

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
Burke Gilman Trail Accessibility Project	N/A	City of Kenmore
Partner Agencies	Certification Acceptance	CA Sponsor
	No	WSDOT - NW

Contact Information

Primary Contact Name	Alternate Contact Name
John Vicente	Thomas Joachimides
Primary Contact Phone	Alternate Contact Phone
4259846154	4259846198
Primary Contact Email	Alternate Contact Email

jvicente@kenmorewa.gov

tjoachimides@kenmorewa.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 Burke Gilman Trail is approximately 28 feet below SR522. This vertical drop occurs within approximately 60 horizontal feet. This project will construct an ADA accessible walkway from the SW corner of SR522 and 61st AVE NE connecting to the Burke-Gilman Trail. The proposed walkway will consist of concrete retaining walls, a concrete ramp/walkway and landings, metal railings, pedestrian scale lighting, wayfinding signage, and slope restoration. This project will provide an American's with Disabilities Act (ADA) connection for pedestrians and a friendly connection for cyclists to/from the Burke Gilman Trail and Log Boom Park to/from SR522, Transit, shops, residential dwellings, Kenmore Air, medical facilities, the City of Lake Forest Park, and other local activity areas within Kenmore.

Project Location

County/Counties	Location
King	61st Ave NE

Beginning Crossroad/Landmark	Ending Crossroad/Landmark
SR 522	Burke Gilman Trail

Please Identify the center the project is supporting.

This project is located within the City of Kenmore's Urban Corridor designated area. This corridor provides for local and regional businesses and transit uses. This corridor is part of State Route 522 which connects the City proposed countywide growth center (formal designation anticipated through King County expected later this year). SR 522 also connects to several other countywide

growth centers such as downtown Bothell, multiple areas in Shoreline, and Lake City.

Federal Functional Classification

Please select the appropriate functional classification.

Exception

Bicycle & Pedestrian Facilities

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

Sidewalks, Protected bike lanes, Other pedestrian and bicycle amenities (street, intersection and crossing design elements)

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

Sidewalks, 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.

Transportation Improvement Plan, page 1. Project is consistent with the 0-6 year project list identified in the Section 6 of the Comprehensive Plan (Transportation Element), page 6-65.

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.

By providing accessible and comfortable routes to and from areas on the south side of SR522 and the north side of SR522, we will have an accessible connection to existing businesses and residents on both sides of SR522 which will provide more accessible options to people that do not own a vehicle or prefer to walk/use transit. This project will also provide better access for those that live/work outside of Kenmore with direct access to transit located at the intersection of SR522 and 61st Ave NE. Adding comfort for both pedestrian and cyclists will also encourage non-motorized travel to areas where parking is limited further encouraging use and support to higher density housing and transitioning from single occupancy vehicles to multimodal transportation.

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

This project will support several of the City's goals regarding its plan for development of its downtown such as enhancing Kenmore's quality of life as a place for people of all ages to live, raise children, recreate, work, shop, and socialize. Within this goal is the objective to promote mental and physical health of all community members by creating healthy, viable and safe neighborhoods where all people can live, work, and play regardless of ability. Emphasis is placed on providing walkability within the center and surrounding neighborhoods.

This project will provide comfort and reliable access to and from the south side of Kenmore and the north side which enhances and encourages walkability for all ages and abilities. In providing this connection, we increase the potential of walkability from a greater area with the ability to access many area of recreation, commerce, and travel.

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.

This project will provide ADA accessibility and comfort to/from the City's sidewalk network on SR522 and to the sidewalk network to the north and east through Kenmore and connect to the regional Burke Gilman Trail running parallel to SR522 and NE 175th St.

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

The Burke Gilman Trail, Kenmore Air, Log Boom Park, and multi-family residential units reside at lake level within Kenmore. Between these destinations and SR 522 is an approximate 160 feet long steep sidewalk that is on average at 10% with slopes as steep as 20% in places. This is a barrier for people with mobility and/or health issues. This project will construct a connection that

complies with the American's With Disabilities Act and removing that barrier of accessibility.

The sidewalk on the south side of SR522 has several locations where ADA accessibility is not met. This project will address these barriers to accessibility.

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

61st Ave NE on SR522 is a transit stop for both King County Metro and Sound Transit. Sound Transit is also in the process of constructing its Stride program which will add Bus Rapid Transit to the SR522 corridor with stops at 61st Ave NE. Adding in accessible pedestrian facilities to the trail, log boom park, Kenmore Air, and the residences will provide ADA accessibility for transit user wanting access to and from these destinations. Several medical facilities lie to the west of 61st Ave along SR522. Improving access to SR522 provides for better service to those that need to reach medical services. Removing the barriers to ADA will improve access between the bus stop and destinations west of 61st Ave.

