

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
SR 169 Pedestrian Bridge at SE 258th Street	N/A	City of Maple Valley
Partner Agencies	Certification Acceptance	CA Sponsor
King County Parks, PW Board, FHWA, State	Yes	N/A

Contact Information

Primary Contact Name	Alternate Contact Name
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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

Design and construct a pedestrian bridge over SR 169 at SE 258th Street, connecting at grade sidewalks with ADA ramps on both sides of bridge.

Project Location

County/Counties	Location
King	SR 169

Beginning Crossroad/Landmark	Ending Crossroad/Landmark
SE 258th Street	Southern driveway of Rock Creek

Please Identify the center the project is supporting.

The pedestrian bridge will support safe active transportation and Metro access to Maple Valley's Downtown as identified in the 2024 Maple Valley Comprehensive Plan. The downtown provides by jobs and affordable housing.

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:

Sidewalks, Bike lanes (striped or buffered), Protected bike lanes

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. 2024 Maple Valley Comprehensive Plan
2. Transportation Element, Transportation Improvement Projects
3. Project TE-6 described on Page T-47 and mapped on Page T-50

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 SR 169 Pedestrian Bridge project will create a pedestrian and bicycle connection between residential communities and elementary school to the east and the Legacy Site and Downtown commercial areas to the west. The Legacy Site is a city owned 54-acre property that hosts the largest Farmers Market in South King County and is being master planned to include an indoor

public market, civic greens, and additional trails. The project supports the hundreds of small businesses who participate in the Maple Valley Farmers Market by allowing greater non-motorized access.

Immediately south of the Legacy Site is the City's future Downtown which includes commercial and residential mixed use zoning. Development in the Downtown includes 10% inclusionary affordable housing requirements estimated to include almost 90 affordable homes at 70% AMI. On both sides of SR 169 south of the pedestrian bridge vicinity, there are shopping centers and commercial businesses along the highway corridor.

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

Downtown District Vision Statement

Downtown Maple Valley will create its own sense of place, welcoming the entire community and providing a vibrant mixed-use destination that connects citizens and visitors of all ages. The new neighborhood will be a walkable and bikeable Downtown mix of public space and mid-rise buildings, including businesses that promote the artistic, cultural and entrepreneurial spirit of the city's residents. The Downtown will offer retail, commercial, housing, civic uses and public open space supported by unrivaled trail connectedness. Downtown Maple Valley will reflect the area's heritage and deliver exceptional access to local businesses, residential neighborhoods, the Legacy Site, and regional attractions.

The SR 169 Pedestrian Bridge will allow non-motorized access to the City's future Downtown commercial areas for residential communities to the east of SR 169 that cannot safely cross the highway in the immediate vicinity. Downtown development goals include a walkable city center. The pedestrian bridge will provide non-motorized modes to support the walkability goals of the Downtown. It would also reduce traffic congestion and improve mobility on SR 169 to support and benefit community residents, businesses, school, and employment activities. Specifically, the project supports the following Comprehensive Plan Land Use Element policies:

LU-P8.1.1 Provide bicycle and pedestrian connections to regional trails, nearby natural areas, and public uses as well as to adjacent residential and activity centers.

LU-P8.2.4 Create a roadway network of streets, sidewalks and pedestrian amenities within the Town Center that connects to the surrounding streets and walkways.

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 SR 169 Pedestrian Bridge will connect an existing shared used path on SE 258th Street to the Legacy Site where existing trails connect to the King County Regional Cedar to Green River Trail. The Maple Valley Gnome Trail, located on the Legacy Site, is a popular trail to Lake Wilderness

Park. The pedestrian bridge will also connect sidewalks and bicycle facilities on both sides of SR 169 that were recently constructed as part to the City's T-45 SR 169 corridor improvement project.

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.

Safe and convenient crossing of SR 169 is a barrier to pedestrians and bicyclists due to the high speed and volume of traffic on the highway. In 2018, there was a pedestrian fatality where a pedestrian had attempted to cross the highway. The proposed pedestrian bridge will create a much needed and community supported safe connection between communities to the east of the highway and commercial, public, and trail facilities to the west of the highway. The ADA accessible pedestrian bridge will also reduce travel distance for pedestrians to cross the highway instead of crossing at the nearest intersection. A grade separated pedestrian bridge over the State Highway is context sensitive, given the adjacent Rock Creek Elementary to the east of the bridge and family oriented trails and Farmers Market immediately to the west. Elementary aged children and their parents will find comfort, ease, and security with a grade separated crossing.

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

The proposed pedestrian bridge will connect pedestrians to Metro bus stops that are on opposite sides of the pedestrian bridge. Without a pedestrian bridge, round trip Metro users would have to cross SR 169 either at the beginning of their transit or at the end.

