

PSRC's 2026 Transportation Alternatives Program Grant Application

The following grant application is intended for sponsors competing in PSRC's 2026 Transportation Alternatives Program. Interested project sponsors must complete a grant application by **11:59 pm on April 3, 2026**.

For information related to the Transportation Alternatives Program, contact:

Doug Cox, AICP

Puget Sound Regional Council
1201 3rd Avenue, Suite 500
Seattle, WA 98104
(206) 971-3050 or DCox@psrc.org

Form Type: Grant Application

Application Type: Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Lead Agency
100th Ave. Southbound Bike Lane (SR-104 @ 100th Ave. W Intersection)	n/a	City of Edmonds
Partner Agencies	Certification Acceptance	CA Sponsor
WSDOT	Yes	N/A

Contact Information

Primary Contact Name	Alternate Contact Name
Bertrand Hauss	Mike DeLilla
Primary Contact Phone	Alternate Contact Phone
425-754-5325	425-771-0220
Primary Contact Email	Alternate Contact Email

bertrand.hauss@edmondswa.gov

mike.delilla@edmondswa.gov

Project Description & Location

Project Scope: Please describe clearly and concisely (300 words or less) the individual scope components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.
yes

The project consists in the addition of approximately 1,200 LF of 5' separated southbound bike lane along 100th Ave. W (~600' north and ~ 600' south of SR-104 @ 100th Ave. W), protected by 2' buffer with travel lane. The sidewalk along those private property frontages would be improved to meet current City of Edmonds Code standards. This project will complete a missing bicycle link at an intersection with Highway of Statewide Significance (SR-104). A mid-block crossing with refuge island will be added north of the intersection (connecting the existing PCC corner on the NE corner with the QFC Parcel on NW corner).

Project Location

County/Counties	Location
Snohomish	100th Ave. W

Beginning Crossroad/Landmark	Ending Crossroad/Landmark
SR-104 (~ 600' north of intersection)	SR-104 (~ 600' south of intersection)

Please Identify the center the project is supporting.

SR-104 @ 100th Ave. W is located at one the busiest intersection within Edmonds, identified as Westgate Mixed Use District (key Mixed-Used Zone District with key commercial businesses and residential units). The ADT along 100th Ave. W is ~ 10,000 vpd and 25,000 vpd along SR-104. 100th Ave. W is identified as a Minor Arterial and SR-104 as a Highway of Statewide Significance. The project is located within an area linking to a multitude of regional destination points within our Bike Network as well as bike networks from adjacent jurisdictions. This central location connects

to the south with the City Shoreline, to the north with Downtown Edmonds / Kingston-Edmonds Ferry Terminal / various City parks, and to the east with the Regional Interurban Trail and City of Lynnwood / Lynnwood Light Rail Station and Mountlake Terrace / Mountlake Terrace Light Rail Station).

Federal Functional Classification

Please select the appropriate functional classification.

Minor Arterial

Bicycle & Pedestrian Facilities

Which pedestrian and/or bicycle features already exist in the project area? Please select one or more types:

Sidewalks

Which pedestrian and/or bicycle features are included in the project scope? Please select one or more types:

Sidewalks, Bike lanes (striped or buffered), Other pedestrian and bicycle amenities (street, intersection and crossing design elements)

If you indicated above that the project does not include existing or planned pedestrian and/or bicycle features, please indicate reasons per the guidance above:

If you selected "Other", please expand on why the project is exempt from providing pedestrian or bicycle features.

Local Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

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

Project I-04 on page 49 of 2024 Transportation Plan
Figure 14-C on page 43 of the SR-104 Complete Street Corridor Analysis

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

N/A

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

Due to the size of existing and planned housing / employment densities in the center, this project will provide an additional alternative mode of transportation to access multiple destination points within proximity as well as a range of destinations not within proximity. Cyclists will be provided with a safer ride to / from the Westgate District and riders that need to go through the intersection will now be able to complete that more safely. Those improvements will also help link those users to transit more safely with the existing multiple Community Transit bus stops along 100th Ave. W and SR-104.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center.

As part of the adopted 2024 Comprehensive Plan, the main goals and objectives of the Westgate Mixed Use District are to promote active transportation growth by providing safer facilities and connections to destination points, as well as encourage the efficient movement of people and goods through an effective and inter-connected transportation network. As part of new developments, the City requires the installation of bike racks. Based on this, the project would support the center's objectives and aims.

Category-Specific Criteria: Pedestrian and Bicycle Projects

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

The existing bike lanes with a 2' separation currently exist north and south of the intersection in the southbound movement (ends approximately 600' prior to intersection / starts approximately 600' after the intersection). Those bike lanes would then connect and lead to various Regional destination points in multiple directions (such as Downtown Edmonds, Interurban Trail, regional City parks, Highway 99 Corridor, and adjacent jurisdictions). Our entire City bicycle network consists of a total of approximately 16 miles of bike lanes. This project will complete a key missing bicycle link. In 2023, bike facilities were added in both directions of 100th Ave. W from Walnut St. to 244th St. SW (total of 2 miles in each direction). However, the project wasn't able to complete the bike lane addition within the SR-104 @ 100th Ave. W intersection for the southbound movement since only involved re-striping project (no roadway widening possible since no ROW phase could be included). This project would provide users with a bike facility in both directions along the entire corridor. The new mid-block crossing north of the intersection will provide additional active transportation opportunities by increasing the number of such users and reducing the number of vehicles going through this already busy intersection.