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.

The Burke Gilman Trail is a regional trail system with over 750,000 users per year. Log Boom Park is a local park with the only beach access for the City. Along NE 175th at the bottom of 61st Ave NE are several multi-family housing structures. Access to and from these areas is relatively easy for very mobile individuals. For those that have mobility issues or complicated travel situations, access to/from the trail, log boom park, the residential units, and Kenmore air is not easy and sometimes impossible. Adding the ADA access will encourage and likely draw users to this access point but also may draw users of the current sidewalk connection to this new ADA connection as it is easier for not just those with mobility issues, but for those with more complicated travel needs (parents with strollers, carts, people hauling equipment, children on bikes, etc.). By increasing accessibility, it is anticipated that user numbers will increase benefiting commuters, residents, and commercial users.

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 is not funded, the project may not be constructable with the available funds. At best, the project would need to be put on hold until sufficient funding could be secured. Given the nature of this type of project, scaling down would not provide much cost savings and would reduce significantly the benefit the project is seeking to accomplish. Without this funding, the sidewalk on the south side of SR522 will not be upgraded to provide ADA accessibility to the medical facilities. Limited access may restrict users from accessing resulting in either reduced walking or increasing the use of motor vehicles or even seeking resources outside of the Kenmore reducing economic development, physical health, and the ability to enjoy local amenities.

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.

This project will primarily serve and people with mobility issues and those with special needs (families with small children, strollers, pulling carts, etc.). Providing an accessible route to/from the Burke Gilman Trail, Log Boom Park, Kenmore Air, and residences will provide accessibility that these individuals currently do not have. Similar issue exist on the south side of SR522 (to the medical buildings) though to a lesser degree. Individuals with wheel chairs may find it difficult to access the medial buildings from NE 175th St.

The closest access to/from the Burke Gilman Trail, Log Boom Park, the residences, and Kenmore Air to the NW corner of Kenmore is by way of 61st Ave NE. This sidewalk is on average 10% slope and at some locations as high at 20%. This is not accessible for those with mobility issues or for those under special conditions. To have an accessible connection to/from the NW corner of Kenmore, one would have to travel approximately 1/2 mile in the opposing direction and then back track for a total of a 1 mile trek. Providing ADA accessibility at 61st Ave NE would cut the 1 mile trek down to 160 ft. Existing conditions do not provide equity to the mobility challenged and older community.

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.

Public outreach was conducted as part of a corridor-wide engagement process in the mid-2000s. As part of that process, a desire for safe pedestrian access was paramount. As part of that public process, SR522 from 61st Ave NE to 83rd Ave NE has been rebuilt to provide this desire. The City completed its Transportation Element outreach and also performed outreach in 2021/2022 for the City's ADA Transition Plan and Pedestrian Priorities Plan. As part of all that outreach, accessibility and safe access were key to the public. This latest outreach prompted the need for ADA Accessibility to the Burke Gilman Trail, Log Boom park, Kenmore Air, and the residents below SR522.

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

With the City's increased efforts to support a diverse community and the interest in providing access to parks, services, and transit to all of its residences, key areas were identified for deficiencies and projects were created to eliminate those deficiencies. Access to the trail and Log Boom Park was on such location where access we deemed insufficient and the accessibility project was created. The location was determined given that this was the best location possible for reason of topography, location of other key destinations (transit, trail, park, shopping), and reasonable connections to other sidewalk networks in the City. Funding was provided through the

State to begin design so timing was now to build this project.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

Adding an ADA ramp to the trail provide a safe and accessible route that is easier for people with limited mobility. People with mobility issues, older populations, or people with special needs may have difficulties utilizing 61st Ave to access the Burke Gilman Trail, Park, Airport, residential areas, and the City's downtown and shopping areas. This creates a high risk of injury and health issues especially on adverse weather days.

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.

Providing a less steep and easier to climb ramp protects those with mobility issues or those with special needs (strollers, carts, small children, etc.). Navigating steep slopes along with a curve provides difficulties for those with health, mobility difficulties, or unique conditions. Providing an easier walkway that is less steep puts less stress on those with health risks. Those that are unfamiliar with cycling can also find comfort navigating a less steep path to and from the trail.

