

**DRAFT** Transportation Improvement Projects and Programs

City of Lynden Transportation Element Update

|                     | PID                   | Location (Extents)   | Description   | Benefit   |        |              |          | Mode     |             |          |         | Relative Priority | Time Frame                | 2021 Total Cost Estimate  | 2016 Total Cost Estimate  |
|---------------------|-----------------------|--|---|---|--------|--------------|----------|----------|-------------|----------|---------|-------------------|---------------------------|---------------------------|---------------------------|
|                     |                       |  |   | Capacity  | Safety | Connectivity | Mobility | Vehicles | Pedestrians | Bicycles | Transit |                   |                           |                           |                           |
| Safety and Capacity | C-1                   | Birch Bay - Lynden Road and Berthusen Road                             | Evaluate intersection operations and install roundabout to improve future level of service when needed.   | ✓   | ✓      |              |          | ✓        |             |          | Medium  | Mid               | \$1,159,000               | \$1,040,000               |                           |
|                     | C-2                   | 17th Street and Grover Street  | Evaluate intersection operations and install traffic signal to improve future level of service when needed.   | ✓   | ✓      |              |          | ✓        | ✓           | ✓        | Low     | Long              | \$535,000                 | \$480,000                 |                           |
|                     | C-3                   | 7th Street and Front Street  | New connection on 7th Street will add additional volume to intersection (see Project R-1). Evaluate intersection operations and install improvements (signal/compact roundabout) to improve future level of service when needed.  | ✓   | ✓      |              |          | ✓        | ✓           | ✓        | Low     | Long              | \$334,000                 | \$300,000                 |                           |
|                     | C-6                   | Benson Road and Main Street  | Evaluate intersection operations and install traffic signal to improve future level of service when needed.   | ✓   | ✓      |              |          | ✓        | ✓           |          | Low     | Long              | \$535,000                 | \$480,000                 |                           |
|                     | R-3                   | 3rd St between Front and Grover  | Reconstruct corridor to HBD standards (inc. 36' width), including sidewalks. Complete intersection and signal timing improvements as needed.  |   | ✓      | ✓            | ✓        | ✓        | ✓           | ✓        | Medium  | Mid               | \$602,000                 | \$540,000                 |                           |
|                     | R-4                   | 4th St between Front and Grover  | Reconstruct corridor to HBD standards with two one-way travel lanes with angled parking and center median with farmer's market area and possible use as community event space   |   | ✓      | ✓            | ✓        | ✓        | ✓           | ✓        | Medium  | Short             | \$1,237,000               | \$1,110,000               |                           |
|                     | R-5                   | 6th St between Front and Grover  | Reconstruct corridor to HBD standards (inc. 36' width), including sidewalks.  |   | ✓      | ✓            | ✓        | ✓        | ✓           | ✓        | Medium  | Mid               | \$524,000                 | \$470,000                 |                           |
|                     | R-6                   | Main Street from Berthusen E .5 mile to existing roadway               | Reconstruct corridor to City standards (inc. 36' width), including sidewalks and bicycle facilities.  |   | ✓      | ✓            | ✓        | ✓        | ✓           | ✓        | Medium  | Short             | \$2,821,000               | \$2,532,000               |                           |
|                     | R-7                   | Bradley Road from Vinup Road to Line Road                              | Reconstruct corridor to City standards (inc. 36' width), including sidewalks and bicycle facilities.  |   | ✓      | ✓            | ✓        | ✓        | ✓           | ✓        | Medium  | Mid               | \$454,000                 | \$408,000                 |                           |
|                     | R-8A                  | Line Road Box Culvert Bridge Reconstruction                            | Reconstruct box culvert on Line Road near the KOA campground.   |   | ✓      | ✓            | ✓        | ✓        | ✓           | ✓        | Medium  | Short             | \$2,540,000               | \$2,280,000               |                           |
|                     | R-8B                  | Line Road from Badger Road to Bradley Road                             | Reconstruct corridor to City standard (inc. 36' width), including sidewalks and bicycle facilities, and other safety measures to address building of a new school along Line Road.  |   | ✓      | ✓            | ✓        | ✓        | ✓           | ✓        | Medium  | Mid               | \$2,596,000               | \$2,330,000               |                           |
|                     | R-8C                  | Line Road from Aaron Drive to Burlwood Way                             | Reconstruct corridor to City standard (inc. 36' width), including sidewalks and bicycle facilities, and other safety measures to address building of a new school along Line Road.  |   | ✓      | ✓            | ✓        | ✓        | ✓           | ✓        | Medium  | Short             | \$969,000                 | \$870,000                 |                           |
