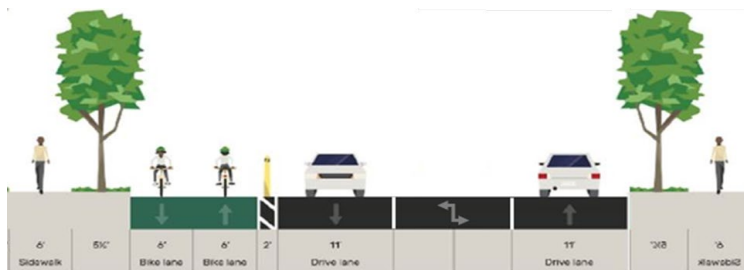
TIP #: 24-23

PROJECT

Priority Rank: 20

Project Account #:

Planning Area: City Center
 Street Classification: Minor Arterial
 Project Length: 0.9 mi
 Funding Status: Candidate



Project Description:

This project enhances the South 7th Street corridor which is a key east-west bicycle route, by installing a buffered two-way cycletrack between Hardie Ave SW and Oakesdale Ave SW, connecting the South Renton Transit Center to the planned biking facilities on SW 7th St. This cycletrack will provide a much needed protected bicycle facility between downtown Renton and the Sounders Longacre site along with key regional trails at the western City limits. The implementation of the cycletrack will necessitate the removal of one vehicular lane, also referred to as a "road diet." Additional project elements include intersection improvements to the south at Hardie Ave SW and Rainier Ave S with a bike ramp and curb work, and to the north at SW 7th St and Hardie Ave SW with high visibility pedestrian crossings and intersection bike channelization.

Program Aspects: 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.

Status/Changes:

New project. Funding includes Sound Transit's anticipated contribution to the City from the Stride Program's station access allowance in the amount of \$110,000. The funding agreement will be executed once finalized and any budget adjustments will be coordinated at that time.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Funded: 110,000 Unfunded: 1,390,000						
				Total	2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	300,000	-	-	300,000	300,000	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	1,100,000	-	-	1,100,000	1,000,000	100,000	-	-	-	-
Construction Services	100,000	-	-	100,000	75,000	25,000	-	-	-	-
Total Expenses	1,500,000	-	-	1,500,000	1,375,000	125,000	-	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (Federal)	-	-	-	-	-	-	-	-	-	-
Grants Awarded(SoundTran)	110,000	-	-	110,000	110,000	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	1,390,000	-	-	1,390,000	1,265,000	125,000	-	-	-	-
Total Resources	1,500,000	-	-	1,500,000	1,375,000	125,000	-	-	-	-

Williams Ave Bridge - Seismic Retrofit and Painting,
across Cedar River

TIP #: 24-24

PROJECT

Priority Rank: 6

Project Account #: 123003

Planning Area: City Center
Street Classification: Minor Arterial
Project Length: N/A
Funding Status: Funded - CN



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.

Program Aspects: Maintenance and Preservation

Purpose:

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

Status/Changes:

In late 2017, the City was awarded a Federal Highway Administration (FHWA) grant in the amount of \$2,985,000 for Design and Construction of the project. Staff anticipates Construction obligation in late 2024 or 1st quarter 2025.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program							
		Pre-2024	2024	Total	Funded: 3,771,000						Unfunded: -
					2025	2026	2027	2028	2029	2030	
Expenditures:											
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-	
Planning	-	-	-	-	-	-	-	-	-	-	
Preliminary Engineering	620,000	104,989	515,011	-	-	-	-	-	-	-	
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-	
Construction	2,724,000	-	-	2,724,000	2,724,000	-	-	-	-	-	
Construction Services	427,000	-	-	427,000	427,000	-	-	-	-	-	
Total Expenses	3,771,000	104,989	515,011	3,151,000	3,151,000	-	-	-	-	-	
Source of Fund:											
REET 1/2	600,000	18,925	64,775	516,300	516,300	-	-	-	-	-	
B&O Tax	186,000	-	-	186,000	186,000	-	-	-	-	-	
Fund Balance	-	-	-	-	-	-	-	-	-	-	
Grants Awarded (Federal)	2,985,000	86,064	450,236	2,448,700	2,448,700	-	-	-	-	-	
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-	
Mitigation	-	-	-	-	-	-	-	-	-	-	
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-	
Other (1)	-	-	-	-	-	-	-	-	-	-	
Other (2)	-	-	-	-	-	-	-	-	-	-	
Undetermined	-	-	-	-	-	-	-	-	-	-	
Total Resources	3,771,000	104,989	515,011	3,151,000	3,151,000	-	-	-	-	-	

116th Ave SE Improvements, SE 168th St to SE 160th St

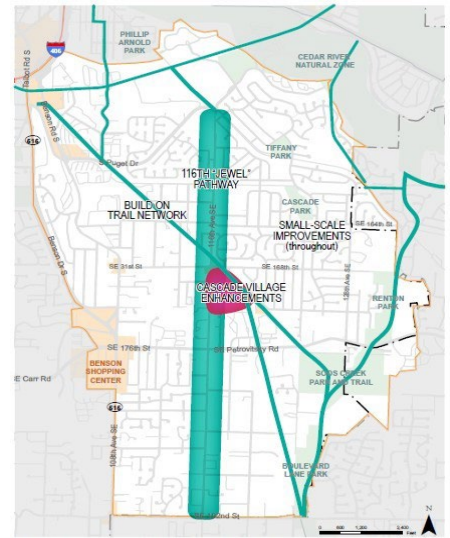
TIP #: 24-25

PROJECT

Priority Rank: 28

Project Account #: 122117

Planning Area: Benson
 Street Classification: Minor Arterial
 Project Length: 2.5 mi
 Funding Status: Candidate



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.

Program Aspects: Active Transportation, Plan Implementation and Compliance

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

Status/Changes:
 Transportation received funding to construct sidewalks near the Family First Center (TIP #24-05.1) and design is currently underway. Staff is continuing to look for grant opportunities for the larger project. Programmed funding is for Preliminary Engineering only.