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 has a Target Zero policy adopted in 2014. This policy establishes a framework that seeks to provide safe, comfortable, and accessible access to all forms of multimodal transportation. To meet with this goal, this project was modified from its original scope established a decade ago to be in alignment with this policy.

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

This project does not reduce reliance on enforcement or design for decreased speeds as there are no issue with nor any expected regarding speed.

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY preliminary engineering?

No

Is preliminary engineering/design complete?

No

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

60% complete

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

January, 2028

Environmental Documentation

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

Categorical Exclusion (CE)

Has NEPA documentation been approved?

No

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

July, 2027

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

No

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?

Yes

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

October, 2024

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

October, 2025

Has right of way certification been completed?

No

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

December, 2027

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

A King County Permit as well as either a permanent easement or maintenance agreement will need to be obtained from King County Parks Department to connect the access to the trail.

Construction

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

Yes

Please attach the engineer's estimate.

f-151-540-21581777_pnwMny4t_Engineers_Estimate_BGT.pdf

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

SEPA - December 2026

ACOE (Section 404) - June 2027

Dept of Ecology (Section 401) - June 2027

NEPA - July 2027

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

No

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

January, 2028

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

January, 2028

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
Construction	2028	\$2000000

Total PSRC Funding Request: \$2000000

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
Local	Secured	\$1052000
		\$
		\$
		\$
		\$

Total Preliminary Engineering/Design Phase Cost: \$1052000

Expected year of completion for this phase:

January, 2028

Right of Way Phase

Fund Source	Funding Status	Amount
Local	Secured	\$10000
		\$
		\$
		\$
		\$

Total Right of Way Phase Cost: \$10000

Expected year of completion for this phase:

December, 2027

Construction Phase

Fund Source	Funding Status	Amount
Local	Secured	\$938000
TAP(PSRC)	Unsecured	\$2000000
		\$
		\$
		\$

Total Construction Phase Cost: \$2938000

Expected year of completion for this phase:

December, 2028

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):
\$4000000	December, 2028

Financial Documentation

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

2025-2030 Capital Improvement Plan

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.

61st Ave NE is the closest access to/from the Burke Gilman Trail, Kenmore Air, Log Boom Park,

and the residences along NE 175th St and to/from City's commercial areas, transit, and residences to the NW corner of Kenmore. Alternative access would require a 1 mile circumnavigation for those with or without mobility issues. 61st Ave is also the first street intersecting the trail coming from Lake Forest Park. Access to businesses and medical facilities is manageably accessed from 61st for those without mobility issues or any other unique need. Alternatives would again be to circumnavigate 1 mile to reach these locations.

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

N/A

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.

From: [Moini, Mehrdad](#)
To: [John Vicente](#)
Cc: [Roman Sanchez, David](#)
Subject: RE: [EXTERNAL] TAP Application
Date: Wednesday, February 11, 2026 10:26:02 AM
Attachments: [image002.png](#)
[image004.png](#)

This email originated from outside your organization. Be cautious of phishing attempts. Please do not click on links or open attachments unless you are confident of the source of this email and know the contents are safe.

Good Afternoon John,

We would be happy to be the CA for the project, should you secure the grant for the project.
Good luck! -- Mehrdad

Mehrdad Moini, P.E.

Local Programs Engineer

WSDOT, NW Region

Office: (206) 440-4734

Mobile: (206) 795-1188

e-mail: mehrdad.moini@wsdot.wa.gov

Website: <https://wsdot.wa.gov/business-wsdot/support-local-programs>



From: John Vicente <JVicente@kenmorewa.gov>
Sent: Tuesday, February 10, 2026 1:23 PM
To: Moini, Mehrdad <mehrdad.moini@wsdot.wa.gov>
Cc: Roman Sanchez, David <david.romansanchez@wsdot.wa.gov>
Subject: [EXTERNAL] TAP Application

WARNING: This email originated from outside of WSDOT. Please use caution with links and attachments.

Hi Mehrdad

I am applying for TAP funds for the Burke Gilman Trail Accessibility project (formally SR522 West B) and PRSC wants confirmation that WSDOT has the capacity to serve as CA for this project. Looking at construction starting in 2027.

Could you please confirm?

Thanks
John

John F. Vicente, P.E.