|                     | R-9                   | Northwood Road from Badger Road S to City Limits                       | Reconstruct corridor to City standard (inc. 36' width), including sidewalks and bicycle facilities.   |   | ✓      | ✓            | ✓        | ✓        | ✓           | ✓        | Low     | Long              | \$5,269,000               | \$4,730,000               |                           |
|                     | R-10                  | Kamm Road from Line Road to Northwood Road                             | Reconstruct corridor to City standard (inc. 36' width), including sidewalks and bicycle facilities.   |   | ✓      | ✓            | ✓        | ✓        | ✓           | ✓        | Low     | Long              | \$3,698,000               | \$3,320,000               |                           |
|                     | R-11                  | 4th Street from Front Street to new Riverview Road (Project 13)        | Reconstruct corridor to City standard (inc. 36' width), including sidewalks and bicycle facilities.   |   | ✓      | ✓            | ✓        | ✓        | ✓           | ✓        | Medium  | Mid               | 100% Developer            | 100% Developer            |                           |
|                     | R-12                  | W Front Street and Tromp from Duffner Drive to Birch Bay - Lynden Road | Reconstruct corridor to City standard (inc. 36' width), including sidewalks and bicycle facilities.   |   | ✓      | ✓            | ✓        | ✓        | ✓           | ✓        | Medium  | Long              | \$4,690,000               | \$4,210,000               |                           |
|                     | R-13                  | Double Ditch Road from Main Street to Village Drive                    | Maintain existing roadway width and cross-section, but complete other Reconstructs to City standards, including sidewalks.  |   | ✓      | ✓            | ✓        | ✓        | ✓           |          | Low     | Long              | \$568,000                 | \$510,000                 |                           |
|                     | M-2                   | Drayton Street from 2nd Street to Depot Road                           | New roadway connection adjacent to Lynden City park with pedestrian facilities.   |   |        | ✓            |          | ✓        | ✓           |          | Medium  | Mid               | \$1,326,000               | \$1,190,000               |                           |
|                     | M-3                   | East Subarea   | Developer funded roadways serving new developments in Eastern subarea. Alignments will be designed as part of future subarea studies. Area generally bound by Line Road to the west, City Limits to the east, Kamm Road the south and Badger Road to the north.   |   |        | ✓            | ✓        | ✓        | ✓           | ✓        | Medium  | Mid               | 100% Developer            | 100% Developer            |                           |
|                     | M-4                   | North Subarea  | Developer funded roadways serving new developments in Northern subarea located primarily in the City's UGA. Alignments will be designed as part of future subarea studies. Area generally bound by SR 539 to the west, Benson Road to the east, city limits to the south, and Badger Road to the North. |   |        | ✓            | ✓        | ✓        | ✓           | ✓        | Low     | Long              | 100% Developer            | 100% Developer            |                           |
|                     | M-5                   | West Subarea - North-South Connection                                  | Developer funded roadway extending Tromp Road to W Main Street serving new developments in West subarea. Alignments will be designed as part of future subarea studies.   |   |        | ✓            | ✓        | ✓        | ✓           | ✓        | Low     | Long              | 100% Developer            | 100% Developer            |                           |
|                     | M-6                   | West Subarea - East-West Connection                                    | Developer funded roadway extending Front Street to Berthusen Road serving new developments in West subarea. Alignments will be designed as part of future subarea studies.  |   |        | ✓            | ✓        | ✓        | ✓           | ✓        | Low     | Long              | 100% Developer            | 100% Developer            |                           |
|                     | Active Transportation | A-1  | Pepin Brook New Connection - Badger Road to Main Street connection  | 10' paved pathway with 1' shoulder on each side adjacent to new creek alignment. Provides north/south connectivity. |        |              | ✓        |          |             | ✓        | ✓       | Medium            | Mid                       | 100% Developer (with M-4) | 100% Developer (with M-4) |
| A-2                 |                       | Homestead Blvd On-Street Bicycle Connection                            | Bicycle and pedestrian facilities on Homestead Blvd Extension providing safe connection to between Benson Road and the new Pepin Brook connection. (Completed with M-4)   |   |        | ✓            |          |          | ✓           | ✓        | Medium  | Long              | 100% Developer (with M-4) | 100% Developer (with M-4) |                           |
| A-3                 |                       | Non-Street Trails Plan Projects  | Paved trails based on county parks plan including new pathways adjacent to Nooksack River and Fish Trap Creek trails. (Parks Funded)  |   |        | ✓            |          |          | ✓           | ✓        | Medium  | Long              | \$2,651,000               | \$2,380,000               |                           |
| A-4                 |                       | Depot to 8th Street Trail  | New trail from 8th Street to Depot Road on ROW adjacent to Fishtrap Creek. Includes new 60' bridge across creek. (Parks Funded)   |   | ✓      | ✓            | ✓        |          | ✓           | ✓        | Medium  | Short             | \$2,495,000               | \$2,240,000               |                           |

