

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 |
| Willis Street (SR 516) Interurban Trail Connection | N/A | Kent |
| Partner Agencies | Certification Acceptance | CA Sponsor |
| | Yes | N/A |

Contact Information

| | |
|------------------------------|--------------------------------|
| Primary Contact Name | Alternate Contact Name |
| David Paine | David Paine |
| Primary Contact Phone | Alternate Contact Phone |
| 2538565564 | N/A |
| Primary Contact Email | Alternate Contact Email |

| | |
|-------------------|-------------------|
| dpaine@kentwa.gov | dpaine@kentwa.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 will construct a shared use path on the north side of Willis Street (SR 516) from Washington Avenue (SR 181) to the Interurban Trail. The project includes complete streets design and on-ramp crossing treatments through the early design process, which the City is already coordinating closely with WSDOT. Improvements provide an active transportation connection through the Kent Regional Growth Center, to the Kent Transit Center, community and social services, and several apartment complexes with 650+ units.

Project Location

| County/Counties | Location |
|-----------------|------------------------|
| King | Willis Street (SR 516) |

| Beginning Crossroad/Landmark | Ending Crossroad/Landmark |
|------------------------------|---------------------------|
| Washington Ave (SR 181) | Interurban Trail |

Please Identify the center the project is supporting.

Kent Regional Growth Center

Federal Functional Classification

Please select the appropriate functional classification.

Principal Arterial

Bicycle & Pedestrian Facilities

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

Shared roadways (shared lane markings, paved shoulders, neighborhood greenways, advisory shoulders)

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

Sidewalks, Protected bike lanes, 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.

(1) Kent Transportation Master Plan

(2) Transportation Project List

(3) Proposed Prioritized Projects, pages 90-91.

Document:

<https://www.kentwa.gov/home/showpublisheddocument/16620/637505338640970000>

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.

The project is located at the west gateway of the Downtown Kent Regional Growth Center (RGC). The project will improve the street by adding separated pedestrian and bicycle facilities appropriate for the roadway type, and more directly connect 650+ units of housing and community facilities to jobs and services in the RGC. The project also adds development capacity under the City's multimodal level of service standards to allow for added housing and employment density within the RGC under the Washington Growth Management Act.

The Kent 2044 Comprehensive Plan, supported by Kent's Downtown Subarea Action Plan, pursues a dense, mixed-use urban center supported by transit. The Downtown Subarea includes the Kent RGC. A map of this area is included as an attachment ("Kent - Willis – Map and Project Graphics"). The project spans the boundary of the RGC, making critical connections to- and within- the RGC. Willis Street (SR 516) acts as the main vehicle entry point from the west to downtown and from the South by SR 167, in addition to providing sole access to residences and community services south of Willis Street.

The project will significantly shorten the non-motorized connection to downtown from the southwest of the RGC, as well as provide a more comfortable, visible and direct connection between residences and the planned employment and housing in the center.

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

Willis Street (SR 516) serves as the vehicle and freight access point for the RGC from the west and south. Willis Street (SR 516) also serves as a direct access from SR 167, serving 31,000 people per day with projections increasing to 2044. The project is anchored at its east end by both the Naden Property redevelopment project and Interurban Trail.

The project will support existing development by adding a more comfortable active transportation facility on the most direct connection between housing and neighborhood retail west of the project and jobs and services in the RGC.

The project supports redevelopment in policy and practice. It serves as an added capacity project under the city's multimodal level of service standards for capacity building, enabling increased housing and employment density within the RGC under the Washington Growth Management Act. Redevelopment of the nine-acre Naden Property as a significant employment node has been an objective of the City through the Downtown Subarea Plan and significant City economic development effort over the last decade. Redevelopment met a milestone in early 2026 with sale to a developer bringing the mixed-use job center to life. The Willis Street project supports the redevelopment of the subject site, bridging the network gap across the SR 167 interchange with a connection to Washington Avenue S (SR 181).

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 segment is part of the planned east-west All Ages and Abilities corridor running parallel to Willis Street (SR 516), connecting to the RGC and the Interurban Trail. The project will 'complete the street' for Willis Street (SR 516) in a segment currently functioning as a limited access facility, where pedestrians walk along a striped shoulder. Opportunities for pedestrians and cyclists to cross SR 167 are few. Distance between the next closest crossings (Meeker Street to the north and the Green River Trail crossing to the south) is approximately one mile.

