



Puget Sound Regional Council

Funding Application

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| Competition | Regional FHWA |
| Application Type | Corridors Serving Centers |
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Project Information

- Project Title**
Rainier Ave Corridor Improvements - Phase 5
- Regional Transportation Plan ID**
5771
- Sponsoring Agency**
Renton
- Cosponsors**
N/A
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
Yes
- If not, which agency will serve as your CA sponsor?**
N/A

Contact Information

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Project Description

- Project Scope**
Rainier Avenue is a primary north-south corridor in the City of Renton, traversing from the north end of SR 167 to the northern City limits. Phase 5 of the Rainier Avenue Corridor Improvements is the final phase of planned improvement of the corridor within the City of Renton. The Phase 5 project will reduce the number of lanes between NW 3rd Place to the northern city limits to be consistent with King County's and the City of Seattle 3-lane cross section with bike facilities and to accommodate for sidewalk widening and the installation of a multiuse trail. The multiuse trail would extend the Lake Washington Loop trail to the northern city limits and complete its routing through the City of Renton where it would connect to the

existing bike facilities on Rainier Avenue in King County.

The Phase 5 segment of Rainier Avenue N is currently a 5-lane roadway, (2 southbound lanes, center left turn lane, 2 northbound lanes). North of NW 3rd Place there is existing road width capacity to accommodate re-channelization through the reduction of the number of lanes on Rainier Avenue N to enhance traffic flow and safety. Design elements will consider improving access management and installing a center median where feasible to provide traffic calming and improve safety. Other project elements include widening the sidewalk on the west side of the street to accommodate width for pedestrians and rollers, adding pedestrian-scale illumination, and designing for a multi-use trail that will consist of a paved path with a buffer on the east side of Rainier Avenue N to provide separation between trail users and the roadway.

2. Project Justification, Need, or Purpose

Rainier Avenue is a vital principal arterial connecting Seattle and Renton, and it is in need of infrastructure improvements to enhance travel and safety for all modes of transportation. The importance of this project is that it completes the final phase of the Rainier Avenue S/N Corridor Improvements that have been a top priority for the City as well as the Region with local and outside investment of over \$80 million to date. Completing this phase will accomplish the Region's vision of promoting the development of strong communities and neighborhoods through enhancement to the pedestrian and bicycle environment, accessibility and safety. The project enhances regional connections through constructing a segment of the Lake Washington Loop Trail from NW 3rd Place to the northern City limits and improves access to transit between the West Hill community in Renton and Downtown Renton.

Since 2018, there have been 25 reported collisions within the project limits, 14 being injury collisions, 3 causing severe injury and 1 that resulted in 4 fatalities. Narrow sidewalks adjacent to a heavily travelled roadway, lack of bicycle facilities, insufficient pedestrian-scale illumination, and substandard accommodation for persons with disabilities all contribute to a less than desirable pedestrian environment.

The Rainier Ave Corridor Improvements Phase 5 project goals are to improve safety and mobility through better separation between vehicles and non-motorized modes, specifically improving pedestrian and bicycle facilities through the installation of a multi-use trail, sidewalk improvements, additional streetscape, and installation of landscaped buffers. This corridor serves as a critical route to the Boeing plant, Renton Landing shopping center and Southport area that is home to over 700,000 sq/ft of office space, 30,000 sq/ft of retail, a 4-star hotel and an additional 17 acres of land currently under development. It is also one of the few connections leading directly into Seattle - to the north.

Project Location

1. Project Location

Rainier Avenue N

2. Please identify the county(ies) in which the project is located. (Select all that apply.)

King

3. Crossroad/landmark nearest the beginning of the project

NW 3rd Place

4. Crossroad/landmark nearest the end of the project

Northern City Limits

5. Map and project graphics

Vicinity_Map_-_Rainier_Ave_Corridor_Improvements_-_Phase_5.pdf,
RainierAve_Phase5_Regional_Handout_v3.pdf

Local Plan Consistency

1. Is the project specifically identified in a local comprehensive plan?

Yes

2. If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.

(1) City Comprehensive Plan, (2) Transportation Element, (3) Appendix A: Transportation Improvement Projects and Programs - page xiii.

(1) City Center Community Plan, (2) Goal 6: Provide better connections between areas within the City Center, (3) page 82-83.

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.**

N/A

Federal Functional Classification

1. **Functional class name**

14 Urban Principal Arterial

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**

This project supports Renton's PSRC designated Regional Growth Center which encompasses the City's industrial, manufacturing and commercial areas, and employs over 50,000 people. Rainier Avenue S/N is a vital corridor connecting to/from the adjacent Renton Regional Growth Center to other regional centers, such as Tukwila, Kent, Auburn, and Seattle. The number of commuters in Renton has increased over the years, including both people who are employed in Renton but live outside the city and those who live in Renton but are employed somewhere else.

The Renton Regional Growth Center has experienced significant growth with changes in land use as well as the success of The Landing and Southport developments. Over the span of 20-plus years, this segment of South Lake Washington has transformed from an airplane-manufacturing site into a mixed-use lifestyle retail center with a wide selection of attractions and retailers, including a movie theater, a premier golf entertainment complex, several big-box retailers, medical offices, hotels, new multi-family housing options, and a 727,000 sq/ft office complex.

Rainier Avenue S/N is a key corridor that runs along the western edge of the Regional Growth Center and provides mobility for people in the north half of Renton's Growth Center which contains Boeing and Paccar, two of Renton's top 10 employers. The regional growth center employs about 40% of Renton's workforce. This phase of the Rainier Avenue N Corridor project is also adjacent to the Renton Airport, the 3rd most important WA airport (economically), generating over \$13.6 billion in business revenues in 2018.

In order for the Regional Growth Center to support the economic and housing growth in the area, this corridor needs to support and encourage more people walking, biking, and taking transit. The Rainier Avenue N Corridor Improvements - Phase 5 project focuses on bicycle, pedestrian, and traffic safety, including widened sidewalks with streetscaping, a multiuse trail on the east side of Rainier Avenue N as well as reduced traffic lanes.

The City of Renton anticipates continued growth in the revitalization of the downtown core as well as developments underway in the Southport area. This project supports additional employment growth in Renton by improving access to employers and retail. Previous Rainier Avenue S Corridor Improvement phases have constructed multimodal improvements to the segment between S 3rd Street and Grady way. The Rainier Avenue S Corridor Improvements - Phase 4 project is constructing multimodal improvements to the segment between NW 3rd Place and S 3rd Street. Phase 4 is currently in construction with an estimated completion date of 2025.

Identification of Population Groups

1. **Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**

The Equity Focus Areas (EFA's) for the Rainier Avenue Corridor Phase 5 project area include people with low incomes, people with disabilities and people of color.

Rainier Ave N is split between two census tracts on the west and east side of the roadway. The project area is home to almost all of the EFA population groups identified and are above the regional averages for many of those depending on which census tract you are analyzing. Below please find a summary of the key findings from the PSRC Project Selection Resource Map:

*Census tract west of Rainier Ave N:

- People with Low Incomes: 37% of total population; above the regional average of 20.7%
- People of Color: 74% of total population; above regional average of 35.9%
- Youth: 21% of total population; above regional average of 15.4%

*Census tract east of Rainier Ave N:

- People with Low Incomes: 39% of total population; above the regional average of 20.7%
- People of Color: 58% of total population; above the regional average of 35.9%
- People with Disabilities: 17% of total population; above regional average of 11%
- Older adults: 19% of total population; above the regional average of 13.4%
- People with Limited English Proficiency: 11% of total population; above regional average of 8.5%

2. **Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**

The most impacted populations within the project area include people of color (58% - 74%), people with low incomes (37% - 39%). These equity populations that exist within and surrounding the project area are two to three times greater than the regional average. According to the PSRC map for Puget Sound the area along Rainier Ave has "Very Low Opportunity Index" compared to other surrounding cities. This index is based on factors such as access to education, jobs, transportation alternatives, health and social networks. Project improvements will provide more access to opportunity to these groups that typically have a greater need for infrastructure and transit, and access to transit investments.

Criteria: Development of Regional Growth and/or Manufacturing / Industrial Centers

1. **Describe how this project will support the existing and planned housing and/or employment densities in one or more regional growth and/or manufacturing/industrial centers.**

In order to provide the significant capacity for Renton's new housing and employment targets of 17,000 new housing units and 31,780 new jobs by 2044, the City has zoned the areas surrounding the Rainier Ave corridor as high-density mixed-use, allowing densities of 60 dwelling units per acre. The project also supports additional employment growth by serving as a significant connecting corridor to/from the adjacent Renton Regional Center to other regional centers, such as Tukwila, Kent, Auburn, Bellevue, and Seattle.

The Rainier Avenue corridor provides a direct connection between the Renton Regional Center and State Route 167 and Interstate 405, as well as connecting two of the highest populated cities in the state, Renton, and Seattle. This project continues the previous phases of Rainier Avenue improvements transforming a vehicle-focused travel corridor to a more efficient multi-modal corridor where people feel safer walking, biking, and taking transit.

Policies in Renton's Comprehensive Plan that encourage pedestrian-friendly new development in the Growth Center, include:

Policy T-39: Provide multimodal transportation improvements that support land use plans and are compatible with surrounding land uses.

Policy T-40: Plan, design, and operate streets to enable safe and convenient access and travel for all users including pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers, and to foster a sense of place in the public realm with attractive design amenities.

Policy T-41: Plan for land use densities and mixed-use development patterns that encourage walking, biking and transit use in designated areas.

2. **Describe how the project will support the development/redevelopment plans and**

activities of the center.

The Rainier Avenue Phase 5 project supports development activities by creating an aesthetically vibrant transportation corridor geared towards access to transit, an inviting pedestrian environment and by completing the final phase of a regional ped/bike path that connects to Seattle, major employers, and The Landing. The city is currently seeing a great amount of interest in developing multi-family housing near The Landing supporting thousands of new residents in the area. Additionally, the project supports the aerospace industry cluster and Renton employment growth targets, as well as promotes economic revitalization and sustainable urban land uses.

Rainier Ave is a heavily travelled corridor with vehicles entering and exiting the numerous driveways along the corridor. This project improves vehicular, pedestrian and bicyclist access on a street network serving the existing workforce and customer base and future business goals of Renton's Regional Growth Center.

3. Describe how the project will expand access to high, middle and/or living wage jobs for the Equity Focus Areas (EFAs) identified above.