Update estimate

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| TIF Eligible | TIF % | TIF Portion of Cost Estimate | TIF Notes | Grant Eligible | Grant Competitive % | Developer Funded % | Developer Portion of Cost Estimate | General City or Other Agency Transportation Funds |
|--------------|-------|------------------------------|-----------|----------------|---------------------|--------------------|------------------------------------|---|
| Y            | 80%   | \$927,200                    |           | Y              | 0%                  | 0%                 | \$0                                | \$112,800   |
| Y            | 80%   | \$428,000                    |           | Y              | 0%                  | 0%                 | \$0                                | \$52,000  |
| Y            | 80%   | \$267,200                    |           | Y              | 0%                  | 0%                 | \$0                                | \$32,800  |
| Y            | 80%   | \$428,000                    |           | Y              | 0%                  | 0%                 | \$0                                | \$52,000  |
| Y            | 15%   | \$90,300                     |           | N              | 0%                  | 0%                 | \$0                                | \$449,700   |
| Y            | 15%   | \$185,550                    |           | N              | 0%                  | 0%                 | \$0                                | \$924,450   |
| Y            | 15%   | \$78,600                     |           | N              | 0%                  | 0%                 | \$0                                | \$391,400   |
| Y            | 15%   | \$423,150                    |           | Y              | 85%                 | 0%                 | \$0                                | -\$43,350   |
| Y            | 15%   | \$68,100                     |           | Y              | 85%                 | 0%                 | \$0                                | -\$6,900  |
| Y            | 0%    | \$0                          |           | Y              | 85%                 | 0%                 | \$0                                | \$342,000   |
| Y            | 0%    | \$0                          |           | Y              | 85%                 | 0%                 | \$0                                | \$349,500   |
| Y            | 15%   | \$145,350                    |           | Y              | 0%                  | 0%                 | \$0                                | \$724,650   |
| Y            | 15%   | \$790,350                    |           | Y              | 85%                 | 0%                 | \$0                                | -\$80,850   |
| Y            | 15%   | \$554,700                    |           | N              | 0%                  | 0%                 | \$0                                | \$2,765,300                                       |
| N            | 0%    | NA                           |           | N              | 0%                  | 100%               | NA                                 | #VALUE!   |
| Y            | 15%   | \$703,500                    |           | N              | 0%                  | 0%                 | \$0                                | \$3,506,500                                       |
| Y            | 15%   | \$85,200                     |           | N              | 0%                  | 0%                 | \$0                                | \$424,800   |
| Y            | 100%  | \$1,326,000                  |           | N              | 0%                  | 0%                 | \$0                                | -\$136,000  |
| N            | 0%    | NA                           |           | N              | 0%                  | 100%               | NA                                 | \$0   |
| N            | 0%    | NA                           |           | N              | 0%                  | 100%               | NA                                 | \$0   |
| N            | 0%    | NA                           |           | N              | 0%                  | 100%               | NA                                 | \$0   |
| N            | 0%    | NA                           |           | N              | 50%                 | 100%               | #VALUE!                            | #VALUE!   |
| N            | 0%    | NA                           |           | N              | 0%                  | 100%               | #VALUE!                            | #VALUE!   |
| N            | 0%    | \$0                          |           | Y              | 5%                  | 0%                 | \$0                                | \$2,261,000                                       |
| N            | 0%    | \$0                          |           | Y              | 50%                 | 0%                 | \$0                                | \$1,120,000                                       |