*For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.

				Funded:	-	Unfunded:	1,689,000			
Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	1,689,000	-	-	1,689,000	-	689,000	1,000,000	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	1,689,000	-	-	1,689,000	-	689,000	1,000,000	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	1,689,000	-	-	1,689,000	-	689,000	1,000,000	-	-	-
Total Resources	1,689,000	-	-	1,689,000	-	689,000	1,000,000	-	-	-

Carr Road Improvements,

Davis Ave S to 109th Ave SE

TIP #: 24-26

PROJECT

Priority Rank: 29

Project Account #: 122920

Planning Area: Talbot, Benson
 Street Classification: Principal Arterial
 Project Length: 1.87 mi
 Funding Status: Candidate

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. 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.

Program Aspects: 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.

Status/Changes:

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.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	200,000	-	-	200,000	-	200,000	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	200,000	-	-	200,000	-	200,000	-	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	200,000	-	-	200,000	-	200,000	-	-	-	-
Total Resources	200,000	-	-	200,000	-	200,000	-	-	-	-

Grady Way & Rainier Ave Intersection Improvements

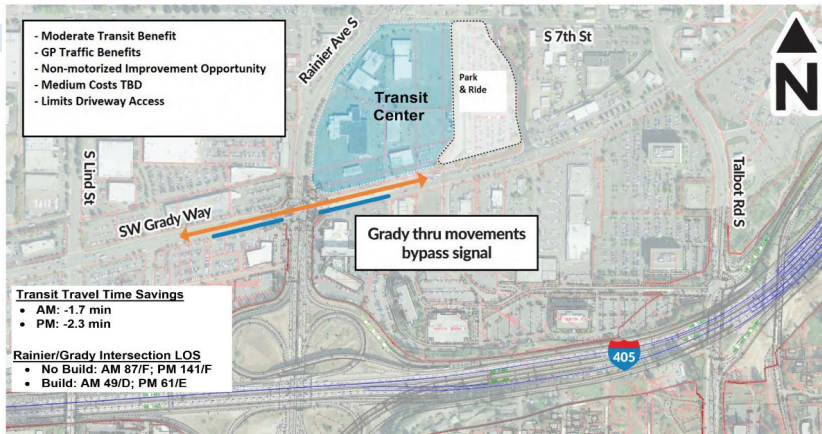
TIP #: 24-27

PROJECT

Priority Rank: 41

Project Account #:

Planning Area: City Center
 Street Classification: Principal Arterial
 Project Length: N/A
 Funding Status: Candidate



Project Description:

The project is a coordinated effort between the City of Renton and WSDOT to study the improvements that provide transit travel time savings and enhance multimodal mobility between the I-405/SR 176 interchange and the South Renton Transit Station. The study will evaluate alternatives for type, size, and location of improvements that could provide: grade separation of Grady Way South over SR167, grade separation of Rainier Ave and Grady Way, constructing bicycle and sidewalk improvements, installing Transit Signal Priority through the Grady Way corridor; other improvements further south of I-405 consistent with WSDOT's I-405 and SR 167 Master Plan.

Program Aspects: Operations and Safety

Purpose:

This project evaluates concept alternatives for the Rainier Ave/Grady Way/South Renton Transit Center area that delivers efficient regional bus rapid transit and rapid ride bus service through Renton and specifically serving the Rainier-Grady Transit Oriented Development (TOD) subarea.

Status/Changes:

The State included and directed \$750,000 in the State Transportation Budget in 2023 to the City for Planning. Work is being led by WSDOT in collaboration with city staff targeting January 2025 to complete the draft study.

*For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.

Project Expenditures & Resources	TOTAL	Programmed		Total	Six-Year Program					
		Pre-2024	2024		Funded: 750,000 Unfunded: -					
					2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	750,000	-	750,000	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	750,000	-	750,000	-	-	-	-	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (State)	750,000	-	750,000	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-	-	-
Total Resources	750,000	-	750,000	-	-	-	-	-	-	-

Hoquiam Ave NE Non-Motorized Improvements,
NE 10th Pl to NE Sunset Blvd

TIP #: 24-28

PROJECT

Priority Rank: 46

Project Account #:

Planning Area: East Plateau
Street Classification: Collector
Project Length: 0.42 mi
Funding Status: Candidate



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.

Program Aspects: 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.

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.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
					Funded: 50,000 Unfunded: 2,000,000					
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	50,000	50,000	-	-	-	-	-	-	-	-
Preliminary Engineering	500,000	-	-	500,000	-	-	500,000	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	1,500,000	-	-	1,500,000	-	-	-	1,000,000	500,000	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	2,050,000	50,000	-	2,000,000	-	-	500,000	1,000,000	500,000	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	50,000	50,000	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	2,000,000	-	-	2,000,000	-	-	500,000	1,000,000	500,000	-
Total Resources	2,050,000	50,000	-	2,000,000	-	-	500,000	1,000,000	500,000	-

Houser Way Non-Motorized Improvements,
Mill Ave S to Bronson Way S

TIP #: 24-29

PROJECT

Priority Rank: 53

Project Account #:

Planning Area: City Center
 Street Classification: varies
 Project Length: 0.36 mi
 Funding Status: Candidate

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.

Program Aspects: 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.

Status/Changes:

This project is pending available funding and is also subject to the schedule of the Houser Way Bridge - Seismic Retrofit and Painting project (TIP #24-16) and the redevelopment of the 200 Mill site.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Total	Six-Year Program					
		Pre-2024	2024		Funded:	-	Unfunded:	2,187,000		
		2025	2026		2027	2028	2029	2030		
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	220,000	-	-	220,000	-	-	220,000	-	-	-
R-O-W (includes Admin)	165,000	-	-	165,000	-	-	-	165,000	-	-
Construction	1,802,000	-	-	1,802,000	-	-	-	-	1,802,000	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	2,187,000	-	-	2,187,000	-	-	220,000	165,000	1,802,000	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	2,187,000	-	-	2,187,000	-	-	220,000	165,000	1,802,000	-
Total Resources	2,187,000	-	-	2,187,000	-	-	220,000	165,000	1,802,000	-

Houser Way North Shared Use Path,
N 8th St to Lake Washington Blvd

TIP #: 24-30

PROJECT

Priority Rank: 58

Project Account #:

Planning Area: City Center
 Street Classification: Minor Arterial
 Project Length: 0.57 mi
 Funding Status: Candidate

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.