This project will install needed pedestrian infrastructure through the installation of the multiuse trail, wider sidewalks, ADA compliant curb ramps and upgraded illumination. This will create a safer, more attractive pedestrian environment that encourages multimodal means of transportation and provides opportunities for those who are often more transit dependent. Access to transportation reduces barriers to employment, to educational opportunities, health care and childcare that allow workers to more reliably and consistently meet work demands.

This project assists people of low incomes, people of color and people with disabilities with improved access to transit and alternative transportation modes that increase access to a wide range of jobs within and outside the City. Some of the higher concentrations of populations experiencing unemployment and transit dependent populations are present in the area as shown by the census datasets. This project increases opportunities and accessibility to services along the corridor via transit and alternative travel modes for all ages and abilities.

4. Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.

This project supports over 50,000 jobs in the Renton Regional Growth Center and the industrial, manufacturing and commercial areas within the City. The top three industry clusters are Aerospace and Defense, Logistics and International Trade, and Information Technology. Aerospace dominates the industry with three of Boeing's major business units: Commercial Airplanes, Boeing Capital, and the Shared Services Group. Renton's Aerospace industry accounts for over 31% of Renton's workforce.

This project is adjacent to the Renton Airport, which is the 3rd most important airport in Washington (economically) generating over \$13.6 billion in business revenues in 2018. The Renton Municipal Airport is a major general aviation airport and part of the National Plan of Integrated Airport Systems (NPIAS). General aviation is an important component of the transportation system, providing business and recreational access to many communities. General aviation, and in particular airports that are part of the NPIAS, serve a unique function in the air transportation system by relieving commercial airports of general aviation traffic. According to the 2018 WSDOT Aviation Economic Impact Study, Renton Airport combined with Paine Field, Boeing Field, and Sea-Tac account for 89% of total jobs and 93% of total statewide output attributable to individual airport activity.

5. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.

This project will reconstruct sidewalks separated from travel lanes, install a multi-use trail, and add curb ramps and crossing improvements, ADA improvements and illumination that will allow people of all ages and abilities to access shopping, recreation and employment.

Rainier Avenue is a major transit corridor in Renton that connects people to home, work, destinations, and services. The Phase 5 project improvements will provide improved access to transit and allow improved non-motorized access to the regional transit connections at the Renton Downtown Transit Center - pedestrians, bicyclists and auto-oriented commuters will all benefit from the traffic and safety improvements included in this project. Specific benefits include access to safe and seamless walking and biking routes, improved health and social connectivity, new opportunities for economic growth, and access to jobs, education and culture.

This project will improve the connectivity. access and safety to and from Renton's Regional

Growth Center and the Kent and Tukwila Industrial/Manufacturing Centers, supporting jobs in the Aerospace and Logistics and International Trade industries. This project improves travel connections to regional transportation facilities including I-405, SR 167, SR 900 and Tukwila Sounder Station that provide freight goods and access for employees/workforces throughout the region.

Criteria: Mobility and Accessibility

- 1. Describe how the project improves mobility and access to the center(s), such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.**

The segment of Rainier Avenue N between NW 3rd Place and the northern city limits has the only missing segment of the Lake Washington Loop Trail in the City of Renton. Northwest of the project, the City of Seattle has constructed bike lanes and sidewalks on both sides of Rainier Avenue. The sidewalks are typically buffered from vehicle lanes by on-street parking. East of the project, Airport Way, Logan Avenue N, N Southport Drive, and Lake Washington Boulevard N have all been improved to include either a multi-use trail or on-street bike lanes and sidewalks. The sidewalks are typically separated from vehicles lanes by a planter strip buffer, bike lanes, or on-street parking.

This segment of Rainier Avenue N does not include bicycle facilities and the sidewalks are narrow and typically adjacent to the vehicle lanes. The Rainier Avenue Phase 5 project will improve the comfort, mobility and safety for people walking and biking by constructing a segment of the Lake Washington Loop Trail along the east side of the street and wider sidewalks with a planter strip buffer along the west side of the street. The completion of this missing link will provide continuous non-motorized connections with other regional trails (Lake Washington Loop Trail, Cedar River Trail, East Trail and Lake to Sound Trail), as well as the Renton Regional Growth Center, including the downtown core, Renton Airport, Boeing, and The Landing. The project will enhance safety for all modes by reducing conflict points and create a more aesthetically pleasing and inviting environment that creates more opportunities and options for choosing active modes of transportation.

With the project's focus on multi-modal transportation, the project will continue the upgrade of an essential link in the regional transportation network by providing urban roadway amenities that implement Renton's adopted "Complete Streets" vision. The project improves general purpose traffic flow and pedestrian movement and safety along the heavily traveled Rainier Avenue corridor. The City has already seen improvement in transit mobility through the improvements made in the previous phases of the project.

The Rainier Ave Corridor Phase 5 project will benefit the travel modes of vehicles, transit, pedestrian, and bicycles traveling to/from the Renton Regional Growth Center, and the nearby Regional Growth Centers in Seattle, Tukwila, Kent and Auburn.

The project directly ties into the HAWK signal that is being installed at NW 3rd Place and will provide a comfortable and safe crossing along Rainier Avenue that will connect residential neighborhoods and the Lake Washington Loop Trail. This will improve both pedestrian and bicycle benefits for neighborhoods west of Rainier Avenue N to connect to destinations within the Renton Regional Growth Center such as the Renton High School, Renton Library, Boeing, shopping, services, and the Renton Transit Center, which provides regional transit services to nearby Regional Growth and Manufacturing centers. The crossing and improvements will be ADA accessible, improving access for all ages and abilities.

Wider sidewalks and upgraded streetlighting will create a more inviting environment and improved visibility from the roadway and adjacent properties so that people can feel safer to travel the corridor using non-motorized modes.

- 2. Describe how this project supports a long-term strategy to maximize the efficiency of the corridor. This may include, for example, TDM activities, ITS improvements, improved public transit speed and reliability, etc.**

This corridor lacks efficient, safe, and accessible non-motorized facilities. The project maximizes the efficiency of the corridor by removing one of the two northbound vehicle lanes that is not needed based on future traffic operations analysis. As Rainier Avenue N enters the City of Seattle, there is only one northbound lane, north of the project limits. The space that was used for the northbound lane will be repurposed with a planter strip buffer and regional trail. This trail will complete another segment of the Lake Washington Loop Trail (4B).

The efficiency and safety of the corridor is also maximized with the use of advanced technologies employed at the southern termini of the project limits via the HAWK signal that will be installed as part of the Phase 4 improvements. This will make it easier and safer for people to cross Rainier Avenue with minimal disruptions to traffic flow and new pedestrian scale LED lighting will enhance non-motorized safety.

Pedestrian efficiency and safety will be improved by wider sidewalks separated from vehicle lanes by a landscaped buffer. Bicycle travel efficiency and safety will be improved by the installation of a segment of a regional trail (Lake Washington Loop Trail 4B) separated from the vehicle lanes by a landscaped buffer. These non-motorized improvements will enhance opportunities for area residents and commuters to connect to existing transit services in the area.

3. **Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).**

Jurisdictions in King County have made significant investments in the development of a regional trail system around Lake Washington for non-motorized commuter and recreational users. North of the project, the City of Seattle has provided bike lanes and sidewalks along Rainier Avenue. The City of Renton has constructed a multi-use trail or bike lanes and sidewalks along Airport way, Logan Avenue N, N Southport Drive, and Lake Washington Boulevard N. In November 2021, 2.5 miles of the EasTrail were completed between Gene Coulon Park and I-90. The City of Kirkland has constructed 5.75 miles of the Cross Kirkland Corridor, a north-south trail connecting to the Burke Gilman Trail.

Without the Phase 5 project, Rainier Avenue between NW 3rd Street and the northern City limits will continue to be a gap in a local and regional network of safe, comfortable and accessible facilities for pedestrians, cyclists, and ADA users. Currently, people on bicycles mix with vehicle traffic at the north end of the corridor and if traveling southbound must cross Rainier Avenue to access Perimeter Road within the Renton Airport. This project will provide bicycle and pedestrian facilities that can be used by people of all ages and abilities and improve the crossing conditions across Rainier Avenue. Reducing the number of lanes in the project segment is expected to calm speeds through the corridor as Rainier Avenue transitions north into a more residential area as it approaches and travels through King County's Bryn Mawr Skyway neighborhood. The project improvements will positively impact the overall transportation system performance for active transportation commuters and recreational users, and through improving access to transit and reducing vehicle-bicycle conflicts.

These non-motorized improvements will enhance nonmotorized access to several transit options, including the Renton Transit Center in Downtown and King County Metro and Sound Transit Routes 101, 105, 106, 107, 148, 153, 160, 560, 566, 907, and RapidRide F Line.

4. **Describe how the project provides opportunities for active transportation that can lead to public health benefits.**

Currently, this segment of Rainier Avenue does not include bicycle facilities, the existing sidewalks are adjacent to the roadway and not up to current ADA standards, and it can be difficult to cross Rainier Avenue due to high traffic volumes. This project will add a 12' multiuse trail along the east side of the street and a wider sidewalk along the west side of the street. Both sides of the street will include new pedestrian-scale lighting and planter strips/buffers to provide separation from vehicle traffic. As mentioned in the previous question, these facilities will be designed for people of all ages and abilities and will provide a more comfortable and safer environment that will contribute to building a healthy and sustainable lifestyle. The active transportation facilities will benefit both commuters and recreational users and these improvements will connect to existing regional trails (Lake Washington Loop Trail, EasTrail, Cedar River Trail, and Lake to Sound Trail). This project intends to provide firm separation between cyclists and pedestrians from vehicles to prevent conflicts and improve crossing conditions. This project is intended to confirm and design the appropriate width of the separation gap through the design phase.

5. **Identify the existing disparities or gaps in the transportation system or services for the Equity Focus Areas (EFAs) identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these equity populations by improving their mobility.**

The improvements included in this project will provide the opportunity for a currently auto dominated corridor to become a more pedestrian and bicycle compatible urban transportation corridor and will help provide an attractive environment for users. This project provides bike and pedestrian connections remedying a critical gap in the existing network. The project transforms a vitally important commercial arterial into a true multimodal corridor, allowing multiple transportation options and creating a sense of place ensuring that people of low incomes, people of color and people with disabilities have better access to transit service, jobs, and commercial and residential amenities.

There is no current transit service within the project limits, however it connects to transit services along the Rainier Ave corridor that are provided by King County Metro (eight routes, including RapidRide line F) and Sound Transit (three routes). Metro's Strategic Plan envisions two other RapidRide lines connecting from Renton's regional growth center - one to Seattle and another to Bellevue.