**DRAFT** Transportation Improvement Projects and Programs

City of Lynden Transportation Element Update

|                       | PID   | Location (Extents)   | Description  | Benefit  |        |              |          | Mode     |             |          |         | Relative Priority | Time Frame  | 2021 Total Cost Estimate | 2016 Total Cost Estimate |
|-----------------------|---|--|--|----------|--------|--------------|----------|----------|-------------|----------|---------|-------------------|-------------|--------------------------|--------------------------|
|                       |   |  |  | Capacity | Safety | Connectivity | Mobility | Vehicles | Pedestrians | Bicycles | Transit |                   |             |                          |                          |
| Citywide Programs     | P-1   | Street Overlay, Maintenance and Operations Program                           | Annual program to maintain and operate the City's transportation roadway infrastructure.   |          | ✓      |              | ✓        | ✓        |             |          |         | Medium            | Ongoing     | \$11,140,000             | \$10,000,000             |
|                       | P-2   | Bicycle Facilities and Pathways Program                                      | Striping of City-identified bicycle routes within City limits. Some facilities may be listed above in reconstruction projects.   |          | ✓      | ✓            | ✓        |          |             | ✓        |         | Medium            | Ongoing     | \$223,000                | \$200,000                |
|                       | P-3   | Sidewalk / Crossing Improvement Program                                      | Annual program to construct missing sidewalk links, repair existing sidewalks, improve crosswalk markings, and install ADA- accessible curb ramps at intersections.  |          | ✓      | ✓            | ✓        |          | ✓           |          |         | High              | Ongoing     | \$613,000                | \$550,000                |
| Pepin Creek Projects  | PC-2  | Main Street Bridge @ Pepin Creek   | Construct new bridge over realigned Pepin Creek  |          |        |              |          |          |             |          |         |                   |             | \$3,331,000              |                          |
|                       | PC-3  | Pine St Bridge (Vehicle Bridge Only)   | Construct new bridge over realigned Pepin Creek  |          |        |              |          |          |             |          |         |                   |             | \$2,888,000              |                          |
|                       | PC-4  | Double Ditch Rd Phase 1: Pepin Creek Main Stem                               | Construct new Pepin Creek main stem to allow for Double Ditch Rd transportation improvements   |          |        |              |          |          |             |          |         |                   |             | \$8,277,000              |                          |
|                       | PC-5  | Double Ditch Rd Phase 2: Pepin Creek East/West Connection                    | Construct new Pepin Creek east/west connection to allow for Double Ditch Rd transportation improvements  |          |        |              |          |          |             |          |         |                   |             | \$1,534,000              |                          |
|                       | PC-7  | Double Ditch Rd Phase 3: Double Ditch Rd Cross Culvert                       | Construct new Pepin Creek cross culvert to allow for Double Ditch Rd transportation improvements   |          |        |              |          |          |             |          |         |                   |             | \$807,000                |                          |
|                       | PC-8  | Double Ditch Rd Phase 4: Roadway Improvements                                | Improve/widen Double Ditch Rd to urban standards, between Pepin Parkway and Main St (2lanes, bike/ped, shoulder)   |          |        |              |          |          |             |          |         |                   |             | \$4,416,000              |                          |
|                       | PC-9  | Benson Rd Pedestrian Improvements- North                                     | Construct pedestrian improvements between Park St and new Pepin Parkway (near Sunrise Dr)  |          |        |              |          |          |             |          |         |                   |             | \$359,000                |                          |
|                       | PC-10   | Benson Roadway Improvements  | Improve/widen Benson Rd to urban standards, between Pepin Parkway and Badger Rd (SR 546)   |          |        |              |          |          |             |          |         |                   |             | \$4,217,000              |                          |
|                       | PC-11   | Pepin Parkway Bridge @ Pepin Creek   | Construct new bridge over realigned Pepin Creek (link with PC-12)  |          |        |              |          |          |             |          |         |                   |             | \$2,741,000              |                          |
|                       | PC-12   | Pepin Parkway Construction   | Construct new roadway between Benson Rd and Double Ditch Rd  |          |        |              |          |          |             |          |         |                   |             | \$5,093,000              |                          |
| PC-13                 | Main St. /Double Ditch Rd Intersection Improvements | Intersection widening and new traffic control (signal or compact roundabout) |  |          |        |              |          |          |             |          |         |                   | \$1,433,000 |                          |                          |
| Other Agency Projects | O-1   | SR 546 and Benson Road   | Upgrade intersection to a roundabout consistent with designs at adjacent intersections on SR 546 corridor.   | ✓        | ✓      |              |          | ✓        |             |          |         | Medium            | Mid         | \$1,225,000              | \$1,100,000              |
|                       | O-2   | SR 546 and Vinup Road  | Upgrade intersection to a roundabout consistent with designs at adjacent intersections on SR 546 corridor.   | ✓        | ✓      |              |          | ✓        |             |          |         | Medium            | Mid         | \$1,203,000              | \$1,080,000              |
|                       | O-3   | SR 546 and Line Road   | Upgrade intersection to a roundabout consistent with designs at adjacent intersections on SR 546 corridor.   | ✓        | ✓      |              |          | ✓        |             |          |         | High              | Mid         | \$1,225,000              | \$1,100,000              |
|                       | O-4   | SR 539 (Guide Meridian) from Birch Bay Lynden to SR 546 (Badger Rd)          | Add roadway capacity as part of WSDOT project. Widen roadway to 4 travel lanes between BBL and Main Street. Lane and shoulder widening north of Main Street with safety improvements. Possible roundabouts at Main and Badger Intersections. | ✓        | ✓      | ✓            | ✓        | ✓        |             |          | ✓       | High              | Mid         | \$24,073,000             | \$21,610,000             |

