



2026-2031 TRANSPORTATION IMPROVEMENT PROGRAM

ADOPTED JUNE 25, 2025

RESOLUTION NO: 1074

A RESOLUTION OF THE CITY OF MOUNT VERNON, WASHINGTON, ADOPTING THE 2026-2031 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM FOR THE DEVELOPMENT OF THE CITY'S TRANSPORTATION SYSTEM

WHEREAS, the City of Mount Vernon has the responsibility to maintain and operate the street network located within the City rights-of-way; and

WHEREAS the City of Mount Vernon Public Works Department is responsible for developing and annually updating a Transportation Improvement Program (TIP) that identifies transportation improvement projects for the next six years following adoption; and

WHEREAS, the planned improvements are consistent with the City of Mount Vernon's Vision Statement, its Comprehensive Plan, and as authorized by Chapter 35.77.010 RCW: and

WHEREAS, a public hearing was held on June 11, 2025, to receive public comments on the draft 2026-2031 TIP;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MOUNT VERNON, WASHINGTON, AS FOLLOWS:

Section 1. Acceptance. The attached 2026-2031 Six-Year Transportation Improvement Program project list is hereby accepted and shall be the guide for the planning and construction of necessary transportation improvements in the City of Mount Vernon.

PASSED BY THE CITY COUNCIL OF THE CITY OF MOUNT VERNON, WASHINGTON, AT A REGULAR MEETING THEREOF THIS 25th DAY OF JUNE 2025.

Peter Donovan, Mayor

ATTEST:

Becky Jensen, City Clerk

APPROVED AS TO FORM:

Kevin Rogerson, City Attorney

TABLE 1 - 2026-2031 TRANSPORTATION IMPROVEMENT PROGRAM (TIP): PROGRAMMED PROJECTS

Project Name	Project Number	Phases Programmed	2026	2027	2028	2029	2030	2031	Total 2026-2031
Pedestrian-Bicycle Improvement Projects			Active Projects:	14	11	10	9	11	11
Kulshan Trail Safety Lighting - 3	T-23-06	All	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
Kulshan Trail Safety Lighting - 2	T-23-05	All	\$ -	\$ -	\$ -	\$ -	\$ 30,700	\$ 81,000	\$ 111,700
Kulshan Trail Safety Lighting - 4	T-23-07	All	\$ -	\$ -	\$ -	\$ -	\$ 40,700	\$ 120,200	\$ 160,900
S 15th Street Sidewalk Improvements	T-06-04	Con	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000
Cleveland Street/West Broadway Crosswalk Improvements	T-25-01	All	\$ -	\$ 85,000	\$ 275,000	\$ -	\$ -	\$ -	\$ 360,000
Fir Street Crosswalk Improvements (18th St to 8th St)	T-25-02	All	\$ -	\$ -	\$ 250,000	\$ 950,000	\$ -	\$ -	\$ 1,200,000
Hoag Road/19th Place Crosswalk Improvements	T-25-03	All	\$ -	\$ 79,000	\$ 330,000	\$ -	\$ -	\$ -	\$ 409,000
10th Street/Warren Street Crosswalk Improvements	T-25-04	All	\$ 86,000	\$ 295,000	\$ -	\$ -	\$ -	\$ -	\$ 381,000
18th Street/Hillcrest Parkway Crosswalk Improvements	T-25-11	All	\$ 38,000	\$ 132,000	\$ -	\$ -	\$ -	\$ -	\$ 170,000
Steward/Hoag Road Bicyclist Improvements (Freeway Dr to Urban Ave)	T-25-05	All	\$ -	\$ -	\$ 55,000	\$ 275,000	\$ -	\$ -	\$ 330,000
Market Street Bicyclist Improvements (Stewart Rd to Commercial St)	T-25-06	All	\$ -	\$ -	\$ 50,000	\$ 220,000	\$ -	\$ -	\$ 270,000
Fir Street Pedestrian-Bicyclist Improvements (30th St to Waugh Rd)	T-94-14	All	\$ -	\$ -	\$ -	\$ -	\$ 165,000	\$ 722,500	\$ 887,500
Fir Street Bicyclist Improvements (30th St to 4th St)	T-25-07	All	\$ -	\$ -	\$ -	\$ 150,000	\$ 610,000	\$ -	\$ 760,000
Intersection Improvement Projects									
Riverside Drive/Pacific Place Intersection Improvements	T-25-08	Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000
Complete Streets Projects									
Riverside Drive Improvements - 1 (College Wy to Cedar St)	T-19-03	Design,ROW	\$ 240,000	\$ 140,000	\$ 200,000	\$ -	\$ -	\$ -	\$ 580,000
Riverside Drive Improvements - 2 (College Wy to Skagit River Bridge)	T-20-01	All	\$ 300,000	\$ 400,000	\$ -	\$ -	\$ 375,000	\$ -	\$ 1,075,000
30th Street Improvements - 1 (College Wy to Paul Pl)	T-02-24a	All	\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ 380,000	\$ 740,000
Blackburn Road Extension Planning (Little Mtn Rd to Eaglemont Dr)	T-94-21	Planning	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Blackburn Road Extension (Little Mtn Rd to Eaglemont Dr)	T-24-01	Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000
Division Street Corridor Study (N 6th St to Mount Vernon-Big Lake Road)	T-25-13	Planning	\$ 200,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000
Annual Programs									
[Year] Street Overlay	T-00-02	All	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,150,000	\$ 1,000,000	\$ 6,150,000
[Year] Citywide Signal Repair and Replacement	T-07-02	All	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 270,000
[Year] Citywide ADA Pedestrian Improvements	T-16-01	All	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000
[Year] Citywide Sidewalk Repair Program	T-08-01	All	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000
[Year] Citywide Intersection Signal Cabinet Replacements	T-25-12	All	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 150,000
Transportation Project Totals:			\$ 2,769,000	\$ 2,326,000	\$ 2,355,000	\$ 2,790,000	\$ 2,566,400	\$ 3,098,700	\$ 15,905,100

TABLE 2 - 2026-2031 TRANSPORTATION IMPROVEMENT PROGRAM (TIP): PROJECTS NOT PROGRAMMED

Project Name	Project Number	Project Phase	Estimated Funding Need (2025 Opinion of Cost)	
<i>Pedestrian-Bicyclist Improvement Projects</i>				
30th Street Pedestrian-Bicyclist Improvements (Fir St to Manito Dr)	T-02-24b	All	\$	1,502,000
Blackburn Road Pedestrian-Bicyclist Improvements (Cedar Hills Dr to Little Mtn Rd)	T-94-19	All	\$	2,010,000
Fowler Shared-Use Trail Extension (Laventure Rd to Future 30th St)	T-02-10	All	\$	665,000
River Dike Shared-Use Trail Improvements (Division St to City Limits)	T-02-13	All	\$	340,000
Skagit River Pedestrian Bridge (Main St to Ball St)	T-17-02	All	\$	14,410,000
	Subtotal:		\$	18,927,000
<i>Intersection Improvement Projects</i>				
Riverside Drive/Pacific Place Intersection Improvements	T-25-08	ROW/Con	\$	7,970,000
13th Street/Broad Street Intersection Improvements	T-23-03	All	\$	820,000
6th Street/Division Street Intersection Improvements	T-23-04	All	\$	400,000
Laventure Road/Blackburn Road Intersection Improvements	T-13-01	All	\$	1,208,000
18th Street/Blackburn Road Intersection Improvements	T-07-06	All	\$	2,124,000
2nd Street/Blackburn Road Intersection Improvements	T-25-10	All	\$	4,000,000
Hickox Road/I-5 Interchange Completion	T-05-09	All	\$	7,655,000
	Subtotal:		\$	24,177,000
<i>Complete Streets Projects</i>				
Riverside Drive Improvements - 1 (College Wy to Cedar St)	T-19-03	Con	\$	3,275,000
Martin Road Complete Streets Improvements (Trumpeter Dr to McLaughlin Rd)	T-05-02	All	\$	2,366,000
Digby Road Complete Streets Improvements (E Division St to Section St)	T-25-09	All	\$	3,105,000
Broad Street Realignment (Blodgett Rd to 12th St)	T-03-02	All	\$	3,160,000
Kincaid Street Complete Streets Improvements (3rd St to I-5)	T-19-04	All	\$	10,000,000
30th Street Extension (Blackburn Rd to 30th St)	T-02-06	All	\$	1,728,000
Blackburn Road Extension (Little Mtn Rd to Eaglemont Dr)	T-24-01	ROW/Con	\$	11,000,000
	Subtotal:		\$	34,634,000
<i>Annual Programs</i>				
None Listed			\$	-
	Subtotal:		\$	-
Total Additional Funding For Projects Not Programmed:			\$	77,738,000

TABLE 3 - FISCAL FEASIBILITY TABLE FOR 2026-2031 TRANSPORTATION IMPROVEMENT PROGRAM

Project Name	City Project Number	General Fund Reserve	General Fund	Arterial Street Fund	REET II	Surface Water Utility Reserves	Surface Water Utility	Impact/Mitigation Fees	TBD	Grants (Awarded)	Other	Total 2026-2031	Additional Funding Needed	Program Toggle
Pedestrian-Bicycle Improvement Projects														
Kulshan Trail Safety Lighting - 3	T-23-06	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 275,000	\$ -	\$ 300,000	\$ -	1
Kulshan Trail Safety Lighting - 2	T-23-05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 111,700	\$ -	\$ -	\$ 111,700	\$ (456,800)	1
Kulshan Trail Safety Lighting - 4	T-23-07	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,900	\$ -	\$ -	\$ 160,900	\$ (890,800)	1
15th Street Sidewalk Improvements	T-06-04	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	1
Cleveland Street/West Broadway Crosswalk Improvements	T-25-01	\$ -	\$ -	\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 360,000	\$ -	1
30th Street Pedestrian-Bicyclist Improvements (Fir St to Manito Dr)	T-02-24b	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,502,000)	1
Fir Street Crosswalk Improvements (18th St to 8th St)	T-25-02	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ 1,200,000	\$ -	1
Hoag Road/19th Place Crosswalk Improvements	T-25-03	\$ -	\$ -	\$ 409,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 409,000	\$ -	1
10th Street/Warren Street Crosswalk Improvements	T-25-04	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 281,000	\$ -	\$ -	\$ 381,000	\$ -	1
18th Street/Hillcrest Parkway Crosswalk Improvements	T-25-11	\$ -	\$ -	\$ 52,000	\$ -	\$ -	\$ -	\$ -	\$ 118,000	\$ -	\$ -	\$ 170,000	\$ -	1
Steward/Hoag Road Bicyclist Improvements (Freeway Dr to Urban Ave)	T-25-05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 280,000	\$ -	\$ -	\$ 330,000	\$ -	1
Market Street Bicyclist Improvements (Stewart Rd to Commercial St)	T-25-06	\$ -	\$ -	\$ 270,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 270,000	\$ -	1
Fir Street Pedestrian-Bicyclist Improvements (30th St to Waugh Rd)	T-94-14	\$ -	\$ -	\$ 655,000	\$ 232,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 887,500	\$ (2,767,500)	1
Fir Street Bicyclist Improvements (30th St to 4th St)	T-25-07	\$ -	\$ -	\$ 610,000	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ 760,000	\$ -	1
Blackburn Road Pedestrian-Bicyclist Improvements (Cedar Hills Dr to Little Mtn Rd)	T-94-19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,010,000)	1
Fowler Shared-Use Trail Extension (Laventure Rd to Future 30th St)	T-02-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (665,000)	1
River Dike Shared-Use Trail Improvements (Division St to City Limits)	T-02-13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (340,000)	1
Skagit River Pedestrian Bridge (Main St to Ball St)	T-17-02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (25,000,000)	1
Intersection Improvement Projects														
Riverside Drive/Pacific Place Intersection Improvements	T-25-08	\$ -	\$ -	\$ 350,000	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ 500,000	\$ (8,970,000)	1
13th Street/Broad Street Intersection Improvements	T-23-03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (820,000)	1
6th Street/Division Street Intersection Improvements	T-23-04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (400,000)	1
Laventure Road/Blackburn Road Intersection Improvements	T-13-01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,208,000)	1
18th Street/Blackburn Road Intersection Improvements	T-07-06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,124,000)	1
2nd Street/Blackburn Road Intersection Improvements	T-25-10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (4,000,000)	1
Hickox Road/I-5 Interchange Completion	T-05-09	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (13,000,000)	1
Complete Streets Projects														
Riverside Drive Improvements - 1 (College Wy to Cedar St)	T-19-03	\$ -	\$ -	\$ 310,000	\$ -	\$ -	\$ -	\$ 270,000	\$ -	\$ -	\$ -	\$ 580,000	\$ (4,275,000)	1
Riverside Drive Improvements - 2 (College Wy to Skagit River Bridge)	T-20-01	\$ -	\$ -	\$ 685,000	\$ -	\$ -	\$ -	\$ 217,000	\$ -	\$ 173,000	\$ -	\$ 1,075,000	\$ (2,375,000)	1
30th Street Improvements - 1 (College Wy to Paul Pl)	T-02-24a	\$ -	\$ -	\$ 240,000	\$ -	\$ 205,000	\$ 10,000	\$ -	\$ -	\$ 285,000	\$ -	\$ 740,000	\$ (2,490,000)	1
Martin Road Complete Streets Improvements (Trumpeter Dr to McLaughlin Rd)	T-05-02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,366,000)	1
Digby Road Complete Streets Improvements (E Division St to Section St)	T-25-09	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (3,105,000)	1
Broad Street Realignment (Blodgett Rd to 12th St)	T-03-02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (3,160,000)	1
Kincaid Street Complete Streets Improvements (3rd St to I-5)	T-19-14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (10,000,000)	1
Blackburn Road Extension Planning (Little Mtn Rd to Eaglemont Dr)	T-94-21	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	1
30th Street Extension (Blackburn Rd to 30th St)	T-02-06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,728,000)	1
Blackburn Road Extension (Little Mtn Rd to Eaglemont Dr)	T-24-01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ (13,400,000)	1
Division Street Corridor Study (N 6th St to Mount Vernon-Big Lake Road)	T-25-13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ -	1
Annual Programs														
[Year] Street Overlay	T-00-02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,150,000	\$ -	\$ -	\$ 6,150,000	\$ -	1
[Year] Citywide Signal Repair and Replacement	T-07-02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 270,000	\$ -	\$ -	\$ 270,000	\$ -	1
[Year] Citywide ADA Pedestrian Improvements	T-16-01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ 600,000	\$ -	1
[Year] Citywide Sidewalk Repair Program	T-08-01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ -	1
[Year] Citywide Intersection Signal Cabinet Replacements	T-25-12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ 150,000	\$ -	1
Transportation Project Totals:		\$ -	\$ -	\$ 5,191,000	\$ 257,500	\$ 205,000	\$ 10,000	\$ 837,000	\$ 8,621,600	\$ -	\$ 500,000	\$ 16,355,100	\$ (107,053,100)	
Funding Source Generation Assumed for Six-Year Window:		\$ -	\$ -	\$ 9,000,000	\$ 900,000	\$ 205,000	\$ 900,000	\$ 1,500,000	\$ 9,000,000	\$ -	\$ -	\$ -	\$ -	
Over/Under Analysis:		\$ -	\$ -	\$ 3,809,000	\$ 642,500	\$ -	\$ 890,000	\$ 663,000	\$ 378,400	\$ -	\$ -	\$ -	\$ -	

Notes
 Budget number is a planned grant match using local funds for desired (not awarded) grant application(s), not full funding.

Usage Total By Year	General Fund Reserve	General Fund	Arterial Street Fund	REET II	Surface Water Utility Reserves	Surface Water Utility	Impact/Mitigation Fees	TBD	Grants (Awarded)	Other
2026			\$ 335,000	\$ 25,000	\$ -	\$ 10,000	\$ 247,000	\$ 1,344,000		\$ 300,000
2027			\$ 716,000	\$ -	\$ -	\$ -	\$ 140,000	\$ 1,495,000		\$ 100,000
2028			\$ 805,000	\$ -	\$ -	\$ -	\$ 100,000	\$ 1,475,000		\$ -

2029		\$ 1,270,000	\$ -	\$ -	\$ -	100,000	\$ 1,445,000	\$ -
2030		\$ 960,000	\$ 90,000	\$ -	\$ -	100,000	\$ 1,441,400	\$ -
2031		\$ 1,105,000	\$ 142,500	\$ 205,000	\$ -	150,000	\$ 1,421,200	\$ 100,000
Funding Source Generation Assumed for One Year:	\$ -	\$ 1,500,000	\$ 150,000	\$ -	\$ 150,000	\$ 250,000	\$ 1,500,000	\$ -
Over/Under Analysis (2026):	\$ -	\$ 1,165,000	\$ 125,000	\$ -	\$ 140,000	\$ 3,000	\$ 156,000	\$ 300,000
Over/Under Analysis (2027):	\$ -	\$ 784,000	\$ 150,000	\$ -	\$ 150,000	\$ 110,000	\$ 5,000	\$ 100,000
Over/Under Analysis (2028):	\$ -	\$ 695,000	\$ 150,000	\$ -	\$ 150,000	\$ 150,000	\$ 25,000	\$ -
Over/Under Analysis (2029):	\$ -	\$ 230,000	\$ 150,000	\$ -	\$ 150,000	\$ 150,000	\$ 55,000	\$ -
Over/Under Analysis (2030):	\$ -	\$ 540,000	\$ 60,000	\$ -	\$ 150,000	\$ 150,000	\$ 58,600	\$ -
Over/Under Analysis (2031):	\$ -	\$ 395,000	\$ 7,500	\$ 205,000	\$ 150,000	\$ 100,000	\$ 78,800	\$ 100,000