Specific gaps within the corridor and how they will be addressed include:

- There is currently insufficient pedestrian-scale illumination and no crosswalks within the project limits. Improved pedestrian accessibility and safety by installing crossings and streetlights will increase visibility for all thus making the corridor more vibrant and pleasing.

- Existing narrow sidewalks adjacent to the heavily travelled roadway make it difficult for users with a variety of needs and abilities to traverse their way across multiple driveways and heaving sidewalks due to tree roots. New wider sidewalk and a multi-use trail will be separated from the roadway by landscaped buffers and will provide ADA-accessible walkways, driveway and crossings.

The improved facilities will provide pedestrians, bicyclists and persons with disabilities increased access and safety along the project corridor. Pedestrian-scale illumination, completion of the Lake Washington Loop Trail, streetscape amenities such as street trees will improve the overall pedestrian environment, which should encourage and increase the pedestrian travel between the various businesses and neighboring residential areas.

Criteria: Outreach and Displacement

1. Describe the public outreach process that led to the development of the project.

Renton articulates its overall transportation needs and policy objectives through its Comprehensive Plan, which is based on a collaborative public process prescribed by the Growth Management Act. The Rainier Ave Corridor Improvements project is identified as a priority project within the Comprehensive Plan - additional project elements (including the Lake Washington Loop Trail - Phase 4B) are identified in the Trails and Bicycles Master Plan.

The Trails and Bicycle Master Plan development included an extensive public outreach process, with an online survey, an interactive mapping activity, and three in-person community open houses where language services were provided. Additional meetings were organized with a technical advisory committee, and with regional stakeholders. A broad range of input was gathered from these engagement activities. Coordination with King County was also essential to plan development within the convergence of four regional trails within Renton's Urban Growth Area: the Lake Washington Loop Trail (included in this project), the Cedar River Trail (CR), Eastside Rail Corridor (ERC), and Lake to Sound Trail (L2S).

Additionally, the City's Safer Access to Neighborhood Destinations (SAND's) program (developed in 2021 in partnership with the Washington Traffic Safety Commission) focuses on civic engagement activities geared towards school aged children, young drivers, and adults in order to improve safety and address traffic stress. The program hosted an educational academy and focused recruitment efforts within two of Renton's most diverse, lowest-income neighborhoods, one of which was the Skyway/Westhill neighborhood which touches the western portion of the project limits. Feedback received indicated a resounding need for an improved pedestrian environment surrounding the Rainier Ave corridor as it connects to Renton High School and other various community sites to the north toward Seattle.

2. Describe how this outreach influenced the development of the project.

Participants in the SAND program academy were largely high school aged and from Renton High School, located just adjacent to the project limits. Feedback from the group was expressed for a desire to experience safer walk/roll/biking conditions connecting their high school to the places they frequently walk to/from: their homes in the surrounding neighborhoods and the downtown transit center. Feedback from the academy was shared with the City Council's Transportation and Airport Subcommittee to summarize the outcomes of the academy. Renton's councilmembers noted that the feedback collected about Rainier Ave from the SAND program academy further accentuates the overall community goals for increasing sidewalk and walkability throughout Renton's street network. Renton's City Council has already taken steps for increased investment in more walkable and accessible streets for all modes, and feedback about Rainier Avenue from the SAND program as well as other general planning efforts further supports the City's goals for pursuing investment in improving infrastructure for nonmotorized modes.

A common theme throughout all of the outreach conducted was the need for new or improved multimodal facilities that provide connections to transit and services and for facilities to be safe and convenient for all users. The Rainier Avenue Corridor Improvements Phase 5 project promotes access to transit through safer non-motorized facilities such as upgraded sidewalks, a multi-use trail, ADA curb ramps, and illumination.

3. Using PSRC's Housing Opportunities by Place (HOP) tool, identify the typology

associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

Using PSRC's HOP tool, the typology associated with the project area include improving access and affordability and access and housing choices. The project sits in an area of medium displacement risk.

The City of Renton has an adopted Housing Action Plan (HAP) that serves as the short-term strategy for increasing housing options and affordability in the community to help achieve its vision of a more vibrant, inclusive, and equitable future. The HAP is the outcome of a review of the community's housing needs and objectives, an evaluation of existing strategies to understand gaps, and recommendations of Renton-specific solutions.

Response from community outreach and engagement emphasized that residents desire for housing often include a desire to be near services, transportation options, and other community amenities, both for themselves and for more disadvantaged members of the community. The City of Renton has been at the forefront of addressing the housing crisis in the Puget Sound Region in cooperation with its partners, residents, businesses, schools, and other organizations. The City's efforts have included encouraging the development and preservation of quality of housing choices for all members of the community as well as supporting sustainable, attractive neighborhoods.

Criteria: Safety and Security

- 1. Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures](#), and specifically address the following:**

From 2018 to present, there were 25 reported collisions within the project limits, with 3 serious injuries involving pedestrians and bicyclists. Safety along this segment of the corridor for non-motorized travel will be addressed by separating pedestrians from the travel lane by:

a) landscaped buffer; b) upgrading substandard ADA facilities; and c) adding a segment of a regional ped/bike trail.

The existing conditions on this corridor do not support a high level of public safety and security, especially during times of traffic congestion and at night. Wider sidewalks and upgraded streetlighting will create a more inviting environment where there is more visibility from the roadway and adjacent properties so that people can feel safer to travel the corridor using non-motorized modes. The project will also install a center median that will provide traffic calming and increase safety. Installation of walkways, including multiuse trails, and medians are both Safety Proven Countermeasures as defined by the USDOT Federal Highway Administration.

- 2. Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.**

The Rainier Phase 5 project installs needed pedestrian infrastructure that will mitigate or prevent interactions, conflicts, and crashes between bicyclists and motor vehicles, and create a safer, more complete network. People living in low-income communities are less likely to encounter walkways and other pedestrian-friendly features and this project will provide an attractive street environment that promotes non-motorized travel. Upgraded streetlighting will help reduce night-time crashes by improving visibility and improve safety for drivers, riders, and ped/bicyclists.

- 3. Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?**

The City of Renton is committed to the safety of users of its transportation system with a goal of ending traffic fatalities and serious injuries by 2030. The City's commitment is to all modes of travel, including vulnerable active transportation users of all ages and abilities. The City supports the Target Zero Washington State Strategic Highway Safety Plan and seeks to reduce the number of and risk of crashes, especially involving serious injury or fatality, in the city.

To more effectively address transportation safety, Renton adopted a Local Road Safety Plan (LRSP) which uses a data-based, proactive approach, identifying prioritized risk factors and applying systemic improvements across the city's transportation network. The LRSP allows the City to focus on systemic improvements to the transportation network, in addition to spot improvements, which cannot only address reported and observed crashes, but address conditions which meet risk factors for future crashes.

4. **(not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?**

The City was recently awarded a Safe Streets for All (SS4A) grant for Planning activities related to the further development of its existing Local Road Safety Plan (LRSP). The Local Road Safety Plan was adopted in 2022 and the City is committed to implementing projects with a Safe Systems Approach as identified in the plan.

Criteria: Air Quality and Climate Change

1. **Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**

Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. **Describe the facilities being added or improved**

The Rainier Ave Corridor Improvements - Phase 5 project will install upgraded sidewalks and the final phase of the Lake Washington Loop Trail (Phase 4B) that will provide pedestrian/bicyclist linkages to and from residential areas, employment areas and recreational opportunities. The project will provide a 6 to 8' sidewalk (where topography allows) on the west side of the street and a 12' multi-use trail on the east side of the street with landscaped buffers that will provide a friendly pedestrian and bicycle environment, promoting Renton as a walkable bikeable community, encouraging people to walk and bike promoting physical activity and improved health and wellness and inducing a mode shift away from automobile travel. The project will also encourage the use of transit by providing an improved pedestrian and bicycle environment and connection for people accessing transit including the Renton Transit Center.

The project will also undergo a road diet, reducing the number of travel lanes in the northbound direction along Rainier Ave N from two to one.

2. **What is the length of the proposed facility?**

0.58 miles

3. **Describe the connections to existing bicycle/pedestrian facilities and transit.**

The Lake Washington Loop Trail in the City of Renton has been developed as far as the intersection of Airport Way and Rainier Avenue N where the facility currently terminates. In order to access the bike lanes within the City of Seattle, riders must either mix with vehicles using Rainier Avenue N or find an alternate route.

There are no bicycle facilities currently within the project limits. There are existing sidewalks that are substandard and there are many sections in need of repair.

4. **Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.**

Traffic counts (2016) at the Rainier Avenue/Airport Way intersection show approximately 20 pedestrian crossings per hour. Traffic counts indicate that 5 bicycles per hour ride along the Rainier Avenue N.

Recognizing that there is no data for bike volumes along the entirety of the Lake Washington Loop trail, we looked at available bike data from the City of Bellevue and WSDOT for the I-90 Trail, specifically between Mercer Island and the City of Bellevue. At this trail counter location, the daily average of ped/cyclists users ranged between 120-160 on weekends between 2016 and 2020. We assume that a portion of this daily average travels around the south end of Lake Washington. In general, cycling around parts of or the entirety of Lake Washington is one of the more popular and common ped/cycling destinations in the region and we assume that ped/bike volumes through Renton's portion of the Lake Washington Loop Trail correlate with regionally observed volumes collected elsewhere around the lake.

5. **What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles**

The project anticipates increased usage with the completion of the regional trail connection. These users include commuters and recreational users, those accessing downtown and the transit center, and students traveling to Renton High School.

6. **What is the average bicycle trip length?**
N/A
7. **What is the average pedestrian trip length?**
N/A
8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
September 2016 traffic counts (AM, PM and midday).

