October 9, 2020

HPP-WA/721.4

Roger Millar
Secretary of Transportation
Washington State Department of Transportation
Olympia, Washington

Attention: Stephanie Tax

2020-2023 STIP Amendment 20-09

Dear Mr. Millar:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) received the September 28, 2020 letter from Ms. Stephanie Tax, requesting approval of 2020-2023 STIP Amendment 20-09.

Pursuant to 23 CFR 450.328 we find that the TIP Amendments for the Metropolitan Planning Organizations (MPOs) submitted for this round conform with the State Implementation Plan for reducing the severity and number of National Ambient Air Quality Standards (NAAQS) violations and insuring expeditious attainment of the standards.

In accordance with 23 CFR 450.218, the FHWA and the FTA, based on the certification of the statewide and metropolitan transportation planning processes for and within the State of Washington, hereby find that the projects described in the 2020-2023 STIP, approved January 10, 2020, and those projects submitted through subsequent amendments (including this Amendment) are based on a transportation planning process that substantially meets the requirements of 23 CFR Part 450 Subpart A, B and C, 49 U.S.C. Sections 5303-5035, and 23 U.S.C. Sections 134 and 135. We therefore approve the 2020-2023 STIP, as amended in 20-09.

Approval of the STIP and any amendments thereto are not to be construed as a Federal-aid eligibility determination. Each project must satisfy the specific requirements of the program...
from which Federal funds are solicited, as well as other Federal requirements, before Federal funds are authorized.

If you have any questions concerning our joint action on this STIP amendment, please contact Matt Kunic, FHWA, at 360-753-9487 and/or Ned Conroy, FTA, at 206-220-4318.

MATTHEW
MICHAEL KUNIC
Daniel M. Mathis, P.E.
Washington Division Administrator
Federal Highway Administration

CC: Gabe Phillips (MS: 47370)
    CDTC
    PSRC
    SRTC
    WWVMPO
    YVCOG
    WSDOT Eastern Region
    WSDOT North Central Region
    WSDOT Olympic Region
    WSDOT South Central Region
    WSDOT Southwest Region
    WSDOT Northwest Region/Mt. Baker
    WSDOT Northwest Region/Sno-King
Jurisdiction: King County Parks Department

Project Number: KGCO-146  Title: Eastrail Hospital Station Area Multi-Modal Connections

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<th>Obligation Date</th>
<th>Funding Source</th>
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WSDOT PIN: N/A

Federal Aid/FTA Grant Number(s): 2017(144)

Functional Class: Not applicable (transit, enhancements, Etc.)  Improvement Type: Regional Trail (Separate Facility)

Location: NE 8th Street and 116th Ave NE  From: N/A  To: N/A

MTP Status: Approved  MTP Reference(s): 4040

Description: This project will complete construction of two primary elements of non-motorized access to the East Link Wilburton Light Rail Station: 1) A grade-separated, non-motorized, multi-purpose trail crossing of NE 8th Street along the alignment of the Eastside Rail Corridor (ERC). This project element will accommodate access to the future at-grade segments of the planned ERC Trail to the north and south of NE 8th Street and to the at grade east-west running sidewalks on both sides of NE 8th Street. 2) The interface and cross-trail non-motorized access between the ERC Trail and the Wilburton Light Rail Station.

Total Cost: $21,500,000  Regionally Significant: Yes  Environmental Status: CE

10/9/2020
**Jurisdiction: Lake Forest Park**

**Project Number:** LFP-5  
**Title:** SR 104/40th Place NE Roundabout

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**WSDOT PIN:**

**Federal Aid/FTA Grant Number(s):**

**Functional Class:** Urban Principal Arterial  
**Improvement Type:** Safety -- Roadway

**Location:** SR 104  
**From:** 40th Place NE  
**To:** NE 184th Street

**MTP Status:** Exempt  
**MTP Reference(s):** N/A

**Description:** A single lane roundabout with center island and sidewalks.

**Total Cost:** $3,240,000  
**Regionally Significant:** No  
**Environmental Status:** DCE
Jurisdiction: Pacific

Project Number: PAC-6
Title: Milwaukee Boulevard Minor Widening

WSDOT PIN: STPUL-1017(008)

