

PSRC's 2021 Transportation Alternatives Program Application

NOTE: This application results document contains all of the questions present within the 2021 TAP Application, including those that may have been skipped in the online application due to input provided.

A. Application Type

A1. TAP Project Category

Bicycle and Pedestrian Projects

B. General Project Information

B1. Project Title

44th Underpass

B2. RTP ID#

LYN-51

B3. Sponsor

Lynnwood

B4. Co-Sponsor

B5. Certification Acceptance?

Yes

B6. CA Sponsor

C. Project Contact Information

C1. Name

David Mach, PE

C2. Phone

425-670-5275

C3. Email

dmach@lynnwoodwa.gov

D. Project Description

D1. Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

The 44th Avenue W I-5 Underpass Pedestrian and Bicycle Improvement project will provide a shared use path connecting the Interurban Trail and Lynnwood Transit Station to South Snohomish County including the PSRC designated Lynnwood Regional Growth Center. The existing I-5 and 44th Ave S underpass interchange and HOV Access Ramps are a significant barrier for the pedestrians and bicyclists. The growth of Lynnwood City Center and Regional Growth Center, prompted by the scheduled opening of light rail service in 2024 requires a connected network for pedestrians and bicyclists to attain the goals of Vision 2050.

The new shared use path will be located on the east side of 44th Avenue West. The project will include pavement for a 10' to 12' wide shared use path, necessary retaining walls, improved drainage, pedestrian scale lighting, and aesthetic treatments to support a year-round facility. The outcome of this project will vastly improve pedestrian and bicycle access to the Lynnwood Transit Center, increasing non-auto access between the station and businesses and residents on the other side of I5.

D2. Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?

This project will establish a year-round transportation facility for pedestrian and bicyclists, significantly improving the connection between growing communities on the north and south sides of I5. Areas north of the project include the Interurban Trail, Lynnwood City Center with 9.1 million square feet of planned development, and Lynnwood Transit Center with a 17,800 projected daily ridership. Areas to the south include the City of Mountlake Terrace and Northview Business Park with over 300,000 square feet of office, and over 300 units of income restricted housing.

The current facility is woefully inadequate. The pathway experiences annual flooding while also being too narrow to accommodate pedestrians and bicyclists. Alternatives to this location are non-existent due to the existing street network's lack of connections over/under I-5 within a reasonable walking or bicycling distance. The goal of the project is an improved pedestrian and bicycling facility for year-round transportation to and from the Lynnwood City Center Station. This project will support seamless integration of light rail in South Snohomish County and provide significantly improved access from affordable housing and the southern portion of the Lynnwood Regional Growth Center.

E. Project Location

E1. Location

Eastside of 44th Avenue West from approximately 20200 block to the 20400 block.

E2. County/Counties

Snohomish

E3a. Beginning Landmark

I-5 On Ramp at 44th Avenue West

E3b. Ending Landmark

204th/44th Avenue West

E4. Map and Graphics

[City of Lynnwood - 44th Underpass Improvements Map Graphics.pdf \(2.29 MB\)](#)

F. Plan Consistency

F1. Is the project specifically identified in a local comprehensive plan?

Yes

F2. If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

Comprehensive Plan, Transportation, Bicycle Project B43, pg. 5.46

City Center Project Prioritization Resolution 2014-15 – Pedestrian Project #3 (available on lynnwoodwa.gov/citycenter)

F3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

G. Federal Functional Classification

G1. Federal Func. Class.

Urban Functional Classification (Over 5,000 population)

G2. Rural Func.**G3. Urban Func.**

14 Principal Arterial

H. Support for Centers

H1. Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?

The project is in the PSRC designated Lynnwood Urban Regional Growth Center (RGC). The project connects directly with the Lynnwood City Center, a district of the RGC. The City Center is currently planned for 9.1 million square feet of urban, mixed use development adjacent to the future Lynnwood Transit Center as part of Lynnwood Link Extension.

H2. Describe how the project supports existing and/or planned population/employment activity in the center and implements specific policies or projects identified for the center in an adopted plan.

The project will support the existing and planned populations of the center by allowing year-round access under I-5. The City Center is expecting a population of 5,400 residents with 5.5 million square feet of commercial space. The Opportunity Index of the surrounding areas is characterized as 'Low; and 'Very Low'; the 44th Avenue West Underpass project will support improving opportunities in this area. This project will provide significantly improved access to and from job centers and increasing housing choices in South Snohomish County.

H3. Describe how the project helps the center develop in a manner consistent with the adopted policies and plans for the center. For example, implementing specific policies or projects identified for the center in an adopted plan.