Engineering Director/City Engineer | City of Kenmore
18120 68th Ave. NE | Kenmore, WA 98028
Tel: (425) 398-8900 | Dir: (425) 984-6154
jvicente@kenmorewa.gov | www.kenmorewa.gov



Client: City of Kenmore
 Project: BGT to SR522 Accessibility Improvements
 Job #: 2300062 - Task Order 08
 By: C. Olson, N. Anderson
 KPFF Consulting Engineers
 Date: 8/5/2024



Engineer's Estimate of Probable Cost

30% Submittal

SPEC SEC	ITEM	QTY	UNIT	UNIT PRICE	TOTAL COST	
1-09	MOBILIZATION	1	LS	\$150,000.00	\$150,000.00	
1-04 SP	MINOR CHANGES	10,000	DOL	\$1.00	\$10,000.00	
1-05	RECORD DRAWINGS	1	LS	\$1,000.00	\$1,000.00	
1-05	ROADWAY SURVEYING	1	LS	\$10,000.00	\$10,000.00	
1-05	ADA FEATURES SURVEYING	1	LS	\$20,000.00	\$20,000.00	
1-07	SPCC PLAN	1	LS	\$2,000.00	\$2,000.00	
1-10	PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$40,000.00	\$40,000.00	
2-01	CLEARING AND GRUBBING	1	LS	\$15,000.00	\$15,000.00	
2-02	SAWCUTTING	100	LF	\$8.00	\$800.00	
2-03	ROADWAY EXCAVATION INCL. HAUL	2	CY	\$500.00	\$1,000.00	
2-03	GRAVEL BORROW	750	CY	\$50.00	\$37,500.00	
2-09	STRUCTURE EXCAVATION CLASS A INCL. HAUL	2,750	CY	\$50.00	\$137,500.00	
2-09	SHORING OR EXTRA EXCAVATION CLASS B INCL. HAUL	714	SF	\$3.00	\$2,142.00	
4-04	CRUSHED SURFACING TOP COURSE	50	TN	\$50.00	\$2,500.00	
5-04 SP	PLANING BITUMINOUS PAVEMENT	210	SY	\$6.00	\$1,260.00	
5-04 SP	HMA Cl. 1/2" PG 64-22	30	TN	\$150.00	\$4,500.00	
6-02	GRAVEL BACKFILL FOR WALLS	2,800	CY	\$70.00	\$196,000.00	
6-11	CONC. CLASS 4000 FOR RETAINING WALL	500	CY	\$1,100.00	\$550,000.00	
6-11	ST. REINF. BAR FOR RETAINING WALL	30,000	LB	\$1.50	\$45,000.00	
7-01	UNDERDRAIN PIPE 6 IN. DIAM.	605	LF	\$30.00	\$18,150.00	
7-01	GRAVEL BACKFILL FOR DRAINS	54	CY	\$100.00	\$5,400.00	
7-05	CATCH BASIN TYPE 1	1	EA	\$3,000.00	\$3,000.00	
7-05	CATCH BASIN TYPE 2	2	EA	\$6,000.00	\$12,000.00	
7-05	AREA DRAIN	3	EA	\$250.00	\$750.00	
7-05	UNDERDRAIN CLEANOUT	6	EA	\$200.00	\$1,200.00	
8-01	ESC LEAD	80	DAY	\$100.00	\$8,000.00	
8-01 SP	SWPPP PREPARATION AND MAINTENANCE	1	LS	\$5,000.00	\$5,000.00	
8-01	INLET PROTECTION	1	EA	\$120.00	\$120.00	
8-01	EROSION CONTROL & WATER POLLUTION PREVENTION	10,000	DOL	\$1.00	\$10,000.00	
8-02 SP	ROADSIDE RESTORATION	1	LS	\$5,000.00	\$5,000.00	
8-02	LANDSCAPING (PLACE HOLDER)	1	LS	\$100,000.00	\$100,000.00	
8-04	CEMENT CONC. PEDESTRIAN CURB	0	LF	\$70.00	\$0.00	
8-12 SP	HANDRAIL	100	LF	\$150.00	\$15,000.00	
8-12 SP	ACCESSIBLE FALL PROTECTION RAILING	770	LF	\$175.00	\$134,750.00	
8-12 SP	ADJUST METAL RAILING	20	LF	\$150.00	\$3,000.00	
8-12 SP	FALL PROTECTION FENCE	166	LF	\$80.00	\$13,280.00	
8-14	CEMENT CONC. SIDEWALK	480	SY	\$85.00	\$40,800.00	
8-14 SP	CEMENT CONC. SIDEWALK THICKENED EDGE	770	LF	\$75.00	\$57,750.00	
8-20	ILLUMINATION SYSTEM	1	LS	\$120,000.00	\$120,000.00	
8-21	PERMANENT SIGNING	1	LS	\$10,000.00	\$10,000.00	
Construction Cost Subtotal					\$1,789,402.00	
				Design Contingency	20.0%	\$357,880.40
				Sales Tax	0.0%	\$0.00
Total Construction Cost					\$2,147,282.40	