TABLE 4 - PROJECT PERFORMANCE SCORING FOR 2026-2031 TRANSPORTATION IMPROVEMENT PROGRAM

Scoring Category:		Safety (1-10)		Mobility (1-10)			Preservation (1-10)			Economic Vitality (1-10)		Urban Environment (1-10)			Fiscal Stewardship (1-10)					
		Score	Total	I (0-3)	II (0-2)	III (0-5)	Score	Total	I (0-4)	II (0-3)	III (0-3)	Score	Total	I (0-2)	II (0-5)	III (0-3)	Score	Total		
Project Name	Project #																			
Pedestrian-Bicyclist Improvements																				
Kulshan Trail Safety Lighting - 3	T-23-06	4	4	2	0	0	2	1	1	0	2	4	0	4	1	5	3	9	10	10
Kulshan Trail Safety Lighting - 2	T-23-05	4	4	2	0	0	2	1	1	0	2	4	0	4	1	5	3	9	8	8
Kulshan Trail Safety Lighting - 4	T-23-07	4	4	2	0	0	2	1	1	0	2	4	0	4	1	5	3	9	8	8
Cleveland Street/West Broadway Crosswalk	T-25-01	2	2	1	0	4	5	2	2	0	4	4	4	8	1	4	2	7	10	10
30th Street Ped-Bike (Fir St to Manito Dr)	T-02-24b	6	6	1	1	4	6	2	1	0	3	6	0	6	2	4	3	9	2	2
Fir Street Crosswalks (18th St to 8th St)	T-25-02	6	6	2	1	5	8	1	2	0	3	4	0	4	1	4	2	7	2	2
Hoag Road/19th Place Crosswalk	T-25-03	8	8	2	1	5	8	1	2	0	3	4	0	4	1	5	2	8	10	10
10th Street/Warren Street Crosswalk	T-25-04	8	8	1	0	5	6	1	2	0	3	4	0	4	1	5	2	8	10	10
18th Street/Hillcrest Parkway Crosswalk	T-25-11	6	6	2	0	5	7	1	2	0	3	4	0	4	1	5	2	8	10	10
Steward/Hoag Road Bike	T-25-05	6	6	2	1	3	6	2	2	0	4	2	2	4	1	4	2	7	10	10
Market Street Bike	T-25-06	6	6	1	1	3	5	2	2	0	4	2	2	4	1	4	2	7	10	10
Fir Street Ped-Bike (30th St to Waugh Rd)	T-94-14	6	6	2	1	5	8	2	2	2	6	6	0	6	2	5	3	10	4	4
Fir Street Bike (30th St to 4th St)	T-25-07	6	6	1	1	5	7	4	2	0	6	6	0	6	1	5	2	8	10	10
Blackburn Road Ped-Bike (Cedar Hills to Little Mt Rd)	T-94-19	6	6	1	1	4	6	2	2	0	4	3	0	3	2	3	3	8	2	2
Fowler Shared-Use Trail Extension	T-02-10	2	2	2	0	4	6	1	1	0	2	2	0	2	1	3	3	7	2	2
River Dike Shared-Use Trail	T-02-13	2	2	1	0	4	5	1	1	0	2	2	0	2	1	4	3	8	2	2
Skagit River Pedestrian Bridge (Main St to Ball St)	T-17-02	6	6	1	1	4	6	2	0	2	4	6	4	10	2	5	3	10	0	0
Intersection Improvements																				
Riverside Drive/Pacific Place Intersection	T-25-08	8	8	2	2	0	4	2	1	2	5	4	2	6	1	4	2	7	2	2
13th Street/Broad Street Intersection	T-23-03	2	2	2	1	0	3	4	1	0	5	0	0	0	1	4	2	7	2	2
6th Street/Division Street Intersection	T-23-04	2	2	2	1	0	3	4	2	0	6	0	0	0	1	4	2	7	2	2
Laventure Road/Blackburn Road Intersection	T-13-01	2	2	2	1	0	3	4	1	0	5	2	0	2	1	3	2	6	2	2
18th Street/Blackburn Road Intersection	T-07-06	2	2	2	1	0	3	4	1	0	5	0	0	0	1	5	2	8	2	2
Hickox Road/I-5 Interchange Completion	T-05-09	0	0	3	2	2	7	2	0	3	5	2	2	4	1	0	0	1	0	0
2nd Street/Blackburn Road Intersection	T-25-10	6	6	2	1	2	5	2	1	0	3	4	2	6	1	4	2	7	2	2
Complete Streets Improvements																				
Riverside Drive - 1 (College Wy to Cedar St)	T-19-03	0	0	1	1	4	6	4	2	2	8	4	2	6	1	4	2	7	4	4
Riverside Drive - 2 (College Wy to Skagit River Bridge)	T-20-01	0	0	1	1	4	6	4	2	2	8	4	2	6	1	4	2	7	6	6
30th Street Improvements - 1	T-02-24a	4	4	2	1	3	6	4	2	3	9	2	0	2	1	4	3	8	6	6
Martin Road (Trumpeter Dr to McLaughlin Rd)	T-05-02	4	4	2	1	2	5	4	1	2	7	0	0	0	1	4	3	8	2	2
Digby Road (Division St to Section St)	T-25-09	4	4	2	1	3	6	2	2	2	6	2	0	2	1	4	2	7	2	2
Broad Street Realignment (Blodgett Rd to 12th St)	T-03-02	4	4	2	1	3	6	1	1	2	4	0	0	0	1	4	2	7	2	2
Kincaid Street (3rd St to I-5)	T-19-04	6	6	2	2	3	7	1	1	2	4	4	4	8	2	4	2	8	0	0
Blackburn Road Extension Planning (Little Mt Rd to Eaglemont Dr)	T-94-21	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	10	10
30th Street Extension (Blackburn Rd to 30th St)	T-02-06	2	2	1	0	2	3	0	0	2	2	2	0	2	1	2	2	5	2	2
Blackburn Road Extension (Little Mt Rd to Eaglemont Dr)	T-24-01	2	2	2	1	4	7	0	0	2	2	6	0	6	2	3	3	8	0	0
Division Street Corridor Study (N 6th St to Mount Vernon-Big Lake Rd)	T-25-13	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	10	10
Annual Transportation Programs																				
[Year] Street Overlay	T-00-02	0	0	2	0	0	2	4	2	2	8	2	0	2	1	0	0	1	10	10
[Year] Citywide Signal Maintenance and Replacement	T-07-02	2	2	2	0	0	2	2	3	2	7	2	0	2	1	0	0	1	10	10
[Year] Citywide ADA Pedestrian Improvements	T-16-01	6	6	1	1	4	6	4	1	0	5	2	0	2	1	4	2	7	10	10
[Year] Citywide Sidewalk Gap Remedy	T-08-01	6	6	1	0	4	5	2	1	0	3	2	0	2	1	4	2	7	10	10
[Year] Citywide Intersection Signal Cabinets	T-25-12	2	2	2	0	0	2	2	3	2	7	2	0	2	1	0	0	1	10	10

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PEDESTRIAN-BICYCLIST IMPROVEMENT PROJECTS



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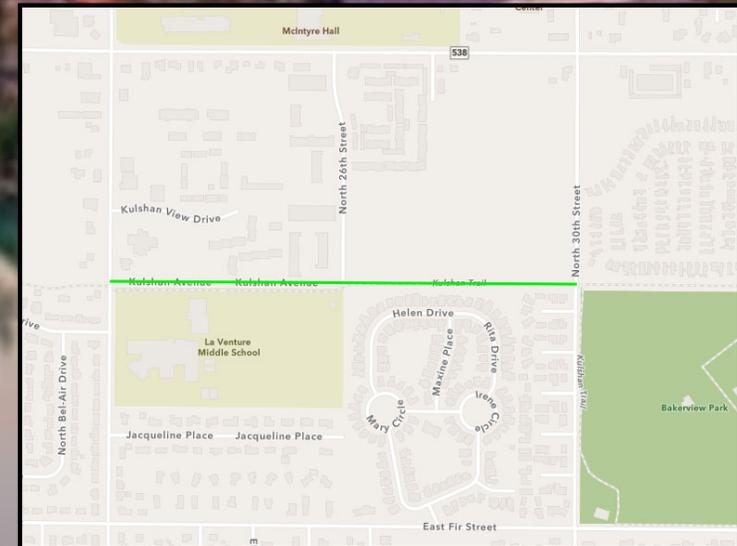
Kulshan Trail Safety Lighting – Phase 3 (Laventureure Rd to 30th St) T-23-06

Brief Description

- Install new street lighting on trail
- Security cameras: Key locations
- Primary school walking route for Laventure Middle School
- Trail wayfinding signage
- Continuity with Phases 2 and 4 project segments

Project Source(s)

Public Safety Concern



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	2025
Construction	2026
Post-Construction	

PROJECT NAME:	Kulshan Trail Safety Lighting – Phase 3 (Laventure Rd to 30th St)
PROJECT #:	T-23-06

DEPARTMENT	Public Works		
PROJECT CATEGORY	Replacement/Upgrade	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
 Project proposes to install LED pedestrian lighting, video surveillance capabilities, improved trail and crosswalk signage and pavement markings at street crosswalks to improve visibility (where needed), and wayfinding guidance signage. These improvements will be constructed adjacent to the existing, paved, non-motorized use Kulshan Trail between intersections with N Laventure Road and N 30th Street. This improvement project will significantly enhance public comfort while using the shared-use trail by illuminating it during during night hours and periods of low-light weather. This project is consistent with the walkability goals, particularly parallel to (and alternative to) key city collector streets and between recognized destinations, identified by Objective 3.1 of the 2016 Comprehensive Plan – Transportation Element.

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
 Additional O&M periodically in order to service new pedestrian luminaires.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant									\$ -	\$ -
ROW - Acquisition/Purchase									\$ -	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor			\$ 300,000						\$ 300,000	\$ -
Construction - Consultant CM/Inspector									\$ -	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund									\$ -	\$ -
REET II			\$ 25,000						\$ 25,000	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD									\$ -	\$ -
Grant 1 (Federal Award)			\$ 275,000						\$ 275,000	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -



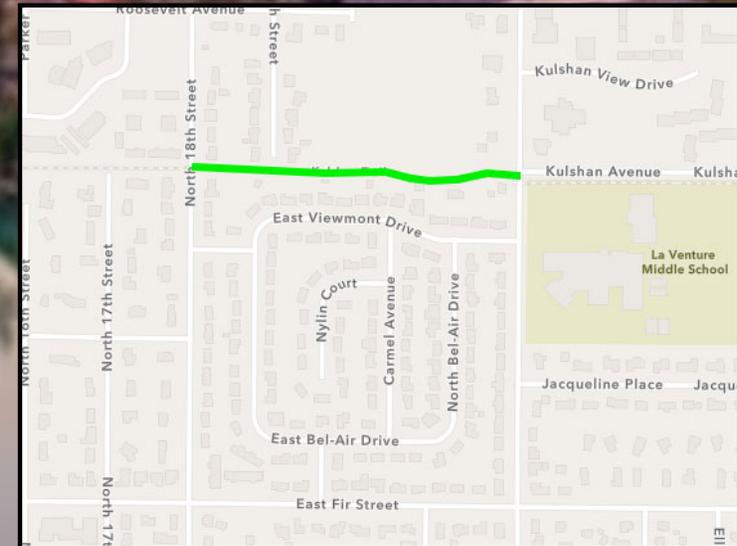
Kulshan Trail Safety Lighting – Phase 2 (18th St to Laventure Rd) T-23-05

Brief Description

- Install new street lighting on trail
- Security cameras: Key locations
- Primary school walking route for Laventure Middle School
- Trail wayfinding signage
- Continuity with Phases 1 and 3 project segments

Project Source(s)

Public Safety Concern



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	2030
Construction	2031
Post-Construction	

PROJECT NAME:	Kulshan Trail Safety Lighting – Phase 2 (18th St to Laventure Rd)
PROJECT #:	T-23-05

DEPARTMENT	Public Works		
PROJECT CATEGORY	Replacement/Upgrade	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
 Project proposes to install LED pedestrian lighting, video surveillance capabilities, improved trail and crosswalk signage and pavement markings at street crosswalks to improve visibility (where needed), and wayfinding guidance signage. These improvements will be constructed adjacent to the existing, paved, non-motorized use Kulshan Trail between intersections with N 18th Street and N Laventure Road. This improvement project will significantly enhance public comfort while using the shared-use trail by illuminating it during during night hours and periods of low-light weather. This project is consistent with the walkability goals, particularly parallel to (and alternative to) key city collector streets and between recognized destinations, identified by Objective 3.1 of the 2016 Comprehensive Plan – Transportation Element.

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
 Additional O&M periodically in order to service new pedestrian luminaires.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant							\$ 30,700		\$ 30,700	\$ 56,800
ROW - Acquisition/Purchase									\$ -	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor								\$ 81,000	\$ 81,000	\$ 400,000
Construction - Consultant CM/Inspector									\$ -	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,700	\$ 81,000	\$ 111,700	\$ 456,800

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund									\$ -	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD							\$ 30,700	\$ 81,000	\$ 111,700	\$ -
Grant 1 (SCOG 2025 Call for Projects)									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other ()									\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,700	\$ 81,000	\$ 111,700	\$ (456,800)

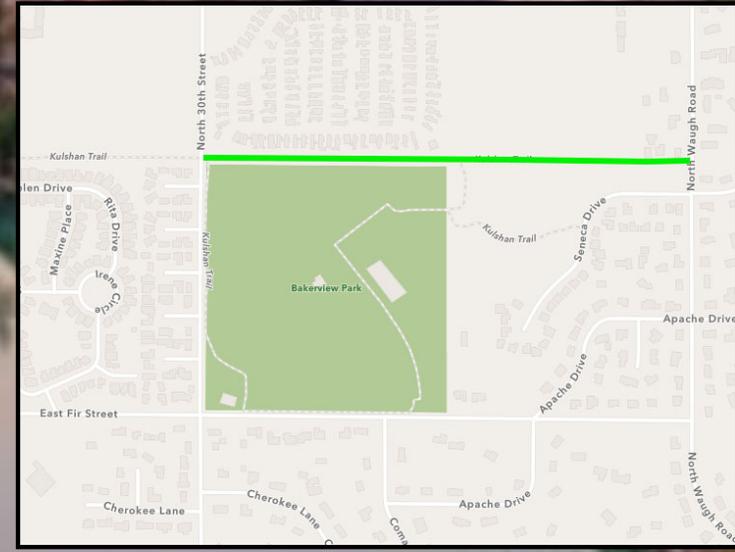


Kulshan Trail Safety Lighting – Phase 4 (30th St to Waugh Rd) T-23-07

Brief Description

- Install new street lighting on trail
- Security cameras: Key locations
- Trail wayfinding signage
- Continuity with Phase 3 project segment

Project Source(s) Public Safety Concern



PROPOSED SCHEDULE	
Phase	Year
Planning/Predesign	
Design (PE)/ROW	2030
Construction	2031
Post-Construction	

PROJECT NAME:	Kulshan Trail Safety Lighting – Phase 4 (30th St to Waugh Rd)
PROJECT #:	T-23-07

DEPARTMENT	Public Works		
PROJECT CATEGORY	Replacement/Upgrade	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
 Project proposes to install LED pedestrian lighting, video surveillance capabilities, improved trail and crosswalk signage and pavement markings at street crosswalks to improve visibility (where needed), and wayfinding guidance signage. These improvements will be constructed adjacent to the existing, paved, non-motorized use Kulshan Trail between intersections with N 30th Street and N Waugh Road. This improvement project will significantly enhance public comfort while using the shared-use trail by illuminating it during during night hours and periods of low-light weather. This project is consistent with the walkability goals, particularly parallel to (and alternative to) key city collector streets and between recognized destinations, identified by Objective 3.1 of the 2016 Comprehensive Plan – Transportation Element.

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
 Additional O&M periodically in order to service new pedestrian luminaires.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant							\$ 40,700		\$ 40,700	\$ 120,800
ROW - Acquisition/Purchase									\$ -	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor								\$ 120,200	\$ 120,200	\$ 770,000
Construction - Consultant CM/Inspector									\$ -	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,700	\$ 120,200	\$ 160,900	\$ 890,800

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund									\$ -	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD							\$ 40,700	\$ 120,200	\$ 160,900	\$ -
Grant 1 (SCOG 2025 Call for Projects)									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,700	\$ 120,200	\$ 160,900	\$ (890,800)



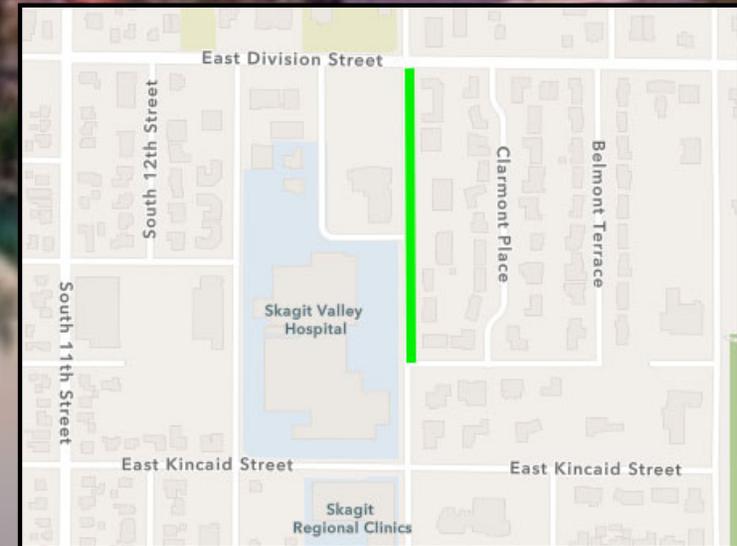
S 15th Street Sidewalk Improvements (South of Division St) TIP Number: T-06-04

Brief Description

- Replace sidewalk segments with widths less than the City standard

Project Source(s)

Objective 3.1 from 2016 Comprehensive Plan –
Transportation Element



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	2024-2025
Construction	2026
Post-Construction	

PROJECT NAME:	S 15th Street Sidewalk Improvements
PROJECT #:	T-06-04

DEPARTMENT	Public Works		
PROJECT CATEGORY	Rehabilitation/Renovation/Modification	PHASES PROGRAMMED	Construction
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
 Project proposes to replace existing underwidth sidewalk segments along 15th St, between Division St and Montgomery St, with widths meeting City standards. This project is consistent with the walkability goals, particularly along key city collector streets and between recognized destinations, identified by Objective 3.1 of the 2016 Comprehensive Plan – Transportation Element

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
 Project will replace existing sidewalk, so no additional O&M impacts are anticipated.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant									\$ -	\$ -
ROW - Acquisition/Purchase									\$ -	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor			\$ 150,000						\$ 150,000	\$ -
Construction - Consultant CM/Inspector									\$ -	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund			\$ 150,000						\$ 150,000	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD									\$ -	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -



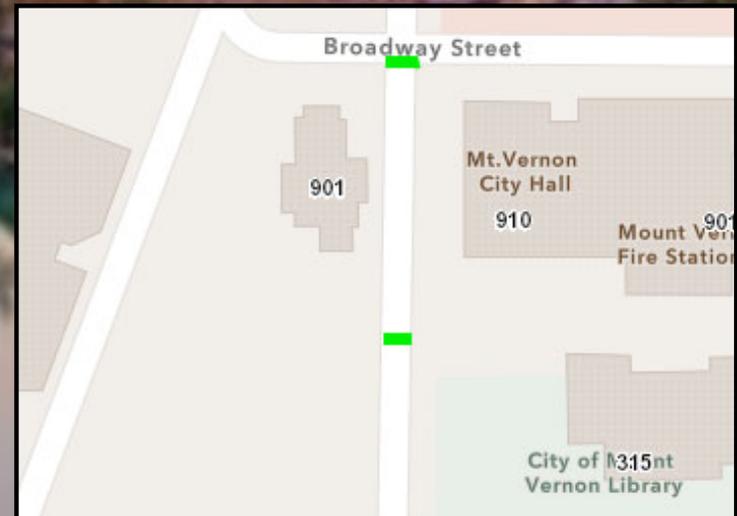
Cleveland Street/West Broadway Crosswalk Improvements T-25-01

Brief Description

- Replace non-compliant ADA pedestrian ramps at intersection and at mid-block crosswalk connecting City Hall with parking lot

Project Source(s)

Objective 3.1 from 2016 Comprehensive Plan – Transportation Element and current, working draft ADA Transition Plan



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	2027
Construction	2028
Post-Construction	

PROJECT NAME:	Cleveland Street/West Broadway Crosswalk Improvements
PROJECT #:	T-25-01

DEPARTMENT	Public Works		
PROJECT CATEGORY	Replacement/Upgrade	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
This project proposes to replace the existing intersection pedestrian ramps at the intersection of Cleveland St and W Broadway, as well as the pair of mid-block crosswalk pedestrian ramps south of the intersection, with ADA-compliant crosswalk ramps. This project is consistent with the walkability goals, particularly along key city collector streets and between recognized destinations, identified by Objective 3.1 of the 2016 Comprehensive Plan – Transportation Element. This project is also consistent with current and future Americans with Disabilities (ADA) requirements for public rights-of-way, as identified in the currently-adopted version of the Public Right-Of-Way Accessibility Guidelines (PROWAG).