The project connects directly to the Interurban Trail on the east end of the project. The Interurban Trail is a popular trail for commuters, cyclists, recreational riders, joggers and pedestrians. It serves as a regionally significant multimodal shared use path connecting communities in South King County. Further east, along Willis Street, the project extends a buffered, shared-use path parallel to the road, connecting to downtown streets and sidewalks that lead to Kent Transit Center, commuter rail, and bus stops. To the west, the project will connect to the pedestrian network on Washington Avenue (SR 181), as well as residential, commercial, and community service land uses.

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.

Public outreach demonstrated the need for an improved nonmotorized facility in this area. The project addresses this need by providing a connected bicycle and pedestrian facility, buffered from vehicles along a critical arterial. The design buffers active transportation users from vehicles, reducing a key barrier for comfort and visibility (exposure to vehicles) for all ages and abilities. The project is designed to improve bicycle and pedestrian safety at the highest level referenced in the PSRC facility and bicycle resource guide, recognizing that separation between bicyclists and pedestrians reduces conflict between modes.

Survey respondents also consistently cited improvements to pedestrian areas (better lighting, wider sidewalks, more foot traffic, etc.) as key to the area's future. Key comments from community involvement include the following: "It looks very run down and not very inviting;" "needs better lighting and more people around;" and "improve pedestrian walk areas."

Engagement during the Target Zero Action Plan identified the need to prioritize addition of pedestrian facilities along the High Injury Network (HIN) specific to Vulnerable Road Users where they do not currently exist. The Willis Street project is one of two priority projects in the City that meet this criteria.

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

Nonmotorized commuters accessing regional transit, and the Sounder from Kent Station would benefit from more direct access to the station from this connection, trimming approximately 1,100 feet from the alternate route along Washington Avenue.

King County Metro Route 914 also serves the corridor. Multimodal improvements along this corridor will provide transit riders with buffer space for first mile/last mile connections. Without improvements, transit riders will continue to access transit within the project limits from the west via striped shoulder adjacent to the travel lanes.

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.

Willis Street (SR 516) is an all-day use corridor providing commercial and commuter access to the RGC. The corridor is used by tens of thousands of people every day to access businesses, jobs, and community services, as well as to travel between home, work, school, and recreation using multiple modes. Commuters and employees would benefit from an improved connection between higher density housing to the west, destinations like Kent's downtown, the Regional Justice Center, and City Hall, and regional transit at Kent Transit Center and Kent Sounder Station.

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

Due in part to the complexity of developing a pedestrian and bicycle project along a state route, the WSDOT Active Transportation division has recommended that the City pursue design funds to advance project development. Separately, dialogue with WSDOT Northwest Region on the project revealed an upcoming pavement preservation project for the segment of Willis Street as a state highway, SR 516. The City understands that the pavement preservation project does not appear to have funds to design and construct a separated path parallel to the roadway for 1,200 linear feet. Therefore, the 2026 TAP grant nomination provides a unique opportunity to leverage public efforts to complete the street in collaboration and on a shared timeline. If not funded, the City would need to pursue project development after completion of the pavement preservation project by WSDOT, incurring duplicative design and permitting efforts and delaying project delivery.

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.

Equity is an explicit component in the Kent TMP, and the project corridor serves the highest category of Underserved Communities population defined in the TMP using the following socioeconomic factors from the US CENSUS: low-income households, Limited English Proficiency, people of color, persons with a disability, youth and seniors, with population density used as a weighting factor.

Referencing the 2024 PSRC project selection resource map, the corridor serves above regional averages of: people of color (67% vs regional threshold of 36%), people of low income (44% vs

regional threshold of 11%), persons with disabilities, (16% vs regional threshold of 11%), people with limited English proficiency (23% vs the regional threshold of 8.5%), youth (20% vs the regional threshold of 15.4%), and older adults (19% vs the regional threshold of 11%).

Not captured in the Census data, Kent is also a significant embarkation point for immigrant and refugee populations due, in part, to lower than regional-average housing costs, geographic location, and historical industry. Two of the region's point community-based organizations for resettlement are headquartered in Kent: World Relief Western Washington and Open Doors for Multicultural Families (ODMF). A representative from ODMF was one of the advisory members for the Kent Target Zero Action plan, which recommended prioritizing filling sidewalk gaps along the HIN such as this project.