**CITY OF KENMORE
TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM
PROPOSED FOR THE YEARS 2025-2030**

Project Description	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2025-2030 Totals
T 8 Burke Gilman Trail/SR522 Accessibility Project	\$ 328,816	\$ 2,288,075	\$ 234,944	\$ -	\$ -	\$ -	\$ 2,851,835
T 27 Pedestrian Facilities Program	-	375,000	198,500	-	740,000	925,000	2,238,500
T 35 Pavement Preservation	625,000	1,100,000	225,000	1,100,000	225,000	1,100,000	4,375,000
T 38 Lower Swamp Creek Bridge Replacement	664,871	634,801	3,028,257	274,175	-	-	4,602,104
T 41 Juanita DR Pedestrian & Bicycle Safety Improvements	25,000	-	-	-	-	-	25,000
T 44 61st Ave Sidewalk Replacement Project (Phase 1)	4,124,255	53,553	-	-	-	-	4,177,808
T 203 66th - 196th Slope Stability	-	-	-	350,000	700,000	-	1,050,000
T 252 ADA Transition Program	400,000	150,000	650,000	650,000	650,000	650,000	3,150,000
T 253 NE 181st St Sidewalk Project	281,068	1,374,285	109,534	-	-	-	1,764,887
T 260 80th Ave NE Sidewalk Project	391,542	3,935,437	-	-	-	-	4,326,979
T 261 NE 192nd St Sidewalk Project	282,393	171,582	438,717	112,150	-	-	1,004,842
T 262 Arrowhead Project	351,571	2,209,553	163,499	-	-	-	2,724,623
T 264 NE 170th Interim Sidewalk	62,002	-	-	-	-	-	62,002
T 265 Juanita Dr Tree Removal/Replacement	100,000	-	-	-	-	-	100,000
T 266 84th Ave NE Sidewalks	17,500	336,000	386,103	2,714,000	30,000	-	3,483,603
T 276 61st Ave Sidewalk Repair	100,000	-	-	-	-	-	100,000
T 284 61st Sidewalk Replacement (181st-190th), Phase 2	5,000	300,000	300,000	2,900,000	-	-	3,505,000
T 287 175th ST Sidewalks (68th - 73rd)	5,000	250,000	250,000	2,361,150	-	-	2,866,150
T 289 155th 81st - Simonds Ped-Bike	5,000	300,000	300,000	4,277,500	-	-	4,882,500
Transportation Small Works	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Legal Expenses for Claims	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Project Management	150,000	150,000	156,000	163,000	170,000	170,000	959,000
Total Project Costs	\$ 8,119,018	\$ 13,828,286	\$ 6,640,554	\$ 15,101,975	\$ 2,715,000	\$ 3,045,000	\$49,449,833

Funding as Proposed:	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2029 Proposed	2030 Proposed	2025-2030 Totals
Transportation Impact Fees	\$ 30,418	\$ 1,141,867	\$ 626,928	\$ 711,150	\$ 740,000	\$ 500,000	\$ 3,750,363
Real Estate Excise Taxes	1,040,639	553,553	1,006,000	1,751,650	1,750,000	1,445,000	7,546,842
KAPE	625,000	1,100,000	225,000	1,100,000	225,000	1,100,000	4,375,000
Connecting WA	328,816	1,288,075	234,944	-	-	-	1,851,835
Move Ahead WA	12,500	336,000	362,500	2,389,000	-	-	3,100,000
Sound Transit	250,650	1,249,350	-	-	-	-	1,500,000
BRAC Grant	664,871	634,801	3,028,257	274,175	-	-	4,602,104
WSDOT Safe Routes to Schools	633,964	1,938,754	606,925	3,851,000	-	-	7,030,643
WSDOT Ped/Bike Funds	1,565,807	1,980,822	250,000	2,125,000	-	-	5,921,629
Northshore Utility District (NUD)	735,400	-	-	-	-	-	735,400
Forward WA	-	300,000	300,000	2,900,000	-	-	3,500,000
TIB (Applied or Awarded)	2,230,953	-	-	-	-	-	2,230,953
Funding tbd	-	3,305,064	-	-	-	-	3,305,064
Total Project Funding	\$ 8,119,018	\$ 13,828,286	\$ 6,640,554	\$ 15,101,975	\$ 2,715,000	\$ 3,045,000	\$49,449,833