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.

Residents to the east of the proposed pedestrian bridge project would benefit by reducing their need to drive to public and commercial facilities on the west side of SR 169. In many cases, it would be only a one to two block drive. These residents are also considered commercial users and would benefit in the same manner. Commuters would see less traffic on SR 169 since there would no longer be a barrier to safely and conveniently access public and commercial areas through non-motorized facilities. School staff, students, and school district employees would benefit from having a safer pedestrian crossing and walking route to Rock Creek Elementary and Tahoma School District office.

A 2023 Leakage Study by the University of Washington Office of Community Partners estimated over 10,000 Maple Valley residents each year (2021 and 2022) visited the Farmers Market adjacent to the proposed pedestrian bridge. Rock Creek Elementary School serves approximately 700 students in grades PK-5. The City anticipates many of the adjacent users to benefit from the proposed pedestrian bridge.

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

Economic development would be impacted without the pedestrian bridge. The Downtown area is planned for a walkable pedestrian friendly center. The pedestrian bridge would make access to the

downtown and Legacy Site development plans more convenient, promoting a walkable community with multimodal transportation planning.

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.

The project would provide a safe pedestrian/bicycle bridge over SR 169 that is currently a physical and unsafe barrier between community members to the east and west of the highway. To the east, families with elementary school ages children are not able to safely cross SR 169 during the day and nighttime to access trails at the Legacy Site, Lake Wilderness, and the Green to Cedar River King County Regional Trail. These families often drive to these locations due to the traffic on SR 169. Additionally, the pedestrian bridge would provide an opportunity for active seniors to walk to the Farmers Market and commercial areas to the west of the bridge.

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.

Two events helped shape the need for the SR 169 Pedestrian Bridge Project. In 2018, a pedestrian was killed attempting to cross the highway after exiting a Metro bus stop. From this, WSDOT hosted a high tension community meeting to understand public safety concerns on SR 169. In 2020, the Maple Valley Farmers Market (consecutively voted the #1 farmers market in Washington State) opened at the Legacy Site, creating a weekly community meeting space that has had great success for small businesses. However, the site lacks sufficient parking for its growing popularity. Many residents attempt to cross the highway on foot because of the lack of parking. As a result, community members asked the late Senator Bill Ramos to champion funding for a pedestrian bridge project across SR 169. Senator Ramos was able to secure \$5M in state transportation funds for the bridge.

The early design stages of the project coincided with public outreach associated with the City's 2024 Comprehensive Plan Update. The City received over 1700 survey responses in which most responders supported the bridge project and improvements to SR 169. In March 2025, the project team hosted a public open house and survey in which we opened the Lake Wilderness Lodge to free daycare and pizza to talk to 150 residents about the bridge design.

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

The results of the 2024 Comprehensive Plan Update and SR 169 Pedestrian Bridge outreach is reflected in the 90% design which includes a covered bridge located near SE 258th Street. The bridge is a semi-open design to provide natural light while still shielding users from the noise of vehicle traffic. This was especially important to school age children with sensory issues. ADA ramps on both sides of the bridge are designed with level refuge breaks for senior walkers.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

From 2018-2022, Maple Valley experienced 832 total collisions that included 18 serious injury collisions, and 4 fatalities. Many collisions occurred on SR 169, including three of the four fatalities. The fatality closest to the SR 169 Pedestrian Bridge site was a pedestrian crossing SR 169 at a transit bus stop near SE 253rd Place just one block north of the proposed bridge location and Rock Creek Elementary School. SR 169 is a major north-south commuter and freight truck route, which currently carries 27,000 vehicles per day, including 11%-13% (3,250) as freight trucks, in this location with many out of city drivers using the highway to connect to SR 18 and 405. SR 169 is forecast to carry more vehicle traffic in the future as Maple Valley and surrounding communities grow. The project will construct an ADA accessible grade separated crossing over this busy state highway for people walking, biking, and rolling on paved multiuse trails, sidewalks, and across the highway to transit bus stops, local businesses, schools, school district office, and regional trail connections.

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.

The ADA accessible grade-separated pedestrian bridge over a highway is a proven safety countermeasure with an extremely high effectiveness (90%) for eliminating future fatal and serious injury crashes. Constructing a grade-separated pedestrian-bicycle bridge over SR 169 and lowering the posted speed limit on this urban section of SR 169 would:

- Reduce risk and increase safety along the entire corridor, including the Project site
- Be consistent with Maple Valley Comprehensive Safety Action Plan, Comprehensive Plan, and PSRC RSAP safety priorities
- Be consistent with the 2020 WSDOT Active Transportation Plan recommendation to lower pedestrian and bicycle Level of Traffic Stress by separating users and lowering vehicle speeds
- Align better with the land use context at the Project site, which includes an elementary school, school district office, a multiuse trail, a Farmer's Market, and a public park.
- Support Maple Valley's Complete Street Policy, as well as RCW 47.04.035 Street access -

Principles of complete street - requirements for WSDOT work on state highways.