Access to the Lynnwood Transit Center Station and Interurban Trail will directly support multimodal connectivity. This is an underlying principle of Vision 2050 to address Climate Change (CC-Action-3 & 4), Healthy Communities (MPP-DP-15), Supporting Connections to Opportunity (MPP-DP-22), and Transportation (MPP-T-12).

The Lynnwood City Center Sub-Area Plan identifies consistent policies including Bicycle Linkages (CCT-14) "Identify opportunities to provide bicycle linkages between the City Center, and Interurban Trail and other key bicycle routes". This was further identified in the City Center Priorities Resolution 2014-15 and negotiated with Sound Transit as an enhancement project for Lynnwood Link Extension and ST I-405 BRT.

NOTE: "I. Category-Specific Criteria" will only be filled out for the project category being applied to (question A1).

I. Category-Specific Criteria: Bicycle and Pedestrian Projects

I1. Describe how the project extends or completes a regional or local bicycle and pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

The Interurban Trail is a regional facility for bicyclists and pedestrians and is the backbone for multimodal connections. The City of Lynnwood is building additional connectors to the Interurban Trail in the Lynnwood

City Center with the Scriber Creek Trail and a planned 44th Avenue West Shared Use Path. The proposed project will improve significantly a sidewalk south of the Interurban Trail and City Center under I-5. This connection will serve as a feeder to the Lynnwood Transit Center from the Northview Business Park and development in Mountlake Terrace. This project will also connect to the 44th Avenue Shared Use Path secured through a public/private partnership.

12. Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

The existing route includes a portion that is located under Interstate 5. This portion is approximately 250-feet long that lacks any lighting, is subject to flooding, and is extremely narrow for any user. The auto-dominate character and lack of comfort of the existing pathway is difficult for the most experienced users during the nicest weather.

The proposed project will provide an improved facility by widening the pathway to support multimodal uses, improve drainage, and create an atmosphere for year-round use through lighting and artwork. These improvements will drastically improve the comfort and appeal of the facility for a wider range of users connecting to the Interurban Trail and the Lynnwood City Center Station.

13. Describe how the project addresses safety and security.

The current facility is inadequate for pedestrians and bicyclists. The existing narrow pathway is dark and subject to flooding. Evidence of users seeking alternatives to this path is prevalent in the area as pathways have been worn into the landscape. These pathways conflict with vehicles accessing Interstate 5 at 44th Avenue West (uncontrolled on-ramp) and lack designated crossings at major intersections.

The proposed project will provide users with a high-quality multimodal facility that is the natural and preferred route for pedestrians and bicyclists. This will eliminate the existing conflicts at the 44th Avenue West onramp. This project will also establish the natural place for users to connect to the destination without interfering with free flow access to Interstate 5.

14. Describe the connections to other multimodal facilities the project provides. For example, high capacity or other transit stations, ferry terminals, etc.

The proposed project improves connection to the Lynnwood Transit Center at the Lynnwood Transit Center. This location will include connection to light rail with service to Federal Way and Redmond (2024), Bus Rapid Transit by both Community Transit and Sound Transit, as well as local transit services connecting the surrounding destinations including Edmonds/Kingston Ferry and Mukilteo/Clinton ferries. The center will include parking for approximately 1,800 vehicles, but daily ridership is projected to exceed 17,000. The demand for connectivity to this transit center will rely on multimodal connections including the proposed project.

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

The 44th Underpass will support a large variety of user groups. The connection's location in the regional growth center will link the existing commercial and residential users promoting commuting to and from the Lynnwood area. The proposed improvement will provide an increased level of comfort widening the range of possible users. This facilities' connection to the Interurban Trail and Lynnwood Transit Center anticipates users will include commuters, residents, guests at nearby hotels, recreational and commercial users, and new users to transit.

16. Describe how the project will benefit populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

The proposed project is in a rapidly developing area associated with the implementation of the Lynnwood Link Extension. The surrounding census tracts near the project include above regional averages of people of color, people with low incomes, people with disabilities, and people with limited English proficiency. The proposed project will improve a facility that lacks usability for all population due to narrow, seasonal flooding, and lack of lighting. One project within the immediate project area is the Screek Creek Apartments. Constructed in 2016, the complex provides 276 units limited to household incomes at the 60% AMI level.

17. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

If the project does not receive funding, the project will be delayed until future funding opportunities are available. This will limit access to the Lynnwood Transit Center by multimodal users. This will disproportionately impact those who have no other options to reach the transit center besides walking or biking. Some users will still be required to travel on the inadequate facility placing them on a narrow pathway subject to flooding, limited visibility and challenging intersection crossings. The inadequate facility will continue to encourage others to seek their own connection on the westside of 44th Avenue West conflicting with the freeway onramps.

I. Category-Specific Criteria: Historic Resources Projects

I1. Describe the current or former transportation use of the facility.