Program Aspects: Active Transportation

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

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.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						Funded:	Unfunded:	
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030	-	1,100,000
Expenditures:												
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-	-	-
Planning	100,000	-	-	100,000	-	-	-	-	-	100,000	-	-
Preliminary Engineering	1,000,000	-	-	1,000,000	-	-	-	-	-	-	1,000,000	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	1,100,000	-	-	1,100,000	-	-	-	-	-	100,000	1,000,000	
Source of Fund:												
REET 1/2	-	-	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-	-	-
Undetermined	1,100,000	-	-	1,100,000	-	-	-	-	-	100,000	1,000,000	
Total Resources	1,100,000	-	-	1,100,000	-	-	-	-	-	100,000	1,000,000	

Lind Ave SW Roadway Widening,
SW 16th St to SW 34th St

TIP #: 24-31

PROJECT

Priority Rank: 55

Project Account #: 120024

Planning Area: Valley
Street Classification: Principal Arterial
Project Length: 0.73 mi
Funding Status: Candidate

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.

Program Aspects: 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.

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.

*For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	200,000	-	-	200,000	-	-	-	-	200,000	-
Preliminary Engineering	1,300,000	-	-	1,300,000	-	-	-	-	-	1,300,000
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	1,500,000	-	-	1,500,000	-	-	-	-	200,000	1,300,000
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	1,500,000	-	-	1,500,000	-	-	-	-	200,000	1,300,000
Total Resources	1,500,000	-	-	1,500,000	-	-	-	-	200,000	1,300,000

Local Road Safety Plan Implementation

TIP #: 24-32

PROGRAM

Priority Rank: 10

Project Account #:

Planning Area: Citywide
 Street Classification: varies
 Project Length: varies
 Funding Status: Candidate



LOCAL ROAD SAFETY PLAN
 RENTON, WASHINGTON

Prepared for City of Renton
 Prepared by Transpo Group



Project Description:

This program designs and constructs improvements identified in the City's Local Road Safety Plan that was adopted in 2022. The plan was created from analyzing data related to 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. Four Highway Safety Improvement Program (HSIP) priorities were identified through this process as well as two non-HSIP priorities that are locally funded and are already incorporated into existing Traffic Safety and Traffic Calming programs. Additional information on the HSIP priorities can be found in the Appendix.

Program Aspects: Operations and Safety

Purpose:

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

Status/Changes:

The City is working on the next step in the process which is to bring in a Consultant to develop a Comprehensive Safety Action Plan for which the City has received federal funding to complete (TIP #24-32.1). Further development of the Plan will help ensure the City is eligible for future implementation grants. Plan implementation will be contingent on available funding as staff continues to look for grant opportunities. Funding shown in 2026 will be assigned as part of a future budget adjustment should funds become available.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Total	Six-Year Program					
		Pre-2024	2024		2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	7,388,000	-	-	7,388,000	-	1,730,000	2,127,000	2,036,000	1,495,000	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	7,388,000	-	-	7,388,000	-	1,730,000	2,127,000	2,036,000	1,495,000	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	7,388,000	-	-	7,388,000	-	1,730,000	2,127,000	2,036,000	1,495,000	-
Total Resources	7,388,000	-	-	7,388,000	-	1,730,000	2,127,000	2,036,000	1,495,000	-

Citywide Vision-Zero Comprehensive Safety Action Plan

TIP #: 24-32.1

PROJECT

Priority Rank: **7**

Project Account #:

Planning Area: Citywide
 Street Classification: varies
 Project Length: varies
 Funding Status: Funded



Project Description:

This project develops a comprehensive safety plan (CSAP) aimed at reducing and eliminating serious-injury and fatal crashes affecting all roadway users using data analysis with a public task force to characterize roadway safety problems and strengthen the city's approach to roadway safety through projects and strategies that address the most significant risks. This project is designed and required to specifically identify approaches and policies to improve roadway safety conditions through five specific action areas: engineering, enforcement, emergency management, education, and equity.

Program Aspects: Operations and Safety

Purpose:

To identify options and strategies to implement short and long-term safety projects as well as speed enforcement strategies.

Status/Changes:

This project will utilize \$400,000 of federal grant funds awarded through the Puget Sound Regional Council in 2024 (via the Safe Streets For All (SS4A) program) for which the City will provide \$100,000 of local matching funds.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
					Funded: 500,000	Unfunded: -				
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	500,000	-	-	500,000	500,000	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	500,000	-	-	500,000	500,000	-	-	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	100,000	-	-	100,000	100,000	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (Federal)	400,000	-	-	400,000	400,000	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-	-	-
Total Resources	500,000	-	-	500,000	500,000	-	-	-	-	-

Logan Ave North Improvements,
S 2nd St to Park Ave N

TIP #: 24-33

PROJECT

Priority Rank: 54

Project Account #: 122303

Planning Area: City Center
 Street Classification: Principal Arterial
 Project Length: 0.76 mi
 Funding Status: Candidate

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.

Program Aspects: 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.