Underserved populations disproportionately do not have access to a personal vehicle. The project increases access to opportunities, jobs, education, and basic and social services along the corridor via transit and active travel modes for all ages and abilities. The downtown area has a host of service centers to connect underserved. The project would increase comfort and visibility for Vulnerable Road Users, consistently found by both regional and local plans to be higher portions of the populations noted above. The current gap in the pedestrian and bicycle network would be completed and provide a more direct connection to transit for the relatively isolated 650+ dwellings at the west end of the project.

More on Transportation Equity in Kent's TMP (P.42 and Appendix C)

<https://www.kentwa.gov/home/showpublisheddocument/16620/637505338640970000>

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.

Extensive community involvement including online engagement, pop-ups at community centers, committee meetings, and targeted engagement with traditionally underserved communities was essential to developing the Kent Transportation Master Plan (TMP) and the Kent Target Zero Action Plan (TZAP). Community outreach was a priority throughout the TMP update and occurred in three distinct phases. The first phase focused on gaining consensus on the TMP's goals, identifying a vision for transportation, and soliciting project ideas. The second phase focused on gathering feedback on the draft project list—which included detail on the Willis Street project—from council committees in a public forum, the Kent Bicycle Advisory Board, property owners, and the general public. The third phase included the formal adoption and public hearing process.

The engagement for the TZAP was modeled on the PSRC Racial Equity Impact Assessment. The TZAP included extensive outreach focusing on underrepresented populations in the City, with a representative advisory committee. A representative from Open Doors for Multicultural Families was one of the advisory members for the Kent Target Zero Action plan, which recommended prioritizing filling sidewalk gaps along the HIN.

More information on the TZAP, engagement with the community, advisory committee, and equity impact assessment here:

(Chapters 3, 5, and appendices C and D)

<https://www.kentwa.gov/home/showpublisheddocument/23151/638863721679900000>

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

The region's two largest community-based organizations for resettlement are located in Kent: World Relief Western Washington and Open Doors for Multicultural Families (ODMF). A representative from ODMF was one of the advisory members for the Kent Target Zero Action plan, which recommended prioritizing filling sidewalk gaps along the HIN. This is one of two such projects and a priority for delivery coordination with WSDOT. The location is a challenge due to the regional nature of the existing infrastructure and scope of work, early coordination with WSDOT's Active Transportation Division recommended pursuing design-phase funding to advance the project.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The Kent Target Zero Action Plan (TZAP) and PSRC Regional Safety Action Plan (RSAP) identified this stretch of Willis Street (SR 516) as part of the regional High Injury Network (HIN) due to the historical frequency of crashes relative to the rest of the network. The TZAP also identified this section of SR 516 as part of the Vulnerable Road User HIN as defined by WSDOT, specific to pedestrian, motorcyclist, and bicyclist involved crashes.

Currently, there is no bicycle-only infrastructure in this section of the corridor, which is planned for a Level of Transportation Stress One facility. Active transportation users are accommodated through the SR 516/SR 167 interchange on striped, striped shoulders. The project would construct a separated shared use facility along the corridor, separating pedestrian and bike traffic from motor vehicles, improving safety, and reducing the level of traffic stress for all ages and abilities. The design includes converting twelve-foot wide lanes to eleven-foot wide lanes, as well as moderating speeds while still maintaining capacity appropriate to the facility type and demonstrated vehicle use of the busy arterial, including buses and freight.

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.

Currently, active transportation users are accommodated on wide, striped shoulders. The project's shared bicycle and pedestrian facilities along the corridor and at intersections help protect riders of all ages and abilities and active transportation users of the corridor from motor vehicles where currently there is little separation from travel lanes.

This project provides new infrastructure that extends the all ages and abilities network, improves safety, and reduces the level of traffic stress for all users.

As also noted above, the TZAP also identified this section of SR 516 as part of the Vulnerable Road User HIN specific to pedestrian, motorcyclist, and bicyclist involved crashes as defined by WSDOT. The separated pedestrian and bicycle facilities along the corridor buffer pedestrian and bike traffic from motor vehicles, improving safety and reducing the level of traffic stress for all ages and abilities. The design includes converting twelve-foot wide lanes to eleven-foot wide lanes, as well as moderating speeds while still maintaining capacity appropriate to the facility type and demonstrated vehicle use.

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 Kent Target Zero Action Plan (TZAP) was developed in alignment with the methodology of the Regional Safety Action Plan by PSRC and the Target Zero Plan by the Washington Traffic Safety Commission, and with the principles of the USDOT Safe System Approach.