Functional Class: Urban Collector

Location: Milwaukee Blvd Pacific

Description: The Milwaukee Boulevard corridor road surface is in disrepair and does not have contiguous sidewalks from Ellingson Road to 5th Avenue South. Phase I of the project will construct 1,200 feet of sidewalks between 3rd Avenue SW and 5th Avenue SW. Phase II project will: overlay 2,600 LF of existing pavement from Ellingson Road to 3rd Avenue SE; construct 325 LF of new sidewalk along a missing "gap" on the east side of the Milwaukee Blvd from 3rd Avenue SE to 4th Avenue SE; reconstruct approximately 800 LF of failed segments of curb, gutter and sidewalk on Milwaukee Blvd from Ellingson Road to 3rd Avenue SE; replace or construct 15 access ramps to meet current requirements; and replace or reconstruct approximately 33 driveway approaches to meet current standards for accessibility.

Improvement Type: Sidewalk

From: Ellingson Rd
To: 5th Avenue SW

Total Cost: $1,350,039

Environmental Status: DCE
Regionally Significant: No

Federal Aid/FTA Grant Number(s): STPUL-1017(008)
MTP Status: Exempt
MTP Reference(s): N/A

10/9/2020
**Project Number:** PAC-6A  
**Title:** Milwaukee Boulevard Minor Widening - Phase III

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**WSDOT PIN:**

**Federal Aid/FTA Grant Number(s):**

**Functional Class:** Urban Minor Arterial  
**Improvement Type:** Preservation/Maintenance/Reconstruction

**Location:** Milwaukee Blvd Pacific  
**From:** 5th Ave S  
**To:** 3rd Ave S

**MTP Status:** Exempt  
**MTP Reference(s):** N/A

**Description:**

The Phase III element of the Milwaukee Boulevard Minor Widening project will reconstruct 1,275 LF of existing pavement and construct minor widening between 3rd Avenue S to 5th Avenue S; construct 1,200 feet of new and replaced curb, gutter and sidewalks between 3rd Avenue SW and 5th Avenue SW; replace or construct 6 access ramps to meet current requirements; and replace or reconstruct approximately 12 driveway approaches to meet current standards for accessibility. Also included is stormwater improvements, using low impact development methods between 3rd Avenue S and 5th Avenue S.
Jurisdiction: Renton

Project Number: REN-32

Title: Lake Washington Loop Trail

WSDOT PIN: Totals: #Error

Federal Aid/FTA Grant Number(s): 1070(008) TAP-1070(008)

Location: along Logan Ave N/Airport Way and Rainier Ave N From: Rainier Ave N (N city limits) Improvmen Type: Regional Trail (Separate Facility) To: Logan Ave N/Cedar River Trail

Functional Class: Urban Principal Arterial MTP Status: Candidate

MTP Reference(s): 4296 Regionally Significant: Yes Environmenta Status: CE

Description: The complete project will construct approximately 1.3 miles of pedestrian and bicycle facilities. Improvements include an approximately 12-foot wide combined pedestrian/bicycle path, along with a landscaped buffer separating the path from the travelled roadway, pedestrian ramps per current ADA standards, new pedestrian level lighting, signage and pavement markings. For the segment located along Airport Way, the facilities will include a bike track and separated sidewalk, which will involve removing one westbound lane of traffic on Airport Way to install the bike track. Construction of this project will be implemented in stages. The construction funding currently programmed will complete Phase 3, which runs along Airport Way from the Logan Ave N/Cedar River Trail junction to the Rainier Ave / Airport Way intersection.
List of 20-09 Amendment Projects