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
Project will replace existing street features, so additional O&M impacts are anticipated to be limited to periodic refreshing of street striping.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant				\$ 65,000					\$ 65,000	\$ -
ROW - Acquisition/Purchase				\$ 20,000					\$ 20,000	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor					\$ 250,000				\$ 250,000	\$ -
Construction - Consultant CM/Inspector					\$ 25,000				\$ 25,000	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ -	\$ 85,000	\$ 275,000	\$ -	\$ -	\$ -	\$ 360,000	\$ -

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund				\$ 85,000	\$ 275,000				\$ 360,000	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD									\$ -	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ -	\$ 85,000	\$ 275,000	\$ -	\$ -	\$ -	\$ 360,000	\$ -



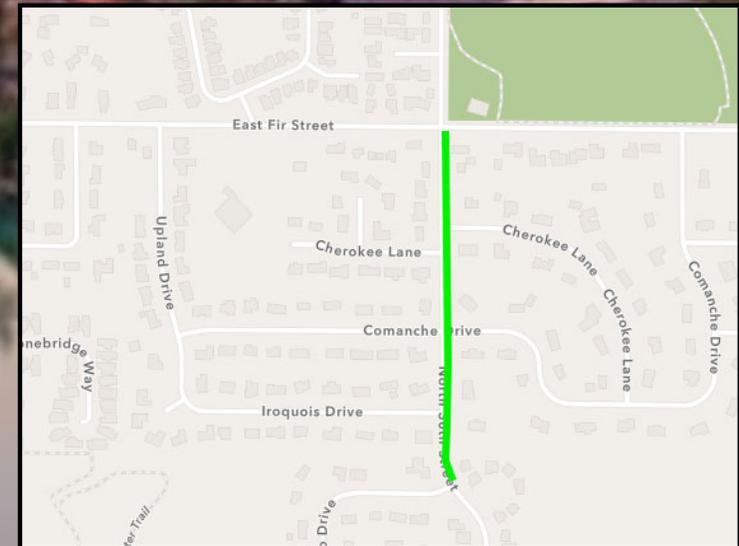
30th Street Pedestrian-Bicyclist Improvements (Fir St to Manito Dr) TIP Number: T-02-24b

Brief Description

- Pavement overlay for rehabilitation
- New sidewalk on both sides
- Re-channelize vehicle lanes and restripe/pavement mark for bike lanes
- Stormwater system improvements, as necessary
- Bicycle route wayfinding signage

Project Source(s)

Objective 3.1 & Planned Bike Routes from 2016 Comprehensive Plan – Transportation Element



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	Unprogrammed
Construction	Unprogrammed
Post-Construction	



Fir Street Crosswalk Improvements (18th St to 8th St) T-25-02

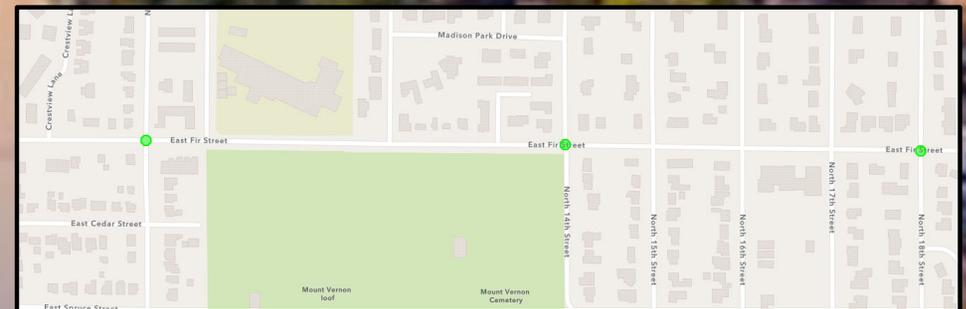
Brief Description

- Replace non-compliant ADA pedestrian ramps at three Fir intersections: 18th St, 15th St, and 8th St
- Mark and sign new crosswalks across Fir St at intersections with 8th St and 15th St



Project Source(s)

Objective 3.1 from 2016 Comprehensive Plan – Transportation Element and current, working draft ADA Transition Plan



PROPOSED SCHEDULE	
Phase	Year
Planning/Predesign	
Design (PE)/ROW	2028
Construction	2029
Post-Construction	

PROJECT NAME:	Fir Street Crosswalk Improvements (18th St to 8th St)
PROJECT #:	T-25-02

DEPARTMENT	Public Works		
PROJECT CATEGORY	Replacement/Upgrade	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
 This project proposes to replace the existing intersection pedestrian ramps with ADA-compliant crosswalk pedestrian ramps at three Fir Street intersections: 18th St, 15th St, and 8th St. Crosswalks will also be marked and signed across Fir St at the intersections with 8th St and 15th St. This project is consistent with the walkability goals for key city collector streets and between destinations, identified by Objective 3.1 of the 2016 Comprehensive Plan – Transportation Element. Fir Street is one of the key east-west city collector streets in central and east Mount Vernon for the addition and/or enhancement of pedestrian and bicyclist improvements to meet Complete Streets standards and public expectations. This project is also consistent with current and future Americans with Disabilities (ADA) requirements for public rights-of-way, as identified in the currently-adopted version of the Public Right-Of-Way Accessibility Guidelines (PROWAG).

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
 Project will replace existing street features, so additional O&M impacts are anticipated to be limited to periodic refreshing of street striping.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant					\$ 225,000				\$ 225,000	\$ -
ROW - Acquisition/Purchase					\$ 25,000				\$ 25,000	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor						\$ 900,000			\$ 900,000	\$ -
Construction - Consultant CM/Inspector						\$ 50,000			\$ 50,000	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 950,000	\$ -	\$ -	\$ 1,200,000	\$ -

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund					\$ 50,000	\$ 950,000			\$ 1,000,000	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD					\$ 200,000				\$ 200,000	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 950,000	\$ -	\$ -	\$ 1,200,000	\$ -



Hoag Road/N 19th Place Crosswalk Improvements

T-25-03

Brief Description

- Add marked crosswalk across Hoag Road from the northwest corner of intersection
- Improve safe pedestrian access between south side of street residential areas, bus stop, and YMCA
- Signage to enhance new crosswalk safety
- ADA ramp upgrades, as necessary

Project Source(s)

Public Request for Safety and Walkability Improvement



PROPOSED SCHEDULE	
Phase	Year
Planning/Predesign	
Design (PE)/ROW	2027
Construction	2028
Post-Construction	

PROJECT NAME:	Hoag Road/N 19th Place Crosswalk Improvements
PROJECT #:	T-25-03

DEPARTMENT	Public Works		
PROJECT CATEGORY	Replacement/Upgrade	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
This project proposed to mark the crossing of Hoag Road at the intersection of Hoag Road and N 19th Place. This project addresses an existing safety concern related to pedestrians using an unmarked crosswalk between the residential neighborhoods south of Hoag Road and recognized destinations, including a Skagit Transit bus stop and the community's YMCA facility, both located north of the road. The existing crosswalk at the intersection between Hoag Rd and Laventure Road is both too far away and with a steep sidewalk grade that discourages pedestrians walking that far out of the way. Due to the width of the street, including a middle turning lane, a pedestrian refuge island may be included, as well as signage and pavement markings to enhance new crosswalk safety. Pedestrian ramps for this crosswalk will be replaced to meet current ADA requirements, as needed. This project is consistent with the walkability goals, particularly along key city collector streets and between recognized destinations, identified by Objective 3.1 of the 2016 Comprehensive Plan – Transportation Element. This project is also consistent with current and future Americans with Disabilities (ADA) requirements for public rights-of-way, as identified in the currently-adopted version of the Public Right-Of-Way Accessibility Guidelines (PROWAG).

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
Project will replace existing street features, so additional O&M impacts are anticipated to be limited to periodic refreshing of street striping.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant				\$ 75,000					\$ 75,000	\$ -
ROW - Acquisition/Purchase				\$ 4,000					\$ 4,000	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor					\$ 300,000				\$ 300,000	\$ -
Construction - Consultant CM/Inspector					\$ 30,000				\$ 30,000	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ -	\$ 79,000	\$ 330,000	\$ -	\$ -	\$ -	\$ 409,000	\$ -

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund				\$ 79,000	\$ 330,000				\$ 409,000	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD									\$ -	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ -	\$ 79,000	\$ 330,000	\$ -	\$ -	\$ -	\$ 409,000	\$ -



N 10th Street/Warren Street Crosswalk Improvements

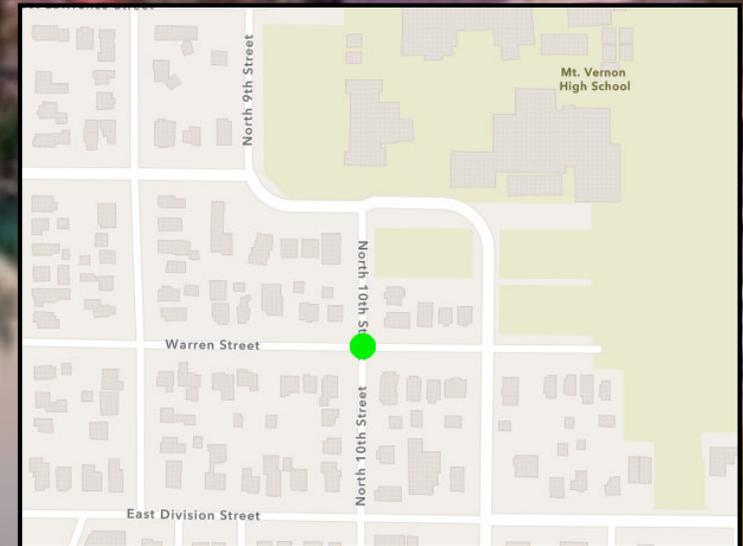
T-25-04

Brief Description

- Add marked crosswalks and stop bars across N 10th Street on north and south sides of intersection
- Signage to enhance new crosswalk safety
- ADA ramp upgrades, as necessary

Project Source(s)

Public Request for Safety and Walkability Improvement



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	2026
Construction	2027
Post-Construction	

PROJECT NAME:	N 10th Street/Warren Street Crosswalk Improvements
PROJECT #:	T-25-04

DEPARTMENT	Public Works		
PROJECT CATEGORY	Replacement/Upgrade	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
This project proposes to improve the existing intersection by adding marked crosswalks and stop bars across N 10th Street on north and south sides of intersection (Warren St is already marked with crosswalks). This will enhance pedestrian safety, comfort, and mobility in close proximity to Mount Vernon High School, on a typical walking route for neighborhoods south of the school, and at an intersection that presently has relatively limited driver and pedestrian sight and reaction distances. Signage and pavement marking will be included enhance new crosswalk safety. Pedestrian ramps for this crosswalk will be replaced to meet current ADA requirements, as needed. This project is consistent with the walkability goals, particularly along anticipated school walking routes and between recognized destinations, identified by Objective 3.1 of the 2016 Comprehensive Plan – Transportation Element. This project is also consistent with current and future Americans with Disabilities (ADA) requirements for public rights-of-way, as identified in the currently-adopted version of the Public Right-Of-Way Accessibility Guidelines (PROWAG).

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT

Project will replace existing street features, so additional O&M impacts are anticipated to be limited to periodic refreshing of street striping.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant			\$ 70,000						\$ 70,000	\$ -
ROW - Acquisition/Purchase			\$ 16,000						\$ 16,000	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor				\$ 265,000					\$ 265,000	\$ -
Construction - Consultant CM/Inspector				\$ 30,000					\$ 30,000	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ 86,000	\$ 295,000	\$ -	\$ -	\$ -	\$ -	\$ 381,000	\$ -

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund				\$ 100,000					\$ 100,000	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD			\$ 86,000	\$ 195,000					\$ 281,000	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ 86,000	\$ 295,000	\$ -	\$ -	\$ -	\$ -	\$ 381,000	\$ -



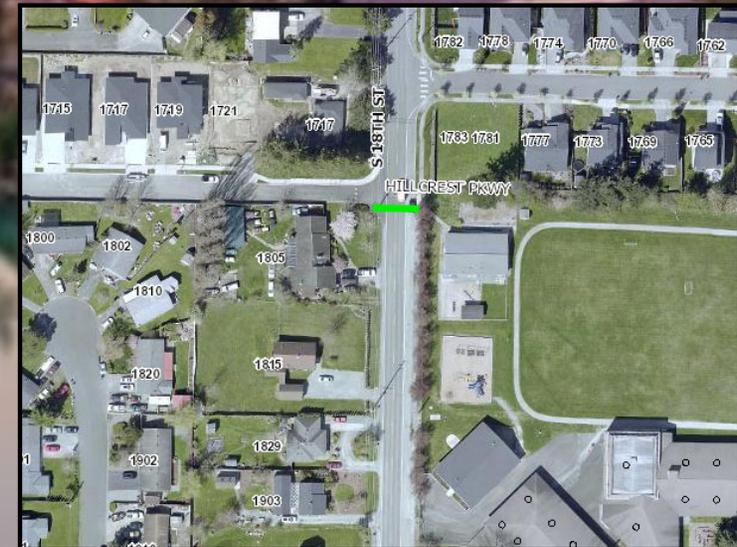
N 18th Street/Hillcrest Parkway Crosswalk Improvements T-25-11

Brief Description

- Add marked crosswalk across N 18th Street from the northwest corner of the intersection
- Signage and optional pavement marking to enhance new crosswalk safety
- New and upgraded ADA pedestrian ramps, as necessary

Project Source(s)

Public Request for Safety and Walkability Improvement Near Elementary School



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	2026
Construction	2027
Post-Construction	

PROJECT NAME:	N 18th Street/Hillcrest Parkway Crosswalk Improvements
PROJECT #:	T-25-11

DEPARTMENT	Public Works		
PROJECT CATEGORY	Replacement/Upgrade	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
 This project proposes to improve the existing intersection by adding a marked crosswalk across 18th Street at the intersection with Hillcrest Parkway, directly northwest of Jefferson Elementary School. This will enhance pedestrian safety, comfort, and mobility in close proximity to the elementary and more safely connect neighborhoods west of Jefferson Elementary with the school. Signage will be included enhance new crosswalk safety. Pedestrian ramps for this crosswalk will be replaced to meet current ADA requirements, as needed. This project is consistent with the walkability goals, particularly along anticipated school walking routes and between recognized destinations, identified by Objective 3.1 of the 2016 Comprehensive Plan – Transportation Element. This project is also consistent with current and future Americans with Disabilities (ADA) requirements for public rights-of-way, as identified in the currently-adopted version of the Public Right-Of-Way Accessibility Guidelines (PROWAG).

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
 Project will replace existing street features, so additional O&M impacts are anticipated to be limited to periodic refreshing of street striping.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant			\$ 30,000						\$ 30,000	\$ -
ROW - Acquisition/Purchase			\$ 8,000						\$ 8,000	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor				\$ 120,000					\$ 120,000	\$ -
Construction - Consultant CM/Inspector				\$ 12,000					\$ 12,000	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ 38,000	\$ 132,000	\$ -	\$ -	\$ -	\$ -	\$ 170,000	\$ -

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund				\$ 52,000					\$ 52,000	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD			\$ 38,000	\$ 80,000					\$ 118,000	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ 38,000	\$ 132,000	\$ -	\$ -	\$ -	\$ -	\$ 170,000	\$ -



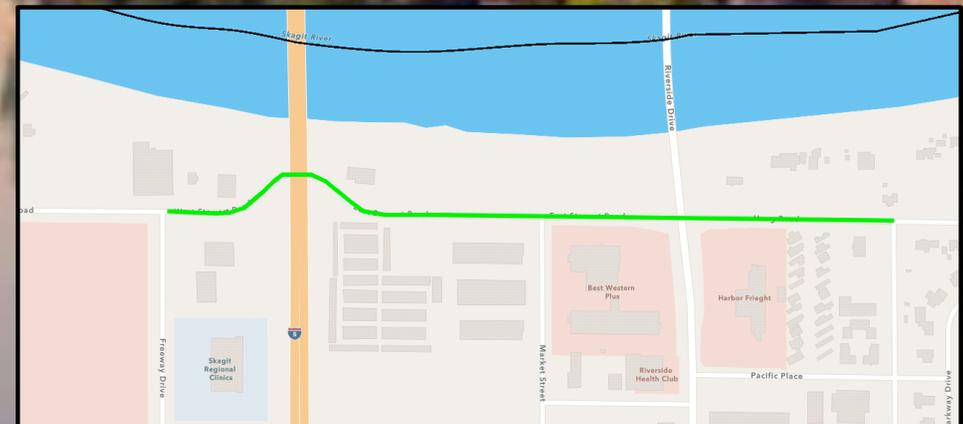
Stewart/Hoag Road Bicyclist Improvements (Freeway Dr to Urban Ave) T-25-05

Brief Description

- Re-channelize vehicle lanes and restripe/pavement mark for bike lanes, including connecting with Riverside Drive bridge bike lanes
- Sign/pavement marking for shared-use roadway segments where marked bike lanes not possible
- Bicycle route wayfinding signage

Project Source(s)

Objective 3.1 & Planned Bike Routes from 2016 Comprehensive Plan – Transportation Element



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	2028
Construction	2029
Post-Construction	

PROJECT NAME:	Stewart/Hoag Road Bicyclist Improvements (Freeway Dr to Urban Ave)
PROJECT #:	T-25-05

DEPARTMENT	Public Works		
PROJECT CATEGORY	Rehabilitation/Renovation/Modification	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
This project proposes to rechannelize and restripe the existing street vehicle lanes to stripe and pavement mark designated bike lanes, including connective striping to the existing Riverside Drive bridge bike lanes. If present, this project will likely replace existing street-side parking with bike lanes, due to insufficient right-of-way width to accommodate both. Based on existing use of Stewart/Hoag Road, this impact is anticipated to be limited. The project will mark "sharrows", street lanes shared by bikes and vehicles, in roadway segments that cannot accommodate a striped bike lane. Bicycle route wayfinding signage will also be included. This project is consistent with the collector street bicycle route plans identified in the 2016 Comprehensive Plan - Transportation Element, as well as the walkability and bikeability goals for key city collector streets and between destinations, identified by Objective 3.1 of the 2016 Comprehensive Plan - Transportation Element. Stewart Road/Hoag Road/Martin Road is one of the key east-west city collector streets in central and east Mount Vernon for the addition and/or enhancement of pedestrian and bicyclist improvements to meet Complete Streets standards and public expectations.