Total Estimated Project Cost and Schedule

1. **Estimated project completion date**
12/2034
2. **Total project cost**
\$25,633,716.00

Funding Documentation

1. **Documents**
Financial_Documentation_Rainier_Ph_5.pdf, Rainier_Ave_N_Ph_5_10__Cost_Estimate.pdf
2. **Please enter your description of your financial documentation in the text box below.**
The City has set aside Mitigation funds to help fund the project. Attached is a snapshot of the available fund balance after Q1 of this year. This funding source has been almost entirely reserved for improvements along Rainier Ave with the exception of one small scale intersection and safety project that you will see shown in the summary below. There is a current balance of \$2.6 million dollars, and we anticipate collecting another \$500,000 in 2024 through developments currently in process. The total amount of local funds needed to fund the Design phase of Phase 5 is \$498,810. There is sufficient balance to cover this cost and funds will be formally assigned during a future budget adjustment once the City receives notice of awarded funding. There are quarterly budget adjustments completed each year and Transportation staff has the authority to set up and request any needed adjustments during those times provided there is sufficient balance available in the funds we track and maintain.

| Phase | Year | Alternate Year | Amount |
|-------|------|----------------|----------------|
| PE | 2027 | | \$3,196,076.00 |

Total Request: \$3,196,076.00

Project Readiness: PE

PE

| | | |
|----------------|-------------------|----------------|
| Funding Source | Secured/Unsecured | Amount |
| STBG(PSRC) | Unsecured | \$3,196,076.00 |
| Local | Secured | \$498,810.00 |
| | | \$3,694,886.00 |

Expected year of completion for this phase: 2030

ROW

| | | |
|----------------|-------------------|----------------|
| Funding Source | Secured/Unsecured | Amount |
| STBG(PSRC) | Unsecured | \$2,996,706.00 |

| | | |
|-------|---------------------|----------------|
| Local | Reasonably Expected | \$467,694.00 |
| | | <hr/> |
| | | \$3,464,400.00 |

Expected year of completion for this phase: 2032

Construction

| Funding Source | Secured/Unsecured | Amount |
|----------------|-------------------|-----------------|
| STBG(PSRC) | Unsecured | \$5,500,000.00 |
| TIB | Unsecured | \$5,000,000.00 |
| Other State | Unsecured | \$5,000,000.00 |
| Local | Unsecured | \$2,974,430.00 |
| | | <hr/> |
| | | \$18,474,430.00 |

Expected year of completion for this phase: 2034

Summary

- Are you requesting funds for ONLY a planning study or preliminary engineering?**
Yes
- What is the actual or estimated start date for preliminary engineering/design?**
N/A
- Is preliminary engineering complete?**
N/A
- What was the date of completion (month and year)?**
N/A
- Have preliminary plans been submitted to WSDOT for approval?**
N/A
- Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**
N/A
- When are preliminary plans expected to be complete?**
N/A

Project Readiness: NEPA

1. Documents

Financial_Documentation_Rainier_Ph._5.pdf, Rainier_Ave_N_Ph_5_10__Cost_Estimate.pdf

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

The City has set aside Mitigation funds to help fund the project. Attached is a snapshot of the available fund balance after Q1 of this year. This funding source has been almost entirely reserved for improvements along Rainier Ave with the exception of one small scale intersection and safety project that you will see shown in the summary below. There is a current balance of \$2.6 million dollars, and we anticipate collecting another \$500,000 in 2024 through developments currently in process. The total amount of local funds needed to fund the Design phase of Phase 5 is \$498,810. There is sufficient balance to cover this cost and funds will be formally assigned during a future budget adjustment once the City receives notice of awarded funding. There are quarterly budget adjustments completed each year and Transportation staff has the authority to set up and request any needed adjustments during those times provided there is sufficient balance available in the funds we track and maintain.

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
N/A
2. **What is the actual or estimated start date for right of way?**
N/A
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
N/A
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
N/A
5. **What is the zoning in the project area?**
N/A
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
N/A
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
N/A
8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
N/A
9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
N/A



City of Renton
Rainier Ave S Corridor Study
Rainier Ave Phase 5 - NW 3rd St to W Perimeter Rd.
Preliminary Design Conceptual Cost Estimate



| Item No. | Description | Unit | Unit Price | Quantity | Amount |
|--|--|------|-----------------|----------|-------------------------|
| GENERAL | | | | | \$ 3,043,000.00 |
| 1 | Construction Surveying (2% of Const. Subtotal) | LS | \$ 277,000.00 | 1 | \$ 277,000.00 |
| 2 | Mobilization (10% of Const. Subtotal) | LS | \$ 1,383,000.00 | 1 | \$ 1,383,000.00 |
| 3 | Project Temporary Vehicle & Pedestrian Traffic Control (10% of Subtotal) | LS | \$ 1,383,000.00 | 1 | \$ 1,383,000.00 |
| REMOVALS AND EARTHWORK | | | | | \$ 878,850.00 |
| 4 | Earthwork - High (> 4' depth) | SF | \$ 5.00 | 32,250 | \$ 161,250.00 |
| 5 | Earthwork - Medium (1' to 4' depth) (typical section= 10") | SF | \$ 2.00 | 16,800 | \$ 33,600.00 |
| 6 | Earthwork - Low (< 1' depth) | SF | \$ 0.75 | 252,000 | \$ 189,000.00 |
| 7 | Removals | SF | \$ 1.00 | 120,000 | \$ 120,000.00 |
| 8 | Significant Tree Removal | EA | \$ 5,000.00 | 15 | \$ 75,000.00 |
| 9 | Temporary Erosion Control & Water Pollution Prevention | SF | \$ 1.00 | 300,000 | \$ 300,000.00 |
| ROADWAY | | | | | \$ 2,317,500.00 |
| 10 | Roadway Improvements incl. Excav - Arterial, (excludes gutter) | SF | \$ 15.00 | 28,000 | \$ 420,000.00 |
| 11 | 4" Grind Overlay | SY | \$ 10.00 | 17,500 | \$ 175,000.00 |
| 12 | Channelization & Signage | LF | \$ 15.00 | 20,000 | \$ 300,000.00 |
| 13 | Retaining Walls - Structural (up to 4' tall) | LF | \$ 250.00 | 1,400 | \$ 350,000.00 |
| 14 | Retaining Walls - Structural (greater than 4' tall) | LF | \$ 350.00 | 2,150 | \$ 752,500.00 |
| 15 | Cement Concrete Curb & Gutter | LF | \$ 40.00 | 8,000 | \$ 320,000.00 |
| UNDERGROUND UTILITIES (Water, Sewer, Gas) | | | | | \$ 2,375,000.00 |
| 16 | Existing Underground Utility Relocation | LF | \$ 550.00 | 3,000 | \$ 1,650,000.00 |
| 17 | Utility Undergrounding | LF | \$ 550.00 | 1,000 | \$ 550,000.00 |
| 18 | Miscellaneous Utilities | SF | \$ 2.50 | 70,000 | \$ 175,000.00 |
| 19 | Existing Utility Services Reconstruction | EA | \$ 50,000.00 | 18 | \$ 900,000.00 |
| 20 | Sewer Pump Station Protection and Modification | LS | \$ 75,000.00 | 1 | \$ 75,000.00 |
| 21 | SPU - Cedar River Pipeline Protection | LF | \$ 20.00 | 4,000 | \$ 80,000.00 |
| 22 | Water Main | LF | \$ 225.00 | 4,000 | \$ 900,000.00 |
| 23 | Sewer Main | LF | \$ 175.00 | 4,000 | \$ 700,000.00 |
| SIDEWALK ITEMS | | | | | \$ 1,272,750.00 |
| 22 | Concrete Sidewalk | SY | \$ 100.00 | 8,000 | \$ 800,000.00 |
| 23 | Cement Conc. ADA Ramp | EA | \$ 3,500.00 | 6 | \$ 21,000.00 |
| 24 | Cement Conc. Bike Ramp | EA | \$ 5,000.00 | 3 | \$ 15,000.00 |
| 25 | Driveway Approaches | EA | \$ 4,000.00 | 17 | \$ 68,000.00 |
| 26 | Planter Strip | SY | \$ 55.00 | 5,250 | \$ 288,750.00 |
| 27 | Urban Design Elements (Street Furniture, Art) | LS | \$ 80,000.00 | 1 | \$ 80,000.00 |
| STORMWATER SYSTEM | | | | | \$ 1,555,000.00 |
| 28 | Storm Drainage - 12" Main | LF | \$ 130.00 | 8,000 | \$ 1,040,000.00 |
| 29 | Storm Water Treatment System (Roadway Widening) | SF | \$ 10.00 | - | \$ - |
| 30 | Storm Water Flow Control (Widening) | SF | \$ 10.00 | 48,000 | \$ 480,000.00 |
| 31 | Storm Water LID (required for projects 2,000sf+) | SF | \$ 2.00 | 17,500 | \$ 35,000.00 |
| RESTORATION/LANDSCAPING | | | | | \$ 449,000.00 |
| 32 | Landscaping & Restoration - Basic | LF | \$ 38.00 | 6,000 | \$ 228,000.00 |
| 33 | Landscaping & Restoration - Complex | LF | \$ 80.00 | 2,000 | \$ 160,000.00 |
| 34 | Driveway Restoration | EA | \$ 3,000.00 | 17 | \$ 51,000.00 |
| 35 | Business Sign Relocation | EA | \$ 10,000.00 | 1 | \$ 10,000.00 |
| SIGNALIZATION ITEMS, STREET LIGHTING | | | | | \$ 2,320,000.00 |
| 36 | Traffic Signal- Replacement (Decorative) | EA | \$ 600,000.00 | 1 | \$ 600,000.00 |
| 37 | Street Lighting - Decorative Illumination System | LF | \$ 400.00 | 4,000 | \$ 1,600,000.00 |
| 38 | Fiber Optic Interconnect System, Complete | LF | \$ 30.00 | 4,000 | \$ 120,000.00 |
| Subtotal Cost | | | | | \$ 14,211,100.00 |
| 30% Contingency | | | | | \$ 4,263,330.00 |
| TOTAL CONSTRUCTION COST | | | | | \$ 18,474,430.00 |