- Support safety priorities in Washington's 2024 Strategic Highway

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?

Maple Valley City Council adopted Resolution R-25-1985 supporting the adoption of a Comprehensive Safety Action Plan (CSAP) and Vision Zero goal to eliminate fatalities and severe injuries on City streets. The resolution committed the City to achieving zero traffic fatalities and severe injuries among all road users including people walking, biking, using transit, and driving. The CSAP uses a Safe Systems approach that recognizes that humans will make mistakes and roadway systems should be designed to protect them.

As such, during their October 2025 retreat, the Maple Valley City Council unanimously indicated the SR 169 Pedestrian Bridge project as their #1 priority project in 2026. According to the 2018 FHWA "Toolbox of Pedestrian Countermeasures and Their Potential Effectiveness" the construction of a pedestrian bicycle overpass over a busy road can reduce fatal and serious injury crash types by ninety percent (90%) and all crash types by eight six percent (86%). Spanning SR 169 with a grade separated bridge for people walking, biking, and rolling will provide a safe, low stress crossing option and will eliminate the risk associated with a surface crossing. This is especially important for school age children at Rock Creek Elementary School adjacent to the bridge.

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

The SR 169 Pedestrian Bridge will be coupled with safety measures to reduce speed. In 2024, the Maple Valley City Council and Police Department issued a request to WSDOT to lower the posted 45 mph speed limit along SR 169 to 35 mph within City limits. In March 2025, WSDOT conducted a speed study and concluded that they would support lowering the posted speed limit on SR 169 to 35 mph in the project area, but north of the project area, the speed reduction would be to 40 mph. WSDOT's rationale is that the NCHRP 17-76 methodology that was used to check the speed limit indicates that 40 mph should be the appropriate posted speed limit. WSDOT further asserts that the NCHRP 17-76 finding agrees with the 50th percentile and the 10-mph pace and therefore WSDOT may support a reduction in the SR 169 posted speed limit to 40 mph. WSDOT has now signed the project area with 35mph speed limit.

Despite the City's efforts to reduce speeds along SR 169 and this project corridor, the need for a grade separated pedestrian bridge is still a priority. It would reduce reliance on enforcement and promote a boulevard environment in contrast to a state highway.

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?

Greater than 60% complete

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

June, 2026

Environmental Documentation

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

Documented Categorical Exclusion (DCE)

Has NEPA documentation been approved?

No

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

April, 2026

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

Yes

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

No

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)?

May, 2025

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

June, 2026

Has right of way certification been completed?

No

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

June, 2026

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

No permanent ROW acquisition is required for the project. The project will need one temporary construction easement from Tahoma School District. WSDOT Local Programs has indicated since temporary ROW construction easement is between two public agencies, they will not require ROW certification.

Construction

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

Yes

Please attach the engineer's estimate.

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

NEPA Documented Categorical Exclusion established for "Construction of Bicycle and Pedestrian Facilities" - April 2026

Section 7 ESA Compliance - N/A - Does not require consultation since "No Effect".

Section 106 NHPA - completed August 2025

Section 4(f) De Minimus Impact - Included as part of NEPA process

SEPA - June 2026

Local Site Development Permit - June 2026

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)?

June, 2026

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

September, 2026

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	2027	\$2000000

Total PSRC Funding Request: \$2000000

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
Yes	MV-10

Total Estimated Project Cost and Schedule

Preliminary Engineering/Design Phase

Fund Source	Funding Status	Amount
TAP(PSRC)	Secured	\$878148
Other State	Secured	\$500000
Local	Secured	\$97208
		\$

		\$
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Total Preliminary Engineering/Design Phase Cost: \$1475356

Expected year of completion for this phase:

July, 2026

Right of Way Phase

Fund Source	Funding Status	Amount
		\$
		\$
		\$
		\$
		\$
		\$

Total Right of Way Phase Cost: \$0

Expected year of completion for this phase:

June, 2026

Construction Phase

Fund Source	Funding Status	Amount
Other State	Secured	\$4500000
Local	Secured	\$1000000
PWTF	Secured	\$8416667
TAP(PSRC)	Unsecured	\$2000000

		\$
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Total Construction Phase Cost: \$15916667

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):
\$17392023	December, 2028

Financial Documentation

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

LEAP April 26, 2025 shows \$500k secured in 2023-2025 (design) and \$4.5M secured in 2025-

2027 (construction).