Describe how the project addresses a need in the community and reduces key barriers to

use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

This project will provide a safer conditions for all bike users crossing of SR-104 @ 100th Ave. W. Currently, 35,000 vehicles per day travel through this intersection (with projected future increase). Under existing conditions, bike riders traveling along 100th Ave. W can go through the intersection by either sharing the sidewalk with pedestrians, sharing the travel lane with vehicles, or using a detour by bypassing this intersection (by making right turn on 15th St. SW, left on 106th Ave. W, left on Robin Hood, and and left on 238th St. SW). This project will enable all cyclists to safely go through the intersection without having to share a facility with pedestrians or ride additional miles to get across the intersection. A safer direct route will be provided to go through the intersection or to connect to the intersection (set as final destination). Many shoppers have frequently requested the addition of a mid-block crossing between the NE and NW corners of the intersections in order to provide a safer active transportation mid-block crossing (instead of having to drive across). Such an addition would also contribute to a reduction in vehicle speeds.

Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.

Multiple Community Transit bus stops are currently located along SR-104 and 100th Ave. W (Route 130 along 100th Ave. W and Route 909 along SR-104 linking to Downtown Edmonds, Edmonds Ferry Terminal, Aurora Village Transit Center, Lynnwood Light Rail Station, and Mountlake Terrace Transit Station). This project will improve transit access for cyclists along both corridors, creating direct safer connections to those transit stops.

Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

Multiple users will benefit from the proposed improvements. The cycling community that will benefit from the project will range from commuters (linking to their work space at all locations throughout the City / other jurisdictions), leisure bike riders, transit users riding their bikes to reach bus stops, and bikers accessing the Westgate Commercial District to purchase food or other items. The tenants living in the mixed-use development on the SE corner will be provided with safer bike options to reach their destinations. Pedestrians using this corridor will also benefit from this project since the sidewalk along the 100th Ave. W frontage (on NW and SW corners) will be widened to meet current City standards. The bike lane will provide a buffer with the vehicles and cyclists won't need to share the sidewalk with pedestrians anymore (since both will have their facility). Shoppers will also benefit from this project by becoming active transportation users when connecting from the NE corner to the NW corner of the intersection (instead of driving within this congested intersection).

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

If this project isn't funded, a loss of opportunity is possible since this project would definitely encourage future development on all corners. Many of the businesses have been existing for many years now. The proposed safety improvements for the active modes of transportation make

all intersection corners much more appealing, the intersection safer, and the potential for re-development much more attractive.

Category-Specific Criteria: Community Support

Section 1: Addressing Population Groups, Benefits and Disparities

Please identify the different population groups within the project area, and describe any disparities or gaps in the transportation system being experienced. Describe how the project is addressing these disparities or gaps and providing an improvement.

Based on the most recent census track, many minority populations (with wide range of incomes / ethnicity) live within proximity to this intersection. In addition, commuters, shoppers, transit users will benefit from this project. All those population groups will benefit from the proposed improvements since they will be able to travel across the intersection / reach the business on an alternative mode of transportation more safely. The pedestrian mid-block crossing along 100th Ave. W is an added benefit to all those populations.

Section 2: Addressing Outreach

Please describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

This project is identified in the 2024 Transportation Plan. As part of this plan, a detailed outreach process was followed with multiple Open Houses and City Council Public Hearings. The entire Edmonds community was invited to attend those meetings and provide their comments. As part of the SR-104 Complete Street Corridor Analysis, the mid-block crossing along 100th Ave. W / north of SR-104 @ 100th Ave. W was identified as a proposed improvements. This plan also went through an extensive public outreach process and this improvements were identified by residents during one of those meetings. The entire Edmonds community was also invited to attend those meetings.

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

Many supportive comments were received regarding this project during those meetings. Since this project is a short key missing bicycle link (with no existing parking), the location and the design of the bike improvements are very limited with not many options.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The addition of the bike lane with a buffer for the southbound movement will improve safety and the Level of Traffic Stress from LTS 4 to LTS 2. The safety improvements will modify the conditions from sharing the travel lanes to a buffered bike facility. The mid-block crossing would reduce vehicle speeds and provide an additional active transportation crossing location.

Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

Under the existing conditions, cyclists have to share the southbound travel lane with vehicles or the 5' sidewalk on both sides of the street. The existing conditions are very unsafe and for those reasons, many users don't even try to use biking as a mode of transportation to go through the intersection or reach one of the businesses. The project will help protect vulnerable users by providing a buffered southbound bike lane with a 2' buffer with the motorists. Those conditions are very similar to what is existing ~ 600' north and south of the intersection. Users will feel much more comfortable using their bikes along 100th Ave. W in order to reach a multitude of destination points within proximity or in region (due to countless existing bike facilities through the City / adjacent cities).

Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

The City is currently completing the Safety Action Plan, including a Vision Statement (scheduled to be adopted in April 2026). The statement states the "the ultimate goal of the Edmonds Comprehensive Safety Action Plan is to eliminate traffic fatalities and serious injury collisions by 2040. The initial goal is to lower fatal and serious injuries by 50% before 2035, with the City formally re-evaluating progress toward both these goals every 5 years. To achieve this, the City will implement specific safety improvement projects and programs identified in this plan." The project is consistent with this proposed policy since the goal is to create safer conditions and reduce the number of collisions within our transportation system.

Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

The project will improve the safety of cyclists and pedestrians, therefore encouraging additional active transportation users to use those facilities. The addition of such users generates . Mid-block crossings connecting the NE and NW corners of the intersection will also be added and with further reduce vehicle speeds.

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY preliminary engineering?

Yes

Is preliminary engineering/design complete?

N/A

If not complete, which best describes the CURRENT status of the project's engineering/design?

Not Started

Please provide the date the preliminary engineering/design phase was complete, or the anticipated date of completion.

December, 2029

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project?

Has NEPA documentation been approved?

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

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Has there been a NEPA kick-off meeting with WSDOT Local Programs for this project?

N/A

If yes, is a formal Endangered Species Act (ESA) consultation expected?

N/A

Right of Way

Will Right of Way be required for this project?

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

N/A, N/A

What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?