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
Project will replace existing street features, so additional O&M impacts are anticipated to be limited to periodic refreshing of street striping.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant					\$ 55,000				\$ 55,000	\$ -
ROW - Acquisition/Purchase									\$ -	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor						\$ 250,000			\$ 250,000	\$ -
Construction - Consultant CM/Inspector						\$ 25,000			\$ 25,000	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ -	\$ -	\$ 55,000	\$ 275,000	\$ -	\$ -	\$ 330,000	\$ -

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund									\$ -	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees						\$ 50,000			\$ 50,000	\$ -
TBD					\$ 55,000	\$ 225,000			\$ 280,000	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ -	\$ -	\$ 55,000	\$ 275,000	\$ -	\$ -	\$ 330,000	\$ -



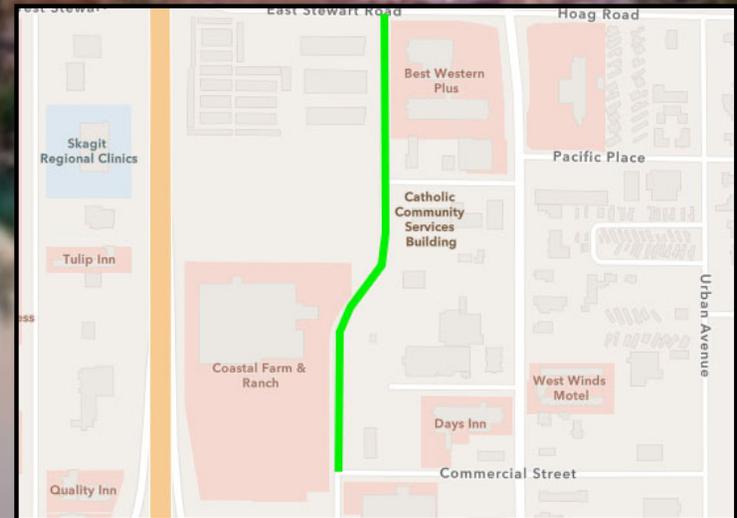
Market Street Bicyclist Improvements (Stewart Rd to Commercial St) T-25-06

Brief Description

- Re-channelize vehicle lanes and restripe/pavement mark for bike lanes, removing unnecessary street parking
- Sign/pavement mark segments of shared-use street, where space for bike lanes not available
- Bicycle route wayfinding signage

Project Source(s)

Objective 3.1 from 2016 Comprehensive Plan – Transportation Element and Staff-identified Public Safety Concern



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	2028
Construction	2029
Post-Construction	

PROJECT NAME:	Market Street Bicyclist Improvements (Stewart Rd to Commercial St)
PROJECT #:	T-25-11

DEPARTMENT	Public Works		
PROJECT CATEGORY	Rehabilitation/Renovation/Modification	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
This project proposes to rechannelize and restripe the existing east vehicle lane to stripe and pavement mark a designated bike lane on the east side of the street. A bike lane for the west side of the street is anticipated to be part of a future redevelopment project on the west side of Market Street. The project will mark "sharrows", street lanes shared by bikes and vehicles, in roadway segments that cannot accommodate a striped bike lane. This project will replace street side parking on the east side of Market Street not needed for the adjacent businesses with parking lots. Bicycle route wayfinding signage will also be included. This project is consistent with the collector street bicycle route plans identified in the 2016 Comprehensive Plan - Transportation Element, as well as the walkability and bikeability goals for key city collector streets and between destinations, identified by Objective 3.1 of the 2016 Comprehensive Plan – Transportation Element. As Riverside Drive between the city boundary and College Way is not suitable for bicycle lane striping, Market Street is an important parallel connection west of Riverside Drive.

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
Project will replace existing street features, so additional O&M impacts are anticipated to be limited to periodic refreshing of street striping.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant					\$ 50,000				\$ 50,000	\$ -
ROW - Acquisition/Purchase									\$ -	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor						\$ 200,000			\$ 200,000	\$ -
Construction - Consultant CM/Inspector						\$ 20,000			\$ 20,000	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 220,000	\$ -	\$ -	\$ 270,000	\$ -

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund					\$ 50,000	\$ 220,000			\$ 270,000	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD									\$ -	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 220,000	\$ -	\$ -	\$ 270,000	\$ -



Fir Street Pedestrian-Bicyclist Improvements (30th St to Waugh Rd) T-94-14

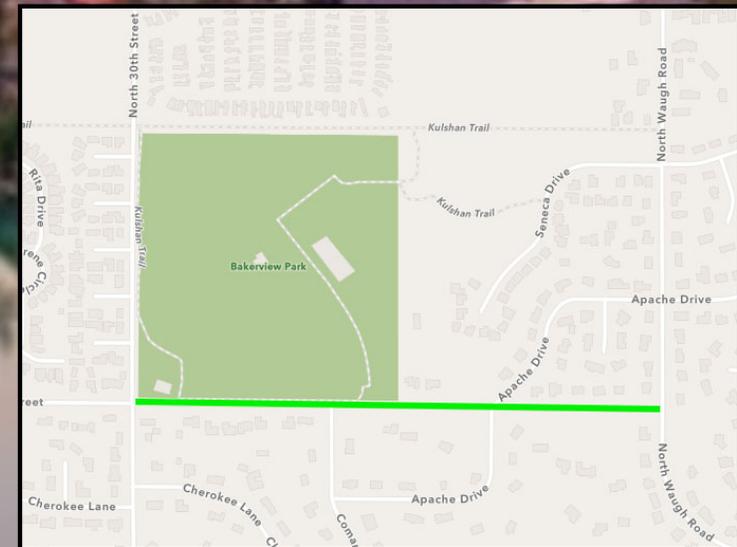
Brief Description

- New sidewalk & bike lane on south side
- Extend north side sidewalk to Waugh Road
- Pavement overlay for rehabilitation
- Underground stormwater system
- Bicycle route wayfinding signage



Project Source(s)

Objective 3.1 from 2016 Comprehensive Plan –
Transportation Element



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	2030
Construction	2031
Post-Construction	

PROJECT NAME:	Fir Street Pedestrian-Bicyclist Improvements (30th St to Waugh Rd)
PROJECT #:	T-94-14

DEPARTMENT	Public Works		
PROJECT CATEGORY	New	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
This project proposed to add sidewalks to both sides of the street, within the indicated intersection limits, where sidewalk is not currently present. Project will also rechannelize vehicle lanes and add striping and pavement markings for bike lanes. If present, this project will likely replace existing street-side parking with bike lanes, due to insufficient right-of-way width to accommodate both (depending on widths, some street side parking adjacent to Bakersfield Park can be maintained, but will be clearly striped for bicyclist safety). Based on existing use of Fir Street, this impact is anticipated to be limited. The project is proposed to also rehabilitate the existing street pavement surface through a grind and thin overlay. This project will require stormwater utility improvements to underground existing surface drainage channels and provide drainage for added street curb/gutter. This project is consistent with the collector street bicycle route plans identified in the 2016 Comprehensive Plan - Transportation Element, as well as the walkability and bikability goals for key city collector streets and between destinations, identified by Objective 3.1 of the 2016 Comprehensive Plan – Transportation Element. Fir Street is one of the key east-west city collector streets in central and east Mount Vernon for the addition and/or enhancement of pedestrian and bicyclist improvements to meet Complete Streets standards and public expectations. This project is also consistent with current and future Americans with Disabilities (ADA) requirements for public rights-of-way, as identified in the currently-adopted version of the Public Right-Of-Way Accessibility Guidelines (PROWAG).

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
New sidewalk, curb/gutter, bike lane striping, and stormwater conveyance will require increased, though only periodic, street maintenance activities.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant							\$ 115,000		\$ 115,000	\$ 330,000
ROW - Acquisition/Purchase							\$ 50,000	\$ 100,000	\$ 150,000	
ROW - Consultant									\$ -	\$ -
Construction - Contractor								\$ 610,000	\$ 610,000	\$ 2,400,000
Construction - Consultant CM/Inspector								\$ 12,500	\$ 12,500	\$ 37,500
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 165,000	\$ 722,500	\$ 887,500	\$ 2,767,500

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund							\$ 75,000	\$ 580,000	\$ 655,000	\$ -
REET II							\$ 90,000	\$ 142,500	\$ 232,500	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD									\$ -	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 165,000	\$ 722,500	\$ 887,500	\$ (2,767,500)



Fir Street Bicyclist Improvements (30th St to 4th St) T-25-07

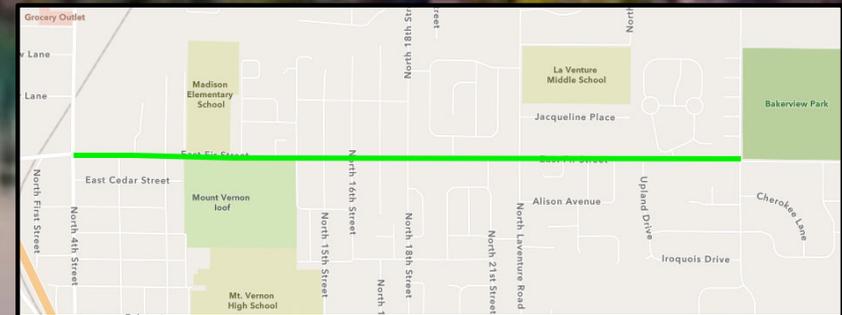
Brief Description

- Re-channelize and restripe restripe/pavement mark to correct for appropriate width, continuous, and consistent bike lanes. The striped but unmarked bike lanes vary in width from too narrow to ambiguous use segments
- Sign/pavement marking for shared-use roadway segments where marked bike lanes not possible
- Bicycle route wayfinding signage



Project Source(s)

Objective 3.1 & Planned Bike Routes from 2016 Comprehensive Plan – Transportation Element



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	2029
Construction	2030
Post-Construction	

PROJECT NAME:	Fir Street Bicyclist Improvements (30th St to 4th St)
PROJECT #:	T-25-07

DEPARTMENT	Public Works		
PROJECT CATEGORY	Rehabilitation/Renovation/Modification	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
This project proposed to rechannelize and restripe the existing vehicle lanes, within the indicated intersection limits, to add a designed bike lane and associated pavement markings on both sides of the street (including connecting existing bike lane segments, where already present). If present, this project will likely replace existing street-side parking with bike lanes, due to insufficient right-of-way width to accommodate both. Based on existing use of Fir Street, this impact is anticipated to be limited. This project is consistent with the collector street bicycle route plans identified in the 2016 Comprehensive Plan - Transportation Element, as well as the walkability and bikability goals for key city collector streets and between destinations, identified by Objective 3.1 of the 2016 Comprehensive Plan – Transportation Element. Fir Street is one of the key east-west city collector streets in central and east Mount Vernon for the addition and/or enhancement of pedestrian and bicyclist improvements to meet Complete Streets standards and public expectations.

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
Project will replace existing street features, so additional O&M impacts are anticipated to be limited to periodic refreshing of street striping.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant						\$ 150,000			\$ 150,000	\$ -
ROW - Acquisition/Purchase									\$ -	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor							\$ 550,000		\$ 550,000	\$ -
Construction - Consultant CM/Inspector							\$ 60,000		\$ 60,000	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 610,000	\$ -	\$ 760,000	\$ -

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund						\$ 100,000	\$ 510,000		\$ 610,000	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees						\$ 50,000	\$ 100,000		\$ 150,000	\$ -
TBD									\$ -	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 610,000	\$ -	\$ 760,000	\$ -



Blackburn Road Pedestrian-Bicyclist Improvements (Cedar Hills Dr to Little Mtn Rd) T-94-19

Brief Description

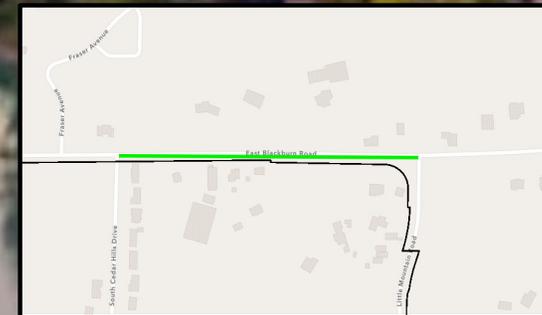
- New bike lanes on both sides of street
- New sidewalk on south side of street
- ADA compliance
- Underground and improve stormwater system
- Bicycle route wayfinding signage



Project Source(s)

Objective 3.1 from 2016 Comprehensive Plan –
Transportation Element

PROPOSED SCHEDULE	
Phase	Year
Planning/Predesign	
Design (PE)/ROW	Not Programmed
Construction	Not Programmed
Post-Construction	





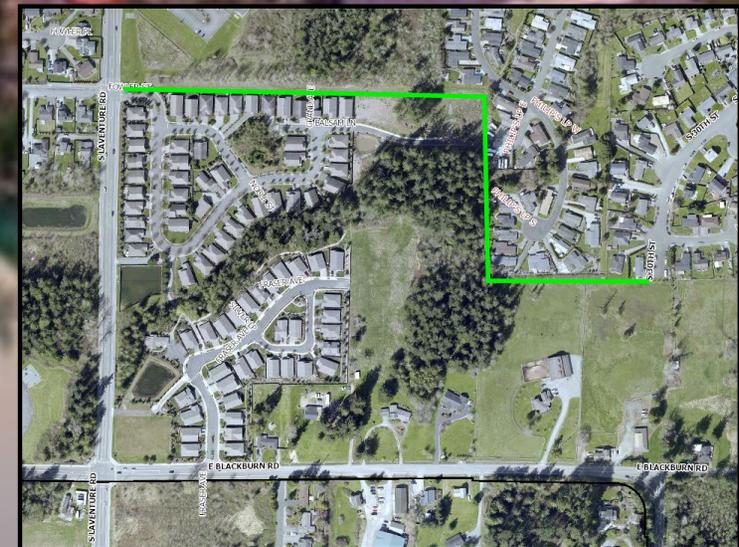
Fowler Shared-Use Trail Extension (Laventureure Rd to Future 30th St) T-02-10

Brief Description

- New shared-use trail that meets current WSDOT guidance for non-motorized, shared use paths
- Utilizes existing City easements (partial)
- Drainage improvements, as necessary
- Bicycle route wayfinding signage

Project Source(s)

Objective 3.1 from 2016 Comprehensive Plan – Transportation Element



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	Not Programmed
Construction	Not Programmed
Post-Construction	



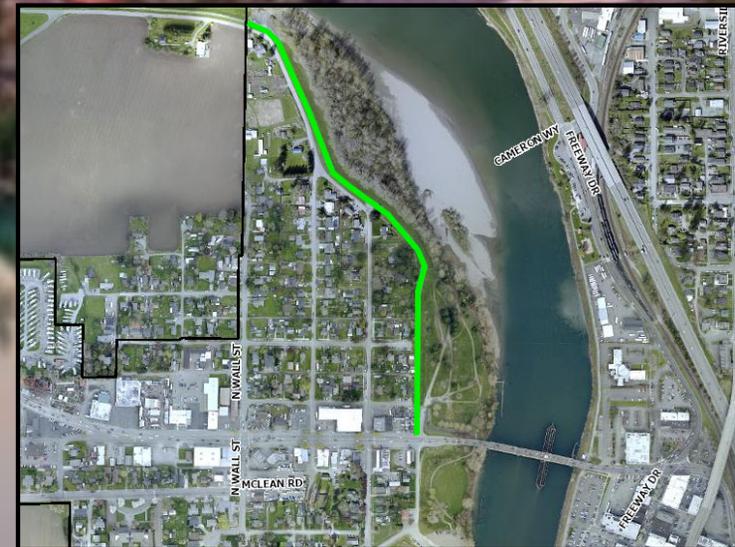
River Dike Shared-Use Trail Improvements (Division St to City Limits) T-02-13

Brief Description

- Improve existing gravel/dirt maintenance road to paved 10-foot multimodal path that meets current WSDOT guidance for non-motorized, shared use paths
- Connectivity with future trail improvements beyond city limits
- Bicycle route wayfinding signage

Project Source(s)

Objective 3.1 from 2016 Comprehensive Plan – Transportation Element



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	Not Programmed
Construction	Not Programmed
Post-Construction	



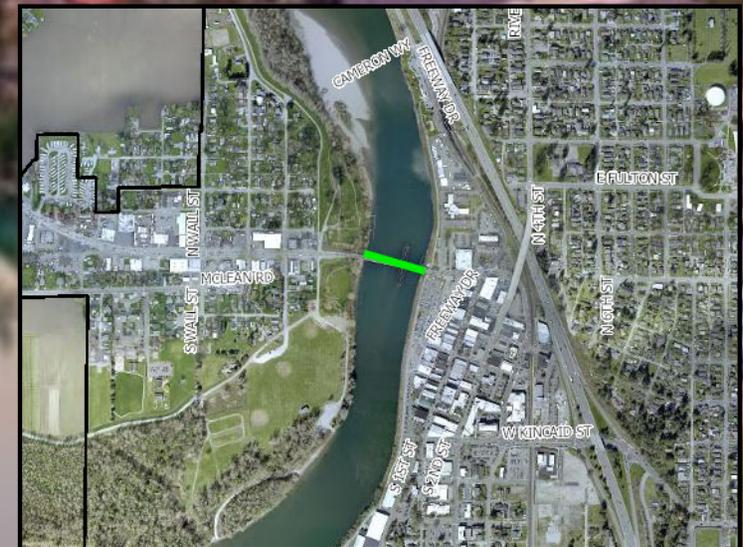
Skagit River Pedestrian Bridge (Main St to Ball St) T-17-02

Brief Description

- New non-motorized use only (pedestrian/bicyclist) bridge over Skagit River
- New bridge response to the not readily correctable safety challenges of current Division Street bridge
- Most project elements, including bridge landing points and alignment, not yet determined

Project Source(s)

Objective 3.1 from 2016 Comprehensive Plan – Transportation Element; Identified Safety Concern for Division St Bridge



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	Not Programmed
Construction	Not Programmed
Post-Construction	