The TZAP, adopted in 2025, starts from the policy goal of zero roadway fatalities and serious injuries. The plan analyzed data from WSDOT and the Washington Traffic Safety Commission for prevalent patterns and contributing factors on roadways. The policies of the plan included community input on project selection, and projects were prioritized on the basis of their ability to mitigate the types of crashes occurring.

Based on the crash types observed, this segment of Willis Street was identified on both the regional and City-based High Injury Networks (HIN) due to number of crashes relative to other parts of the street network. Informed by this analysis, the plan advisory group recommended five areas for prioritization, including buffer spaces for different modes, that this project would provide. The plan also recommends completing separated pedestrian facilities along the HIN specific to Vulnerable Road Users.

The plan can be found here:

<https://www.kentwa.gov/home/showpublisheddocument/23151/638863721679900000>

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

Reducing the westbound lane widths of motor vehicle travel lanes on Willis Street from twelve-feet wide to eleven-feet wide will better moderate travel speeds without affecting capacity for this busy principal arterial. The vertical elements of the shared use path buffered from vehicle travel lanes separate and visually narrow the roadway. All design elements contribute to a modern shared use path facility that reduces enforcement needs and speeds while maintaining travel time reliability for personal vehicles, transit, and freight.

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?

Less than 30%

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

May, 2028

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).

,

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

\$346000

Total PSRC Funding Request: \$346000

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 | \$54000 |
| TAP(PSRC) | Reasonably Expected | \$346000 |
| | | \$ |
| | | \$ |
| | | \$ |

Total Preliminary Engineering/Design Phase Cost: \$400000

Expected year of completion for this phase:

May, 2028

Right of Way Phase

| Fund Source | Funding Status | Amount |
|--------------------|-----------------------|---------------|
|--------------------|-----------------------|---------------|

| | | |
|--|--|-----|
| | | \$0 |
| | | \$ |
| | | \$ |
| | | \$ |
| | | \$ |

Total Right of Way Phase Cost: \$0

Expected year of completion for this phase:

June, 2029

Construction Phase

| Fund Source | Funding Status | Amount |
|--------------------|-----------------------|---------------|
| Local | Secured | \$225000 |
| STP | Reasonably Expected | \$1275000 |
| | | \$ |
| | | \$ |
| | | \$ |

Total Construction Phase Cost: \$1500000

Expected year of completion for this phase:

December, 2029

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): |
| \$1900000 | December, 2029 |

Financial Documentation

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

Street Funds Documentation

- Notice of award by PSRC - September 2026
- Add project to the STIP - October deadline for the November 2026 meeting
- Added to the STIP December 2026
- Accept funds by City Council, amend the budget - October 2026
- Submit Obligation materials to WSDOT LP - January 2027
- Obligation of Design phase by WSDOT LP - February 2027
- Begin Design March 2027

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.

f-151-346-21459877_qsrb5y90_Proof_of_local_funds_-_Street_Capital_022026.pdf

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.

The City is working closely with WSDOT Northwest Region Staff on the development of this project, which will be built entirely within WSDOT ROW of the SR 516 and SR 167 roadways. The existing FHWA roadway Functional Classification is "Freeway - Other", with a posted speed limit of 40 miles per hour. The City's Comprehensive Plan sets the future functional classification as a Principal Arterial - which would be appropriate to accommodate bicycles and pedestrians on a shared use path, separated from the travel lanes by a buffer. Funding of the design phase through the TAP program would also meet the direction of the WSDOT Active Transportation division to advance the design of the project before seeking construction funds.

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

f-151-480-21459877_nUkMrZuD_LTS_Map_from_Kent_TMP_WillisStreet_SR516.pdf, f-151-480-21459877_IMuMaCvy_Projects_Map_from_Kent_TMP_WillisStreet_SR516.pdf

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.