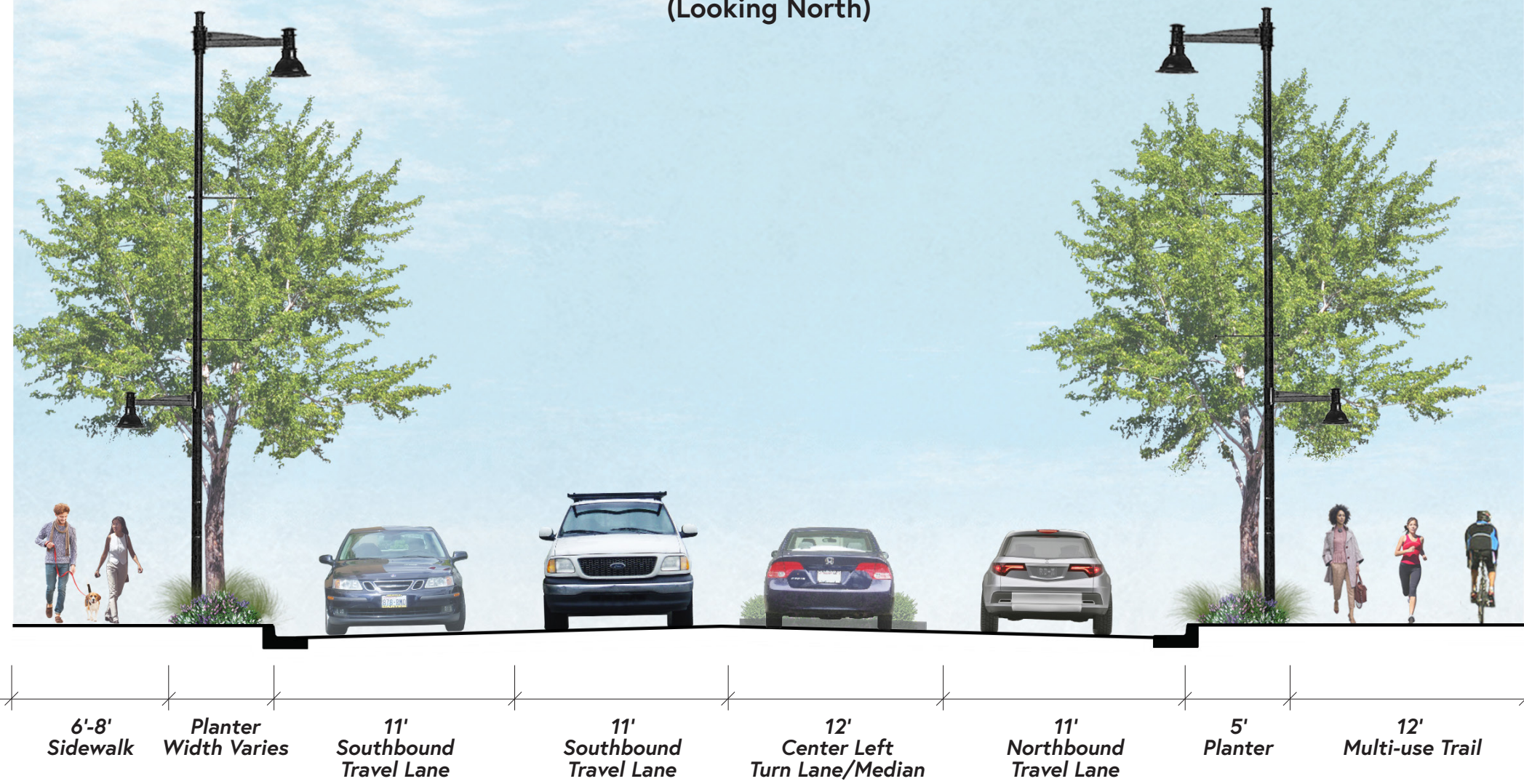
| RIGHT OF WAY COST ESTIMATE | | | | |
|---|----------|------|---------------|------------------------|
| Description | Quantity | Unit | Unit Cost* | Total |
| ROW - Commercial | 12000 | SF | \$ 236.00 | \$ 2,832,000.00 |
| Construction Easement | 22 | EA | \$ 2,500.00 | \$ 55,000.00 |
| R.O.W. Administration (20% of subtotal) | 1 | LS | \$ 577,400.00 | \$ 577,400.00 |
| TOTAL RIGHT OF WAY COST | | | | \$ 3,464,400.00 |

| ENGINEERING / MANAGEMENT FEE (Preliminary, Design, Survey, and Inspection) | | Total |
|---|--|------------------------|
| Preliminary, Design, Survey (20% of Total Constr. Cost) | | \$ 3,694,886.00 |
| Constr. Eng., Admin. and Inspection (20% of Total Constr. Cost) | | \$ 3,694,886.00 |
| City Admin (10% of Total Constr. Cost) | | \$ 1,847,443.00 |
| TOTAL ENGINEERING / MANAGEMENT COST | | \$ 9,237,215.00 |

| PROJECT COST SUMMARY | |
|---|-------------------------|
| CONSTRUCTION COST | \$ 18,474,430.00 |
| RIGHT OF WAY COST | \$ 3,464,400.00 |
| ENGINEERING / MANAGEMENT COST | \$ 9,237,215.00 |
| SUBTOTAL OF PROJECT COSTS | \$ 31,176,045.00 |
| INFLATION (5 years at 5% per year) | \$ 7,794,011.25 |
| TOTAL PROJECT COST | \$ 38,970,056.25 |

- Assumptions**
1. Landscape / Restoration - Basic = 3" bark mulch or hydroseed
 2. Landscape / Restoration - Complex = Basic + Shrubs & Trees + Fences
 3. 'Concrete Sidewalk' includes driveway entrances
 4. Utility Undergrounding is composed of two parts. Approximately 1000 LF of new JUT is required south of W Perimeter Road. The remainder of the project length assumed to be replaced JUT as part of the project. Lineal Foot constns do not account for restoration of existng service connections.
 5. Fiber Interconnect system throughout the corridor assumed.
 6. Assumes roadway condition allows for grind and overlay of existing pavement only, no roadway pavement reconstruction included.
 7. Assumes two 12" Storm Drains are constructed throughout project length.
 8. Assumes one 12 Water Main is constructed throughout project length.
 9. All major tree removals occur on the east side of Rainier Avenue.

**Rainier Avenue N Phase 5
Typical Cross Section
(Looking North)**



Rainier Ave Phase 5 - Vicinity Map

GENE COULON
MEMORIAL BEACH PARK

LAKE WASHINGTON

SOUTHPORT

S 115 PL

RAINIER AVE N

BOEING

THE LANDING

LAKE WASHINGTON
LOOP TRAIL

RENTON
AIRPORT

LOGAN AVE N

N 4TH ST

NW 3RD PL

MEMORIAL
STADIUM

AIRPORT WAY

CEDAR RIVER TRAIL

RENTON
HIGH SCHOOL

TRANSIT
CENTER

DOWNTOWN
RENTON

S 3RD STREET

- RAINIER AVE S/N
PHASE 5
- RAINIER AVE S/N
PHASE 4
- EXISTING
TRAILS/BIKE LANES
- PLANNED TRAIL OR
BIKE LANES
- CITY LIMITS



Washington's Airports Support Our State

The Washington State Department of Transportation (WSDOT) Aviation Division conducted an Aviation Economic Impact Study (AEIS) of Washington's 134 public-use airports to measure the annual economic impact that airports provide to local communities, geographic regions, and statewide. The study offers a detailed look into how airports contribute to our state and serves as a useful tool in communicating the economic value they bring to our world.

Study Approach

Economic impact is quantified by first calculating the effects of on-airport activity and visitor spending, then analyzing how these effects continue to generate money as they flow through the economy. Economic impacts are calculated by individual airport, then modeled to quantify the total statewide impact of Washington's airport system. **Resulting economic impacts for each airport are expressed in terms of jobs, labor income, value added benefits, and business revenues.**



AIRPORT PROFILE

Renton Municipal Airport (RNT) is a public-use airport owned by the City of Renton and located in King County, Washington. RNT supports 35,470 job and has a total economic impact/business revenues of \$13.6 billion annually. The airport has a single paved runway, 16/34, that is 5,382 feet long and 200 feet wide. Renton Municipal offers a variety of services and has a significant impact on the local economy. Most notably, the Boeing Company's 737 final assembly facility is located adjacent to the field and all new 737-series aircraft depart RNT after completion. The airport also provides aircraft charters and rentals, avionics repair, and flight instruction. Beaching gear is available for seaplanes operating from the Will Rogers-Wiley Post Memorial Seaplane Base (W36) adjacent to Renton Municipal.

AIRPORT CHARACTERISTICS

| Location | Service Classification | Organization |
|--------------------------|------------------------|-------------------------------|
| Legislative District: 37 | Federal: REGIONAL | Ownership Type: PUBLIC |
| Associated City: RENTON | State: REGIONAL | Owner/Sponsor: CITY OF RENTON |
| County: KING | | |

AVIATION ACTIVITIES

| Key Activities | | | |
|---|--|--|--|
| <input type="checkbox"/> Air cargo | <input checked="" type="checkbox"/> Aerial inspections | <input checked="" type="checkbox"/> Aerospace manufacturing | <input checked="" type="checkbox"/> Pilot training and certification |
| <input type="checkbox"/> Agriculture | <input checked="" type="checkbox"/> Aerial photography | <input checked="" type="checkbox"/> Personal transportation | <input type="checkbox"/> Commercial passenger service |
| <input checked="" type="checkbox"/> Skydiving/recreational flying | <input checked="" type="checkbox"/> Search and rescue | <input type="checkbox"/> Medical air transport | <input checked="" type="checkbox"/> Business and corporate travel |
| <input type="checkbox"/> Shipping of perishable goods | <input type="checkbox"/> Environmental patrol | <input checked="" type="checkbox"/> Emergency preparedness and disaster response | |
| <input checked="" type="checkbox"/> National security/military | <input checked="" type="checkbox"/> Firefighting | | |

Ground Transportation Options

| | |
|--|------------------------------------|
| <input type="checkbox"/> Bus | <input type="checkbox"/> Taxi |
| <input type="checkbox"/> Courtesy car | <input type="checkbox"/> Rideshare |
| <input type="checkbox"/> Limousine service | <input type="checkbox"/> Rail |
| <input type="checkbox"/> Other: | |

Airport Activities (2018)

| Scheduled commercial service | |
|------------------------------|---------|
| Operations | N/A |
| Enplanements | N/A |
| General aviation | |
| Operations | 147,021 |
| Percent GA transient | 51% |

ECONOMIC IMPACTS

Direct economic impacts comprise on-airport activities including employment and construction as well as money spent off-airport by out of state visitors who depart via scheduled commercial service or general aviation.

Direct impacts have additional effects as money generated at and by airports flows through the economy. These effects are caused when a portion of direct business revenues are used to purchase goods and services in Washington (i.e., supplier sales) and worker income is re-spent within the state.