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.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Funded:	-	Unfunded:	3,700,000			
		Pre-2024	2024	Total	Six-Year Program					
					2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	200,000	-	-	200,000	-	-	-	200,000	-	-
Preliminary Engineering	3,500,000	-	-	3,500,000	-	-	-	-	1,500,000	2,000,000
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	3,700,000	-	-	3,700,000	-	-	-	200,000	1,500,000	2,000,000
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	3,700,000	-	-	3,700,000	-	-	-	200,000	1,500,000	2,000,000
Total Resources	3,700,000	-	-	3,700,000	-	-	-	200,000	1,500,000	2,000,000

Maple Valley Highway Barriers,
SE 5th St to approximately 1800 feet west of intersection

TIP #: 24-34

PROJECT

Priority Rank: 49

Project Account #:

Planning Area: Cedar River
Street Classification: Principal Arterial
Project Length: N/A
Funding Status: Candidate

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. The design report for the Cedar River half bridge is complete and was funded by the Roadway Safety and Guardrail Program (TIP # 24-06).

Program Aspects: 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.

Status/Changes:

Final design and construction is pending funding availability.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

				Funded:	-	Unfunded:	3,137,900			
Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	522,970	-	-	522,970	-	-	299,035	223,935	-	-
R-O-W (includes Admin)	156,300	-	-	156,300	-	-	-	156,300	-	-
Construction	2,458,630	-	-	2,458,630	-	-	-	619,765	1,000,000	838,865
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	3,137,900	-	-	3,137,900	-	-	299,035	1,000,000	1,000,000	838,865
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	3,137,900	-	-	3,137,900	-	-	299,035	1,000,000	1,000,000	838,865
Total Resources	3,137,900	-	-	3,137,900	-	-	299,035	1,000,000	1,000,000	838,865

Monster Rd SW/68th Ave S Roadway Improvements

TIP #: 24-35

PROJECT

Priority Rank: 51

Project Account #:

Planning Area: Valley
 Street Classification: Principal Arterial
 Project Length: 2.2 mi
 Funding Status: Candidate

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.

Program Aspects: Operations and Safety, Active Transportation

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

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.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

				Funded:	-	Unfunded:	500,000			
Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	500,000	-	-	500,000	-	-	500,000	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	500,000	-	-	500,000	-	-	500,000	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	500,000	-	-	500,000	-	-	500,000	-	-	-
Total Resources	500,000	-	-	500,000	-	-	500,000	-	-	-

N 8th St Direct Access Ramps

TIP #: 24-36

PROJECT

Priority Rank: 19

Project Account #:

Planning Area: City Center
 Street Classification: Collector
 Project Length: N/A
 Funding Status: Candidate



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.

Program Aspects: 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.

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.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Total	Six-Year Program					
		Pre-2024	2024		2025	2026	2027	2028	2029	2030
						Funded:	-	Unfunded:	20,000,000	
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	20,000,000	-	-	20,000,000	-	7,500,000	10,000,000	2,500,000	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	20,000,000	-	-	20,000,000	-	7,500,000	10,000,000	2,500,000	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	20,000,000	-	-	20,000,000	-	7,500,000	10,000,000	2,500,000	-	-
Total Resources	20,000,000	-	-	20,000,000	-	7,500,000	10,000,000	2,500,000	-	-

NE 3rd Street Corridor Improvements,
Sunset Blvd N to Jefferson Ave NE

TIP #: 24-37

PROJECT

Priority Rank: 47

Project Account #: 122176

Planning Area: Highlands, East Plateau
Street Classification: Principal Arterial
Project Length: 0.92 mi
Funding Status: Candidate

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.

Program Aspects: 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.

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.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

				Funded:	-	Unfunded:	5,082,500			
Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	100,000	-	-	100,000	-	-	-	100,000	-	-
Preliminary Engineering	4,982,500	-	-	4,982,500	-	-	-	200,000	2,000,000	2,782,500
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	5,082,500	-	-	5,082,500	-	-	-	300,000	2,000,000	2,782,500
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	5,082,500	-	-	5,082,500	-	-	-	300,000	2,000,000	2,782,500
Total Resources	5,082,500	-	-	5,082,500	-	-	-	300,000	2,000,000	2,782,500

NE 4th Street Corridor Improvements,
Jefferson Ave NE to Duvall Ave NE

TIP #: 24-38

PROJECT

Priority Rank: 48

Project Account #:

Planning Area: Highlands, East Plateau
Street Classification: Principal Arterial
Project Length: 1.05 mi
Funding Status: Candidate

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.

Program Aspects: 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.

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.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Total	Six-Year Program					
		Pre-2024	2024		2025	2026	2027	2028	2029	2030
						Funded:	-	Unfunded:	100,000	
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	100,000	-	-	100,000	-	-	-	-	-	100,000
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	100,000	-	-	100,000	-	-	-	-	-	100,000
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	100,000	-	-	100,000	-	-	-	-	-	100,000
Total Resources	100,000	-	-	100,000	-	-	-	-	-	100,000

NE Sunset Blvd Transit and Access Improvements,
Union Ave NE to Hoquiam Ave NE

TIP #: 24-39

PROJECT

Priority Rank: 56

Project Account #:

Planning Area: Highlands
Street Classification: Principal Arterial
Project Length: 0.70 mi
Funding Status: Candidate

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.

Program Aspects: Operations and Safety, Active Transportation

Purpose:

Improve traffic operations and safety.

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.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						Funded:	-	Unfunded:	5,580,000
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030			
Expenditures:													
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Planning	100,000	-	-	100,000	-	-	100,000	-	-	-	-	-	-
Preliminary Engineering	5,480,000	-	-	5,480,000	-	-	-	2,500,000	1,490,000	1,490,000	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	5,580,000	-	-	5,580,000	-	-	100,000	2,500,000	1,490,000	1,490,000	-	-	-
Source of Fund:													
REET 1/2	-	-	-	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-	-	-	-
Undetermined	5,580,000	-	-	5,580,000	-	-	100,000	2,500,000	1,490,000	1,490,000	-	-	-
Total Resources	5,580,000	-	-	5,580,000	-	-	100,000	2,500,000	1,490,000	1,490,000	-	-	-

Nile Ave NE Bridge Replacement,
across May Creek

TIP #: 24-40

PROJECT

Priority Rank: 33

Project Account #: 123004

Planning Area: East Plateau
Street Classification: Collector
Project Length: 1.16 mi
Funding Status: Candidate

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.