N/A, N/A

Has right of way certification been completed?

N/A

If not, what is the estimated ROW certification date (month and year)?

N/A, N/A

Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.

N/A

Construction

Are funds being requested for construction?

Do you have an engineer's estimate?

N/A

Please attach the engineer's estimate.

N/A

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

N/A

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

N/A

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

N/A, N/A

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

N/A, N/A

Other Considerations

If the project milestone dates specified above are less than [PSRC's Project Phase Milestone Minimum Timelines](#), please explain the project characteristics that justify the planned schedule.

N/A

PSRC Funding Request

Phase	Year	Amount
PE/Design	2027	\$445475

Total PSRC Funding Request: \$445475

Has this project received PSRC funds previously?

Please provide the project's PSRC TIP ID.

No

N/A

Total Estimated Project Cost and Schedule

Preliminary Engineering/Design Phase

Fund Source	Funding Status	Amount
TAP(PSRC)	Unsecured	\$445475
Local	Secured	\$69525
		\$
		\$
		\$

Total Preliminary Engineering/Design Phase Cost: \$515000

Expected year of completion for this phase:

December, 2029

Right of Way Phase

Fund Source	Funding Status	Amount
Local	Unsecured	\$1200000

		\$
		\$
		\$
		\$

Total Right of Way Phase Cost: \$1200000

Expected year of completion for this phase:

December, 2029

Construction Phase

Fund Source	Funding Status	Amount
Local	Unsecured	\$2700000
		\$
		\$
		\$
		\$

Total Construction Phase Cost: \$2700000

Expected year of completion for this phase:

December, 2030

Other Phase

Fund Source	Funding Status	Amount

		\$
		\$
		\$
		\$
		\$

Total Other Phase Cost: \$0

Expected year of completion for this phase:

,

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$4415000	December, 2030

Financial Documentation

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

The local funds of \$69,525 for the Design Phase will come from REET funds (currently programmed for the 2026 Overlay Program / 2027 Overlay Program). If the funds are secured, those will transferred to this project. In order for REET-funds to be allocated to this project, this would simply be completed through Budget Amendment or as part of the Annual Budget Document (depending on timing of when REET Funding re-allocation is needed). Both those actions need to be approved by City Council.

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

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Other Considerations

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

n/a

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

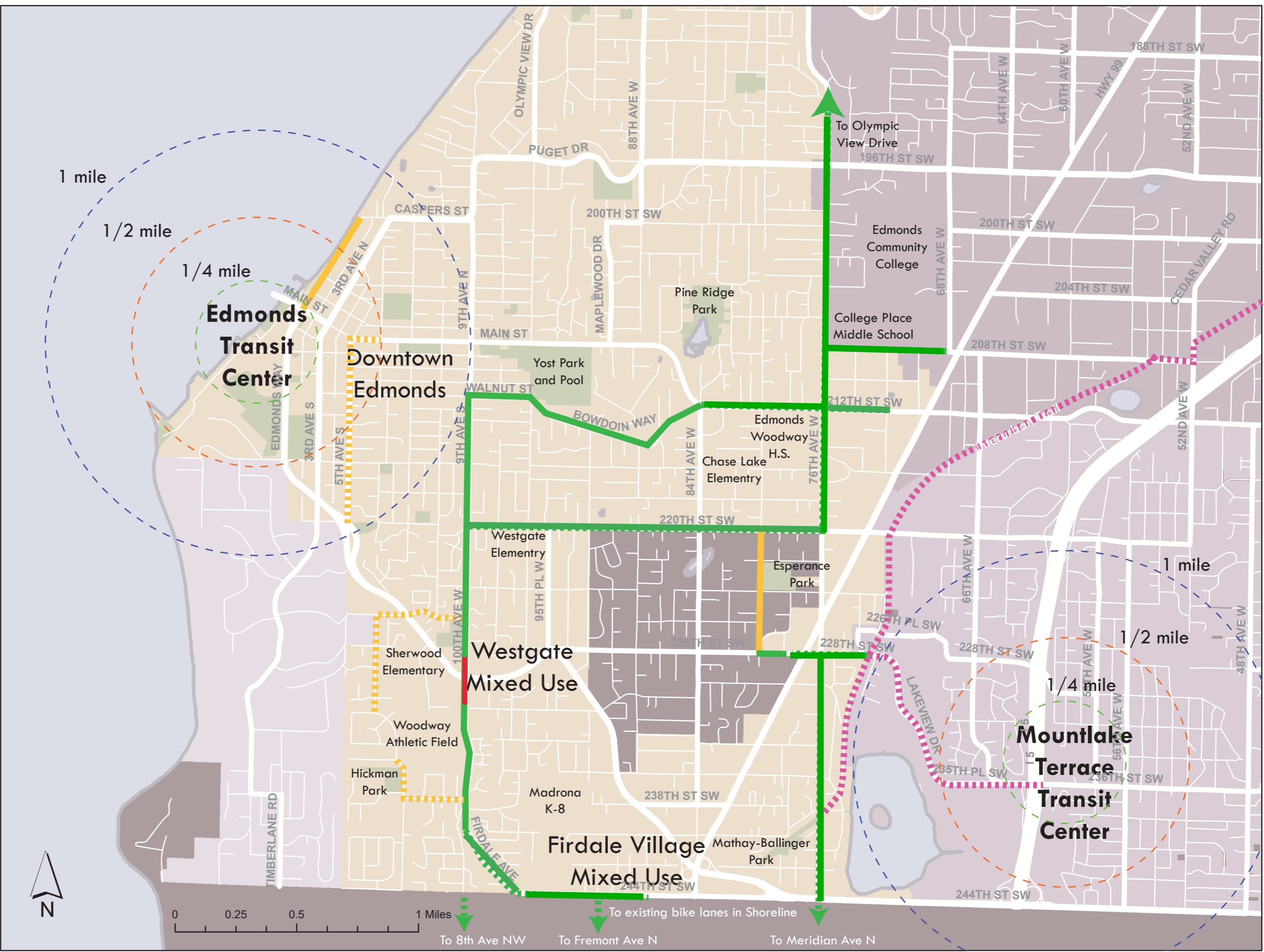
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End of the Application

