



Transportation: Concurrency and 2019-2024 CIP



Kirkland Transportation
Commission

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Concurrency and the CIP

Inter-related programs that:

- Balance growth with transportation capacity
- Implement multimodal policies of the TMP

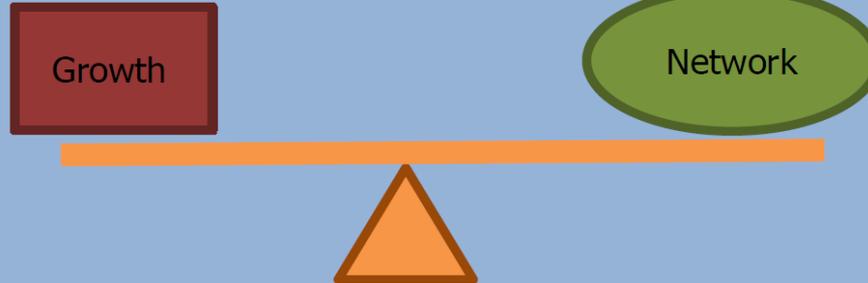


3 Interrelated Programs



Transportation Concurrency

Concurrency measures the balance between new growth and construction of the transportation networks



Transportation Concurrency

Basic Rules:

- Adopt a Level of Service (LOS).
- Add capacity at the same (or greater) rate as growth to maintain (or improve) LOS.
- Balance concurrency within each 6-year CIP.

Concurrency ledger provides policy-makers with a tool to monitor status and make informed decisions.



Kirkland's Transportation LOS

Defined by 20-year plan for multimodal capacity projects in CFP:

- Informed by Kirkland 2035 community engagement
 - Assumes an additional trip capacity of 15,000 is needed to keep pace with growth over 20 years.
- Aligns with multi-modal policies in TMP
 - Achieves GMA goals more effectively than single-mode approach
- Is within a reasonable 20-year funding forecast



Trips are Added to the Ledger

By completing *capacity projects* that are in the transportation CFP:

$$\frac{\text{Built or Funded CFP \$}}{\text{20-year CFP \$}} \times \text{Forecast trips for 20 years} = \text{Person trips added}$$



Concurrency Ledger

Trips Available 1/1/2016	7,419
Trips Reserved as of 3/7/18	5,146
*3/7/18 Trip Balance	2,243



Challenges

- Project cost escalation
- “Front-loaded” growth rates and the need to balance capacity within 6-year CIP
- New capacity projects added to CFP (e.g., 6th Street Corridor Projects, 132nd/108th)
- Lag between concurrency certificate and receipt of impact fees
- The Funded Transportation Capacity CIP is heavily reliant on unsecured grants



Reprioritizing Transportation CIP Projects

Based on:

- Council-adopted CIP Policy Priorities
- Number of trips added
- Percent of design, acquisition, permitting complete
- Risk Mitigation (Cost escalation, permitting, risk of design grant payback requirement.)
- Ability to meet other (non-capacity) priorities (Safety, infrastructure preservation, urban center enhancement, multimodal network completion, transit access, etc.)



Staff-Recommended Project Priorities

Project	Cost in \$ millions					Potential Funding Source
	*Trips	2019	Secured	Unsec Likely	Unsec Unlikely	
*Juanita Drive	659	6.6	1.3	5.3	N/A	Debt
*100 th Ave NE	1,047	32.5	2.2	8.5	21.8	TIB/PSRC
TLC	1,285	17.4	7.4	10	N/A	Debt/RCO
124 th Ave NE	675	7.6	3.7	3.9	N/A	PSRC
NE 132 nd /108 th	62	1.2	0.7	0.5	N/A	Debt/SKPR
116 th NE/ NE 124 th	TBD	1.6	N/A	1.6	N/A	DOT/KC
Total	3,728					

*Staff recommends highest priority segments.



Project	Description	Amount*
I3	112 th Ave NE left turn, bike, S/W	2.30
R5	NE 128 th St Left turn, S/W, lights	0.38
NM4	NE 124 th St ped crossing	0.17
I5	NE 120 th St left turn, ped crossing	1.22
I6	NE 132 nd St left turn, ped crossing	1.07
R7	S/W and bike	0.95
R8	S/W and bike	0.61
	Sub total	6.70
I-7**	NE 138 th ST roundabout	1.23
Total		8.03

* Amount in 2019 dollars, by million
 ** optional cost when combined with R8