Program Aspects: 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.

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 2027.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
					Funded: - Unfunded: 6,750,000					
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	750,000	-	-	750,000	-	-	250,000	500,000	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	6,000,000	-	-	6,000,000	-	-	-	-	3,000,000	3,000,000
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	6,750,000	-	-	6,750,000	-	-	250,000	500,000	3,000,000	3,000,000
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	6,750,000	-	-	6,750,000	-	-	250,000	500,000	3,000,000	3,000,000
Total Resources	6,750,000	-	-	6,750,000	-	-	250,000	500,000	3,000,000	3,000,000

Renton-Maple Valley Highway & 140th Way SE

TIP #: 24-41

PROJECT

Priority Rank: 35

Project Account #:

Planning Area: Cedar River
 Street Classification: Principal Arterial
 Project Length:
 Funding Status: Candidate

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.

Program Aspects: 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.

Status/Changes:
 Staff is working to review the two proposed improvement options as prepared by the Consultant. Project is awaiting available funding. Total estimated project cost is \$13M.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

				Funded:	-	Unfunded:	12,860,595			
Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	3,650,000	-	-	3,650,000	-	-	1,650,000	2,000,000	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	7,710,595	-	-	7,710,595	-	-	-	-	5,000,000	2,710,595
Construction Services	1,500,000	-	-	1,500,000	-	-	-	-	1,000,000	500,000
Total Expenses	12,860,595	-	-	12,860,595	-	-	1,650,000	2,000,000	6,000,000	3,210,595
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	12,860,595	-	-	12,860,595	-	-	1,650,000	2,000,000	6,000,000	3,210,595
Total Resources	12,860,595	-	-	12,860,595	-	-	1,650,000	2,000,000	6,000,000	3,210,595

Renton Bus Rapid Transit (BRT) Improvements,

S Renton Village Pl extension to S Grady Way

TIP #: 24-42

PROJECT

Priority Rank: 57

Project Account #:

Planning Area: City Center
 Street Classification: Principal Arterial
 Project Length: 0.37 mi
 Funding Status: Other-Led by Others

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.

Program Aspects: 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 improving accessibility needs.

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.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
					Funded: - Unfunded: 2,300,000					
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	2,300,000	-	-	2,300,000	-	-	-	300,000	1,000,000	1,000,000
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	2,300,000	-	-	2,300,000	-	-	-	300,000	1,000,000	1,000,000
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	2,300,000	-	-	2,300,000	-	-	-	300,000	1,000,000	1,000,000
Total Resources	2,300,000	-	-	2,300,000	-	-	-	300,000	1,000,000	1,000,000

South 3rd Street Conversion Project,
Rainier Ave S to Main Ave S

TIP #: 24-43

PROJECT

Priority Rank: 34

Project Account #:

Planning Area: City Center
Street Classification: Principal Arterial
Project Length: 0.55 mi
Funding Status: Candidate

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.

Program Aspects: 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.

Status/Changes:

This project will continue downtown improvements, further enhancing the pedestrian and bicyclist environment. Project is pending future grant funding availability. Total estimated project cost is \$21M. Programmed estimates are for Preliminary Engineering and ROW.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

				Funded:	-	Unfunded:	4,100,000			
Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	4,000,000	-	-	4,000,000	-	-	500,000	1,700,000	1,500,000	300,000
R-O-W (includes Admin)	100,000	-	-	100,000	-	-	-	-	-	100,000
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	4,100,000	-	-	4,100,000	-	-	500,000	1,700,000	1,500,000	400,000
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	4,100,000	-	-	4,100,000	-	-	500,000	1,700,000	1,500,000	400,000
Total Resources	4,100,000	-	-	4,100,000	-	-	500,000	1,700,000	1,500,000	400,000

South Grady Way Multi-Modal Improvements,
Rainier Ave S to Talbot Rd South

TIP #: 24-44

PROJECT

Priority Rank: 50

Project Account #:

Planning Area: City Center
 Street Classification: Principal Arterial
 Project Length: 1.16 mi
 Funding Status: Candidate

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).

Program Aspects: 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.

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. Estimated project cost is \$6.5M. Programmed estimates are for Planning only.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						Funded:	-	Unfunded:	100,000
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030			
Expenditures:													
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-	-	-	-
Planning	100,000	-	-	100,000	-	-	-	-	-	-	100,000	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	100,000	-	-	100,000	-	-	-	-	-	-	100,000	-	-
Source of Fund:													
REET 1/2	-	-	-	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-	-	-	-
Undetermined	100,000	-	-	100,000	-	-	-	-	-	-	100,000	-	-
Total Resources	100,000	-	-	100,000	-	-	-	-	-	-	100,000	-	-

Transit Master Plan

TIP #: 24-45

PROJECT

Priority Rank: 43

Project Account #: 123005

Planning Area: Citywide
 Street Classification: varies
 Project Length: N/A
 Funding Status: Candidate

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).

Program Aspects: 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.

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.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	Funded: - Unfunded: 500,000					
					2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	500,000	-	-	500,000	-	-	250,000	250,000	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	500,000	-	-	500,000	-	-	250,000	250,000	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	500,000	-	-	500,000	-	-	250,000	250,000	-	-
Total Resources	500,000	-	-	500,000	-	-	250,000	250,000	-	-

Lake to Sound (L2S) Trail,
Black River Riparian Forest to Cedar River

TIP #: 24-46

PROJECT

Priority Rank: 44

Project Account #: 122903

Planning Area: City Center
Street Classification: varies
Project Length: 1.6 mi
Funding Status: Other-Led by Others

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.

Program Aspects: 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 #24-20).

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. Pending available funding.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Funded:	-	Unfunded:	-	Six-Year Program		
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	-	-	-	-	-	-	-	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-	-	-
Total Resources	-	-	-	-	-	-	-	-	-	-

South Lake Washington Transit Hub,

vicinity of Southport Dr N and Garden Ave N

TIP #: 24-47

PROJECT

Priority Rank: **60**

Project Account #:

Planning Area: City Center
 Street Classification: Principal Arterial
 Project Length: N/A
 Funding Status: Other-Led by Others

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.