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

CITYWIDE BICYCLE IMPROVEMENTS

- KEY**
-  Proposed Sharrows
 -  Existing Bike Lane
 -  Existing Sharrows
 -  Existing Bike Lane
 -  Existing Bike Path
 -  Project Limits

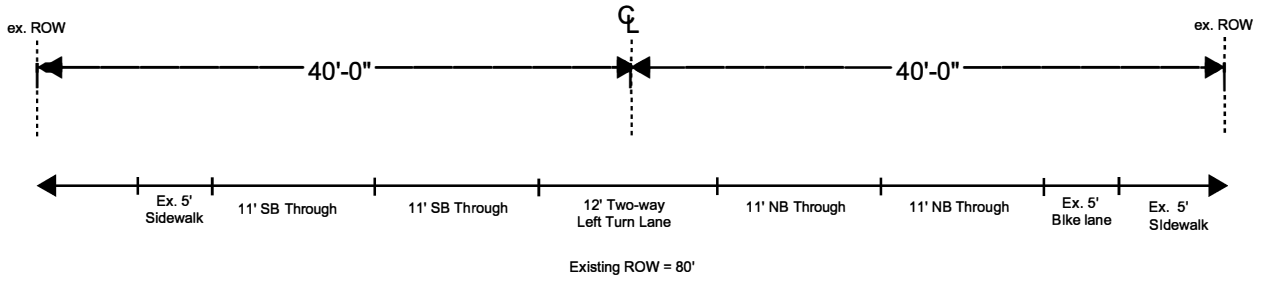


0 0.25 0.5 1 Miles

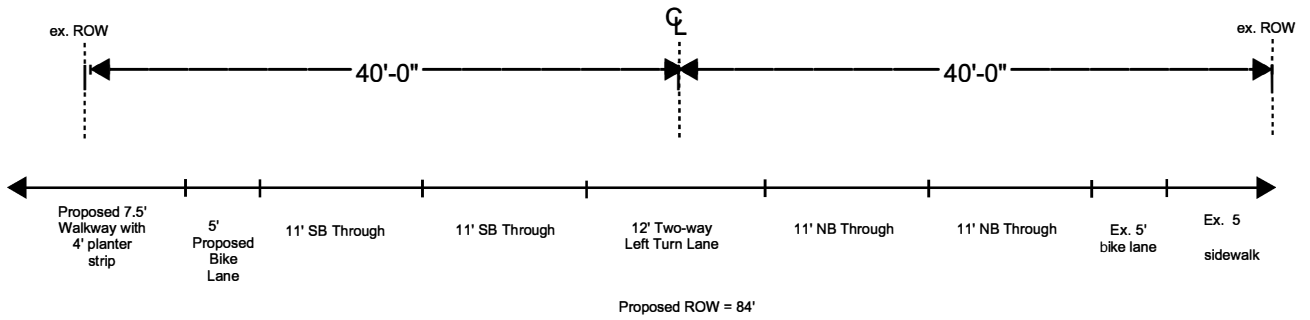
To 8th Ave NW To Fremont Ave N To Meridian Ave N To existing bike lanes in Shoreline

SR-104 @ 100th Ave. W Bicycle Improvements

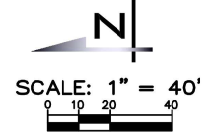
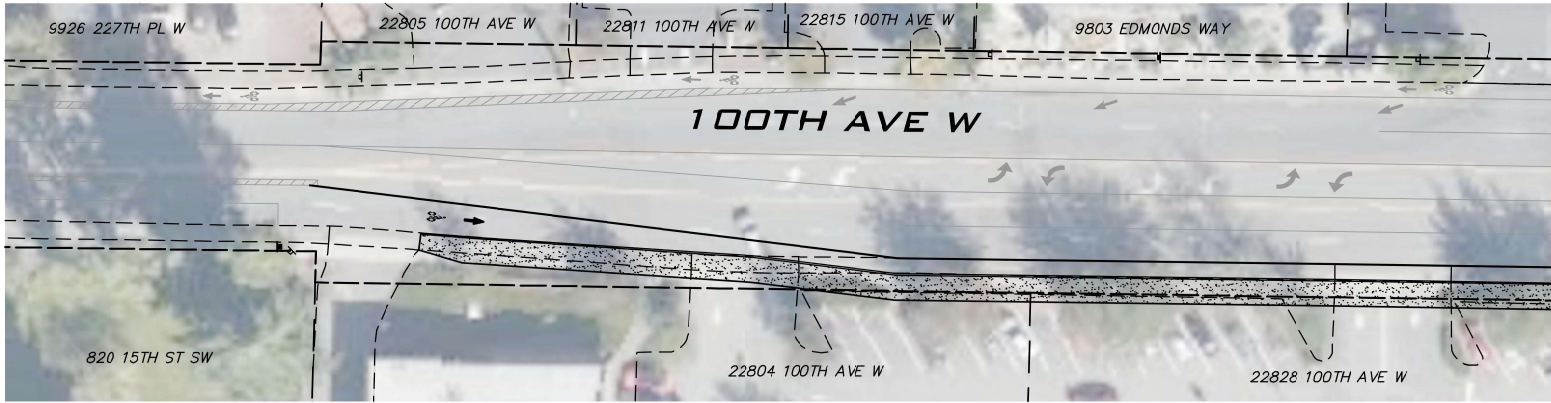
Ex. Cross Section:



Proposed Cross Section:



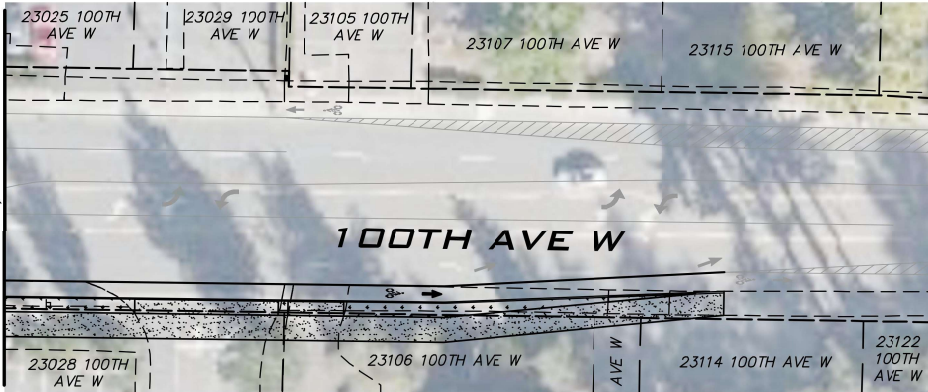
PLAN SHEET



MATCHLINE, SEE BELOW



MATCHLINE, SEE BELOW



MATCHLINE, SEE ABOVE

MATCHLINE, SEE ABOVE



BLUELINE

SAFE ROUTES TO SCHOOL
FEASIBILITY EXHIBIT
CITY OF EDMONDS

© 2022 BLUELINE

SCALE	AS NOTED
PROJECT MANAGER	ROB DAHN, PE
DESIGNED BY	GRACE GARWIN, EIT
DRAWN BY	CAROL DOGGETT
PLOT DATE	June 3, 2022

JOB NUMBER:
22-142

FIGURE:



**Washington State
Department of Transportation**

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

May 30, 2024

The Honorable Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: City of Edmonds's Pedestrian and Bicycle Program Grant Application Letter of Support

Dear Secretary Buttigieg,

The Washington State Department of Transportation (WSDOT) supports the City of Edmonds' funding request for the ***SR-104 @ 100th Ave. W Bicycle Improvement Project***.

The project proposes the extension of the bike lanes for the southbound movement along 100th Avenue approaching and departing the intersection. Those proposed improvements will improve bicycle safety at this key intersection along a major north-south arterial.

WSDOT will work closely with the city on the development of project design. As design details are finalized, WSDOT will work with the city on our review and approval of applicable plans for this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Millar".

Roger Millar, FASCE, PE, AICP
Secretary of Transportation

City of Edmonds
SR-104 @ 100th Ave. W Intersection Improvements
Preliminary Estimate

NO	SECTION	DESCRIPTION OF ITEM	QUANTITY	UNITS	UNIT PRICE	AMOUNT
1	2-03.5 SP	Unexpected Site Changes - Approx. 5% of const. cost rounded to nearest 25k	1	EST	\$50,000.00	\$50,000.00
2	1-05.4 SP	Construction Surveying @8%of construction cell g47	1	LS	\$5,000.00	\$5,000.00
3	1-05.18 SP	Record Drawings (Min. Bid \$500)	1	LS	\$500.00	\$500.00
4	1-09.7 SS	Mobilization - Approx. 10% of const. cost	1	LS	\$85,000.00	\$85,000.00
5	1-10.5 SP	Project Temporary Traffic Control - 90 working days w/ 2-4 traffic personel	1	LS	\$125,000.00	\$125,000.00
6	1-10.5 SP	Off Duty Uniformed Police Officer - Single UPO for length of project	720	HR	\$160.00	\$115,200.00
7	2-01.5 SP	Clearing and Grubbing	600	SY	\$5.00	\$3,000.00
8	2-01.5 SP	Tree Removal	13	EA	\$4,000.00	\$52,000.00
9	2-02.5 SP	Removal of Pavement Markings	1	LS	\$2,500.00	\$2,500.00
10	2-03.5 SP	Remove Concrete Curb and Gutter	1,120	LF	\$5.00	\$5,600.00
11	2-03.5 SP	Remove Concrete Sidewalk	790	SY	\$10.00	\$7,900.00
12	2-03.5 SP	Remove Asphalt Concrete Pavement	260	SY	\$25.00	\$6,500.00
13	2-03.5 SP	Roadway Ex. Incl. Haul	35	CY	\$65.00	\$2,275.00
14	4-04.5 SP	Crushed Surfacing Top Course	175	TN	\$60.00	\$10,500.00
15	4-04.5 SP	Crushed Surfacing Base Course	195	TN	\$60.00	\$11,700.00
16	5-04.5 SP	HMA for Pavement Repair CL 1/2" PG 58H-22	140	TN	\$250.00	\$35,000.00
17	7-04.5 SP	Ductile Iron Storm Sewer Pipe 12-inch	10	LF	\$250.00	\$2,500.00
18	7-04.5 SP	Storm Water Diversion	1	LS	\$2,500.00	\$2,500.00
19	7-04.5 SP	Storm Sewer Television Inspection	10	LF	\$20.00	\$200.00
20	7-05.5 SS	*Catch Basin Type 1 - New CBs extended from existing to new flow line	2	EA	\$2,000.00	\$4,000.00
21	7-05	Water Quality Stormwater Filter Cartridge	7	EA	\$20,000.00	\$140,000.00
22	7-05	12" Stormwater line connections (from new CB's to Existing CB's)	70	LF	\$300.00	\$21,000.00
21	8-01.5 SP	Temporary Erosion and Sediment Control	1	LS	\$2,500.00	\$2,500.00
22	8-02.5 SP	Property Restoration	1	EST	\$25,000.00	\$25,000.00
23	8-02.5 SP	Topsail/Seed	150	CY	\$70.00	\$10,500.00
24	8-02.5 SP	PSIPE - ____	13	EA	\$2,500.00	\$32,500.00
25	8-04.5 SP	Cement Conc. Type 'A' Curb and Gutter (12" Gutter Width or Match Existing Gutter Width)	1,150	LF	\$75.00	\$86,250.00
26	8-06.5 SP	Cement Conc. Driveway	260	SY	\$150.00	\$39,000.00
27	8-14.5 SP	Cement Conc. Curb Ramp Type Parallel A	4	EA	\$20,000.00	\$80,000.00
30	8-14.5 SP	Cement Conc. Sidewalk	775	SY	\$130.00	\$100,750.00
31	8-20.5 SP	Traffic Signal System	1	LS	\$200,000.00	\$200,000.00
32	8-21.5 SS	Permanent Signing	1	LS	\$15,000.00	\$15,000.00
33	8-22.5 SP	Paint Line	1,130	LF	\$1.00	\$1,130.00
34	8-22.5 SP	Thermoplastic Bicycle Lane Symbol	4	EA	\$150.00	\$600.00
35	8-22.5 SP	Thermoplastic Stop Bar	10	LF	\$20.00	\$200.00
36	8-22.5 SP	Thermoplastic Crosswalk	40	SF	\$10.00	\$400.00