I2. Describe the historic significance of the facility. This could include designation as a local, state or national landmark; listing as a contributing part of a local, state or National Register historic district; or a determination of eligibility for listing in the National Register.

I3. Describe the planned use of the facility and the project's relationship to the transportation system.

I4. Describe how the project is part of a larger historic preservation plan.

I5. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

I6. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

I7. Describe the long-term preservation and/or maintenance plans for the facility.

I8. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

I. Category-Specific Criteria: Environmental Projects

I1. Describe the relationship of the project to the transportation system.

I2. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

I3. Describe how well the project goes over and above what is normally required.

I4. Describe the long-term maintenance plans for the project.

I5. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

I6. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

J. PSRC Funding Request

J1. Has this project received PSRC funds previously?

Yes

J2. Please provide the project's PSRC TIP ID.

LYN-51

K. PSRC Funding Request (cont.)

Phase	Year	Amount
Construction	2023	\$1600000
		\$
		\$

Total PSRC Funding Request:

\$1600000

Total Estimated Project Cost and Schedule

L. Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Planning Phase Cost:

\$0

Expected year of completion for this phase:

M. Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Secured	\$255672
Local	Local	Secured	\$144328
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost:

\$400000

Expected year of completion for this phase:

2022

N. Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$0
			\$
			\$
			\$
			\$

Total Right of Way Phase Cost:

\$0

Expected year of completion for this phase:

No ROW Required

O. Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$1600000
Local	Local	Secured	\$1600000
			\$
			\$
			\$

Total Construction Phase Cost:

\$3200000

Expected year of completion for this phase:

2023

P. Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Other Phase Cost:

\$0

Expected year of completion for this phase:

Q. Project Summary

Total Estimated Project Cost:

\$3600000

Estimated Project Completion Date (month and year):

Dec, 2023

R. Financial Documentation

R1. Please enter a description of your financial documentation in the text box below.

The 2021-22 Budget Sheets highlight locally secured funds from the Economic Development Infrastructure Fund (EDIF) and REET II. These pages are from the City's approved budget available at www.lynnwoodwa.gov/Government/Departments/Finance/Budget-and-Strategic-Planning. The 2021-2022 Budget Detail document identifies the secured local funding totally \$1,600,000.

R2. Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

[City of Lynnwood - 2021-22 Budget Detail.pdf \(413 KB\)](#)

[City of Lynnwood - 2021-22 Budget Sheets.pdf \(1.84 MB\)](#)

Project Readiness

S. Preliminary Engineering/Design

S1. Are you requesting funds for ONLY a planning study or preliminary engineering?

No

S2. What is the actual or estimated start date for preliminary engineering/design?

February, 2022

S3. Is preliminary engineering/design complete?

No

S3a. What was the date of completion (month and year)?

S4. Have preliminary plans been submitted to WSDOT for approval?

No

S3b. 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.

S5. When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

October, 2022

T. Environmental Documentation

T1. What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).

Categorical Exclusion (CE)

T2. Has NEPA documentation been approved?

No

T3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

December, 2022

U. Right of Way

U1. Will Right of Way be required for this project?

No

U2. What is the actual or estimated start date for right of way (month and year)?

U3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

U4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

U5. What is the zoning in the project area?

U6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

U7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

U7a. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

U8. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

V. Construction

V1. Are funds being requested for construction?

Yes

V2. Do you have an engineer's estimate?

Yes

V3. Please attach the engineer's estimate.

[City of Lynnwood - Project Estimate 2021.pdf \(436 KB\)](#)

V4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.

The project's scope is limited to eliminate impacts to existing wetlands removing need for environmental permits. The project will include permits for grading, walls, right-of-way, and signage.

V5. Are Plans, Specifications & Estimates (PS&E) approved?

No

V6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

December, 2022

V7. When is the project scheduled to go to ad (month and year)?

March, 2023

W. Other Considerations

W1. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

The integration of transit-oriented development in the Puget Sound is critical for implementation of Vision 2050. The Lynnwood City Center is continuing to be shaped around alternative modes of transportation including light rail as well as multimodal connections. The City of Lynnwood has partnered with Merlone Geier Partners for the development of Northline Village which is an 18 acre TOD project. Northline Village includes a public private partnership to create a 44th Shared Use Path continuing north towards the Lynnwood Library and Recreation Center. The City has also partnered with Sound Transit to improve a portion of the area for improved pedestrian areas north of the project location. Sound Transit's I-405 BRT project team recognizes the importance of this project and it has been included as a recommended project for I-405 BRT Access Allowance funding that will be submitted to the Sound Transit Board for their consideration and action in 2022.

The City's continued use of partnerships with PSRC, Sound Transit, and private development is relevant for recommendation to construct the proposed project.