Economic impacts are expressed in terms of the following metrics:

- **Jobs:** Number of employed people
- **Labor Income:** Salaries, wages, and other benefits to workers
- **Value Added:** Value contributed to a product or service provided by a firm or group of firms (in this case, airport businesses)
- **Business Revenues:** Represents an airport's total economic impact

Airport Economic Impacts

| Impact Types | Jobs | Labor Income | Value Added | Business Revenues |
|-------------------------------------|---------------|------------------------|------------------------|-------------------------|
| On-Airport Activity | 10,090 | \$1,582,989,000 | \$3,834,841,000 | \$9,281,584,000 |
| Visitor Spending | 111 | \$4,537,000 | \$7,537,000 | \$11,185,000 |
| Total Direct Effects | 10,201 | \$1,587,526,000 | \$3,842,378,000 | \$9,292,768,000 |
| Supplier Sales | 11,926 | \$774,251,000 | \$1,211,441,000 | \$2,433,822,000 |
| Re-Spending of Worker Income | 13,343 | \$584,579,000 | \$1,080,639,000 | \$1,914,436,000 |
| Total Economic Impact | 35,470 | \$2,946,356,000 | \$6,134,458,000 | \$13,641,026,000 |

Impacts derived based on: 2018 Airport Manager's Survey, 2018 Airport Tenant's Survey, FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc. Impacts modeled using IMPLAN by EBP. Analyses based on 2018 study year. **Notes:** Totals may not add due to rounding. Metrics (jobs, labor income, value added, and business revenues) represent various components of an airport's economic impact and are not additive.

TAX IMPACTS

Airports' direct economic impacts result in local and state tax revenues. On-airport businesses pay business and operating (B&O) taxes. Visitor spending generates taxes and fees associated with sales; hotel stays; and use of transportation services including rental cars, Transportation Network Companies (TNCs), and taxis.

Airport's Estimated Taxes to Each Jurisdiction

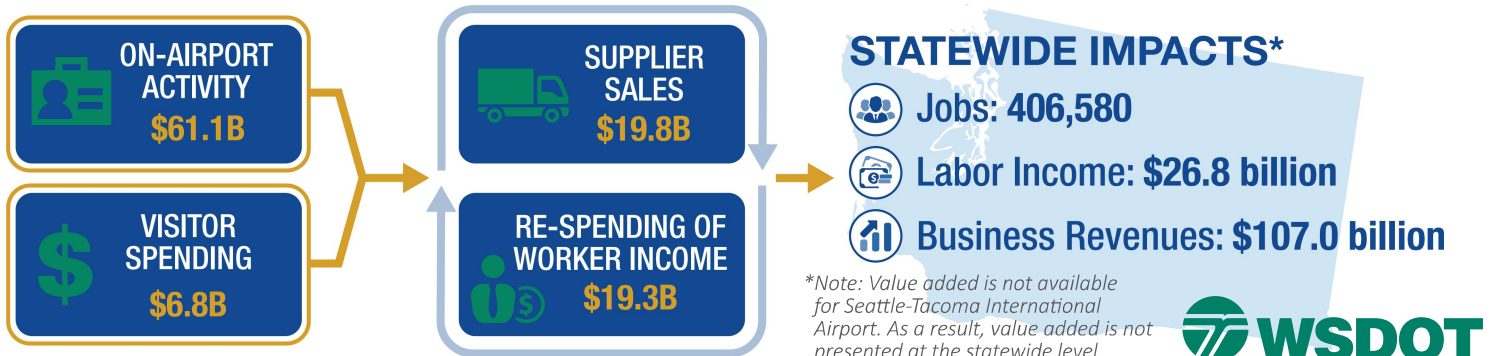
| Impact Types | Local (County & Municipal) | State | Total |
|---------------------|----------------------------|---------------------|---------------------|
| On-Airport Activity | \$1,233,690 | \$48,869,910 | \$50,103,600 |
| Visitor Spending | \$183,260 | \$972,120 | \$1,155,380 |
| Total Taxes | \$1,416,950 | \$49,842,030 | \$51,258,980 |

Note: Totals may not add due to rounding.

Statewide Tax Collections

The Washington State Department of Revenue reports that the state collected **\$3.18 billion** in aircraft fuel and aircraft excise taxes. Together with taxes generated by on and off-airport aviation-related activities, the state's airport system, including SeaTac, generated over **\$913.3 million** in total statewide tax impacts (2018).

STATEWIDE ECONOMIC IMPACTS



Rainier Avenue North Corridor Improvements

Phase 5: NW 3rd Pl to Northern City Limits



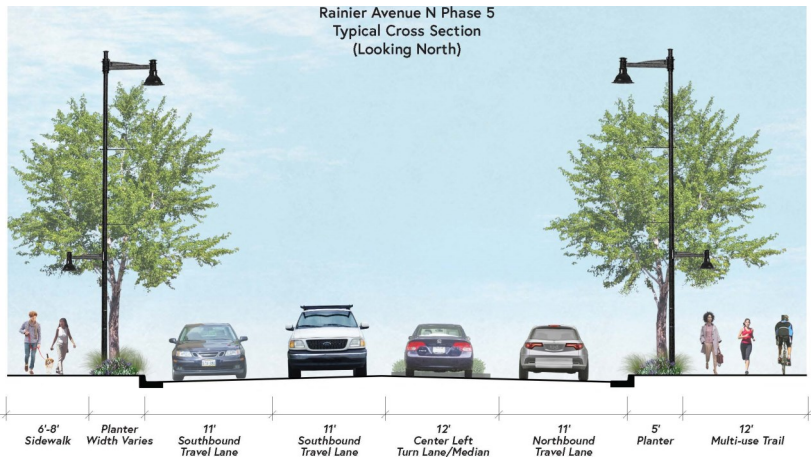
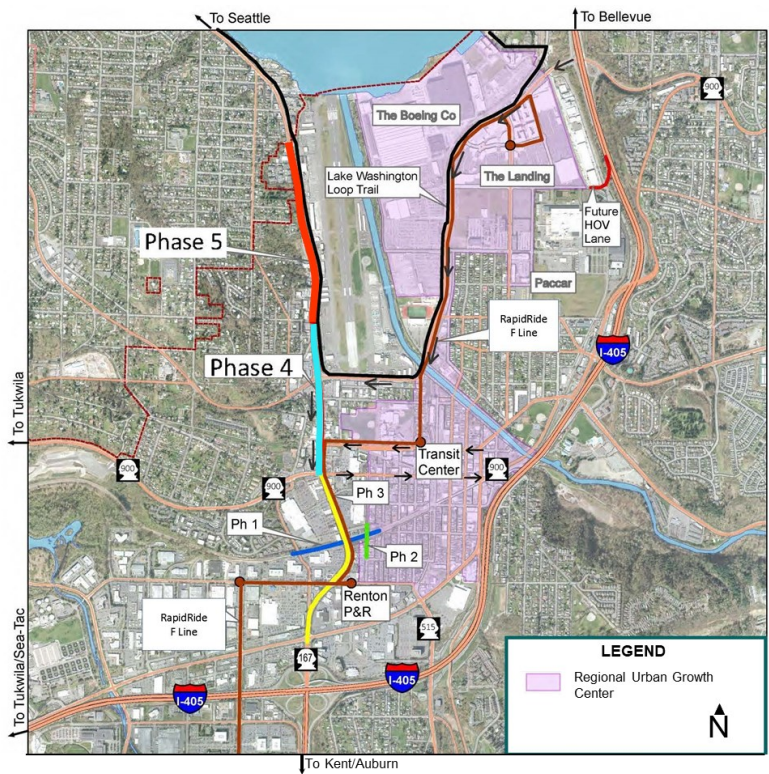
DESIGN PHASE

Requesting \$3.19M STP

Project elements include construction of a multi-use trail, sidewalks, planting areas, pedestrian-scale illumination, median barrier, stormwater improvements and resurfacing of travel lanes.

These corridor improvements support Renton’s regional growth center by promoting economic revitalization and sustained urban land use and supports the 3rd most economically impactful airport in Washington.

- Improves Traffic and Pedestrian Safety—Benefits overall traffic flow and safety by separating pedestrians from the travel lane, rechannelization, and ADA upgrades.
- Constructs a segment of the Lake Washington Loop Trail from NW 3rd Pl to the Northern City limits. Completes a critical gap in the trail system.
- Supports Regional Connections—Completes improvements along the Rainier Ave Corridor for future Rapid Ride lines.
- Completes the final phase of the Rainier Avenue Corridor Improvements with over \$80 million of investment through local and outside funding sources to date.



Existing Conditions



Southern terminus of project/East side

Lack of Bicycle Facilities



Excess road capacity NB



West side of Rainier Ave N looking NB

Substandard sidewalk conditions



West side of Rainier Ave N looking SB

Substandard sidewalk conditions



View looking SB at Renton Airport



Project Benefits

Support for Center:

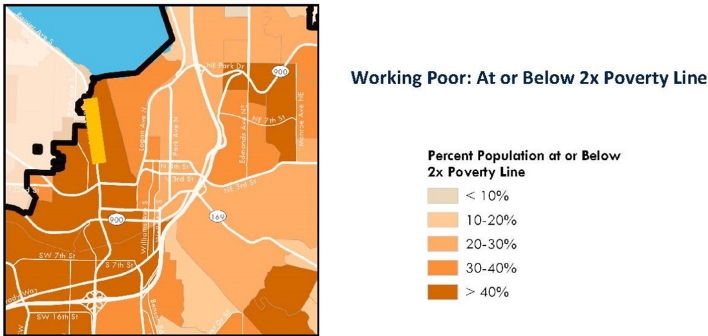
Supports additional employment growth in Renton; improves access to Boeing with over 10,000 employees; serves as a significant connecting corridor to/from the adjacent Renton Regional Growth Center to other regional centers, such as Tukwila, Kent, Auburn, Bellevue, Seattle. This major gateway corridor is identified as a T-2/T-1 truck route in the Freight Goods Transportation System.

Equity Focus Areas (EFA’s) Served:

- People of Color: 58%-74% of population; above the regional average of 35.9%
- People with Low Incomes: 37%-39% of population; above the regional average of 20.7%
- People with Disabilities: 17% of population; above the regional average of 11%

Benefit to Growth Center:

Supports the Renton Growth Center, industrial, manufacturing and commercial areas, which employ over 50,000 people as well as the Renton Airport— generating over \$13.6 billion in business revenues in 2018. Phase 5 is a logical continuation of previous improvements to a major transportation corridor providing connection to/from the Renton Regional Center to Seattle, Tukwila, Kent, Auburn, Bellevue regional centers. Project improvements will also provide more access to opportunity to disadvantaged populations that typically have a greater need for infrastructure and access to transit.



Mobility and Accessibility:

Provides safe non-motorized alternatives and access to transit service, including Downtown Transit Center and future RapidRide lines. Pedestrian efficiency will be improved by a multi-use trail, wider sidewalks, planter strips and medians that will separate pedestrians/bicyclists from driving lanes.