|                                     | 2021 Total Cost Estimate | 2016 Total Cost Estimate |
|-------------------------------------|--------------------------|--------------------------|
| Safety and Capacity                 | \$2,563,000              | \$2,300,000              |
| Comidor Upgrades                    | \$25,968,000             | \$23,310,000             |
| Multimodal Connections              | \$1,326,000              | \$1,190,000              |
| Active Transportation               | \$5,146,000              | \$4,620,000              |
| Citywide Programs                   | \$11,976,000             | \$10,750,000             |
| Pepin Creek Projects                | \$28,877,000             | \$0                      |
| Other Agency (State Route) Projects | \$27,726,000             | \$24,890,000             |
| <b>TOTAL</b>                        | <b>\$103,582,000</b>     | <b>\$67,060,000</b>      |

100%

| TIF Eligible | TIF % | TIF Portion of Cost Estimate | TIF Notes | Grant Eligible | Grant Competitive % | Developer Funded % | Developer Portion of Cost Estimate | General City or Other Agency Transportation Funds |
|--------------|-------|------------------------------|-----------|----------------|---------------------|--------------------|------------------------------------|---|
| N            | 0%    | \$0                          |           | N              | 10%                 | 0%                 | \$0                                | \$9,000,000                                       |
| N            | 0%    | \$0                          |           | N              | 0%                  | 0%                 | \$0                                | \$200,000   |
| N            | 0%    | \$0                          |           | N              | 0%                  | 0%                 | \$0                                | \$550,000   |
| N            | 0%    | \$0                          |           |                |                     |                    |                                    |   |
| N            | 0%    | \$0                          |           |                |                     |                    |                                    |   |
| Y            | 15%   | \$1,241,550                  |           |                |                     |                    |                                    |   |
| Y            | 15%   | \$230,100                    |           |                |                     |                    |                                    |   |
| Y            | 15%   | \$121,050                    |           |                |                     |                    |                                    |   |
| Y            | 20%   | \$883,200                    |           |                |                     |                    |                                    |   |
| Y            | 20%   | \$71,800                     |           |                |                     |                    |                                    |   |
| Y            | 20%   | \$843,400                    |           |                |                     |                    |                                    |   |
| Y            | 100%  | \$2,741,000                  |           |                |                     |                    |                                    |   |
| Y            | 100%  | \$5,093,000                  |           |                |                     |                    |                                    |   |
| Y            | 80%   | \$1,146,400                  |           |                |                     |                    |                                    |   |
| N            | 0%    | \$0                          |           | N              | 0%                  | 0%                 | \$0                                | \$1,100,000                                       |
| N            | 0%    | \$0                          |           | N              | 0%                  | 0%                 | \$0                                | \$1,080,000                                       |
| N            | 0%    | \$0                          |           | N              | 0%                  | 0%                 | \$0                                | \$1,100,000                                       |
| N            | 0%    | \$0                          |           | N              | 0%                  | 0%                 | \$0                                | \$21,610,000                                      |

| TIF Contribution | Grant Contribution | Developer Contribution | Agency Contribution |
|------------------|--------------------|------------------------|---------------------|
| \$18,872,700     | \$0                | \$0                    | \$249,600           |
| \$2,050,400      | #VALUE!            | \$0                    | #VALUE!             |
| \$3,124,800      | \$0                | \$0                    | (\$136,000)         |
| \$1,326,000      | #VALUE!            | #VALUE!                | #VALUE!             |
| \$0              | \$1,000,000        | \$0                    | \$9,750,000         |
| \$12,371,500     | \$0                | \$0                    | \$24,890,000        |
| \$0              | \$0                | \$0                    | \$0                 |
| <b>TOTAL</b>     | <b>#VALUE!</b>     | <b>TOTAL</b>           | <b>#VALUE!</b>      |

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|                   |                |
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| <b>CITY TOTAL</b> | <b>#VALUE!</b> |
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