*Assumes no detention even with greater than 5,000 sf of new impervious surface (=> based on road exemption per DOE / toi be removed with City Addendum)

Subtotal **\$1,281,705**

Sales Tax (0%) **\$0**

Construction Subtotal **\$1,675,000**

Design Contingency (30%) **\$400,000**

Inflation (6% @ 4 yrs) **\$425,000**

Construction = **\$2,500,008**

Management Reserve (10%) **\$250,000**

Construction Management (17%) **\$400,000**

Construction Phase Total = \$2,700,000

City of Edmonds
SR-104 @ 100th Ave. W Intersection Improvements
Preliminary Estimate

NO	SECTION	DESCRIPTION OF ITEM	QUANTITY	UNITS	UNIT PRICE	AMOUNT
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					Permitting (5%)	\$103,305
					Design (15%)	\$309,916
					City Management (5%)	\$103,305
					Design Total	\$515,000

					Property Cost (6,000 SF x 95/SF)	\$570,000
					Condemndation risk 20%	\$210,000
					Increase in land value 6%/yr @2yrs	\$68,400
					ROW Consultant	\$100,000
					Temporary Construction Easements (10' behind sidewalk)	\$109,250
					Right-of-Way Acquisition	\$1,200,000

<i>Total Project Cost</i>						<u>\$4,415,000</u>
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TRANSPORTATION

DECEMBER 2025

#	CFP	Project	DP	2026	2027	2028	2029	2030	2031	2026-31 Total	2032-46	Grand Total
PRESERVATION/ MAINTENANCE												
PWT-01		Annual Street Preservation Program	Str-25020/22/33	\$681,988	\$2,630,000	\$2,630,000	\$2,630,000	\$2,630,000	\$2,630,000	\$13,831,988	\$50,500,000	\$64,331,988
PWT-04		Main St Overlay from 6th Ave to 8th Ave		\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$10,000
PWT-05		Puget Dr @ OVD Signal Upgrades		\$0	\$0	\$0	\$98,000	\$542,000	\$0	\$640,000	\$0	\$640,000
PWT-06		Signal Upgrades - 100th Ave @ 238th St SW		\$0	\$0	\$0	\$181,000	\$845,000	\$0	\$1,026,000	\$0	\$1,026,000
PWT-07		Main St @ 3rd Signal Upgrades		\$0	\$0	\$0	\$121,000	\$419,000	\$0	\$540,000	\$0	\$540,000
PWT-28		175th St SW Slope Repair		\$0	\$0	\$0	\$164,000	\$1,090,000	\$0	\$1,254,000	\$0	\$1,254,000
PWT-61		Olympic View Dr Overlay - 196th / SR-524 to Talbot Rd	Str-25031/32	\$963,700	\$0	\$0	\$0	\$0	\$0	\$963,700	\$0	\$963,700
PWT-68		88th Avenue Overlay and Sidewalk Repair	Str-25018	\$2,100	\$0	\$0	\$0	\$0	\$0	\$2,100	\$0	\$2,100
PWT-69		7th Avenue Sidewalk Repair		\$0	\$0	\$0	\$150,000	\$630,000	\$0	\$780,000	\$0	\$780,000
PWT-103	✓	7th Ave N Pedestrian Improvements		\$424,600	\$0	\$0	\$0	\$0	\$0	\$424,600	\$0	\$424,600
PWT-104	✓	76th Ave W Overlay from 220th St SW to SR-99		\$0	\$135,000	\$820,000	\$0	\$0	\$0	\$955,000	\$0	\$955,000
SAFETY/ CAPACITY ANALYSIS												
PWT-08	✓	228th St SW from Hwy 99 to 95th Pl W Corridor		\$0	\$0	\$0	\$3,000,000	\$4,500,000	\$9,000,000	\$16,500,000	\$9,000,000	\$25,500,000
PWT-10	✓	Hwy 99 Revitalization Project - Stage 3	Str-25004/5	\$2,833,000	\$4,192,000	\$10,000,000	\$9,607,000	\$0	\$0	\$26,632,000	\$0	\$26,632,000
PWT-11	✓	Hwy 99 Revitalization Project - Stage 4	Str-25006/7	\$2,137,000	\$5,000,000	\$4,555,000	\$13,100,000	\$12,000,000	\$0	\$36,792,000	\$0	\$36,792,000
PWT-12	✓	Hwy 99 Revitalization Project - Stage 5		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,000,000	\$52,000,000
PWT-13	✓	Hwy 99 Revitalization Project - Stage 6		\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$23,500,000	\$24,000,000
PWT-14	✓	Hwy 99 Revitalization Project - Stage 7		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,000,000	\$44,000,000