W2. Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

The proposed project was included as a goal of the City Center Subarea Plan and Lynnwood Comprehensive Plan. Both received significant feedback from the public at the time of their development including stakeholder groups, open houses, and surveys. Implementation of the proposed project was further supported by the public in adoption of Resolution 2014-15 prioritizing City Center projects including the proposed 44th

Avenue West Underpass. Most recently, the City partnered with the Urban Land Institute to identify connectivity within the City Center. This resulted in a study conducted in 2020 identifying the proposed project as a significant need to continue to develop City Center and build a multimodal network to and from the Lynnwood Transit Station.

W3. Please upload any relevant documents here, if they have not been uploaded previously in this application.

[PSRC TAP Lynnwood-Signed.pdf \(503 KB\)](#)

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Kim Pearson at kpearson@psrc.org to have it returned to you.

Project: 44th Avenue West Underpass
 Prepared By: David Mach, PE
 Date: 12/2/2021

Project Estimate

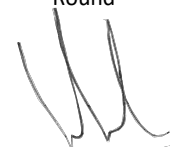
Detail Estimate
 CONSTRUCTION

Construction Duration 5

#	Item Description	Unit	Quantity	Unit Cost	Total Cost
1	Clearing & grubbing	ACRE	0.055	\$300,000	\$16,500
2	Roadway Excavation incl. Haul	CY	1500	\$50	\$75,000
3	Removing cement concrete curb & gutter	LF	565.9	\$50	\$28,295
4	Removing cement concrete sidewalk	SY	260.45	\$65	\$16,929
5	Removal of Structure and Obstruction	LS	1	\$50,000	\$50,000
6	Curb and Gutter	LF	323.4	\$150	\$48,510
7	Cement Concrete curb ramp	EA	2	\$20,000	\$40,000
8	Asphalt Trail (Underpass)	SY	330	\$100	\$33,000
9	Asphalt Trail (North of I-5)	SY	600	\$100	\$60,000
10	Walls Soil-Nail (use 4' face of wall)	SF	1890	\$150	\$283,500
11	Walls-Cut/Fill (North of I-5)	SF	1250	\$80	\$100,000
12	Walls to protect bridge columns (use 3' face of wall)	SF	810	\$70	\$56,700
13	Wall railing for pedestrian (North of I-5)	LF	900	\$200	\$180,000
14	Decorative wall face	SF	1080	\$40	\$43,200
15	Masonry Slope Protection	SY	17	\$500	\$8,500
16	Precast Retaining Wall Cap	LF	270	\$50	\$13,500
17	Special Column Treatment	EA	17	\$15,000	\$255,000
18	Special Lighting/Overhead Lighting	LS	1	\$100,000	\$100,000
19	Utility modifications (City Utility)	Mile	0.105	\$150,000	\$15,750
20	Landscaping	LF	547	\$100	\$54,700
21				Subtotal (Line 1 to 20)	\$1,479,084
22	TESC	%	3%	% of Subtotal line 21	\$44,373
23	Traffic Control	%	10%	% of Subtotal line 21	\$147,908
24	Mobilization	%	10%	% of Subtotal line 21	\$147,908
25	Miscellaneous (for other unlisted bid items)	%	10%	% of Subtotal line 21	\$147,908
26				Subtotal (Line 21 to 25)	\$1,967,181
27	Construction Management	%	15%	% of Subtotal line 26	\$295,077
28				Subtotal (line 26 to 27)	\$2,262,258
29	Construction Contingency	%	25%	% of Subtotal line 28	\$491,795
30				Subtotal (line 28 to 29)	\$2,754,053
31	Construction Inflation	%	3%	% of Inflation over 5 yr	\$ 438,649
32				Construction Total	\$3,192,702
				Round	\$3,200,000

DESIGN

1	Design	%	15%	% of Construction Total	\$345,000
2	WSDOT	%	0.4%	% of Construction Total	\$10,000
3	Permitting	%	0.4%	% of Construction Total	\$10,000
4	Design Contingency	%	10%	% of Design	\$34,500
5				Subtotal (line 1 to 4)	\$399,500
6	Design Inflation	%	3%	% of Inflation over 0 yr	\$ -
7				Design Total	\$399,500
				Round	\$400,000



David Mach
 12/02/2021

Capital Spending Plan, 2021-22

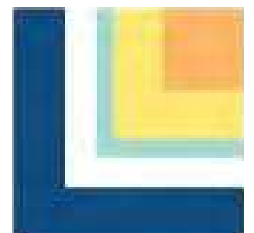
	Project	Proposed Budget	Fund 020: EDIF	Fund 330: REET 2
37	<u>ST2 and ST3</u>			
38	48th Ave W Bike and Ped Improvements. Match for design	1,300,000	1,000,000	300,000
39	City Center Gateway: I-5/44th Ave. W. Underpass Improvements. Match for Const.	1,600,000	1,000,000	599,783

Biennial Budget 2021-2022

Improving ○ *Transforming* ○ *Achieving*



CITY OF LYNNWOOD
WASHINGTON





1. Responsible Department(s): Development and Business Services

2. Brief Description and Purpose:

On February 23, 2015, the Lynnwood City Council adopted Ordinance No. 3110 creating the Economic Development Infrastructure Fund (EDIF). The EDIF provides funding to address the purposes of the Economic Development Infrastructure Policy (EDIP), created pursuant to Resolution No. 2012-06 adopted by the City Council on July 16, 2012.