INTERSECTION IMPROVEMENT PROJECTS



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Riverside Drive/Pacific Place Intersection Improvements

T-25-08

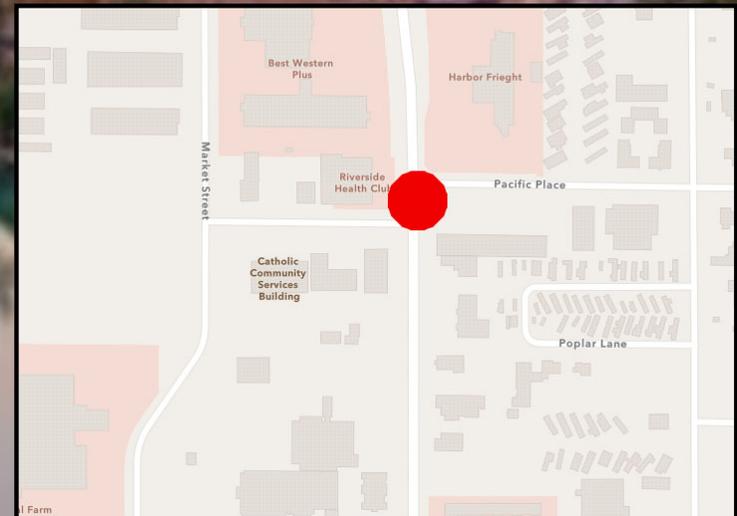
Brief Description

- The unaligned segments of Pacific Pl with Riverside, with both segments signalized, has been difficult to operate and a source for collisions.
- Project will start with alternatives analysis, including public outreach/engagement, to inform a preliminary design; followed by full design stage



Project Source(s)

Multiple public safety concern and accident history



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	2031
Construction	Not Programmed
Post-Construction	

PROJECT NAME:	Riverside Drive/Pacific Place Intersection Improvements
PROJECT #:	T-17-08

DEPARTMENT	Public Works		
PROJECT CATEGORY	Replacement/Upgrade	PHASES PROGRAMMED	Design
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	ROW, Construction

PROJECT DESCRIPTION
This project proposed to correct the existing "double-signalized" intersection between Riverside Drive and Pacific Place. The street segments of Pacific Place do not align on either side of Riverside Drive, requiring two three-way signals to operate in very close proximity. In practice, this intersection has been difficult to operate and maintain safely for all users and all potential turning motions (particularly onto and off of the five-lane Riverside Drive). The intersection has been a source for past collisions and near-collisions, as it is difficult to align traffic signals to be equally seen from all possible horizontal or vertical angles. It is difficult to anticipate what form a new intersection might take. Replacing both intersections with an oblong-shaped roundabout may be possible, but will require extensive ROW acquisition, complicated engineering design, and robust public engagement. Project is anticipated to start with a preliminary design stage, to review and analyze alternatives, evaluate current and future traffic conditions, and engage with the adjacent commercial property owners and the general public. Project will start with phase of alternatives analysis, including public outreach/engagement, and preliminary design; followed by full design phase

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
As this project will replace the existing "double-signal" intersection with a simpler and safer intersection configuration, anticipated O&M is like to remain either the same or decrease.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant								\$ 500,000	\$ 500,000	\$ 1,500,000
ROW - Acquisition/Purchase									\$ -	\$ 1,200,000
ROW - Consultant									\$ -	\$ 120,000
Construction - Contractor									\$ -	\$ 6,000,000
Construction - Consultant CM/Inspector									\$ -	\$ 150,000
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ 8,970,000

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund								\$ 350,000	\$ 350,000	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees								\$ 150,000	\$ 150,000	\$ -
TBD									\$ -	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000	\$ (8,970,000)



13th Street/Broad Street Intersection Improvements

T-23-03

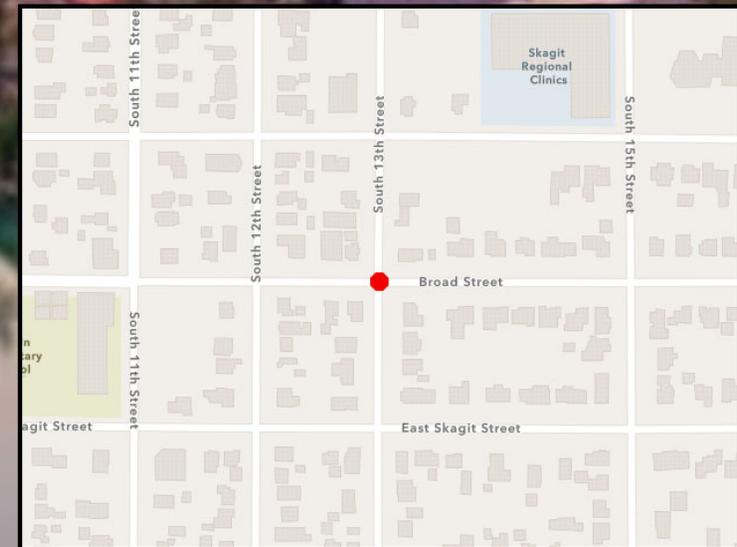
Brief Description

- New signalized intersection
- Anticipating potential intersection concurrency trigger by 2035
- Mitigate increasing service level demand for hospital
- Retrofit and/or correct intersection ADA ramps
- Intersection pavement overlay for rehabilitation



Project Source(s)

Past City Comprehensive Plans Through 2016



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	Not Programmed
Construction	Not Programmed
Post-Construction	



6th Street/Division Street Intersection Improvements

T-23-04

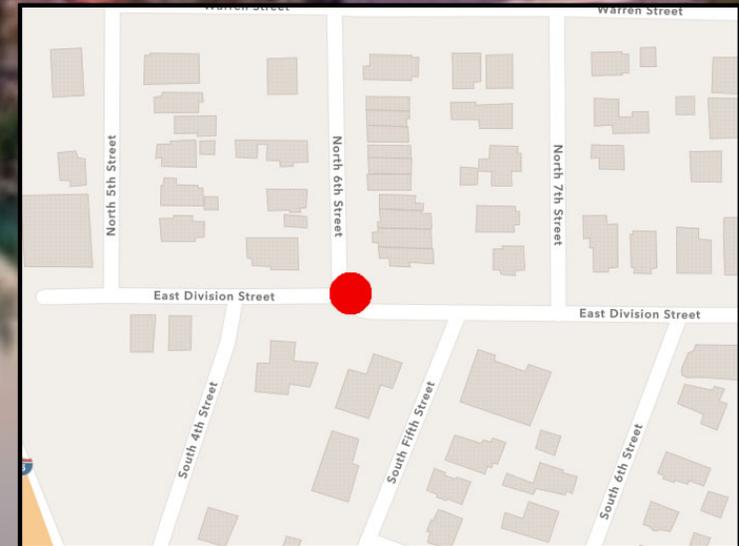
Brief Description

- Adjust turn alignment and roadway banking for safer turning radius and reduced conflicts
- Reconstruct sidewalk as needed



Project Source(s)

Past City Comprehensive Plans Through 2016



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	Not Programmed
Construction	Not Programmed
Post-Construction	



Laventure Road/Blackburn Road Intersection Improvements

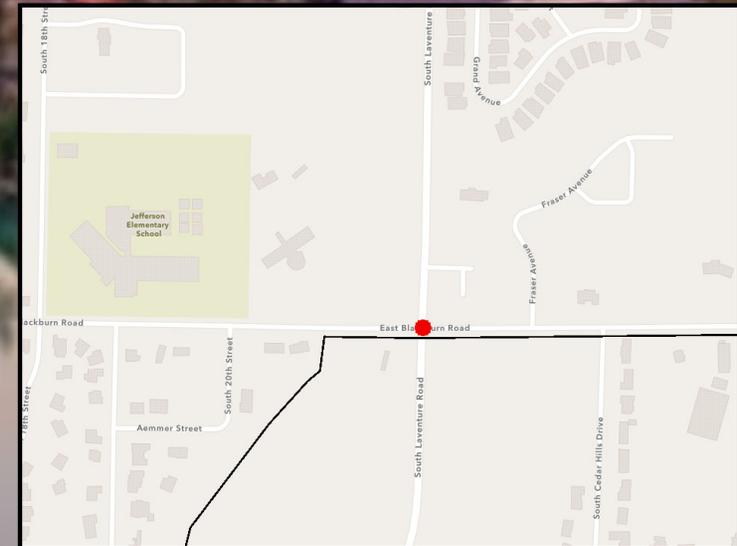
T-13-01

Brief Description

- New signalized intersection
- Anticipating potential intersection concurrency trigger by 2035
- Mitigate increasing service level demand due to congestion
- Retrofit and/or correct intersection ADA ramps, as needed

Project Source(s)

Past City Comprehensive Plans Through 2016



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	Not Programmed
Construction	Not Programmed
Post-Construction	



18th Street/Blackburn Road Intersection Improvements

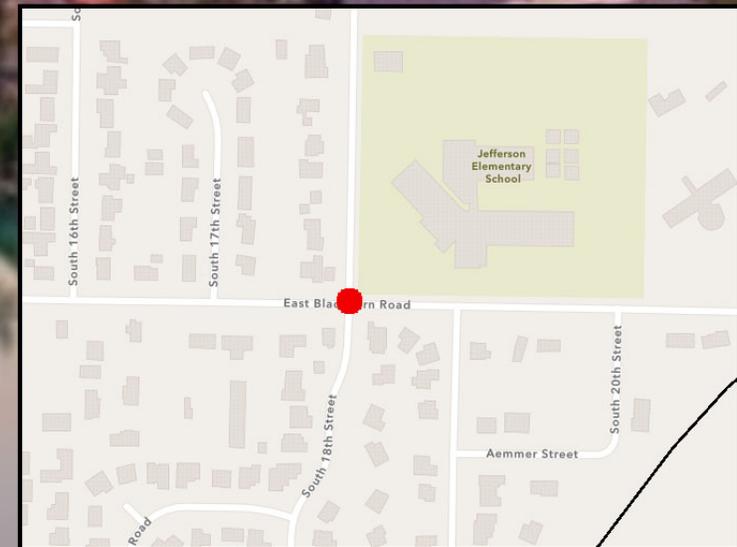
T-07-06

Brief Description

- New signalized intersection
- Anticipating potential intersection concurrency trigger by 2035
- Mitigate increasing service level demand due to congestion
- Intersection ADA ramps and other improvements, as needed

Project Source(s)

Past City Comprehensive Plans Through 2016



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	Not Programmed
Construction	Not Programmed
Post-Construction	



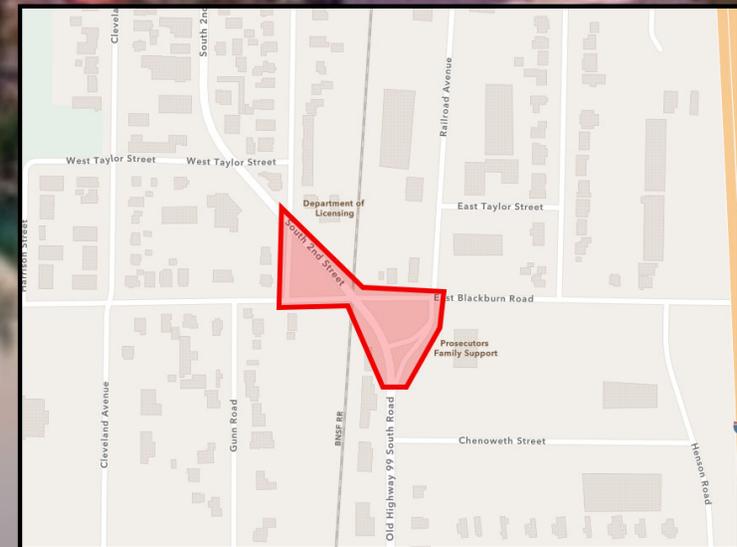
2nd Street/Blackburn Road Street and Intersection Improvements T-25-10

Brief Description

- Realign 2nd St to merge with 3rd St and extend full-width 3rd St south to an improved, signalized intersection with Blackburn Rd
- Realign and widen (to 2 way traffic) current right ramp north to an improved, signalized intersection with Blackburn Rd (east of RR crossing)
- Sidewalks and bike lanes
- Remove 2nd intersection with Blackburn, include unneeded street segments.

Project Source(s)

Documented safety and ADA concerns for existing 2nd St intersection and railroad crossing



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	Not Programmed
Construction	Not Programmed
Post-Construction	



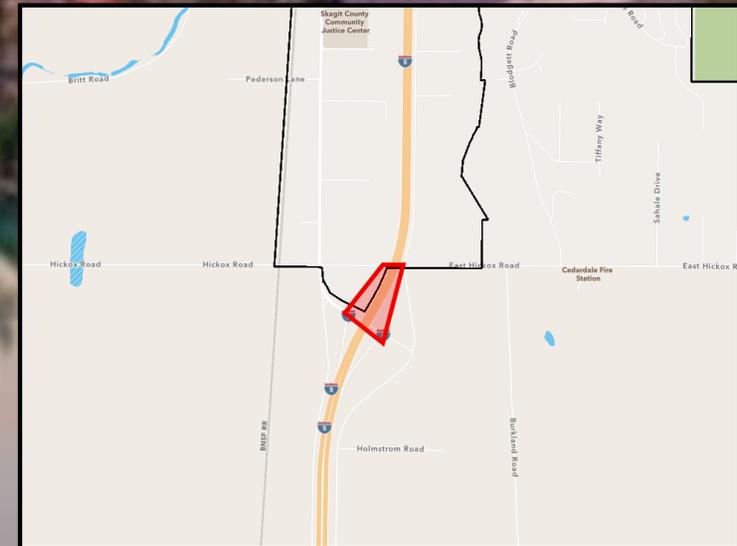
Hickox Road/I-5 Interchange Completion (Hickox Rd & I-5) T-05-09

Brief Description

- Complete north side of the interchange to provide full access
- Will require partnership with WSDOT

Project Source(s)

Past City Comprehensive Plans Through 2016



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	Not Programmed
Construction	Not Programmed
Post-Construction	



COMPLETE STREETS IMPROVEMENT PROJECTS

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Riverside Drive Improvements – 1 (College Wy to Cedar St) T-19-03

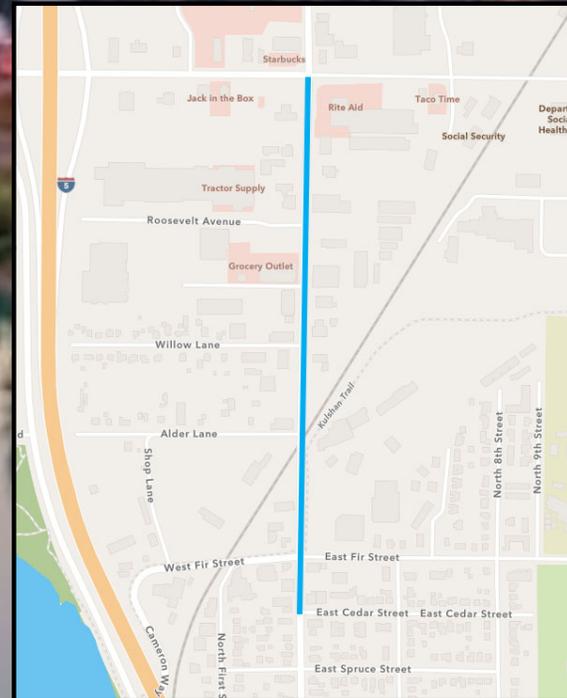
Brief Description

- Rehabilitate street pavement section through mill and thin overlay for this arterial
- ADA pedestrian upgrades
- Address sidewalk accessibility challenges, such as too-narrow walking routes
- Street illumination improvements, as needed



Project Source(s)

2021 Pavement Condition Study; preliminary ADA Transition Plan updates



PROPOSED SCHEDULE	
Phase	Year
Planning/Predesign	
Design (PE)/ROW	2023-2028
Construction	Not Programmed
Post-Construction	

PROJECT NAME:	Riverside Drive Improvements – 1 (College Wy to Cedar St)
PROJECT #:	T-19-03

DEPARTMENT	Public Works		
PROJECT CATEGORY	Rehabilitation/Renovation/Modification	PHASES PROGRAMMED	Design, ROW
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	Construction

PROJECT DESCRIPTION
This project proposes a rehabilitation of the existing street surface through a grind and thin overlay to the extends indicated in the project name. This project will also replace pedestrian crosswalk ramps to current ADA standards, and correct sidewalk widths to City standards to improve accessibility. The project will include the undergrounding of existing overhead utilities along much of the street, with adjustments as needed for street illumination after current overhead utilities poles are removed. This project is partially funded through federal transportation aid grants, and so will be required to meet all applicable federal requirements for design standards, contracting, Buy/Build America, NEPA, and federal ROW acquisition requirements and certifications (applicable to both temporary construction access/easements and permanent ROW acquisition purchases).

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
Project will replace existing street features, including existing striping, so no additional O&M impacts are anticipated.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant			\$ 190,000	\$ 90,000					\$ 280,000	\$ -
ROW - Acquisition/Purchase					\$ 200,000				\$ 200,000	\$ 1,000,000
ROW - Consultant			\$ 50,000	\$ 50,000					\$ 100,000	\$ -
Construction - Contractor									\$ -	\$ 3,100,000
Construction - Consultant CM/Inspector									\$ -	\$ 175,000
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ 240,000	\$ 140,000	\$ 200,000	\$ -	\$ -	\$ -	\$ 580,000	\$ 4,275,000

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund			\$ 120,000	\$ 90,000	\$ 100,000				\$ 310,000	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees			\$ 120,000	\$ 50,000	\$ 100,000				\$ 270,000	\$ -
TBD									\$ -	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ 240,000	\$ 140,000	\$ 200,000	\$ -	\$ -	\$ -	\$ 580,000	\$ (4,275,000)



Riverside Drive Improvements – 2 (College Wy to Skagit River Bridge) T-20-01

Brief Description

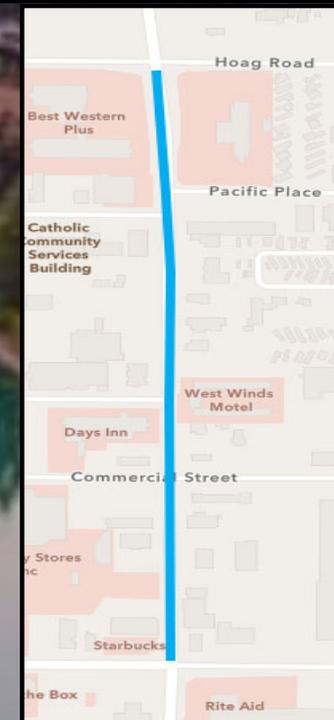
- Rehabilitate street pavement section through mill and thin overlay for this arterial
- ADA pedestrian upgrades
- Street illumination improvements, as needed



Project Source(s)

2021 Pavement Condition Study; preliminary ADA Transition Plan updates

PROPOSED SCHEDULE	
Phase	Year
Planning/Predesign	
Design (PE)/ROW	2023-2027
Construction	2030
Post-Construction	



PROJECT NAME:	Riverside Drive Improvements – 2 (College Wy to Skagit River Bridge)
PROJECT #:	T-20-01

DEPARTMENT	Public Works		
PROJECT CATEGORY	Rehabilitation/Renovation/Modification	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	None

PROJECT DESCRIPTION
This project proposes a rehabilitation of the existing street surface through a grind and thin overlay to the extends indicated in the project name. This project will also replace pedestrian crosswalk ramps to current ADA standards, and correct sidewalk widths to City standards to improve accessibility. The project will include the undergrounding of existing overhead utilities along much of the street, with adjustments as needed for street illumination after current overhead utilities poles are removed. This project is partially funded through federal transportation aid grants, and so will be required to meet all applicable federal requirements for design standards, contracting, Buy/Build America, NEPA, and federal ROW acquisition requirements and certifications (applicable to both temporary construction access/easements and permanent ROW acquisition purchases).