TRANSPORTATION

DECEMBER 2025

#	CFP	Project	DP	2026	2027	2028	2029	2030	2031	2026-31 Total	2032-46	Grand Total
PWT-15	✓	Hwy 99 Revitalization Project - Stage 8		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,000,000	\$41,000,000
PWT-16	✓	Hwy 99 Revitalization Project - Stage 9		\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$22,000,000	\$23,000,000
PWT-17	✓	196th St SW / 88th Ave W Intersection Improvements		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
PWT-18	✓	Main St @ 9th Ave Intersection Improvements	Str-25010	\$0	\$0	\$0	\$216,000	\$1,184,000	\$0	\$1,400,000	\$0	\$1,400,000
PWT-19	✓	76th Ave W @ 220th St SW Intersection Improvements	Str-25028/29	\$1,488,500	\$2,100,000	\$3,370,000	\$3,300,000	\$0	\$0	\$10,258,500	\$0	\$10,258,500
PWT-20		SR-104 Adaptive System - 236th to 226th	Str-25008	\$53,038	\$0	\$0	\$4,400,000	\$0	\$0	\$4,453,038	\$0	\$4,453,038
PWT-21	✓	SR-104 @ 100th Ave W Intersection Improvements		\$0	\$0	\$0	\$350,000	\$1,350,000	\$2,900,000	\$4,600,000	\$0	\$4,600,000
PWT-22	✓	SR-104 @ 95th Pl W Intersection Improvements		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000
PWT-23	✓	SR-104 @ 238th St SW Intersection Improvements		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,611,000	\$1,611,000
PWT-24	✓	Olympic View Dr @ 76th Ave W Intersection Improvements		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,411,000	\$1,411,000
PWT-25	✓	84th Ave W (212th St SW to 238th St SW)	Str-25011	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,800,000	\$16,800,000
PWT-43	✓	SR-104 @ 76th Ave W Intersection Improvements		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,650,000	\$2,650,000
PWT-59		Traffic Signal Program	Str-25016/17	\$30,280	\$0	\$0	\$0	\$0	\$0	\$30,280	\$0	\$30,280
PWT-97	✓	76th Ave W Adaptive System from 206th St SW to 220th St SW		\$0	\$0	\$0	\$435,000	\$2,465,000	\$0	\$2,900,000	\$0	\$2,900,000
PWT-98		Citywide Lighting Improvements		\$580,000	\$0	\$0	\$0	\$0	\$0	\$580,000	\$0	\$580,000
NON-MOTORIZED TRANSPORTATION												
PWT-29	✓	232nd St SW Walkway from 100th Ave to SR-104		\$0	\$0	\$0	\$645,000	\$3,655,000	\$0	\$4,300,000	\$0	\$4,300,000
PWT-31	✓	236th St SW Walkway from Hwy 99 to 76th Ave W		\$0	\$0	\$0	\$0	\$350,000	\$1,900,000	\$2,250,000	\$0	\$2,250,000
PWT-32	✓	84th Ave W Walkway from 238th St SW to 234th St SW		\$0	\$0	\$0	\$150,000	\$380,000	\$2,200,000	\$2,730,000	\$0	\$2,730,000

TRANSPORTATION

DECEMBER 2025

#	CFP	Project	DP	2026	2027	2028	2029	2030	2031	2026-31 Total	2032-46	Grand Total
PWT-33	✓	80th Ave W Walkway from 212th St SW to 206th St SW		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900,000	\$2,900,000
PWT-34	✓	80th Ave W Walkway from 188th St SW to Olympic View Dr		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,300,000	\$6,300,000
PWT-35	✓	218th St SW Walkway from 76th Ave W to 84th Ave W		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,900,000	\$3,900,000
PWT-36	✓	Walnut St Walkway from 6th Ave S to 7th Ave S		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000
PWT-40	✓	Maplewood Dr Walkway from Main St to 200th St SW		\$0	\$0	\$350,000	\$350,000	\$350,000	\$3,800,000	\$4,500,000	\$0	\$4,500,000
PWT-45	✓	SR-104 / Pine S Walkway from HAWK to Pine / SR-104 to 9th		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,800,000	\$6,800,000
PWT-47	✓	104th Ave W / Robinhood Ln Walkway from 238th St to 106th Ave W		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200,000	\$2,200,000
PWT-60		Pedestrian Safety Program	Str-25014/15	\$20,180	\$0	\$0	\$0	\$0	\$0	\$20,180	\$0	\$20,180
PWT-66		4th Avenue Cultural Corridor		\$0	\$0	\$1,060,000	\$1,060,000	\$1,060,000	\$6,360,000	\$8,480,000	\$0	\$8,480,000
PWT-71	✓	Caspers / 9th Ave N / Puget Multi-Use path from Admiral Way to Olympic View Dr		\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$9,500,000	\$11,500,000	\$0	\$11,500,000
PWT-72	✓	SR-104 Multi-Use path from Sunset Ave to 100th Ave W		\$0	\$0	\$0	\$2,500,000	\$5,000,000	\$20,000,000	\$27,500,000	\$0	\$27,500,000
PWT-73	✓	212th St SW Multi-Use path from 74th Ave W to Hwy 99		\$0	\$0	\$0	\$0	\$500,000	\$1,500,000	\$2,000,000	\$3,200,000	\$5,200,000
PWT-74	✓	SR-104 Multi-Use path from 100th Ave W to 244th St SW		\$0	\$0	\$0	\$0	\$1,500,000	\$2,000,000	\$3,500,000	\$19,500,000	\$23,000,000
PWT-75	✓	Main St Bike lanes from the Ferry Terminal to 6th Ave		\$0	\$0	\$0	\$0	\$750,000	\$1,750,000	\$2,500,000	\$6,000,000	\$8,500,000
PWT-76	✓	240th St SW / 78th Ave W Walkway from Hwy 99 to 236th St SW		\$0	\$0	\$0	\$300,000	\$300,000	\$3,915,000	\$4,515,000	\$0	\$4,515,000
PWT-77	✓	9th Ave N Bike lanes from Main St to Caspers St		\$0	\$0	\$0	\$0	\$50,000	\$230,000	\$280,000	\$0	\$280,000
PWT-78	✓	Main St Bike lanes from 9th Ave to 84th Ave W		\$0	\$0	\$0	\$89,000	\$501,000	\$0	\$590,000	\$0	\$590,000
PWT-79	✓	238th St SW bike lanes from SR-104 to 84th Ave W		\$0	\$0	\$0	\$0	\$80,000	\$460,000	\$540,000	\$0	\$540,000