EDIP provides a framework and guidelines for Lynnwood to participate in the funding of public infrastructure and public facilities in support of the City's economic development. Pursuant to the EDIP, the City may use a variety of funding sources to finance public infrastructure and public facilities associated with economic development.

3. Highlights and Changes for 2021-2022:

City Council adopted an Economic Development Action Plan in October 12, 2015, the Strategic Plan 2018-2022, and the City is preparing a Strategic Capital Plan of future infrastructure improvements. These documents serve to identify potential funding in 2021-2022 and beyond for analysis, design, and implementation of projects associated with the City Center, Sound Transit Light Rail, and strategic opportunities. Actual expenditures and transfers from the EDIF fund will be identified and approved through Capital Budgets and project-specific Financial Plans. Potential projects to be funded through EDIF include:

EDIF Transfers to Fund 360 Transportation:

- 196th St SW Improvement Project Construction \$1M
- 42nd Ave W ROW Acquisition \$2M
- Veteran's Park Sidewalk Improvements \$500K
- 48th Ave W Sound Transit Improvements \$1M
- 44th Ave W Underpass Improvements \$1M

EDIF Transfers to Fund 357 Other Capital:

- Strategic opportunities \$4M

4. Highlights and Accomplishments during 2019-2020:

- Monitored revenues allocated to the EDIF.
- Identified potential projects that align with the Economic Development Infrastructure Policy Resolution No. 2012-06 that support related goals and priorities of the Community Vision, Strategic Plan and other economic development source documents.
- EDIF was used to assist in property acquisition for the 196th St SW Improvement project. This project benefits City Center and provides multi-modal transportation options.

- Identified EDIF as a potential bid contingency for the 196th St SW Improvement project. Anticipated bid and bid award in 2020.
- Due to the COVID-19 budget impacts, EDIF revenues were used to partially address the city's shortfall in sales tax revenues and the resulting budget gap.

5. Fund Cost (summary):

SOURCES & USES OF FUNDS	2018 Actual	2019 Actual	2020 Projected	2019-2020 Budget	2021-2022 Budget
REVENUES AND OTHER SOURCES:					
BEGINNING FUND BALANCES	\$ 5,628,577	\$ 9,444,064	\$10,559,048	\$ 9,444,064	\$11,084,048
OPERATING REVENUES					
Sales Tax	1,895,176	1,106,141	-	1,475,721	-
Building permits	1,219,690	348,252	-	1,410,000	-
Sale of Capital Asset	-	-	-	-	-
Investment Interest	135,621	315,591	150,000	100,000	300,000
Total Revenues	3,250,487	1,769,984	150,000	2,985,721	300,000
OTHER FINANCING SOURCES					
Transfer from LID 93 Fund	\$ -	\$ 375,000	\$ 375,000	\$ 750,000	\$ -
Transfer from Gen Govt Capital	290,000	-	-	-	-
Transfer from Transportation C	275,000	-	-	-	-
TOTAL OTHER FINANCING SOURCES	\$ 565,000	\$ 375,000	\$ 375,000	\$ 750,000	\$ -
TOTAL REVS & OTHER SCRS	\$ 9,444,064	\$11,589,048	\$11,084,048	\$13,179,785	\$11,384,048
EXPENDITURES & OTHER USES					
OPERATING EXPENDITURES					
Economic Development Program	-	-	-	-	-
Total Operating Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -
Operating Revenues over (under)					
Operating Expenditures	\$ 3,250,487	\$ 1,769,984	\$ 150,000	\$ 2,985,721	\$ 300,000
OTHER FINANCING USES					
Transfer to Gen Govt Capital Fun	\$ -	\$ -	\$ -	\$ 5,670,000	\$ 4,000,000
Transfer to Transportation Cap F	-	1,030,000	-	1,330,000	5,500,000
TOTAL OTHER FINANCING USES	-	1,030,000	-	7,000,000	9,500,000
TOTAL EXPEND & OTHER USES	\$ -	\$ 1,030,000	\$ -	\$ 7,000,000	\$ 9,500,000
ENDING FUND BALANCES					
Reserved For:					
Economic Development Infrast.	9,444,064	10,559,048	11,084,048	6,179,785	1,884,048
ENDING FUND BALANCES	\$ 9,444,064	\$10,559,048	\$11,084,048	\$ 6,179,785	\$ 1,884,048
TOTAL EXPENDITURES, OTHER					
USES & FUND BALANCES	\$ 9,444,064	\$11,589,048	\$11,084,048	\$13,179,785	\$11,384,048