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
Project will replace existing street features, including existing striping, so no additional O&M impacts are anticipated.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant			\$ 240,000	\$ 90,000					\$ 330,000	\$ -
ROW - Acquisition/Purchase				\$ 250,000					\$ 250,000	\$ -
ROW - Consultant			\$ 60,000	\$ 60,000					\$ 120,000	\$ -
Construction - Contractor							\$ 350,000		\$ 350,000	\$ 2,250,000
Construction - Consultant CM/Inspector							\$ 25,000		\$ 25,000	\$ 125,000
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ 300,000	\$ 400,000	\$ -	\$ -	\$ 375,000	\$ -	\$ 1,075,000	\$ 2,375,000

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund				\$ 310,000			\$ 375,000		\$ 685,000	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees			\$ 127,000	\$ 90,000					\$ 217,000	\$ -
TBD									\$ -	\$ -
Grant 1			\$ 173,000						\$ 173,000	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ 300,000	\$ 400,000	\$ -	\$ -	\$ 375,000	\$ -	\$ 1,075,000	\$ (2,375,000)



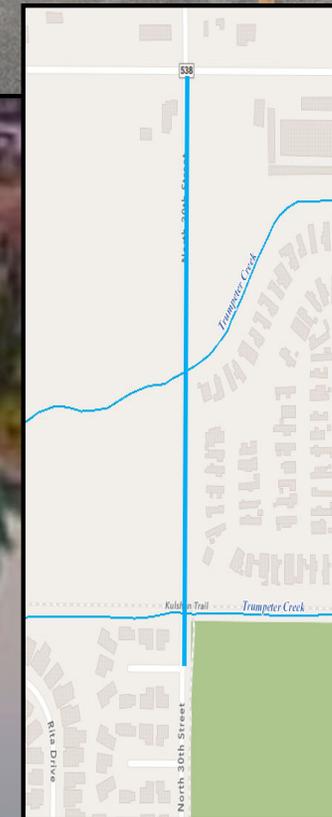
30th Street Improvements – 1 (College Wy to Paul Pl) T-02-24a

Brief Description

- Rehabilitate street pavement section through mill and thin overlay for this urban collector
- Adjust street grade to mitigate historic flooding over street
- Extend shared-use pathway on east side of street
- Replace undersized stream culvert with fish-passable design
- Stream bed and bank restoration, as needed

Project Source(s)

2021 Pavement Condition Study; documented street flooding events



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	2024-2026
Construction	2031
Post-Construction	

PROJECT NAME:	30th Street Improvements – 1 (College Wy to Paul Pl)
PROJECT #:	T-02-24a

DEPARTMENT	Public Works		
PROJECT CATEGORY	Rehabilitation/Renovation/Modification	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	None

PROJECT DESCRIPTION
This project proposes a rehabilitation of the existing street surface through a grind and thin overlay , along with grade adjustments to reduce/mitigate past flooding over the street surface. Flooding will also be mitigated by replacing the existing under sized stream culvert with a fish-passable design. This project will also extend the existing shared-use pathway on the east side of the street and replace pedestrian crosswalk ramps to current ADA standards. This project is partially funded through federal transportation aid grants, and so will be required to meet all applicable federal requirements for design standards, contracting, Buy/Build America, NEPA, and federal ROW acquisition requirements and certifications (applicable to both temporary construction access/easements and permanent ROW acquisition purchases).

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
Project will replace existing street features, including existing striping, so no additional O&M impacts are anticipated. Flood impact reduction and a larger culvert may reduce O&M expenses.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant			\$ 250,000						\$ 250,000	\$ -
ROW - Acquisition/Purchase			\$ 50,000						\$ 50,000	\$ -
ROW - Consultant			\$ 60,000						\$ 60,000	\$ -
Construction - Contractor								\$ 350,000	\$ 350,000	\$ 2,400,000
Construction - Consultant CM/Inspector								\$ 30,000	\$ 30,000	\$ 90,000
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ 380,000	\$ 740,000	\$ 2,490,000

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund			\$ 65,000					\$ 175,000	\$ 240,000	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves								\$ 205,000	\$ 205,000	\$ -
Surface Water Utility			\$ 10,000						\$ 10,000	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD									\$ -	\$ -
Grant 1			\$ 285,000						\$ 285,000	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ 380,000	\$ 740,000	\$ (2,490,000)



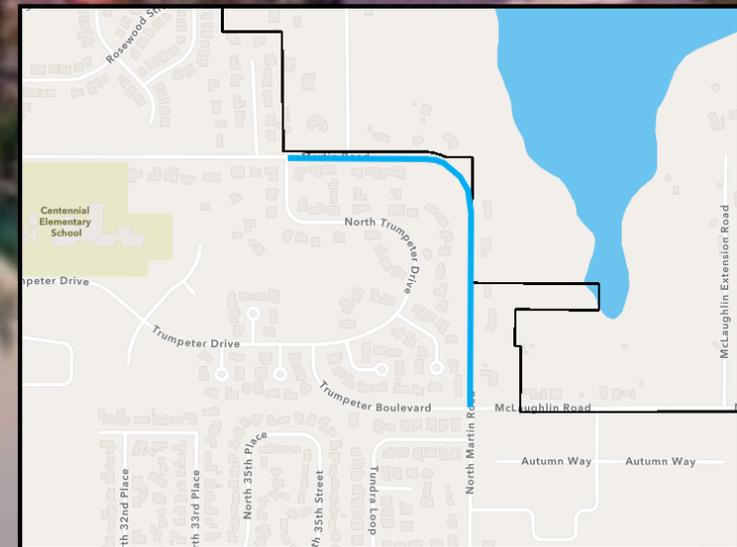
Martin Road Complete Streets Improvements (Trumpeter Dr to McLaughlin Rd) T-05-02

Brief Description

- Replace existing 5-foot asphalt path with 10-foot shared-use path meeting WSDOT shared-use pathway guidelines on south and west side of street
- ADA improvements, as needed
- Bicycle route wayfinding signage
- Remove failed street pavement and replace with new pavement section
- Retaining walls, as needed

Project Source(s)

Past City Comprehensive Plans Through 2016



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	Not Programmed
Construction	Not Programmed
Post-Construction	



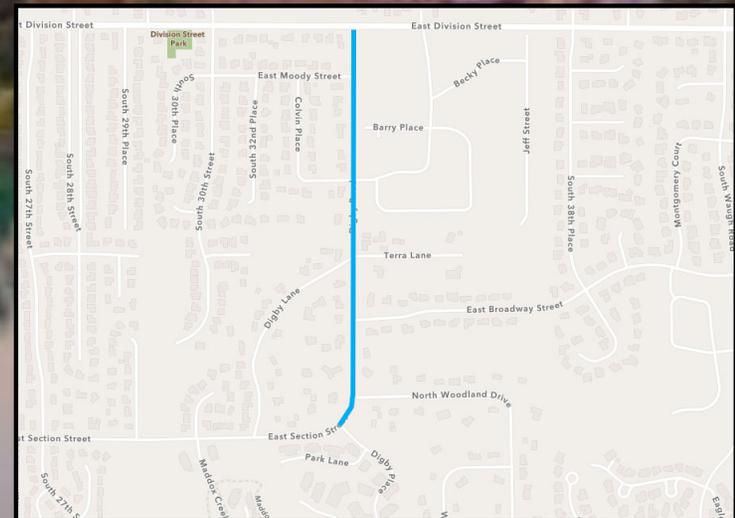
Digby Road Complete Streets Improvements (E Division St to Section St) T-25-09

Brief Description

- Replace failing street pavement section (overall street PCI of 39 in 2021) and subgrade for this urban collector
- ADA pedestrian upgrades
- Rechanelize and stripe for bike lanes
- Bicycle route wayfinding signage

Project Source(s)

2021 Pavement Condition Study; Objective 3.1 & Planned Bike Routes from 2016 Comprehensive Plan – Transportation Element



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	Not Programmed
Construction	Not Programmed
Post-Construction	



Broad Street Realignment (Blodgett Rd to 12th St) T-03-02

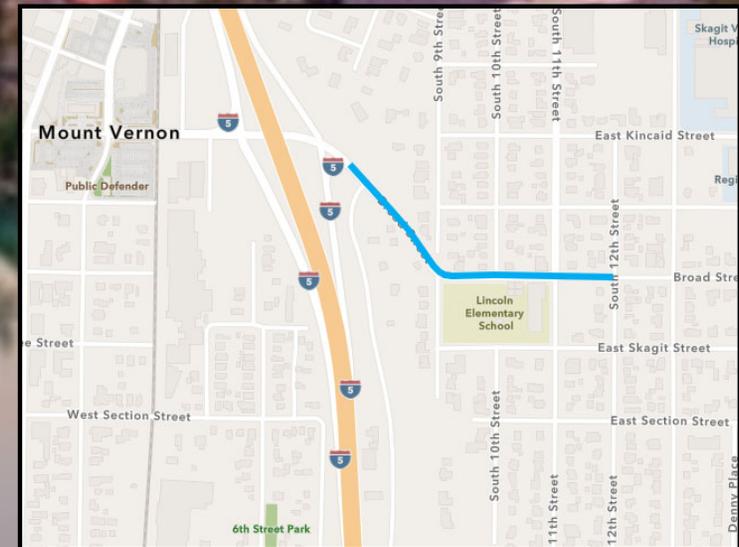
Brief Description

- Realign and relax curve of street near top of the hill for improved safety
- Retrofit sidewalk for safety and ADA compliance



Project Source(s)

Past City Comprehensive Plans Through 2016



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	Not Programmed
Construction	Not Programmed
Post-Construction	



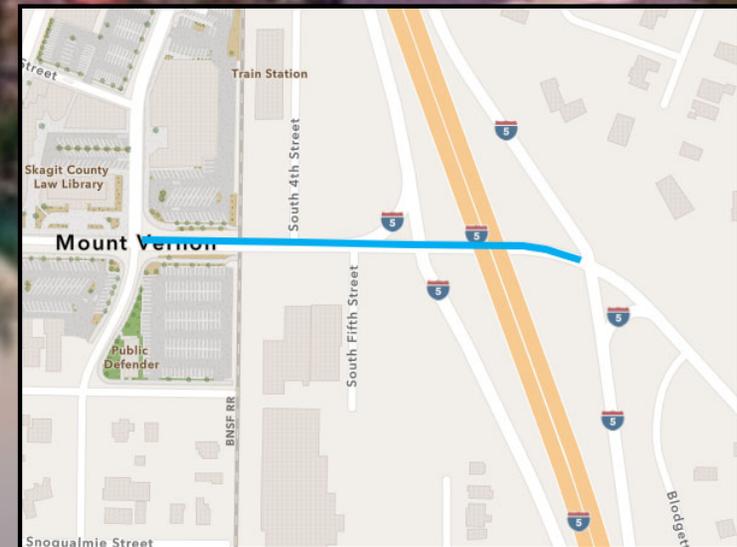
Kincaid Street Complete Streets Improvements (3rd Street to I-5) T-19-04

Brief Description

- Complete multi-modal street improvements, including intersections
- Railroad crossing improvements, particularly pedestrian and bicyclist
- Roundabout intersection conversions: at 3rd Street and both I-5 interchanges
- Improve stormwater system

Project Source(s)

Interagency Agreement between City and WSDOT



PROPOSED SCHEDULE	
Phase	Year
Planning/Predesign	
Design (PE)/ROW	Not Programmed
Construction	Not Programmed
Post-Construction	



Blackburn Road Extension Planning (Little Mtn Rd to Eaglemont Dr) T-94-21

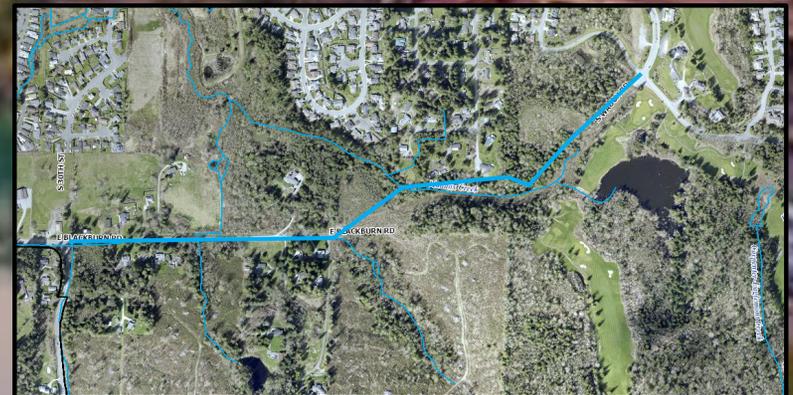
Brief Description

- Establish new street needs and expectations, physical layout for predictability
- Funding strategy and grant suitability
- Prepares for future comprehensive design, utility coordination, and permitting



Project Source(s)

Past City Comprehensive Plans Through 2016/
Development Agreements



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	2024-2026
Design (PE)/ROW	
Construction	
Post-Construction	

PROJECT NAME:	Blackburn Road Extension Planning (Little Mtn Rd to Eaglemont Dr)
PROJECT #:	T-94-21

DEPARTMENT	Public Works		
PROJECT CATEGORY	Non-Capitalized Engineering/Planning	PHASES PROGRAMMED	Planning
NEW CAPITAL ASSETS (YES/NO)	No	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
 Through a combination of preliminary surveying, route planning and ROW/easement requirements, topographical and grading requirements and constrains, and evaluation of existing environmental and critical areas considerations, this project will prepare a transportation corridor planning study and preliminary roadway plans for this future extension project. The planning study will establish new street needs and expectations, a preferred physical layout for predictability, constructability, and compliance with state, regional, and city transportation standards, identification and incorporation of required utilities, etc. This study will also include identification of funding strategies and state and/or federal grant suitability. As it has not yet been determined what entity or agency may completed the future roadway project, this study is intended to prepare for the future needs of the community through comprehensive design, utility coordination, and identification/characterization of environmental and regulatory/permitting requirements.

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
 Planning study only. No O&M impact.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design			\$ 100,000						\$ 100,000	\$ -
Design (PE) - Consultant									\$ -	\$ -
ROW - Acquisition/Purchase									\$ -	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor									\$ -	\$ -
Construction - Consultant CM/Inspector									\$ -	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund									\$ -	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD									\$ -	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (TBD Reserves)			\$ 100,000						\$ 100,000	\$ -
Total Project Revenues	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -



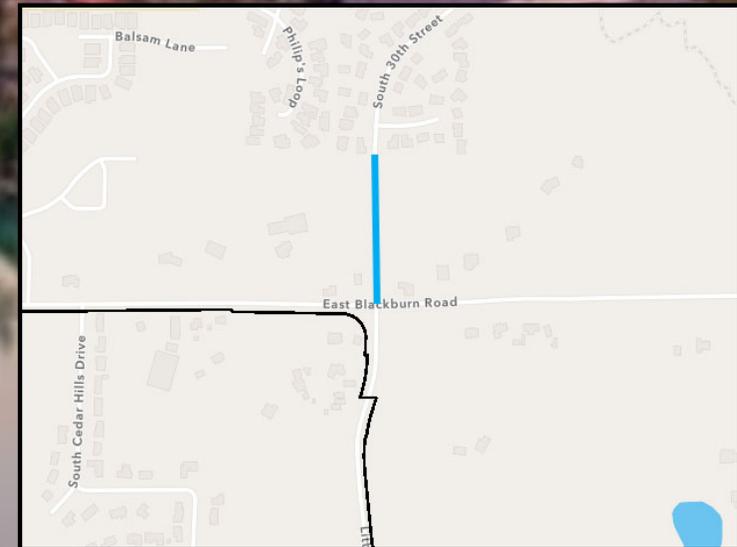
30th Street Extension (Blackburn Rd to 30th St South End) T-02-06

Brief Description

- New roadway extension will link 27th Street with Blackburn Road at the intersection of Blackburn Road and Little Mountain Road
- Reconfigure intersection of new 30th St, Little Mtn Rd, and Blackburn Rd into a 4-way stop-controlled intersection with no permissive turning lanes.
- Complete street improvements
- New stormwater system

Project Source(s)

Past City Comprehensive Plans Through 2016



PROPOSED SCHEDULE	
Phase	Year
Planning/Predesign	
Design (PE)/ROW	Not Programmed
Construction	Not Programmed
Post-Construction	



Blackburn Road Extension (Little Mtn Rd to Eaglemont Dr) T-24-01

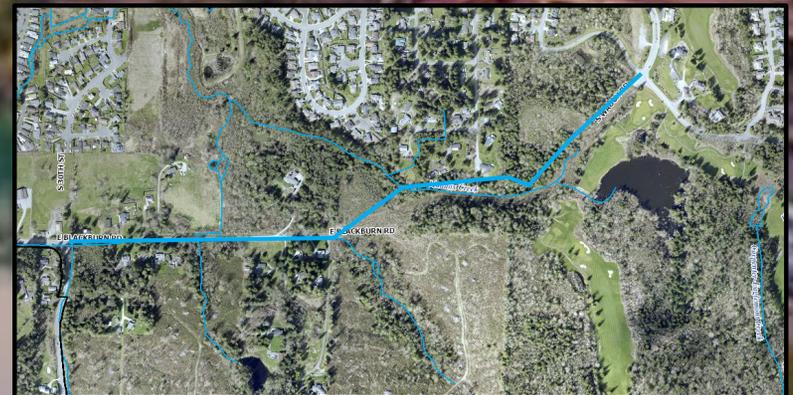
Brief Description

- Design for a new, Complete Street between Little Mountain Road and Eaglemont Drive
- Utility design for the street corridor
- Environmental permitting
- Establish design basis for future construction funding and construction by either City and/or others (private development, public utilities, etc.)
- Bicycle route wayfinding signage



Project Source(s)

Past City Comprehensive Plans Through 2016/
Development Agreements



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	Not Programmed
Construction	Not Programmed
Post-Construction	Not Programmed

PROJECT NAME:	Blackburn Road Extension (Little Mtn Rd to Eaglemont Dr)
PROJECT #:	T-24-01

DEPARTMENT	Public Works		
PROJECT CATEGORY	New	PHASES PROGRAMMED	Design
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	ROW, Construction

PROJECT DESCRIPTION
This project is included in the TIP for planning purposes, as it has not yet been determined what entity or agency will eventually complete the design and/or construction for this new roadway extension between Little Mountain Road and Eaglemont Drive. This project will develop the design for the new Blackburn Road Extension between Little Mountain Road and Eaglemont to current Complete Streets standards and requirements for all modes of transportation use, and advance the design to finished state. This project will include applicable environmental permitting and approval for the new street impacts to existing conditions, as well as support future construction funding from federal and/or state sources. This design will include new main/general service utilities required for the roadway. Design may be advanced by the City at a future date by this project if funding becomes available, and the findings and recommendations of the Blackburn Road extension corridor study will be incorporated into the design and regulatory permitting for future construction funding opportunities and construction by either City and/or others (private development, public utilities, etc.).