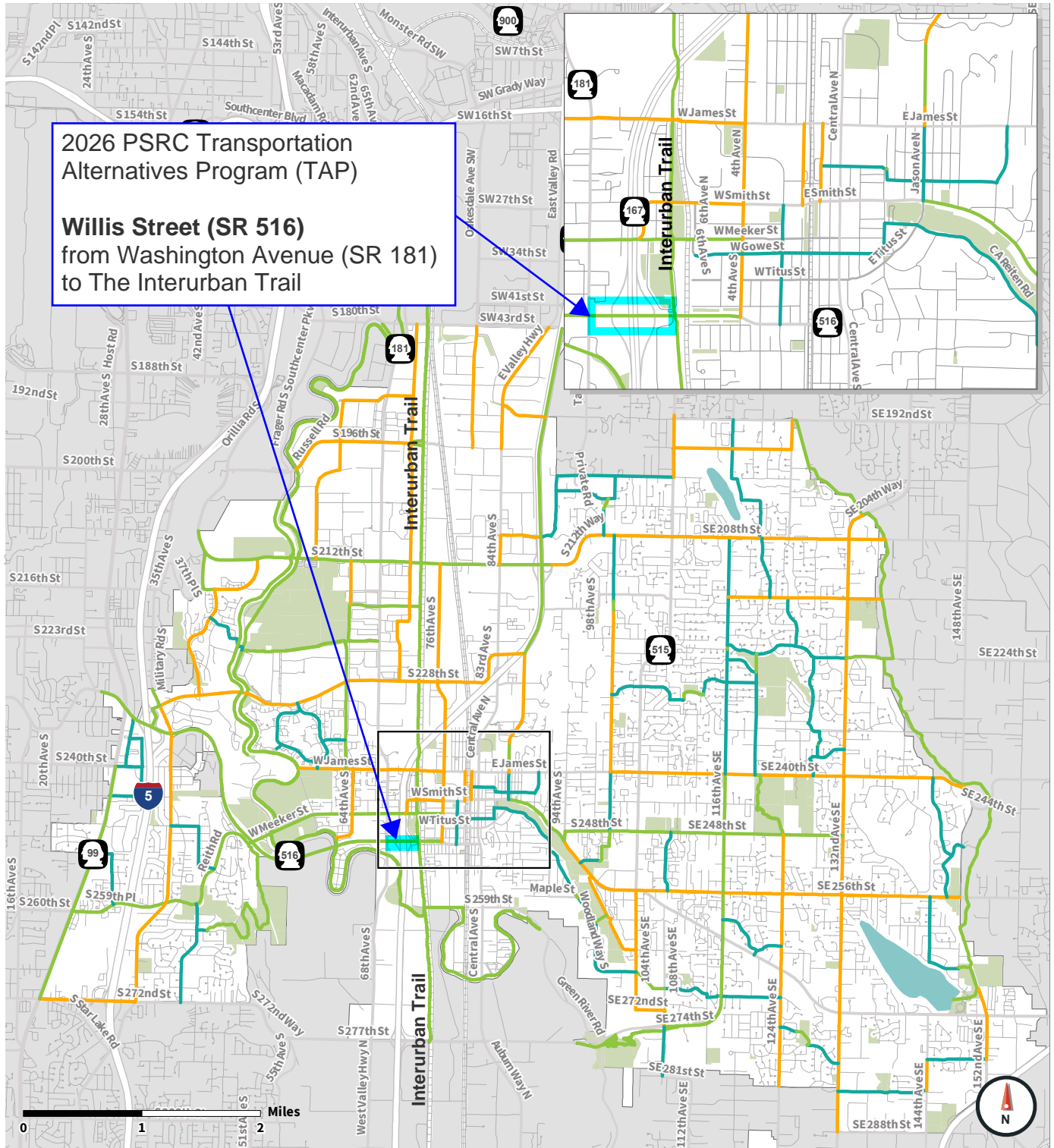


Figure 25
Proposed Bicycle Level of Stress Network

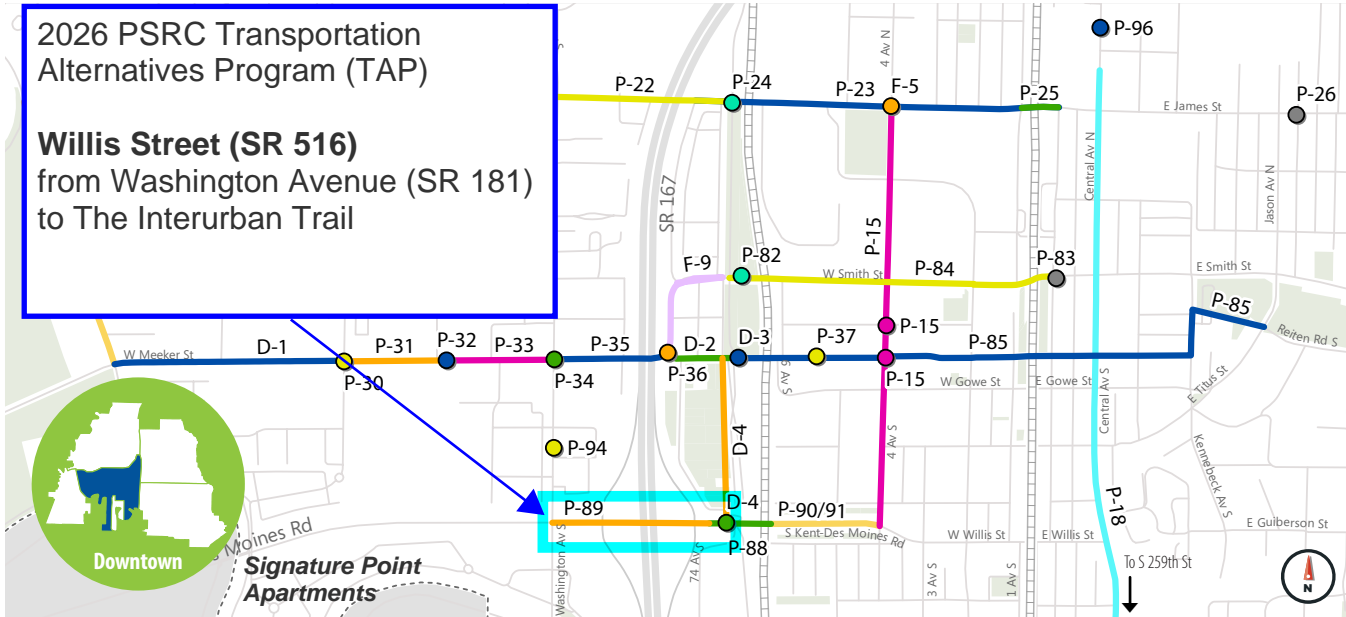







Figure 32
Proposed Prioritized Projects (P), Projects with Secured Funding (F), & Developer Projects (D)

Project Components:

- 
Bike
- 
Pedestrian
- 
Intersection/
Crossing
- 
Roadway/
Bridge
- 
Plan/
Program

| ID | Roadway | Description |  |  |  |  |  |
|------|----------------------------------|--|---|---|---|---|---|
| P-15 | 4th Ave N | Convert from 4 lanes to 3 lanes (Road Diet) from James St to Willis St. Construct a separated bike lane. Construct a bicycle intersection treatment at 4th Ave/Meeker St to transition bicyclists to the separated bikeway. Crossing improvements at 4th Ave N and W Harrison St by installing RRFBs. Construct bicycle intersection improvements at 4th Ave N/James St. | ● | ● | ● | | |
| P-18 | Central Ave | Planning Study between SR 167 and the southern City limits. | | | | | |
| P-22 | James St | Road Diet (4 to 3 lanes) with striped bike lanes from Washington Ave and the Interurban Trail including a traffic analysis prior to design. | ● | | | | |
| P-23 | James St | Pedestrian improvements (pedestrian wayfinding, pedestrian lighting, and related safety improvements) from Lincoln Ave Park and Ride and Railroad Ave N. | | ● | | | |
| P-24 | James St at the Interurban Trail | Rebuild traffic signal and crossing Improvements. | | | ● | | |
| P-25 | James St | Sidewalks (both sides) from 1st Ave N and Railroad Ave N. | | ● | | | |
| P-26 | James St | HAWK/PHB pedestrian crossing signal between Jason Ave N and Prospect Ave. | | | ● | | |
| P-30 | Meeker St at 64th Ave S | Intersection improvements (bicycle, pedestrian and transit facilities). | ● | ● | ● | | |
| P-31 | Meeker St | Bicycle and pedestrian facilities (south side only) from 64th Ave S to east of the Elementary School. | ● | ● | | | |
| P-32 | Meeker St | New traffic signal between 64th Ave S and Washington Ave. | | | ● | | |
| P-33 | Meeker St | Bicycle and pedestrian facilities (south side only) from just east of the Elementary School and Washington Ave. | ● | ● | | | |