Outreach and Displacement:

3. COMMUNITY OPEN HOUSES

Input at the community open houses included neighborhood specific feedback on needed improvements, as well as preferred connections and routes. No input on equestrian facilities was received.

Open House 1

- 35 persons
- Preferred routes and facility types
- Thoughts on potential routes
- Problem spots
- Wish list projects
- Projects to complete
- General concerns and ideas

Open House 2

- 26 persons
- Regional Trail options
- Preferences on network
- Questions about facility designation
- Plan Priorities

Open House 3

- 30 persons
- Regional Trail preferences
- Final Network options
- Facility type discussion
- Prioritization and project preferences

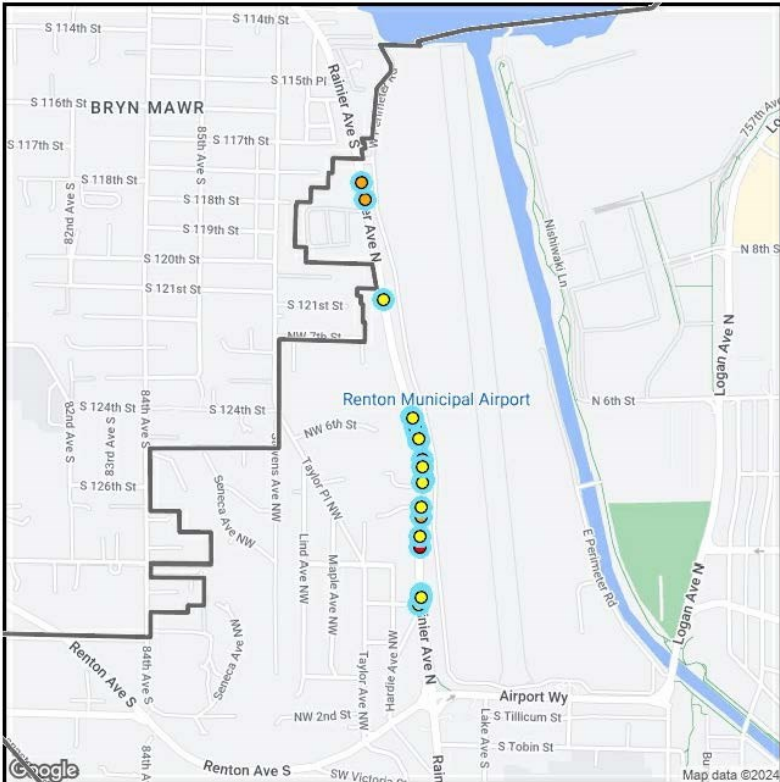


- Various outreach efforts led to the development of this project; Comprehensive Plan Update, Bike and Trails Master Plan and Safer Access to Neighborhood Destinations
- PSRC HOP typology: Improve access and affordability to housing choices. The City has an adopted Housing Action Plan that serves as the strategy for increasing housing options and affordability.



Project Benefits

Safety and Security:



*Since 2018

- 25 reported collisions within project limits
- 3 severe injury (all ped/bike related)
- 1 collision resulting in 4 fatalities

Project will—

- (1) Install landscaped buffer and center median
- (2) Upgrade substandard ADA facilities
- (3) Complete segment of a regional ped/bike trail

Air Quality & Climate Change:

Reduces emissions and encourages a mode shift away from automobiles by providing an improved pedestrian and bicyclist environment while improving safety for all users.

Project Cost:

| TOTAL PROJECT COST | |
|---------------------------------------|--------------|
| PE | \$3,694,886 |
| ROW | \$3,464,400 |
| Construction | \$18,474,430 |
| Total | \$25,633,716 |
| *STP Request of \$3.19M; Local \$499k | |

*Project will have the ability to obligate PE early if funding becomes available.

Rainier Ave N Corridor Improvements Phase 5,

NW 3rd PI to north city limits

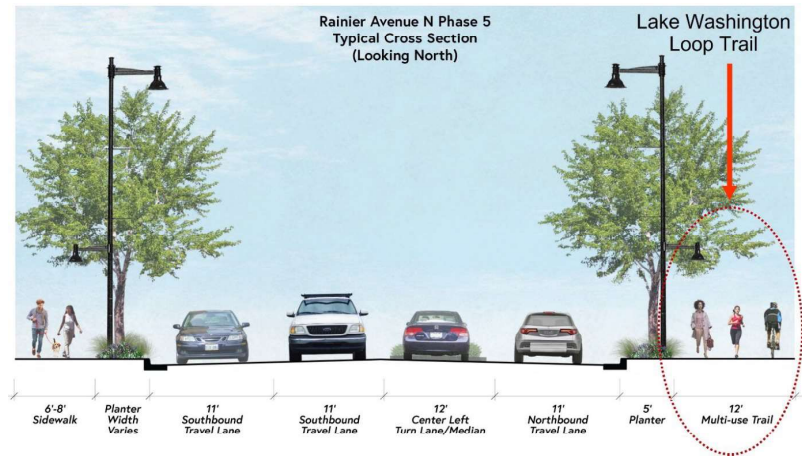
TIP #: 23-19

PROJECT

Priority Rank: 30

Project Account #:

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



Project Description:

Phase 5 of the Rainier Ave Corridor Improvements will extend the improvements from NW 3rd PI to the northern City limits. Project elements include widening of sidewalks with streetscaping, adding pedestrian-scale illumination and planted buffer strips. There is excess road capacity north of NW 3rd PI (NB) where the project will remove one of the two NB lanes on Rainier Ave N. On the east side of Rainier Ave S/N, a 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 is seeking available funding for the project. Phase 4 of the Rainier Ave Corridor Improvements is currently in construction (TIP #23-18).

**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, 2024-2029.*

| | | | | | Funded: | - | Unfunded: | 25,633,716 | | |
|----------------------------------|------------|------------|------|------------------|-----------|-----------|-----------|------------|-----------|------|
| Project Expenditures & Resources | TOTAL | Programmed | | Six-Year Program | | | | | | |
| | | Pre-2023 | 2023 | Total | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
| Expenditures: | | | | | | | | | | |
| Salaries/Benefits | - | - | - | - | - | - | - | - | - | - |
| Planning | - | - | - | - | - | - | - | - | - | - |
| Preliminary Engineering | 3,694,886 | - | - | 3,694,886 | 1,000,000 | 2,694,886 | - | - | - | - |
| R-O-W (includes Admin) | 3,464,400 | - | - | 3,464,400 | - | 1,732,200 | 1,732,200 | - | - | - |
| Construction | 16,474,430 | - | - | 16,474,430 | - | - | 2,474,430 | 10,000,000 | 4,000,000 | - |
| Construction Services | 2,000,000 | - | - | 2,000,000 | - | - | - | 1,000,000 | 1,000,000 | - |
| Total Expenses | 25,633,716 | - | - | 25,633,716 | 1,000,000 | 4,427,086 | 4,206,630 | 11,000,000 | 5,000,000 | - |
| 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 | 25,633,716 | - | - | 25,633,716 | 1,000,000 | 4,427,086 | 4,206,630 | 11,000,000 | 5,000,000 | - |
| Total Resources | 25,633,716 | - | - | 25,633,716 | 1,000,000 | 4,427,086 | 4,206,630 | 11,000,000 | 5,000,000 | - |

CAPITAL INVESTMENT PROGRAM - SUMMARY

2023 through 2028 (in thousands of dollars)

| Departments | Actual through 2021 | Estimated | | | | | | | | Total Project Expenditures |
|---------------------------|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------------------------|
| | | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | Thereafter | |
| Expenditures: | | | | | | | | | | |
| General Government | 8,502 | 33,333 | 17,369 | 16,744 | 9,153 | 14,081 | 10,790 | 6,649 | 36,254 | 152,875 |
| Airport | 5,744 | 6,528 | 9,088 | 10,500 | 5,610 | 1,150 | 1,410 | 1,400 | - | 41,430 |
| Golf Course | - | 78 | 157 | 165 | 1,495 | 579 | 1,645 | 2,215 | - | 6,334 |
| Wastewater Utility | 4,080 | 3,131 | 12,409 | 7,050 | 6,200 | 2,200 | 2,200 | 2,200 | - | 39,470 |
| Water Utility | 16,065 | 8,458 | 12,818 | 19,289 | 6,476 | 5,468 | 3,300 | 3,300 | - | 75,174 |
| Surface Water Utility | 26,295 | 22,871 | 8,404 | 8,356 | 3,380 | 4,210 | 4,470 | 4,760 | - | 82,746 |
| Transportation | 21,914 | 16,234 | 30,415 | 16,990 | 9,231 | 11,117 | 17,747 | 17,477 | 5,590 | 146,715 |
| Total Expenditures | 82,600 | 90,633 | 90,660 | 79,094 | 41,545 | 38,805 | 41,562 | 38,001 | 41,844 | 544,744 |

| Departments | Actual through 2021 | Estimated | | | | | | | | Total Project Resources |
|----------------------------------|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------------------|
| | | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | Thereafter | |
| Resources: | | | | | | | | | | |
| Bond | 4,907 | - | - | - | - | - | - | - | - | 4,907 |
| Business License/B&O Tax | 7,602 | 5,809 | 3,942 | 367 | 1,915 | 2,330 | 4,065 | 4,140 | 2,165 | 32,335 |
| Fuel Tax | 350 | - | - | - | - | - | - | - | - | 350 |
| Golf Course Revenues | - | 78 | 157 | 165 | 1,495 | 579 | 1,645 | 2,215 | - | 6,334 |
| Grants/Contribution | 20,739 | 27,265 | 35,799 | 29,736 | 10,781 | 5,510 | 12,210 | 15,578 | 8,500 | 166,118 |
| Impact Fees | 1,553 | 3,350 | 552 | 450 | - | - | 500 | - | 7,500 | 13,905 |
| Interest Income | 233 | - | - | - | 40 | 40 | 40 | 40 | 375 | 768 |
| Internal Service Fund Charges | - | - | 335 | 1,815 | 50 | - | - | - | 38 | 2,238 |
| Lease Income | 5,391 | 6,528 | 210 | - | 260 | 1,150 | 1,410 | 1,400 | - | 16,349 |
| Mitigation Funds Received | - | 1,139 | 4,470 | 2,716 | 2,679 | 1,832 | 1,637 | 1,637 | - | 16,110 |
| Property Taxes | 3,806 | 11,076 | 9,787 | 3,984 | 2,963 | 4,121 | 1,625 | 129 | 2,641 | 40,132 |
| REET | 4,115 | 9,179 | 2,915 | 5,842 | 5,818 | 11,875 | 8,970 | 6,330 | 20,625 | 75,669 |
| Road/Street Maint Charges | 14 | - | - | - | - | - | - | - | - | 14 |
| Sales Taxes | - | 4,950 | - | - | - | - | - | - | - | 4,950 |
| Surfacewater Collection Fees | 12,554 | 9,670 | 7,187 | 6,680 | 2,868 | 3,700 | 3,960 | 1,032 | - | 47,651 |
| Transportation Impact Mitigation | 1,358 | - | 1,847 | 1,000 | - | - | - | - | - | 4,205 |
| Wastewater Collection Fees | 4,056 | 3,131 | 12,409 | 7,050 | 6,200 | 2,200 | 2,200 | 2,200 | - | 39,446 |
| Water Collection Fees | 15,922 | 8,458 | 11,050 | 19,289 | 6,476 | 5,468 | 3,300 | 3,300 | - | 73,263 |
| Total Resources | 82,600 | 90,633 | 90,660 | 79,094 | 41,545 | 38,805 | 41,562 | 38,001 | 41,844 | 544,744 |