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
This project will construct a new street, with all features, utilities, and amenities typical of collector streets in Mount Vernon. As design has not been significantly impacts for future O&M have not yet been assessed.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant								\$ 100,000	\$ 100,000	\$ 2,400,000
ROW - Acquisition/Purchase									\$ -	\$ 300,000
ROW - Consultant									\$ -	\$ 200,000
Construction - Contractor									\$ -	\$ 10,000,000
Construction - Consultant CM/Inspector									\$ -	\$ 500,000
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 13,400,000

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund									\$ -	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD									\$ -	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (TBD Reserves)								\$ 100,000	\$ 100,000	\$ -
Total Project Revenues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ (13,400,000)



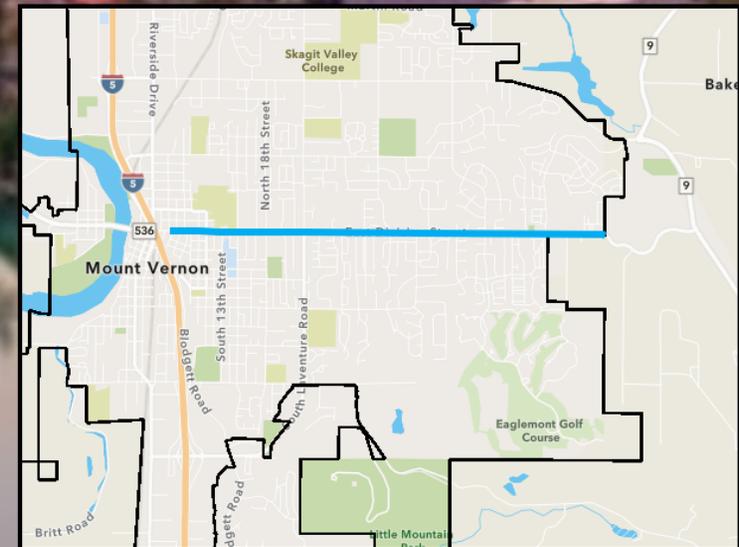
Division Street Corridor Study (N 6th St to Mount Vernon-Big Lake Rd) T-25-13

Brief Description

- Evaluate existing street conditions, current and future multimodal transportation needs and land uses
- Comprehensive future street layout for all mobility modes
- Identification of “quick win” and work plan of capital improvements to meet future street.

Project Source(s)

Public Safety Concerns; 2021 Pavement Condition Study; Objective 3.1 & Planned Bike Routes from 2016 Comprehensive Plan – Transportation Element



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	2026-2027
Design (PE)/ROW	
Construction	
Post-Construction	

PROJECT NAME:	Division Street Corridor Study (N 6th St to Mount Vernon-Big Lake Rd)
PROJECT #:	T-25-13

DEPARTMENT	Public Works		
PROJECT CATEGORY	Non-Capitalized Engineering/Planning	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	No	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
This project proposes to develop a comprehensive corridor study for Division Street. Division Street is a primary east-west collector street for Mount Vernon, but is not improved up to Complete Streets/Active Transportation standards for all modes of transportation. Additionally, land uses along the corridor range include residential, light commercial, parks, and schools. Multiple land uses create a need for a cohesive corridor that serves all transportation needs. In addition, planning will include improvements to regular safe pedestrian crossing of Division Street, as well as improvements such as access control, replacement of extended center turning lanes with medians, and similar measures to reduce roadway width in order to help reduce speeding, increase sight and response distances for all roadway users, and mitigate conflicting traffic motions. This study will include a corridor length survey of existing street layout, utilities, and right-of-way/property boundaries. The study will include both public engagement activities on the future of Division Street, as well as strategic planning coordination with the other public utilities with infrastructure on Division St. The study is anticipated to develop concepts and early geometric layout for the improved street, and identify a ledge of capital improvement projects (both "quick wins" and longer-term projects) that can be sequenced to complete and deliver the overall strategic plan for the street.

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
Planning study only. No O&M impact.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design			\$ 200,000	\$ 100,000					\$ 300,000	\$ -
Design (PE) - Consultant									\$ -	\$ -
ROW - Acquisition/Purchase									\$ -	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor									\$ -	\$ -
Construction - Consultant CM/Inspector									\$ -	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ 200,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund									\$ -	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD									\$ -	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (TBD Reserves)			\$ 200,000	\$ 100,000					\$ 300,000	\$ -
Total Project Revenues	\$ -	\$ -	\$ 200,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -



ANNUAL PROGRAM PROJECTS



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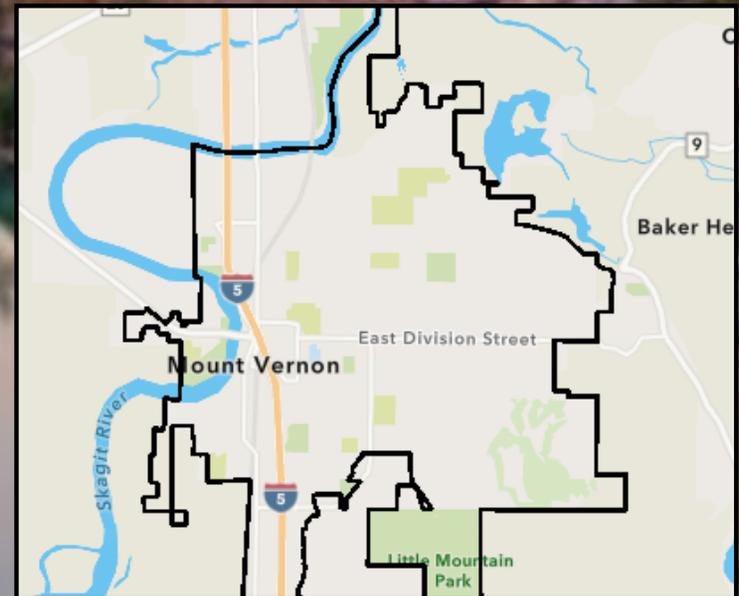
[Year] Street Overlay T-00-02

Brief Description

- Annual series of projects for Pavement Preservation Program
- Rehabilitate street asphalt using grind and thin overlay.
- Isolated pavement section replacement, utility adjustments, re-striping/channelization, and replacement of traffic signal detection loops.

Project Source(s)

2021 Pavement Preservation Plan



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	2030
Design (PE)/ROW	2026-2031
Construction	2026-2031
Post-Construction	

PROJECT NAME:	[Year] Street Overlay
PROJECT #:	T-00-02

DEPARTMENT	Public Works		
PROJECT CATEGORY	Rehabilitation/Renovation/Modification	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	No	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
This annual series of projects is delivered under the City's annual Pavement Preservation Program. Each year, these projects propose to rehabilitate existing public street pavement on selected street segments using thin (1-2 inch) mill/grind and asphalt overlay of the street surface. Projects are selected based on the street conditions identified in the current Pavement Preservation Program plan (currently dated 2021, with planned updates in 2025 and 2030). As funding permits, these annual projects include isolated replacement of full-depth asphalt surface panels, adjustments of utility lid rims/frames, restriping/channelization modifications, and replacement of traffic signal detection loops disturbed by the work.

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
Project rehabilitates existing pavement surfaces, so no additional O&M impact by this project is anticipated.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design							\$ 150,000		\$ 150,000	\$ -
Design (PE) - Consultant			\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,200,000	\$ -
ROW - Acquisition/Purchase									\$ -	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor			\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 4,800,000	\$ -
Construction - Consultant CM/Inspector									\$ -	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,150,000	\$ 1,000,000	\$ 6,150,000	\$ -

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund									\$ -	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD			\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,150,000	\$ 1,000,000	\$ 6,150,000	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,150,000	\$ 1,000,000	\$ 6,150,000	\$ -



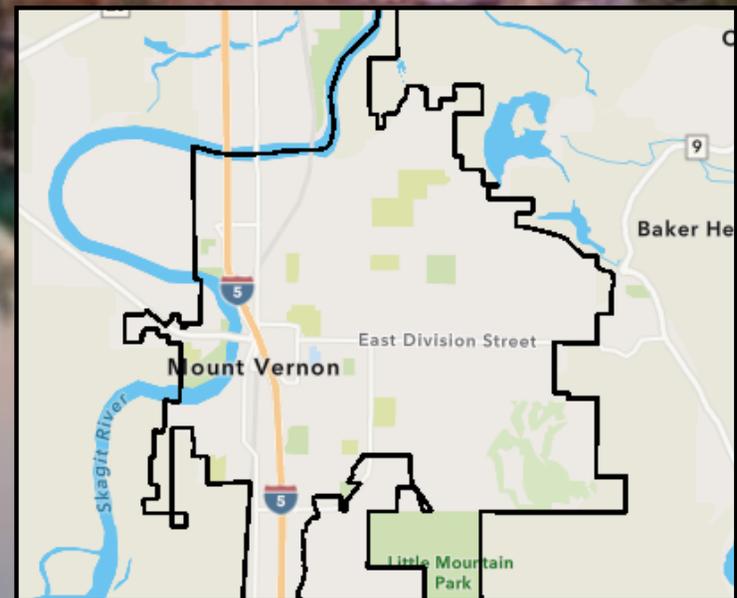
[Year] Citywide Signal Repair and Replacement T-07-02

Brief Description

- Annual series of projects for on-going repair and/or replacement of traffic signal equipment at intersections
- Primarily focused on pole-mounted traffic signals, traffic camera, and conduit for this equipment.

Project Source(s)

WSDOT Service Provider for City Signal Operations



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	2026-2031
Construction	2026-2031
Post-Construction	

PROJECT NAME:	[Year] Citywide Signal Repair and Replacement
PROJECT #:	T-07-02

DEPARTMENT	Public Works		
PROJECT CATEGORY	Replacement/Upgrade	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	No	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
 This annual series of project provides for on-going repair and/or replacement of traffic signal equipment at intersections. Typically, the focus of this project is on signal equipment such as pole-mounted traffic signals, traffic cameras, and conduit. Another annual project series provides for signal cabinet repairs and/or parts replacement.

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
 Project focuses on purchase and installation of replacement parts for existing traffic signal equipment, so no additional O&M impact by this project is anticipated.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant									\$ -	\$ -
ROW - Acquisition/Purchase									\$ -	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor			\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 270,000	\$ -
Construction - Consultant CM/Inspector									\$ -	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 270,000	\$ -

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund									\$ -	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD			\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 270,000	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 270,000	\$ -



[Year] Citywide ADA Pedestrian Improvements T-16-01

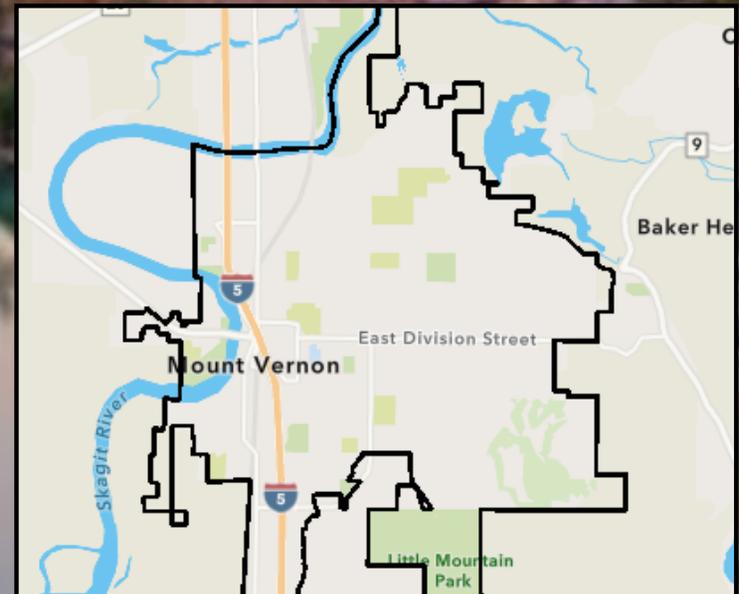
Brief Description

- Annual series of projects for on-going ADA pedestrian improvements
- Replace non-compliant pedestrian crosswalk ramps and push buttons
- Typically parallel with annual Street Overlay projects because of regulatory trigger
- Corrections identified in the ADA Transition Plan and/or through the City ADA program.



Project Source(s)

2021 Pavement Preservation Plan; Current City Right-of-Way ADA Transition Plan



PROPOSED SCHEDULE

Phase	Year
Planning/Pre-design	
Design (PE)/ROW	2026-2031
Construction	2026-2031
Post-Construction	

PROJECT NAME:	[Year] Citywide ADA Pedestrian Improvements
PROJECT #:	T-16-01

DEPARTMENT	Public Works		
PROJECT CATEGORY	Rehabilitation/Renovation/Modification	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
 This annual series of projects is delivered under the City's annual Americans with Disabilities Act (ADA) Pedestrian Improvements Program. Each year, these projects propose to replace non-compliant pedestrian ramps at crosswalks, replace non-compliant pedestrian push buttons at signalized crosswalks, and related improvements to meet the requirements of the currently-adopted edition of the Public Right-Of-Way Accessibility Guidelines (PROWAG). Typically, each year's project will include the ADA improvements "triggered" by other annual street improvement activities, such as the annual Street Overlay projects. Additional ADA improvements may be added, in accordance with the City's currently-adopted ADA Transition Plan for public rights-of-way, as funding availability permits.

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
 Project focuses on replacement of existing street features, so no additional O&M impact by this project is anticipated.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant									\$ -	\$ -
ROW - Acquisition/Purchase									\$ -	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor			\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ -
Construction - Consultant CM/Inspector									\$ -	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ -

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund									\$ -	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD			\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ -



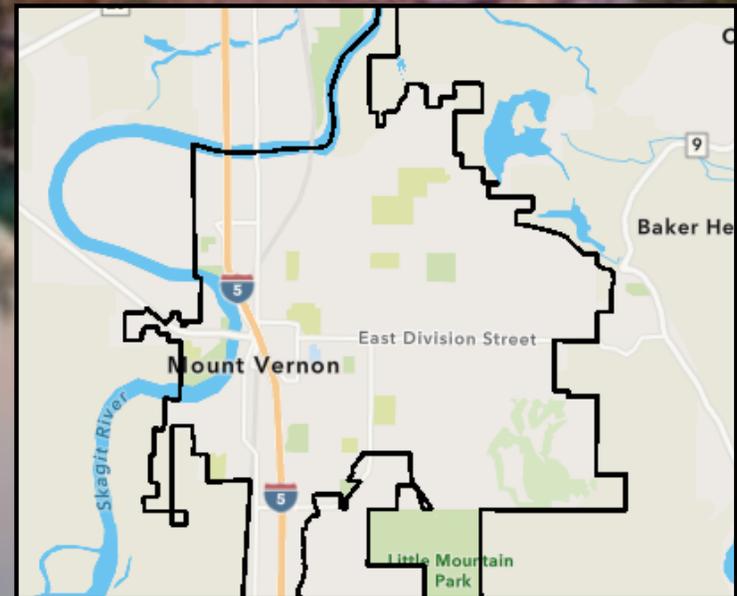
[Year] Citywide Sidewalk Repair Program T-08-01

Brief Description

- Annual series of projects to assist property owners with correction of damaged sidewalk adjacent to property.
- City inspects and directs property owner to correct cause(s) of sidewalk distress
- Replacement of deteriorated sidewalk by City project. Property owner billed for materials.
- Options for direct payment and payment plans.

Project Source(s)

Requests by public to participate in program.



PROPOSED SCHEDULE	
Phase	Year
Planning/Predesign	
Design (PE)/ROW	2026-2031
Construction	2026-2031
Post-Construction	

PROJECT NAME:	[Year] Citywide Sidewalk Repair Program
PROJECT #:	T-08-01

DEPARTMENT	Public Works		
PROJECT CATEGORY	Replacement/Upgrade	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	Yes	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
 This annual series of projects provides assistance to property owners with the correction of damaged and/or deteriorated sidewalk adjacent to the property for City Code compliance. The City receives requests from property owners wanting to participate in the program. City staff inspect the damaged areas, direct the property owner to correct cause(s) of sidewalk distress, and prepares assessment and agreement with the City for construction. This project's construction replaces the damaged sidewalk and property owner is responsible for paying the material costs in accordance with the assessment. Property owners are provided with both direct payment and payment plan options.