TRANSPORTATION

DECEMBER 2025

#	CFP	Project	DP	2026	2027	2028	2029	2030	2031	2026-31 Total	2032-46	Grand Total
PWT-80	✓	236th St SW Walkway from 94th Ave W to 84th Ave W		\$0	\$0	\$0	\$0	\$500,000	\$2,600,000	\$3,100,000	\$0	\$3,100,000
PWT-81	✓	Sunset Ave Multi-Use path from Caspers St to 3rd Ave N / SR-104		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,400,000	\$5,400,000
PWT-83	✓	Olympic View Dr Multi-Use path from 76th Ave W to City Limits		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000,000	\$18,000,000
PWT-84	✓	196th St SW Multi-Use path from 88th Ave W to 76th Ave W		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,300,000	\$9,300,000
PWT-87	✓	Maple St Walkway from 8th Ave to 9th Ave		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$925,000	\$925,000
PWT-88	✓	218th St SW Walkway from 84th Ave W to 76th Ave W		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,900,000	\$3,900,000
PWT-89	✓	88th Ave W Walkway from 200th St SW to 196th St SW		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,150,000	\$2,150,000
PWT-91	✓	Olympic Ave Walkway from Olympic View Dr to Puget Dr		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250,000	\$1,250,000
PWT-92	✓	Meadowdale Beach Rd Walkway from 75th Pl W to Olympic View Dr		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,600,000	\$6,600,000
PWT-93	✓	6th Ave Walkway from Elm Way to Pine St		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
PWT-96	✓	234th St SW Walkway from Hwy 99 to 76th Ave W		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,350,000	\$2,350,000
PWT-102	✓	224th St SW bike lanes from 76th Ave W to Interurban Trail through re-striping		\$0	\$0	\$0	\$150,000	\$0	\$0	\$150,000	\$0	\$150,000
FERRY RELATED												
PWT-51		Ferry Storage Improvements from Pine St to Dayton St		\$0	\$0	\$0	\$62,000	\$353,000	\$0	\$415,000	\$0	\$415,000
TRAFFIC CALMING												
PWT-52		Traffic Calming Program	Str-25012/13	\$62,650	\$22,000	\$22,000	\$22,000	\$22,000	\$22,000	\$172,650	\$330,000	\$502,650
TRAFFIC PLANNING												
PWT-53		ADA Transition Plan (Right-of-Way) Update		\$0	\$0	\$0	\$455,000	\$0	\$0	\$455,000	\$0	\$455,000
PWT-54		Transportation Plan Update	Str-25009	\$0	\$0	\$0	\$0	\$0	\$450,000	\$450,000	\$0	\$450,000

PWT-01

ANNUAL STREET PRESERVATION PROGRAM



Benefit

Investment to rebuild City streets

Maintains the City's pavement infrastructure and reduces the need for larger capital investment to rebuild City streets.

Description

Annual pavement preservation program to maintain City streets.

Estimated Project Cost* \$700K to \$2.6M per year

*Projects starting before 2026 include prior year expenditures.

Budget

Project Cost	2026	2027	2028	2029	2030	2031	2032-46
Design	\$75,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$2,500,000
Construction	\$606,988	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$48,000,000
Expense Total	\$681,988	\$2,630,000	\$2,630,000	\$2,630,000	\$2,630,000	\$2,630,000	\$50,500,000
Fund 125 - REET	\$249,794	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$11,250,000
Fund 126 - REET	\$249,794	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$11,250,000
Fund 421 - Water Utility	\$182,400	\$0	\$0	\$0	\$0	\$0	\$0
Unsecured Funding	\$0	\$1,130,000	\$1,130,000	\$1,130,000	\$1,130,000	\$1,130,000	\$28,000,000
Funding Source Total	\$681,988	\$2,630,000	\$2,630,000	\$2,630,000	\$2,630,000	\$2,630,000	\$50,500,000

PWT-61

**OLYMPIC VIEW DR
OVERLAY - 196TH / SR-
524 TO TALBOT RD**



Benefit

Improve pavement condition and improve accessibility for pedestrians of all abilities.

Description

Pavement overlay along Olympic View Dr, from 196th St SW / SR-524 to Talbot Road, along with ADA pedestrian curb ramp upgrades.

Estimated Project Cost* \$1,500,000

*Projects starting before 2026 include prior year expenditures.

Budget

Project Cost	2026	2027	2028	2029	2030	2031	2032-46
Design	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$948,700	\$0	\$0	\$0	\$0	\$0	\$0
Expense Total	\$963,700	\$0	\$0	\$0	\$0	\$0	\$0
Fund 126 - REET	\$263,700	\$0	\$0	\$0	\$0	\$0	\$0
Federal Grants	\$700,000	\$0	\$0	\$0	\$0	\$0	\$0
Funding Source Total	\$963,700	\$0	\$0	\$0	\$0	\$0	\$0