| ID | Roadway | Description | | | | | |
|------|-----------------------------------|--|--|--|--|--|--|
| P-34 | Meeker St at Washington Ave N | Construct east and westbound right turn pockets and modify signal phasing; ADA Curb ramps and crossing improvements. | | | | | |
| P-35 | Meeker St | Pedestrian facilities on the south side from Washington Ave N to Lincoln Ave. | | | | | |
| P-36 | Meeker St at N Lincoln Ave | Construct a roundabout at Meeker St and Lincoln Ave. | | | | | |
| P-37 | Meeker St | New midblock crossing between S 6th Ave and S 4th Ave. | | | | | |
| P-56 | Russell Rd | Sidewalks (east side) from Meeker St to north limit of Hogan Park. | | | | | |
| P-82 | Smith St at the Interurban Trail | Crossing improvements. | | | | | |
| P-83 | Smith St at Railroad Ave N | HAWK/PHB pedestrian crossing signal and crossing improvements. | | | | | |
| P-84 | Multiple Streets | Plan pathway and construct bicycle facilities to connect the Interurban and Kent Station. | | | | | |
| P-85 | Multiple Streets | Construct bicycle facilities to connect Earth Works Parks and Downtown (Titus across Senior Center to Kennebeck, Kennebeck from Senior Center to Meeker, Meeker from Kennebeck to Interurban). | | | | | |
| P-88 | Willis St | Fill sidewalk gaps across Union Pacific Railroad. | | | | | |
| P-89 | Willis St | Construct pedestrian facility on north side from SR 181 and new Naden Avenue. Crossing improvements at the SR 167 SB off ramp and at the SR 167 NB on ramp. | | | | | |
| P-90 | Willis St | Construct a shared use path on the north side of Willis from Union Pacific Railroad to 4th Ave N. | | | | | |
| P-91 | Willis St | Construct a shared use path on the south side of Willis from Union Pacific Railroad to 4th Ave N. | | | | | |
| P-94 | Washington Ave | New traffic signal between Meeker St and SR 516. | | | | | |
| P-96 | Central Ave N | Construct new RRFB between Woodford Ave N and E George St. | | | | | |
| F-5 | 4th Ave N | Convert from 4 lanes to 3 lanes (Road Diet) from S 228th St to James St. Construct a separated bike lane. | | | | | |
| F-9 | Meeker St | Convert Meeker St/Lincoln Ave from Washington Ave to 4th Ave N to 3 lanes with bicycle facilities. | | | | | |
| D-1 | Meeker St | Pedestrian facilities (sidewalks and buffer zone) (northside only) from Russell to 64th Ave S. | | | | | |
| D-2 | Meeker St | Bicycle and pedestrian facilities (southside only) from N Lincoln Ave to the Interurban Trail. | | | | | |
| D-3 | Meeker St at the Interurban Trail | Crossing improvements. | | | | | |
| D-4 | Naden Ave N | Construct the new Naden Avenue from Willis St to Meeker St including the intersection at Willis St/Naden/74th (right-in/right-out intersection at Naden and right-in/right-out/left-in at 74th) and crossing improvements at the Interurban Trail. | | | | | |

Projects are listed in one subarea only. In cases where projects are located on the border between two subareas, refer to adjacent subarea table.