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
 Project focuses on replacement of existing street features, so no significant additional O&M impact by this project is anticipated.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant									\$ -	\$ -
ROW - Acquisition/Purchase									\$ -	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000	\$ -
Construction - Consultant CM/Inspector									\$ -	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000	\$ -

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund									\$ -	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD			\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000	\$ -



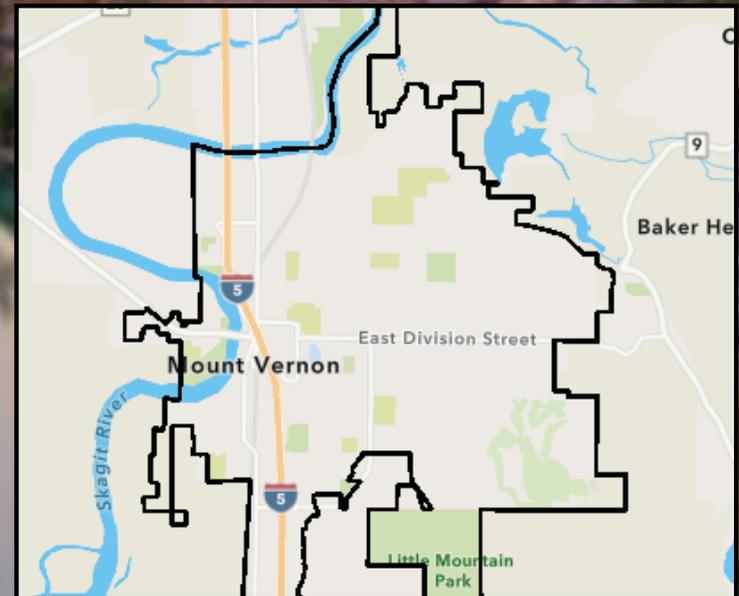
[Year] Citywide Intersection Signal Cabinet Replacements T-25-12

Brief Description

- Replace signal cabinets and internal equipment at the following intersections existing cabinet equipment is well past its operational life and not able to support current operation requirements:
 - Laventure Road/Division Street
 - College Way/Riverside Drive
 - Laventure Road/Fir Street
 - 18th Street/Division Street
 - 18th Street/Fir Street
- Update signal operation

Project Source(s)

WSDOT Service Provider for City Signal Operations



PROPOSED SCHEDULE

Phase	Year
Planning/Predesign	
Design (PE)/ROW	2026-2031
Construction	2026-2031
Post-Construction	

PROJECT NAME:	[Year] Citywide Intersection Signal Cabinet Replacements
PROJECT #:	T-25-12

DEPARTMENT	Public Works		
PROJECT CATEGORY	Rehabilitation/Renovation/Modification	PHASES PROGRAMMED	All
NEW CAPITAL ASSETS (YES/NO)	No	PHASES NOT PROGRAMMED	N/A

PROJECT DESCRIPTION
This annual project focuses on replacing signal cabinet internal equipment in order to extend the overall design life of the completed signal cabinet. For 2026-2031, this project will focus on the following intersections, where existing cabinet equipment is well past its operational life and not able to support current operation requirements:
- Laventure Road/Division Street
- College Way/Riverside Drive
- Laventure Road/Fir Street
- 18th Street/Division Street
- 18th Street/Fir Street
This annual series of projects also addresses updates, as needed, to signal operation repairs and corrections, and related reprogramming activities.

ANTICIPATED OPERATIONS AND MAINTENANCE IMPACT OF PROJECT
Project focuses on replacement of existing street features, so no significant additional O&M impact by this project is anticipated.

Expense Category	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
Planning/Pre-design									\$ -	\$ -
Design (PE) - Consultant									\$ -	\$ -
ROW - Acquisition/Purchase									\$ -	\$ -
ROW - Consultant									\$ -	\$ -
Construction - Contractor			\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 150,000	\$ -
Construction - Consultant CM/Inspector									\$ -	\$ -
Post-Construction									\$ -	\$ -
Total Project Expenditures	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 150,000	\$ -

Funding Source(s)	Unused	Prior	2026	2027	2028	2029	2030	2031	Total	Post 2031/ Additional Need
General Fund Reserve									\$ -	\$ -
General Fund									\$ -	\$ -
Arterial Street Fund									\$ -	\$ -
REET II									\$ -	\$ -
Surface Water Utility Reserves									\$ -	\$ -
Surface Water Utility									\$ -	\$ -
Impact/Mitigation Fees									\$ -	\$ -
TBD			\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 150,000	\$ -
Grant 1									\$ -	\$ -
Grant 2									\$ -	\$ -
Grant 3									\$ -	\$ -
Other (\$ -	\$ -
Total Project Revenues	\$ -	\$ -	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 150,000	\$ -



GUIDANCE TO PROJECT PERFORMANCE SCORING METHODOLOGY 2026-2031 TRANSPORTATION IMPROVEMENT PROGRAM

Introduction

This transportation project performance model was adapted for the 2026-2031 Transportation Improvement Program (TIP) for the City of Mount Vernon (City). This model offers a method for applying scores to transportation projects on the basis of how much they contribute to one or more core criteria. This method was adapted from a 2023 project performance method developed by the Washington State Department of Transportation (WSDOT).

Ranking and/or scoring transportation process as a means of prioritizing which projects are more or less important can be a difficult challenge, and interpreting results as a means for guiding the development of a transportation program even more difficult. For example:

- Projects that score high, particularly in multiple categories/criteria may also represent projects that are financially infeasible or require too much time to deliver.
- Conversely, small to medium transportation capital improvement projects may score low, but have benefits not easily encapsulated into a project scoring system without rendering that system too unwieldy to apply to all such projects.
- Transportation projects that do not actually construct improvements, such as corridor or traffic safety studies, may score poorly yet be necessary for the planning and successful delivery of future transportation projects.
- Similarly, seemingly “objective” ranking approaches may penalize certain types of projects as being less valuable than others, despite transportation policies that may dictate otherwise.
- Finally, project scoring can tempt staff or others to shape and scale project scopes in ways that yield the best score, rather than the best outcomes for the public. This may also result in project scopes that, while scoring better using a local agency’s system, may be compatible with the scoring criteria used for external funding/grant program applications.

Despite the disadvantages, the use of performance-based project scoring as an advisory tool offers benefits in terms of identifying where an individual project's value is the strongest. This can be useful to characterize one or more key focuses for individual transportation projects. For example, one project might be considered "safety-focused", while another might be a "mobility improvement" project.

The City has not formally adopted any ranking, scoring, or similar prioritization method for transportation planning. For the 2026-2031 TIP, this performance scoring approach was employed merely as a pilot study for potential future use, as well as advisory to the merits of each project's proposed scope and funding strategy.

For each main criteria described below, narrative goals are identified, followed by the scoring method in *italics*. Each main criteria can score up to 10 points. A few of the main criteria have two or three sub-criteria, each with a certain allocation of points to apply and add up to the main criteria's total score.

All transportation projects, both those programmed for 2026 to 2031 and those that weren't, were scored using this method. The projects and their scores have been presented in Table 4.

Safety (10 points possible)

Goal: To provide for and to improve safety and security for all transportation users of the city transportation system.

- Apply countermeasures to locations of repeat and avoidable serious injuries and deaths.
- Proactively invest in safety improvements to reduce potential for fatal and serious crashes.
- Improve safety for users of all modes that use or interact with city transportation assets.

Improves safe use (0-10) (No sub-criteria)

- *10 points: Proposed transportation project has already been formally (and explicitly) identified/documented as a safety correction and/or improvement project in an adopted city strategic plan; or is the subject of a judicial order, regulatory corrective finding, or similar statutory written directive responding to a documented instance of one or more crashes that resulted in serious injury and/or fatality.*
- *8 points: Proposed transportation project implements specific countermeasures to reduce an identified potential for crashes resulting in serious injuries and fatalities. Identified potential typically supported by a traffic study.*
- *6 points: Proposed transportation project reduces potential for crashes resulting in serious injuries to bicyclists and/or pedestrians and/or for crashes near locations with high numbers of seniors, children, and/or people with disabilities (e.g. schools, parks, senior facilities, etc.).*
- *4 points: Proposed transportation project reduces potential for crashes resulting in serious injuries and fatalities involving any road users.*
- *2 points: Proposed transportation project reduces potential for crashes of any severity involving any road users.*
- *0 points: Proposed transportation project would not significantly reduce potential for crashes.*

Mobility (10 points possible)

Goal: To improve the predictable movement of people and goods throughout the city, including both congestion relief and improved freight mobility.

- Maintain and increase predictability of person movement and freight movement on priority corridors.
- Maintain and increase efficiency by improving the use of existing capacity to maximize person and freight throughput.
- Maintain and improve multimodal access to destinations, including establishment of a high-continuity, comfortable, easy-to-use multimodal network.
- Improve system resilience, including acting to prevent service interruptions due to weather, climate impacts, and natural disasters.

Sub-criteria I. *Predictable, efficient, and resilient traffic operations (0-3 points possible)*

- *3 points: Proposed transportation project greatly improves on-time performance and/or travel time reliability and/or system resilience against service interruptions of the improved services and/or facilities in the vicinity of the project.*
- *2 points: Proposed transportation project somewhat improves on-time performance and/or travel time reliability and/or system resilience against service interruptions of the improved services and/or facilities in the vicinity of the project.*
- *2 points: Proposed transportation project greatly improves on-time performance and/or travel time reliability and/or system resilience against service interruptions through traffic redistribution on proximate routes.*
- *1 point: Proposed transportation project somewhat improves on-time performance and/or travel time reliability and/or system resilience against service interruptions through traffic redistribution on proximate routes.*
- *0 points: Proposed transportation project does not improve on-time performance and/or travel time reliability and/or system resilience against service interruptions of the improved services and/or facilities through traffic redistribution on proximate routes.*

Sub-criteria II. *Increase efficiency by improving the use of existing capacity (0-2 points possible)*

- *2 points: Proposed transportation project greatly increases person throughput on a city transportation facility, freight throughput on a freight-priority facility or near a freight facility or manufacturing industrial center, or the use of existing transit capacity.*
- *1 point: Proposed transportation project somewhat increases person throughput on a city transportation facility, freight throughput on a freight-priority facility or near a freight facility or manufacturing industrial center, or the use of existing transit capacity.*

- *0 points: Proposed transportation project does not increase person throughput on a city transportation facility, freight throughput on a freight-priority facility or near a freight facility or manufacturing industrial center, or the use of existing transit capacity.*

Sub-criteria III. *Provide continuous networks for all modes (0-5 points possible)*

- *5 points: Proposed transportation project improves continuity by completing a gap in existing infrastructure or making improvements to existing infrastructure that specifically improve non-motorized transportation uses in areas with high numbers of seniors, children, and/or people with disabilities (e.g. schools, parks, senior facilities, etc.), including ADA-required public right-of-way improvements.*
- *4 points: Proposed transportation project improves continuity by completing a gap in existing infrastructure or making improvements to existing infrastructure that specifically improve non-motorized transportation uses, including ADA-required public right-of-way improvements.*
- *3 points: Proposed transportation project improves continuity by completing a gap in existing infrastructure for motor vehicle use and/or adding a parallel, connected transportation facility to an existing facility that otherwise lacks a connected and parallel network and/or converts motor vehicle lanes into shared vehicle-bicycle lanes ("sharrows").*
- *2 points: Proposed transportation project improves continuity by extending existing infrastructure to areas not yet served.*
- *0 points: Proposed transportation project does not improve continuity for any mode.*

Preservation (10 points possible)

Goal: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

- Establish and maintain state of good condition.
- Provide stable and resilient service.
- Act to prevent failure due to condition of facilities.
- Minimize lifecycle cost.
- Increase resiliency to natural disasters, extreme weather, and climate impacts.

Sub-criteria I. *State of good repair (0-4 points possible)*

- *4 points: Proposed transportation project improves conditions of facilities and/or services from Fair to Good, as defined by relevant plans and policies.*
- *2 points: Proposed transportation project improves conditions of facilities and/or services from Poor to Good, as defined by relevant plans and policies; or proposed investment replaces an existing facility.*
- *1 point: Proposed transportation project adds new facilities and/or services and/or proposed transportation project provides minor, ongoing improvements to existing facilities.*
- *0 points: Proposed transportation project does not add or improve condition of existing facilities and/or services and/or proposed investment removes existing facilities.*

Sub-criteria II. *Minimize lifecycle cost (0-3 points possible)*

- *3 points: Proposed transportation project employs maintenance or basic repair asset management strategies.*
- *2 points: Proposed transportation project employs rehabilitation, mitigation, or other retrofit asset management strategies.*
- *1 point: Proposed transportation project employs reconstruction or replacement of facilities.*
- *0 points: Proposed transportation project does not employ maintenance, repair, mitigation, or retrofit strategies, and does not involve reconstruction or replacement of an existing facility.*

Sub-criteria III. *Prevent infrastructure failure (0-3 points possible)*

- *3 points: One of the transportation project's primary purposes is to improve natural hazard-based resiliency of transportation infrastructure (through design, strategic planning, project prioritization, or maintenance).*
- *2 points: Natural hazard-based resiliency of transportation infrastructure is improved based on transportation project's design standards.*

- *0 points: Proposed transportation project does not improve natural hazard-based resiliency of transport infrastructure through design, strategic planning, project prioritization, or maintenance.*

Economic Vitality (10 points possible)

Goal: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

- Provide infrastructure and services consistent with local and regional land use and infrastructure plans.
- Improve access to jobs and non-work destinations by driving, transit, biking, and/or walking.
- Maintain and improve workforce access to jobs and affordable housing.
- Support economic competitiveness with cost-effective transportation investments.

Sub-criteria I. *Improved access to destinations (jobs, education, and services) (0-6 points possible)*

- *6 points: Proposed transportation project greatly improves access to existing jobs, education, services, and housing by driving, transit, biking, and/or walking.*
- *4 points: Proposed transportation project somewhat improves access to existing jobs, education, services, and housing by driving, transit, biking, and/or walking.*
- *3 points: Proposed transportation project greatly improves access to planned jobs, education, services, and housing by driving, transit, biking, and/or walking.*
- *2 point: Proposed transportation project somewhat improves access to planned jobs, education, services, and housing by driving, transit, biking, and/or walking.*
- *0 points: Proposed transportation project does not improve access to planned jobs, education, services, and housing by driving, transit, biking, and/or walking.*

Sub-criteria II. *Increase direct economic activity (0-4 points possible)*

- *4 points: Proposed transportation project improves missing or deficient transportation infrastructure and/or improves freight access or mobility, in a part of the city with identified/documentated potential for increased number and diversity of businesses that has also been targeted by adopted city policy for economic development (e.g. through an adopted subarea plan or similar).*
- *2 points: Proposed transportation project improves missing or deficient transportation infrastructure and/or improves freight access or mobility in a part of the city with identified/documentated potential for increased number and diversity of businesses.*
- *0 points: Proposed transportation project does not improve missing or deficient transportation infrastructure in a part of the community that has the potential for a greater number and diversity of businesses.*

Urban Environment (10 points possible)

Goal: To enhance the quality of Mount Vernon's urban setting and environment through transportation investments that promote energy conservation, enhance healthy communities, support urban planning and beautification, and protect the natural environment.

- Reduce/mitigate environmental harms from transportation infrastructure and operations.
- Improve urban environment impacts related to transportation community health and cultural resources through a combination of enhancing positive impacts and reducing negative impacts.
- Invest in transportation improvements that support transportation modes with reduced air pollution impacts over single-occupancy vehicles (e.g. use of transit, walking, bicycling, etc).

Sub-criteria I. *Reduce/mitigate impacts on natural environment (0-2 points possible)*

- *2 points: Proposed transportation project| incorporates elements that explicitly reduce natural environment impacts, particularly water pollution, of existing and/or proposed improvements to transportation facilities.*
- *1 point: Proposed transportation project has minimal impact on the surrounding natural environment, positive or negative.*
- *0 points: Proposed transportation project necessarily increases environmental harms from transportation infrastructure and operations.*

Sub-criteria II. *Improve urban environment impacts on human health and cultural resources (0-5 points possible)*

Note: Categories listed here are excluded from this criteria's scoring, as they are addressed in other performance scoring: Road Travel Injuries, Access, Air Pollution, Greenhouse Gases

- *5 points: Proposed transportation project will improve urban environment impacts (improve positive/reduce negative) for more than one category of human health and/or cultural resources (not excluded from this scoring, as noted above) in areas of vulnerable population exposure, including in overburdened communities and/or tribal communities.*
- *4 points: Proposed transportation project will improve urban environment impact (improve positive/reduce negative) for only one category of human health and/or cultural resources (not excluded from this scoring, as noted above) in areas of vulnerable population exposure, including in overburdened communities and/or tribal communities.*
- *3 points: Proposed transportation project will improve t urban environment impact (improve positive/reduce negative) for more than one category of human health and/or*

cultural resources (not excluded from this scoring, as noted above) in areas of non-vulnerable population exposure.

- 2 points: Proposed transportation project will improve urban environment impact (improve positive/reduce negative) for only one category of human health and/or cultural resources (not excluded from this scoring, as noted above) in areas of non-vulnerable population exposure.*
- 0 points: Proposed transportation project does not significantly address any categories of human health and/or cultural resources (not excluded from this scoring, as noted above).*

Impact Categories Applicable to Urban Environment:

<u><i>Positive Impacts</i></u>	<u><i>Negative Impacts</i></u>
<i>Green Spaces and Aesthetics</i>	<i>Contamination</i>
<i>Physical Activity</i>	<i>Social Exclusion</i>
<i>Access</i>	<i>Noise</i>
<i>Mobility Independence</i>	<i>Urban Heat Islands</i>
	<i>Road Travel Injuries</i>
	<i>Air Pollution</i>
	<i>Community Severance</i>
	<i>Electromagnetic Fields</i>
	<i>Stress</i>
	<i>Greenhouse Gases</i>

Sub-criteria III. Support modes with reduced air pollution impacts (0-3 points possible)

- 3 points: Proposed transportation project does not add single-occupancy vehicle capacity; proposed transportation project supports more than one mode of transportation that reduces air pollution over single-occupancy vehicles.*
- 2 points: Proposed transportation project does not add single-occupancy vehicle capacity; proposed transportation project supports only one mode of transportation that reduces air pollution over single-occupancy vehicles.*
- 1 point: Proposed transportation project adds single-occupancy vehicle capacity and includes improvement elements supporting at least one mode that reduces air pollution over single-occupancy vehicles.*

- *0 points: Proposed transportation project does not include improvement elements supporting at least one mode that reduces air pollution over single-occupancy vehicles.*

Fiscal Stewardship (10 points possible)

Goal: To be responsible stewards of public investments for the purposes of maintain and improving the transportation infrastructure in Mount Vernon.

- Optimize use of realistic project funding strategies when planning transportation projects.
- Identify project readiness (“shovel readiness”) through an evaluation of funds already committed versus funding still needing to be secured.

Secure project funding/shovel readiness (0-10 points possible) (No sub-criteria)

- *10 points: All funding needed for all phases of the transportation project, including reasonable planning-level contingency and identified ROW/property rights acquisition needs, has been secured/committed; through combination of approved appropriations of local funds, award and/or obligation of external funding.*
- *8 points: All funding needed for design AND ROW/property rights acquisition for the transportation project, including reasonable planning-level contingency and identified ROW/property rights acquisition needs, has been secured; through combination of approved appropriations of local funds, award and/or obligation of external funding. All funding for construction phase, including reasonable planning-level contingency, has been planned in TIP and external grant applications already submitted.*
- *6 points: All funding needed for design AND ROW/property rights acquisition for the transportation project, including reasonable planning-level contingency and identified ROW/property rights acquisition needs, has been secured; through combination of approved appropriations of local funds, award and/or obligation of external funding. All funding for construction phase, including reasonable planning-level contingency, has been planned in adopted TIP and external grant applications have not been submitted.*
- *4 points: All funding needed for all phases of the transportation project, including reasonable planning-level contingency and identified/potential ROW/property rights acquisition needs, has not been secured. Project funding strategy has been incorporated into the adopted TIP.*
- *2 points: All funding needed for all phases of the transportation project, including reasonable planning-level contingency and identified/potential ROW/property rights acquisition needs, has not been secured. Project funding strategy has not been incorporated into the adopted TIP.*
- *0 points: A funding strategy for this transportation project has not be completed.*