Project Funding Status:

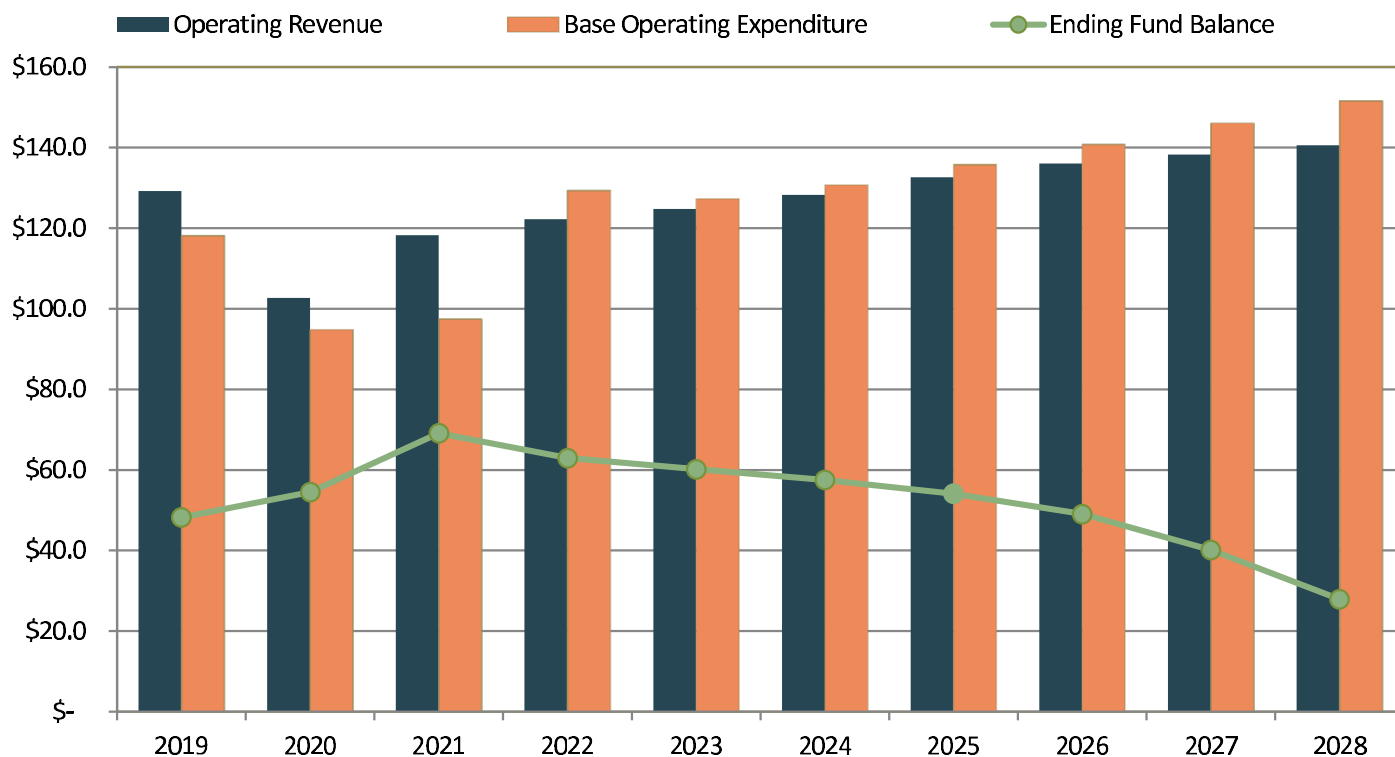
| | | | | | | | | | | |
|------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Secured | 82,600 | 90,633 | 68,671 | 56,484 | 1,424 | 10 | 10 | 282 | - | 300,114 |
| Anticipated** | - | - | 21,989 | 22,610 | 40,121 | 38,795 | 41,552 | 37,719 | 41,844 | 244,630 |
| Total Project Funding | 82,600 | 90,633 | 90,660 | 79,094 | 41,545 | 38,805 | 41,562 | 38,001 | 41,844 | 544,744 |

**Expenditures utilizing anticipated funding are not included in the adopted budget.

OVERVIEW

CITY OF RENTON 2023-2024 BIENNIAL BUDGET

General Fund Long Range Projection



| Summary (\$ in Million) | 2019 Actual | 2020 Actual | 2021 Actual | 2022 Projected | 2023 Projected | 2024 Projected | 2025 Projected | 2026 Projected | 2027 Projected | 2028 Projected |
|--|----------------|----------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Beginning Fund Balance | \$ 44.7 | \$ 48.2 | \$ 54.5 | \$ 69.1 | \$ 62.9 | \$ 60.1 | \$ 57.5 | \$ 54.0 | \$ 49.0 | \$ 40.1 |
| Operating Revenue | \$ 129.2 | \$ 102.7 | \$ 118.3 | \$ 122.2 | \$ 124.8 | \$ 128.3 | \$ 132.6 | \$ 136.0 | \$ 138.3 | \$ 140.6 |
| Base Operating Expenditure | (118.1) | (94.8) | (97.4) | (129.3) | (127.3) | (130.7) | (135.8) | (140.8) | (146.0) | (151.6) |
| Operating Surplus (Deficit) | \$ 11.1 | \$ 7.8 | \$ 20.9 | \$ (7.1) | \$ (2.5) | \$ (2.4) | \$ (3.2) | \$ (4.7) | \$ (7.8) | \$ (11.0) |
| 1X Sources ¹ | \$ 1.8 | \$ 9.4 | \$ 3.7 | \$ 15.6 | \$ 0.9 | \$ 0.9 | \$ 0.9 | \$ 0.9 | \$ - | \$ - |
| 1X Uses | (9.5) | (11.0) | (9.9) | (14.7) | (1.2) | (1.2) | (1.2) | (1.2) | (1.2) | (1.2) |
| Net Resources - Uses | \$ 3.5 | \$ 6.3 | \$ 14.6 | \$ (6.2) | \$ (2.8) | \$ (2.7) | \$ (3.4) | \$ (5.0) | \$ (8.9) | \$ (12.2) |
| Ending Fund Balance | \$ 48.2 | \$ 54.5 | \$ 69.1 | \$ 62.9 | \$ 60.1 | \$ 57.5 | \$ 54.0 | \$ 49.0 | \$ 40.1 | \$ 27.9 |
| Ending Bal as % of Opr Budget (Target=12%) | 40.77% | 57.43% | 70.94% | 48.65% | 47.24% | 43.97% | 39.81% | 34.82% | 27.43% | 18.41% |

¹2019 and 2020 includes a \$900K from Annexation Sales Tax Reserve (Fund 502).



King County
Department of
Natural Resources and Parks
Parks & Recreation Director's Office
King Street Center
201 S. Jackson St, Suite 5702
Seattle, WA 98104-3855

April 2, 2024

Armondo Pavone, Mayor
City of Renton
1055 S Grady Way
Renton, WA 98057

Dear Mayor Pavone:

King County Parks is pleased to support the City of Renton's request for federal funds through the Puget Sound Regional Council's Regional Grant Competition for the Rainier Avenue Corridor Improvements – Phase 5 project. This project will improve connectivity between major regional centers and provide an improved multi-modal connection to Seattle and the Skyway neighborhood.

King County Parks owns, operates and maintains over 175 miles of regional trails that are used for recreation and transportation. A safe and interconnected non-motorized system increases likelihood of use and incentivizes mode shift that reduces greenhouse gas emissions and improves public health for all King County residents. Projects like the Rainier Avenue Phase 5 project are integral to connecting communities to economic and recreation opportunities.

The goal of the Rainier Avenue Phase 5 project is to improve safety and accessibility for pedestrians and cyclists by completing a regional bike and pedestrian facility that connects Seattle and King County's Bryn-Mawr Skyway neighborhood with Downtown Renton. Specifically, the project will further extend Renton's bike lanes from their existing terminus near Airport Way to the northern city limits along Rainier Avenue South by providing a multiuse shared path separated from the roadway while also reducing the number of travel lanes on Rainier Avenue to narrow the travel way and promote reduced speed. The enhanced connectivity for active transportation users to and from Downtown Renton and its civic core is intended to provide better access and mobility for Renton's shared neighborhood with King County in the West Hill/Bryn-Mawr Skyway community and creates a connection to the future Lake to Sound trail segments in the area.

The project supports regional connections by improving regional access and mobility between the Renton regional growth center and connections to regional transportation facilities of I-405, SR 167, SR 900 and Tukwila Sounder Station. Rainier Avenue South is a vital principal arterial carrying over 50,000 vehicles per day and needs infrastructure improvements to

enhance travel and safety for all modes of transportation. This corridor serves as a critical route to the Renton Landing shopping center and the Southport area, and the Renton Airport, the 3rd most economically impactful in the state. The importance of this project is in how it supports the aerospace industry cluster and Renton growth targets by promoting economic revitalization and sustained urban land use.

We encourage the Evaluation Committee to fund this project and we appreciate PSRC's consideration of Renton's request for funding. This valuable safety and mobility project will further drive economic vitality and improve quality of life for the residents of the Puget Sound region.

Sincerely,

DocuSigned by:

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Doug Hodson

Deputy Director, King County Parks and Recreation Division, Department of Natural Resources and Parks