Program Aspects: 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.

Status/Changes:

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

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
						Funded: -	Unfunded: -			
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	-	-	-	-	-	-	-	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-	-	-
Total Resources	-	-	-	-	-	-	-	-	-	-

Southport Pedestrian Connection

TIP #: 24-48

PROJECT

Priority Rank: 59

Project Account #:

Planning Area: City Center
 Street Classification: Local
 Project Length: 0.15 mi
 Funding Status: Other-Led by Others

Project Description:
 A pedestrian path underneath the BNSF trestle that connects into Southport.

Program Aspects: Active Transportation

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

Status/Changes:
 This project would be designed, constructed, and funded by the developer.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
		Funded: - Unfunded: -								
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	-	-	-	-	-	-	-	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-	-	-
Total Resources	-	-	-	-	-	-	-	-	-	-

SW 27th Street/Strander Boulevard Connection

TIP #: 24-49

PROJECT

Priority Rank: 52

Project Account #:

Planning Area: Valley
 Street Classification: Minor Arterial
 Project Length: 1.27 mi
 Funding Status: Other-Led by Others

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.

Program Aspects: 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.

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.

*For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.

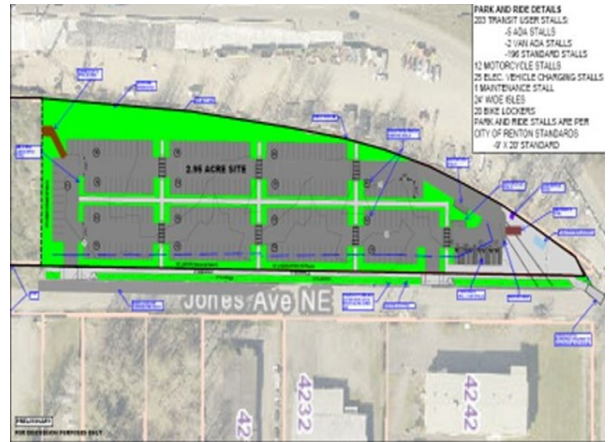
Project Expenditures & Resources	TOTAL	Programmed		Funded:	-	Unfunded:	-	Six-Year Program		
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
		Expenditures:								
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	-	-	-	-	-	-	-	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (1)	-	-	-	-	-	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-	-	-
Total Resources	-	-	-	-	-	-	-	-	-	-

NE 44th Street/I-405 Park and Ride

TIP #: 24-50

PROJECT

Priority Rank: 16
Project Account #: 123011
 Planning Area: Kennydale
 Street Classification: Collector
 Project Length:
 Funding Status: Partially Funded - CN



Project Description:
 The project will construct a Park and Ride adjacent to the Sound Transit NE 44th Street/I-405 Stride inline transit station. It will be constructed with approximately 200 stalls plus amenities such as bike lockers and a boardwalk to connect the park and ride to the sidewalks along NE 44th Street leading to the in-line station. The overall improvements consist of gateway signage, lighting features, and a pedestrian boardwalk. These improvements will enhance the WSDOT work and is in partnership with Renton Arts Commission.

Program Aspects: 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. The construction of a park and ride is critical given its location and lack of local transit access. The project improves safety and security for transit riders, and enhances the pedestrian safety and environment.

Status/Changes:
 The project received \$258,000 for the pedestrian boardwalk as part of the 2022 supplemental state capital budget. The City is working on finalizing and executing an agreement with Sound Transit for \$19,200,000 to fund construction of the project.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Total	Six-Year Program					
		Pre-2024	2024		Funded: 19,545,641 Unfunded: -					
					2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	87,641	32,500	55,141	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	19,458,000	-	-	19,458,000	1,731,500	1,473,500	12,008,000	4,245,000	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	19,545,641	32,500	55,141	19,458,000	1,731,500	1,473,500	12,008,000	4,245,000	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	87,641	32,500	55,141	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (State)	258,000	-	-	258,000	258,000	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (Sound Transit)	19,200,000	-	-	19,200,000	1,473,500	1,473,500	12,008,000	4,245,000	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-	-	-
Total Resources	19,545,641	32,500	55,141	19,458,000	1,731,500	1,473,500	12,008,000	4,245,000	-	-

Eastrail

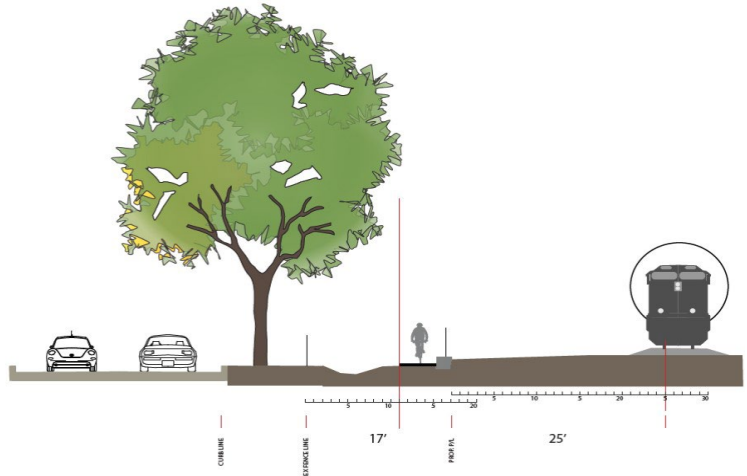
TIP #: 24-51

PROJECT

Priority Rank: 36

Project Account #: 332084

Planning Area: City Center
 Street Classification: varies
 Project Length: 1 mi
 Funding Status: Other-Led by Others



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

Program Aspects: Active Transportation

Purpose:
 A coalition of King and Snohomish counties, multiple cities, Sound Transit, PSE, and the non-profit 'Eastrail Partners' that includes 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 north of the north vehicle entrance to Coulon Park. Extending the trail offers opportunities for Eastrail users to connect to employment centers and regional trails such as the Cedar River Trail, Lake to Sound Trail, Lake WA Loop Trail and other shared-use paths within Renton.