1. Responsible Department(s): Administrative Services

2. Brief Description and Purpose:

This fund was established in 2006 by Ordinance 2612 to support the levy of an additional one-quarter of one percent (0.25%) excise tax on the sale of real property within the City of Lynnwood. The revenues are used to fund capital projects. Revenue received from REET II are deposited into this fund and become available for transfer to capital project funds according to the City's adopted capital plans.

3. Highlights and Changes for 2021-2022:

REET II Funds were used towards several transportation projects and towards general upgrades to City municipal buildings.

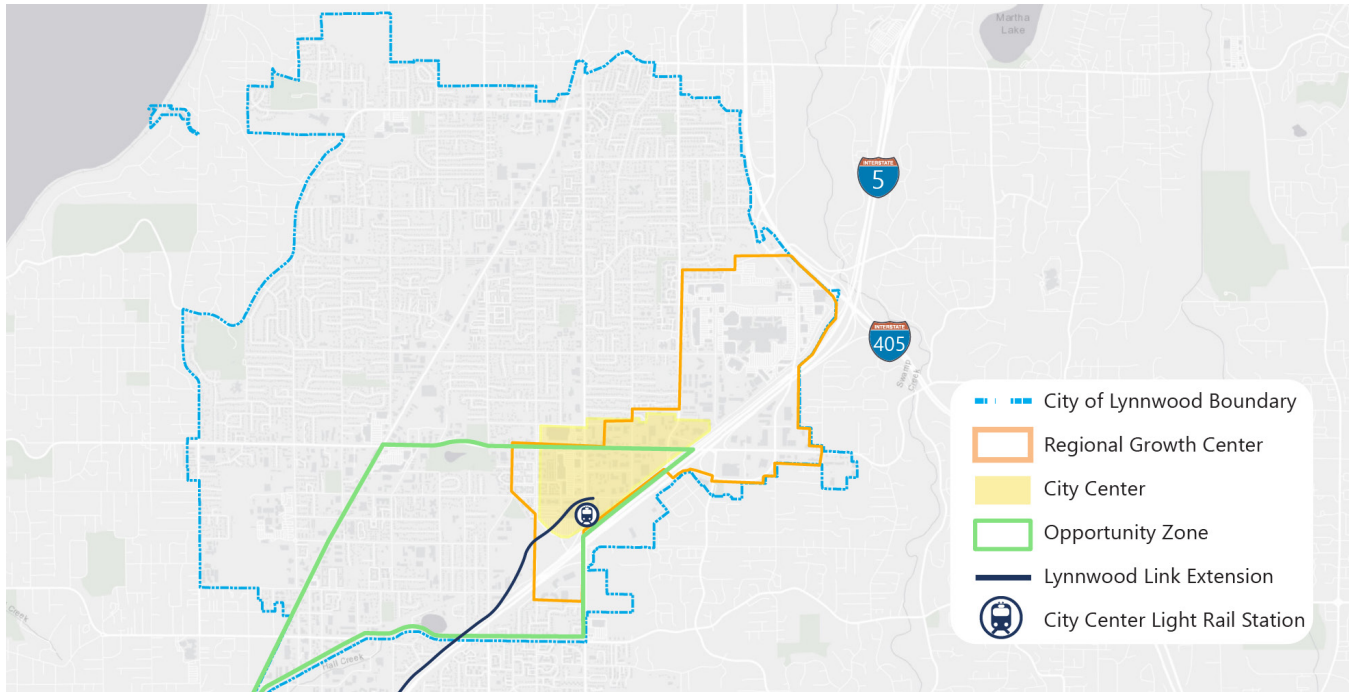
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4. Fund Financial Summary:

SOURCES & USES OF FUNDS	2018 Actual	2019 Actual	2020 Projected	2019-2020 Budget	2021-2022 Budget
REVENUES AND OTHER SOURCES:					
BEGINNING FUND BALANCES	\$ 1,396,660	\$ 2,741,162	\$ 2,875,598	\$ 2,741,162	\$ 3,575,598
REVENUES					
REET 2nd 1/4% Tax	1,776,776	1,246,402	660,000	2,200,000	1,600,000
Investment Interest	39,320	89,595	40,000	40,000	70,000
Total Revenues	1,816,096	1,335,997	700,000	2,240,000	1,670,000
OTHER FINANCING SOURCES					
Transfer from Roadway Surfacing Fund	-	-	-	-	-
Transfer from 204th/SR 99 Fund	-	-	-	-	-
TOTAL OTHER FINANCING SOURCES	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL REVS & OTHER SCRS	\$ 3,212,756	\$ 4,077,159	\$ 3,575,598	\$ 4,981,162	\$ 5,245,598
OTHER FINANCING USES					
Transfer to Street Fund 111	-	-	-	-	-
Transfer to Debt Service	-	-	-	500,000	-
Transfer to Transportation Cap Fund	96,594	901,561	-	3,225,000	3,051,554
Transfer to Facilities Capital Fund	-	300,000	-	300,000	182,568
Transfer to Parks & Rec Capital Fund	64,900	-	-	293,000	1,999,373
Transfer to Utility Capital Fund	310,100	-	-	-	-
Total Other Financing Uses	471,594	1,201,561	-	4,318,000	5,233,495
TOTAL EXPEND & OTHER USES	\$ 471,594	\$ 1,201,561	\$ -	\$ 4,318,000	\$ 5,233,495
ENDING FUND BALANCES					
Reserved For:					
Capital Projects	2,741,162	2,875,598	3,575,598	663,162	12,103
ENDING FUND BALANCES	\$ 2,741,162	\$ 2,875,598	\$ 3,575,598	\$ 663,162	\$ 12,103
TOTAL EXPENDITURES, OTHER USES & FUND BALANCES	\$ 3,212,756	\$ 4,077,159	\$ 3,575,598	\$ 4,981,162	\$ 5,245,598