City of Kent
Project Status by Job, Obj, Sub

| Object | Subsidiary | Subledger | Description | Budget | Prior Years | Fiscal YTD | Project To Date | Balance | % Spent |
|--------------------|---------------|---------------|--------------------------------|----------|-------------|------------|-----------------|-------------|---------|
| Fund: 01101 | Job #: | R00603 | Misc Street | | | | | | |
| 56710 | | | Gen Contributions | | 7,544.55- | | 7,544.55- | 7,544.55 | |
| 59710 | R20110 | C | TI-B&O Street Capital | 867,280- | 867,284.00- | | 867,284.00- | 4.00 | 100.00 |
| 59710 | 10209000 | C | TI-GFBO-Other Uses | 366,420- | 930,007.89- | | 930,007.89- | 563,587.89 | 253.81 |
| 59710 | 11105100 | C | TI-US-PW Administration | 725,730- | 837,319.36- | | 837,319.36- | 111,589.36 | 115.38 |
| 59710 | 11115530 | C | TI-Street Lifecycle Programs | 250,340- | 250,341.66- | | 250,341.66- | 1.66 | 100.00 |
| 59710 | 15009998 | C | TI-Cap Res-Property Tax-Oth Us | 206,000- | 6,000.00- | | 6,000.00- | 200,000.00- | 2.91 |
| 61100 | 110 | | Sal-Regular Full Time | | 325,931.57 | 16,405.27 | 342,336.84 | 342,336.84- | |
| 62100 | 110 | | Social Security | | 24,728.43 | 1,243.65 | 25,972.08 | 25,972.08- | |
| 62200 | 110 | | Pension and Retirement | | 27,279.23 | 915.44 | 28,194.67 | 28,194.67- | |
| 62300 | 110 | | Life Insurance | | 590.86 | 29.70 | 620.56 | 620.56- | |
| 62400 | 110 | | Medical Insurance | | 29,599.94 | 3,199.12 | 32,799.06 | 32,799.06- | |
| 62600 | 110 | | Unemployment Comp | | 696.00 | 32.00 | 728.00 | 728.00- | |
| 62610 | 110 | | Paid Family Medical Leave | | 768.81 | 52.96 | 821.77 | 821.77- | |
| 62800 | 110 | | Long Term Disability | | 1,023.13 | 55.66 | 1,078.79 | 1,078.79- | |
| 63180 | 120 | | Mtc & Construct Supp | | 3,766.27 | | 3,766.27 | 3,766.27- | |
| 63500 | 120 | | Tools & Minor Equip | | 28,731.92 | | 28,731.92 | 28,731.92- | |
| 64110 | 110 | | Contractor Services | 780,590 | | | | 780,590.00 | |
| 64110 | 120 | | Contractor Services | 9,430- | 11,003.16 | | 11,003.16 | 20,433.16- | 116.68- |
| 64110 | 340 | | Contractor Services | 273,270 | 61,113.36 | | 61,113.36 | 212,156.64 | 22.36 |
| 64129 | 110 | | Architect/Engr Svc-I | | 18,512.33 | 948.23 | 19,460.56 | 19,460.56- | |
| 64129 | 120 | | Architect/Engr Svc-I | | 80,868.33 | 297.16 | 81,165.49 | 81,165.49- | |
| 64140 | 220 | | Legal Services | | 8,132.48 | | 8,132.48 | 8,132.48- | |
| 64170 | 110 | | Relocation Costs | | 452.00 | | 452.00 | 452.00- | |
| 64190 | 220 | | Other Professional Svcs | | 7,250.00 | | 7,250.00 | 7,250.00- | |
| 64282 | 110 | | Workers Compensation-I | | 2,509.48 | 135.83 | 2,645.31 | 2,645.31- | |
| 64440 | 110 | | Advertising | | 646.80 | | 646.80 | 646.80- | |
| 64900 | 110 | | Intergovernmental Svcs | | 155.80 | | 155.80 | 155.80- | |
| 64920 | 220 | | Licenses/Permits/Fees | | 120.50 | | 120.50 | 120.50- | |
| 65100 | R20086 | C | TO-2019 Complete Streets Meeke | 111,340 | 111,336.70 | | 111,336.70 | 3.30 | 100.00 |
| 65100 | R20114 | C | TO-B&O Street Contracted | 400,000 | 400,000.00 | | 400,000.00 | | 100.00 |

City of Kent
Project Status by Job, Obj, Sub

| <u>Object</u> | <u>Subsidiary</u> | <u>Subledger</u> | <u>Description</u> | <u>Budget</u> | <u>Prior Years</u> | <u>Fiscal YTD</u> | <u>Project To Date</u> | <u>Balance</u> | <u>% Spent</u> |
|---------------|-------------------|------------------|--------------------------------|---------------|--------------------|-------------------|------------------------|----------------|----------------|
| 65100 | | R20146 C | TO-196th St Pavement Preservat | | 361,949.74 | | 361,949.74 | 361,949.74- | |
| 65100 | | R90112 C | TO-4th & Willis Roundabout | 400,000 | 400,000.00 | | 400,000.00 | | 100.00 |
| 65100 | | R90122 C | TO-S 212th (City Limits-GRB) | 460,000 | 98,050.26 | | 98,050.26 | 361,949.74 | 21.32 |
| 66400 | 120 | | Vehicles and Equip | | 93,743.29 | | 93,743.29 | 93,743.29- | |
| 69129 | 110 | | CA-Architect/Engr Svcs | | 451,169.41- | 11,077.12- | 462,246.53- | 462,246.53 | |
| | | | Total Revenue | 2,415,770- | 2,898,497.46- | | 2,898,497.46- | 482,727.46 | 119.98 |
| | | | Total Expenditures | 2,415,770 | 1,647,790.98 | 12,237.90 | 1,660,028.88 | 755,741.12 | 68.72 |
| | Total Job # | R00603 | Misc Street | | 1,250,706.48- | 12,237.90 | 1,238,468.58- | 1,238,468.58 | |