Status/Changes:
 The project was allocated \$6,000,000 in funding to King County 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.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Funded: 6,000,000 Unfunded: -						
		Pre-2024	2024	Six-Year Program						
				Total	2025	2026	2027	2028	2029	2030
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	6,000,000	-	-	6,000,000	1,000,000	2,000,000	3,000,000	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	6,000,000	-	-	6,000,000	1,000,000	2,000,000	3,000,000	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (State)	6,000,000	-	-	6,000,000	1,000,000	2,000,000	3,000,000	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-	-	-
Total Resources	6,000,000	-	-	6,000,000	1,000,000	2,000,000	3,000,000	-	-	-

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

TIP #: CED-01

PROJECT

Priority Rank:

Project Account #: 122101/122102

Planning Area: Kennydale
 Street Classification: Collector
 Project Length: N/A
 Funding Status: Funded - CN



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.

Program Aspects: 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.

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. The City also received \$200,000 from Flat Iron to help fund construction. City staff is currently working through Design. Construction is anticipated to start in 2025.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2025-2030.*

Project Expenditures & Resources	TOTAL	Programmed		Six-Year Program						
		Pre-2024	2024	Total	2025	2026	2027	2028	2029	2030
					Funded:	425,000	Unfunded:			
Expenditures:										
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	66,000	26,591	39,409	-	-	-	-	-	-	-
R-O-W (includes Admin)	-	-	-	-	-	-	-	-	-	-
Construction	359,000	-	-	359,000	359,000	-	-	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-
Total Expenses	425,000	26,591	39,409	359,000	359,000	-	-	-	-	-
Source of Fund:										
REET 1/2	-	-	-	-	-	-	-	-	-	-
B&O Tax	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
Grants Awarded (State)	210,000	22,900	28,100	159,000	159,000	-	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-
Other (Contributions)	200,000	-	-	200,000	200,000	-	-	-	-	-
Other (General Fund)	15,000	3,691	11,309	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-	-	-
Total Resources	425,000	26,591	39,409	359,000	359,000	-	-	-	-	-