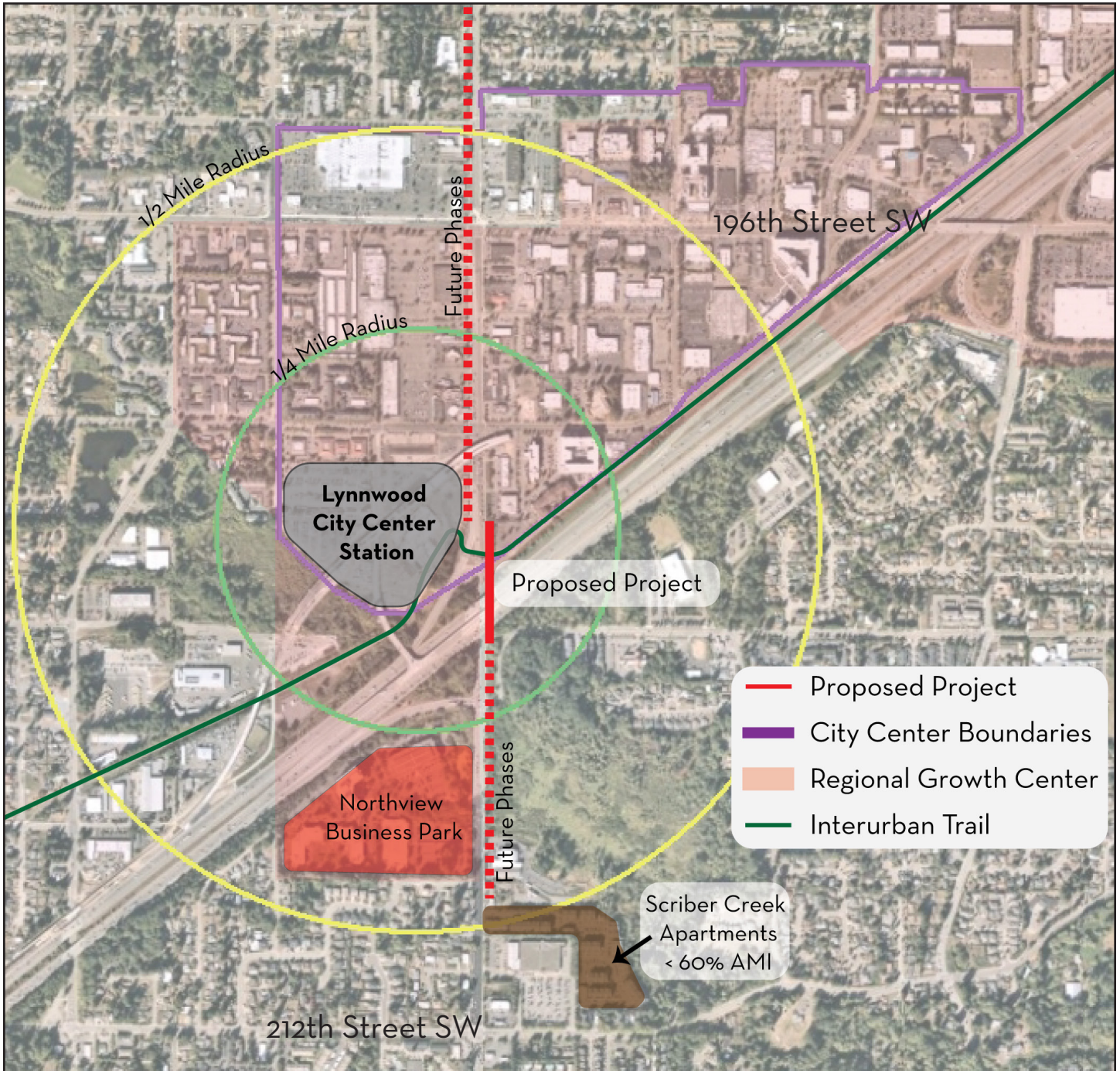


44TH AVENUE WEST UNDERPASS



Lynnwood City Engineer
David Mach, PE
dmach@lynnwoodwa.gov

44TH AVENUE WEST UNDERPASS



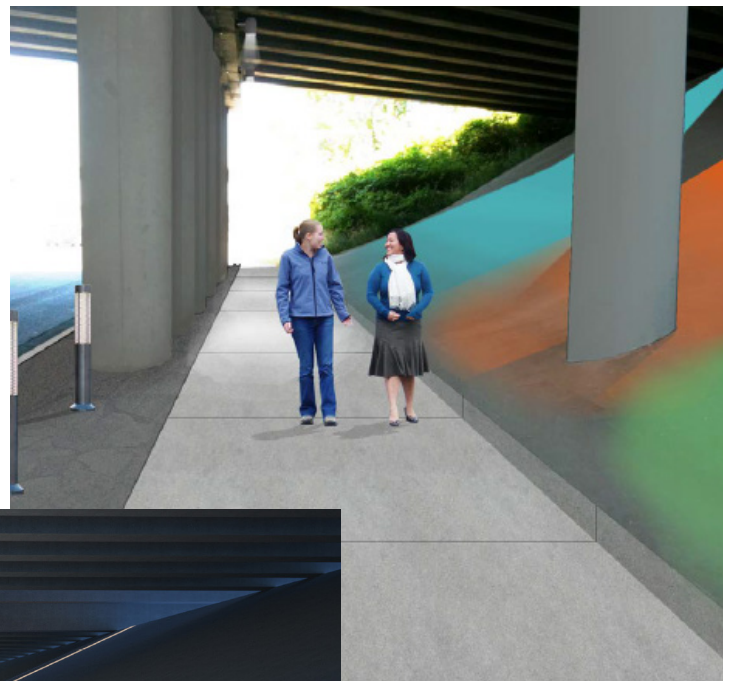
Lynnwood City Engineer
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44TH AVENUE WEST UNDERPASS



Existing: The existing underpass is a dark, narrow, and limited route for multi-modal connectivity.

Proposed: The proposed pathway will be a 10'-12' shared use pathway with lighting and artwork to connect to Lynnwood City Center Station.



Lynnwood City Engineer
David Mach, PE
dmach@lynnwoodwa.gov



December 1, 2021

Kelly McGourty
Puget Sound Regional Council
1011 Western Avenue Suite 500
Seattle, WA 98104

Dear Ms. McGourty;

I am writing in support of the City of Lynnwood's application to the Transportation Alternatives Program (TAP).

The 44th Avenue W I-5 Underpass Pedestrian and Bicycle Improvement- project is a vital connection point across Interstate 5 for current and future development in the Lynnwood Regional Growth Center. This new access will reconnect Lynnwood and provide multimodal connectivity to Sound Transit's Lynnwood City Center Station, currently under construction with a targeted opening date of June 2024; this station and connection will facilitate transit-oriented development. In addition, it supports Sound Transit's I-405 Bus Rapid Transit (BRT) project, currently in preliminary engineering and environmental review, with a route to the Lynnwood Transit Center. Sound Transit's I-405 BRT project team recognizes the importance of this project and has been told that it will be included as a recommended project for I-405 BRT Access Allowance funding that will be submitted to the Sound Transit Board in 2022.

This project will provide a safer, more equitable, and more direct connection to access Lynnwood's regionally vital business and employment centers. Completion of this project will be a catalyst for implementing the smart growth principles of Lynnwood's City Center Sub-Area Plan. Current development is creating a new neighborhood that emits fewer carbon emissions with LEED Silver qualified buildings and regional connections to transit. The project includes infrastructure that will reconnect Lynnwood and improve multimodal connections to the Interurban Trail, Scriber Creek Trail, and Lynnwood City Center Station.

Thank you for this opportunity to express Sound Transit's support for this important project.

Sincerely,

Mary Cummings
Chief Administrative Officer/Acting Chief Financial Officer

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