### Project Number: REN-32A

**Title:** Lake Washington Loop Trail - Phase 3

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**WSDOT PIN:**

**Totals:**

- Federal Funds: $1,694,278
- State Funds: $430,000
- Local Funds: $332,128
- Phase Total: $2,456,406

**Environmental Status:** CE

**Regionally Significant:** Yes

**Federal Aid/FTA Grant Number(s):**

**Functional Class:** Urban Principal Arterial

**Location:** Along Logan Ave N/Airport Way and Rainier Ave N

**From:** Logan Ave N/Cedar River Trail junct

**To:** Rainier Ave / Airport Way intersection

**MTP Status:** Candidate

**MTP Reference(s):** 4296

**Description:**

Phase 3 will construct approximately 0.4 miles of improvements from the Logan Ave N/Cedar River Trail junction to the Rainier Ave / Airport Way intersection. Improvements include a bike track and separated sidewalk, removing one westbound lane of traffic on Airport Way, pedestrian ramps per current ADA standards, signage and pavement markings, and upgrades to an existing traffic signal. Also included are 30-percent design of 0.9 miles of trail connecting from the Rainier Ave / Airport Way intersection to the Northern City limits.
Jurisdiction: Sound Transit

**Project Number:** RTA-95  
**Title:** Downtown Redmond Link Extension

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**WSDOT PIN:**  
**Totals:** $49,809,846 $0 $23,073,460 $72,883,306

**Federal Aid/FTA Grant Number(s):**

**Functional Class:** Not applicable (transit, enhancements, Etc.)
**Improvement Type:** New/Relocated Transit Alignment

**Location:** Link LR Extension  
**From:** Redmond Technology Center  
**To:** Downtown Redmond/ Marymoor P

**MTP Status:** Approved  
**MTP Reference(s):** 2524

**Description:** Extend light rail approximately 3.4 miles from the Redmond Technology Center Station (opening 2023), with new stations in downtown Redmond and southeast Redmond near Marymoor Park. This is a multiyear project and the funding programmed reflects the funds within the span of the TIP. The project also includes parking spaces and a range of bicycle and pedestrian improvements. The 5307 Earned Share funds will be used to construct elements of the project described above. These funds will be applied toward the design-build contract.
**List of 20-09 Amendment Projects**

**County: Multicounty Agencies**

**Project Number:** RTA-103  
**Title:** SR 522/NE 145th St BRT

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**WSDOT PIN:**

**Federal Aid/FTA Grant Number(s):**

**Functional Class:** Not applicable (transit, enhancements, Etc.)

**Improvement Type:** Service Expansion

**Location:** SR 522 Corridor to Woodinville  
**From:** NE 145th St/I-5  
**To:** Woodinville

**MTP Status:** Candidate  
**MTP Reference(s):** 5359

**Description:**

Design/Construct a Bus Rapid Transit (BRT) system from the south Shoreline light rail station at I-5 along the SR 522 corridor to UW Bothell with connecting service at lower frequencies to Woodinville, to include new and upgraded transit centers, new park-and-ride capacity, and access improvements to the stations. 5339(b) funds will be used to purchase high capacity transit buses. This is a multi-year project and the programming reflects the funds available within the span of the regional 2019-2022 TIP.

**Total Cost:** $571,880,000

**Regionally Significant:** Yes  
**Environmental Status:** DCE

10/9/2020
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- $0
- $1,300,000
- $3,300,000

**Federal Aid/FTA Grant Number(s):**

**Functional Class:** Not applicable (transit, enhancements, etc.)

**Improvement Type:** Study or Planning Activity

**Location:** Lynnwood and Everett

**From:** Lynnwood

**To:** Everett

**MTP Status:** Exempt

**MTP Reference(s):** N/A

**Description:** Develop a common, coordinated set of comprehensive plan and code updates to support and facilitate TOD and access improvements in areas surrounding new rail stations along the Everett Link Extension corridor.