SECTION E

APPENDIX

2025 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM

Appendix - Identified Projects in TIP Programs	
Program Name	General Description (subject to change)
TIP #24-05 Walkway Program	
Forthcoming - ETA August 2024	
TIP #24-08 Traffic Safety	
Union Ave NE at NE 8th St (North Side of Intersection)	New sidewalk/ramps, solar powered RRFBs near Honey Dew Elementary
Union Ave NE at NE 10th St (North Side of Intersection)	New sidewalk/ramps, solar powered RRFBs near Honey Dew Elementary
SE 160th St & 116th Ave SE	New sidewalk/ramps, solar powered RRFBs near Cascade Elementary
SE 162nd St & 116th Ave SE	New sidewalk/ramps, solar powered RRFBs near Cascade Elementary
SE 166th St & 116th Ave SE	New sidewalk/ramps, solar powered RRFBs near Cascade Elementary
Hoquiam Ave NE at NE 11th Ct (South Side of Intersection)	New sidewalk/ramps, solar powered RRFBs near Hazen High School
Hoquiam Ave NE at NE 10th Ct (North Side of Intersection)	New sidewalk/ramps, solar powered RRFBs near Hazen High School
Hoquiam Ave NE at NE 5th (South Side of Intersection)	New sidewalk/ramps, solar powered RRFBs
SE 168th St & SE 170th Pl	Solar powered RRFBs
SE 168th St & 125th Ave SE	Solar powered RRFBs
108th Ave at Benson Rd S (South Side of Intersection)	Solar powered RRFBs
Garden Ave N (between N 8th St & N 10th St)	New sidewalk/ramps, traffic island, solar powered RRFBs
116th Ave SE, south of SE 169th St	New sidewalk/ramps, solar powered RRFBs
SE 7th St (Between Lind Ave SW and Hardie Ave SW)	New sidewalk/ramps, solar powered RRFBs
160th Ave SE and SE 2nd Pl	New sidewalk/ramps, solar powered RRFBs
Union Ave NE at NE 3rd Court (South Side of Intersection)	Solar powered RRFBs
Mill Ave S at 2nd St (South Side of Intersection)	All way Stop
SE 168th St & 121st Ave SE	Solar powered RRFBs
N 8th St between Houser Way N/Garden Ave N	New sidewalk/ramps, solar powered RRFBs
S Puget Drive at Jones Pl SE	New sidewalk/ramps, solar powered RRFBs
TIP #24-08.1 Safe Routes to Transit	
S 43rd St/Carr Road and Talbot Road S	Implement a Lead Pedestrian Interval
Sunset Blvd Intersections: Edmonds Ave	ADA Improvements at Edmonds
Sunset Blvd Intersections: NE 10th St and Kirkland Ave	RRFBs with curb ramp crossing @NE 10th and Kirkland locations
Shattuck Ave S; S 7th St to just north of Grady Way	Two-way cycle track with low cost materials and signing
Talbot Rd S; S 7th St and Grady Way	Roadway improvements with low-cost materials for better traffic operations and to help slow speeds
S Puget Dr/Royal Hills Dr SE/116th	RRFB for mini-roundabout; 30% design for full intersection roundabout design
S 2nd St/Lake Ave S	RRFB with curb ramp and lighting upgrades
Main Ave S/S 3rd St	Curb bulb outs (rubber/plastic curb and post materials) with curb ramp and lighting upgrades (new signal poles)
Houser Way/Mill Ave S	Curb bulb outs (rubber/plastic curb and post materials) with curb ramp and lighting upgrades (new signal poles)
S 43rd St/SR 167 NB Ramps	Access and alignment improvements for better crossing
E Valley Rd/S 180th St	Access and alignment improvements for better crossing
S 3rd Place; Rainier Ave S to Shattuck Ave S	New/upgraded streetlighting on S 3rd Place and sidewalk improvements
SE 168th St/128th Ave SE	Curb bulb outs (rubber/plastic curb and post materials) on west corners, APS push buttons at all corners and upgraded curb ramps
NE 12th St; west of Sunset Blvd	Crossing improvements with low-cost materials, curb ramp improvements
NE 12th St; east of Sunset Blvd	Four improved crossings close to bus stops with RRFBs
Bronson Way N/Park Ave N; adjacent to Liberty Park	HAWK signal with curb ramp and lighting upgrades
SR 900/Oakesdale Ave SW	HAWK signal with associated curb ramp and lighting improvements
SE Petrovitsky Dr/118th Ave SE	HAWK signal with associated curb ramp and lighting improvements
SE Petrovitsky Dr/122nd Pl SE	HAWK signal with associated curb ramp and lighting improvements
TIP #24-08.2 Traffic Calming	
NE 12th St between Olympia Ave NE and Union Ave NE	Speed cushion traffic calming treatments
SW 5th Pl between SW 5th Ct and Hardie Ave SW	Speed cushion traffic calming treatments
Aberdeen Ave NE between NE 24th St and NE 16th St	Speed cushion traffic calming treatments
TIP #24-32 Local Roads Safety Plan Implementation	
Benson Rd S & S 29th St; SE 168th St & SE 170th Pl; SE 168th St & 125th Ave SE; Talbot Rd S & S 26th St; Hoquiam Ave NE & NE 28th St; Kennewick Pl NE & NE 10th St; Monroe Ave NE & NE 10th St; Monroe Ave NE & NE 7th St; N 3rd St & Burnett Ave N; S 4th St & Morris Ave S; Union Ave NE & NE 3rd Ct; Union Ave NE & NE 12th St; Edmonds Ave NE & NE 7th St; Sunset Blvd NE & Aberdeen Ave NE	HSIP Priority 01 Projects - Citywide Enhanced Pedestrian Crossign Safety Program; addresses locations with a risk of future crashes involving pedestrians installing treatments ranging from HAWK signals, RRFBs, Curb extensions, curb ramps, pedestrian refuge islands and sidewalk improvements
Maple Valley Hwy and 149th Ave SE; NE 3rd St and Subset Blvd N; NE 4th St and Union Ave; NE Sunset Blvd and Duvall Ave; NE Sunset Blvd and Sunset Blvd NE; NE Sunset Blvd and Hoquiam Ave; NE 3rd St and Williams Ave N; N 6th St and Garden Ave N; Park Ave N and N 6th St; S 4th St/Burnett Ave S/Houser Way; NE 4th St and Duvall Ave; NE 4th St and Monroe Ave NE; Oakesdale Ave SW and SW 16th St	HSIP Priority 02 Projects - Citywide Pedestrian Pushbutton and Curb Ramp Upgrade Program; receive APS pedestrian pushbuttons and signal heads, curb ramps, and evaluation of lighting
SE Carr Road between Talbot Road S and 106th Place SE; 140th Ave SE between SE 156th St and SE Fairwood Blvd; Puget Drive SE between Blaine Court SE and Beacon Way S; Sunset Boulevard NE between Bronson Way NE and I-405 N on-ramp; Duvall Ave between DE 100th Pla to the Northern City Limits; Oakesdale Ave between SW 16th St and SW 43rd St; Royal Hills Drive SE between Lake Youngs Way SE and Harrington Place SE; Curve on E Valley Rd east of Taylor Ave SW; 108th Ave SE between SE 168th St and S 26th St; Sunset Blvd NE between Hoquiam Ave and Niles Ave; Curve on S Puget Drive west of Benson Road S; Renton Ave S between S 132nd St and Taylor Ave NW/Hardie Ave SW; Oakesdale Ave between SW 16th St and SW 43rd St (speed reduction countermeasures); Curve located on Sunset Blvd NE west of Niles Ave (speed reduction countermeasures); Curve West on S Puget Drive west of Benson Road S (speed reduction countermeasures); SW 27th St between Oakesdale Ave SW and East Valley Road (speed reduction countermeasures)	HSIP Priority 03 Projects - Citywide Enhanced Signage and Safety Program: Several road corridors throughout the City have a history of crashes involving factors related to horizontal curvature and vertical grade. Countermeasures to address lane departure, such as but not limited to the following are needed: curve warning and advisory speed signs, centerline rumble strips, profiled pavement markings, guardrails refitted with visible markings, and speed feedback signage
Signalized intersections at: NE 3rd and Edmonds Ave NE; NE 4th St and Jericho Ave NE; NE 4th St and Nile Ave NE; NE 4th St and Hoquiam Ave NE; SW 7th St and Lind Ave SW; Benson Rd S and SE 168th St; Lind Ave SW and SW 16th St; SE Carr Rd and 106th Pl SE	HSIP Priority 04 Projects - Citywide Flashing Yellow Arrow & Pedestrian Upgrades Program: Currently the identified locations have traditional protected/permissive signal phasing with a four section vehicle signal head depicting the green arrow and green ball indications. These signal heads would be replaced with flashing yellow arrow (FYA) signal heads that have the green arrow and flashing yellow indications

CITY OF RENTON, WASHINGTON

RESOLUTION NO. 4537

A RESOLUTION OF THE CITY OF RENTON, WASHINGTON, UPDATING AND EXTENDING RENTON'S SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM FOR 2025-2030.

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 7, 2024, 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 7, 2024, 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 2025-2030 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 2025-2030 Six-Year Transportation Improvement Program for purposes of compliance with RCW 35.77.010, and shall remain in full force and effect until further revised, amended, and modified as provided by law.

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

PASSED BY THE CITY COUNCIL this 7th day of October, 2024.




Jason A. Seth, City Clerk

APPROVED BY THE MAYOR this 7th day of October, 2024.



Armondo Pavone, Mayor

Approved as to form:



Shane Moloney, City Attorney

RES- PW:24RES021:08/29/2024