**Total Cost:** $3,300,000

**Regionally Significant:** No

**Environmental Status:** EIS
Jurisdiction: WSDOT Alaska Way Viaduct Project

Project Number: WDUC-33  Title: SR-99: S King Street Vicinity to Roy St - Viaduct Replacement

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WSDOT PIN: 809936E  Totals:  
Federal Aid/FTA Grant Number(s): NHS-0099(111)

Functional Class: Urban Principal Arterial - Expressway  Improvement Type: New Facility -- Roadway

Location: SR 99  From: S King St  To: Roy St

MTP Status: Approved  MTP Reference(s): 4281

Description: Total Cost: $2,252,435,258  Regionally Significant: Yes  Environmental Status: EIS

The proposed bored tunnel would be constructed under downtown Seattle between the vicinity of S. King Street and Roy Street to replace the seismically vulnerable Alaskan Way Viaduct along the central waterfront. The proposed bored tunnel would move SR 99 to a below-ground alignment under downtown Seattle and would bypass the existing Battery Street Tunnel. As covered in the Environmental Impact Statement, the project includes removal of the existing Viaduct, the Decommissioning of Battery Street Tunnel, and construction mitigation. This project is eligible for advanced construction, and is a multi-year construction project.
### Jurisdiction: WSDOT Marine Division

**Project Number:** WSF-119  
**Title:** WSF Issaquah Class Ferry Reduction Gear Preservation Project

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**WSDOT PIN:** 983050K, 9  
**Total Cost:** $5,000,000

**Federal Aid/FTA Grant Number(s):**

**Functional Class:** Not applicable (transit, enhancements, Etc.)  
**Improvement Type:** Vessel Preservation/Rehabilitation

**Location:** Seattle  
**From:** N/A  
**To:** N/A

**MTP Status:** Exempt  
**MTP Reference(s):** n/a

**Description:**  
This project will purchase and install up to 4 reduction gear assemblies for up to 3 Issaquah Class vessels. This will expedite critical preservation efforts and avoid adverse consequences of assembly failures.
Jurisdiction: WSDOT Olympic Region

Project Number: WDO-479  Title: SR 166/Bethel/Bay/Maple Intersection - Roundabout

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<td>2021</td>
<td>1/2/2021</td>
<td>State</td>
<td>$0</td>
<td>$58,593</td>
<td>$0</td>
<td>$58,593</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>1/2/2022</td>
<td>NHPP</td>
<td>$784,035</td>
<td>$0</td>
<td>$0</td>
<td>$784,035</td>
</tr>
<tr>
<td>Construction</td>
<td>2022</td>
<td>1/2/2022</td>
<td>State</td>
<td>$0</td>
<td>$16,001</td>
<td>$0</td>
<td>$16,001</td>
</tr>
</tbody>
</table>

WSDOT PIN: 316615R  Totals: $939,431  $84,546  $0  $1,023,977

Federal Aid/FTA Grant Number(s):

Functional Class: Urban Principal Arterial  Improvement Type: Safety -- Roadway

Location: SR 166  From: BEGIN SRMP: 003.35  To: END SRMP: 003.46

MTP Status: Exempt  MTP Reference(s): N/A

Description: The existing signal system is outdated and maintenance costs have become excessive. By replacing the existing obsolete system with a roundabout, maintenance costs will be significantly reduced and it will meet current standards.

Phase Programmed Year Obligation Date Funding Source Federal Funds State Funds Local Funds Phase Total

P/E-Design 2021 1/2/2021 NHPP $155,396 $0 $0 $155,396

P/E-Design 2021 1/2/2021 State $0 $9,952 $0 $9,952

P/E-Design 2021 1/2/2021 State $0 $58,593 $0 $58,593

Construction 2022 1/2/2022 NHPP $784,035 $0 $0 $784,035

Construction 2022 1/2/2022 State $0 $16,001 $0 $16,001

Total Cost: $1,023,977  Regionally Significant: No  Environmental Status: CE

10/9/2020