KC Parks Levy 2025 - \$1M for construction, see page 3 highlighted section

TAP WSDOT Local Agency Agreement showing \$878,148 for design

PW Board Loan \$9,872,000 for construction reimbursement.

If awarded TAP grant for construction phase, Maple Valley will reduce our loan amount.

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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21503925_FLj7myKB_Pages_from_htLEAPTranspoDocument20252Apr2625_T57_State_Funding.pdf

f-151-712-21503925_upj8jcFa_a-parks-levy-renewal-allocation-plan-final.pdf

f-151-713-

21503925_ARA5CzD4_Maple_Valley_SR_169_Pedestrian_Bridge_at_SE_258th_Street_0169028_LAA.pdf

f-151-713-21503925_0g7G4a4e_FY26_PW_Board_Construction_Award_Matrix.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.

Because the late Senator Bill Ramos was instrumental in securing initial funding for the project, the City is committed to completing the project and dedicating it to his service. Community support is abundant and demonstrated through letters of support from the Tahoma School District, the Maple Valley/Black Diamond Chamber of Commerce, Leafines Trails Coalition, and the Maple Valley Farmers Market (support letters have been attached).

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.

Status	HCSS BI	Item No.	Spec No.	Item Description	Estimated Quantity	Unit	Unit Price	Total	Designer Notes	Bing's Notes
Rev 03.20		GENERAL					Rev 03.20			
		1-000	1	1-04 MINOR CHANGE	1.00	EST	\$ 1.00	\$ 1.00		
		2-000	2	1-05 SURVEYING	1.00	LS	\$ 50,000.00	\$ 50,000.00		
		3-000	3	1-05 RECORD DRAWINGS (MINIMUM BID \$2,000)	1.00	LS	\$ 2,000.00	\$ 2,000.00		
		4-000	4	1-07 APPRENTICESHIP INCENTIVE	10,000.00	CALC	\$ 1.00	\$ 10,000.00		Increased qty to 10,000
		5-000	5	1-07 APPRENTICESHIP PENALTY	(10,000.00)	CALC	\$ 1.00	\$ (10,000.00)		Increased qty to -10,000
		6-000	6	1-07 SPCC PLAN	1.00	LS	\$ 8,000.00	\$ 8,000.00		
		7-000	7	1-07 RESOLUTION OF UTILITY CONFLICTS	50,000.00	EST	\$ 1.00	\$ 50,000.00		Increased qty to 50,000
		8-000	8	1-09 MOBILIZATION	1.00	LS	\$ 1,080,000.00	\$ 1,080,000.00		Approximate 10% of total project
		8999		SITE PREPARATION AND GRADING						
		9-000	9	2-04 PROJECT TEMPORARY TRAFFIC CONTROL	1.00	LS	\$ 200,000.00	\$ 200,000.00		3/20 subcontract Traffic Control out, 22 days lane closure
		10-000	10	2-04 TEMPORARY CHAIN LINK FENCE	500.00	LF	\$ 15.00	\$ 7,500.00		
		11-000	11	3-01 CLEARING AND GRUBBING	1.00	LS	\$ 25,000.00	\$ 25,000.00		
		12-000	12	3-01 TREE PROTECTION	1.00	LS	\$ 5,000.00	\$ 5,000.00		
		13-000	13	3-02 REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1.00	LS	\$ 22,000.00	\$ 22,000.00		
		14-000	14	3-02 CEMENT CONC. PAVEMENT REMOVAL INCL. HAUL	720.00	SY	\$ 55.00	\$ 39,600.00		
		15-000	15	3-02 ASPHALT PAVEMENT REMOVAL INCL. HAUL	210.00	SY	\$ 50.00	\$ 10,500.00		
		16-000	16	3-03 SITE EXCAVATION INCL. HAUL	900.00	CY	\$ 65.00	\$ 58,500.00		
		17-000	17	3-03 UNSUITABLE FOUNDATION EXCAVATION INCL. HAUL	30.00	CY	\$ 100.00	\$ 3,000.00		
		18-000	18	3-03 GRAVEL BORROW INCL. HAUL	120.00	CY	\$ 60.00	\$ 7,200.00		
		19-000	19	7-Mar STRUCTURE EXCAVATION CLASS B	20.00	CY	\$ 55.00	\$ 1,100.00		
		20-000	20	3-07 SHORING OR EXTRA EXCAVATION CLASS B	1.00	LS	\$ 1,500.00	\$ 1,500.00		
		21-000	21	4-04 CRUSHED SURFACING TOP COURSE	270.00	TON	\$ 50.00	\$ 13,500.00		
		22-000	22	4-04 CRUSHED SURFACING TOP COURSE FOR TRENCH BACKFILL	40.00	TON	\$ 50.00	\$ 2,000.00		
		23-000	23	5-04 HMA CL. 3/8" PG 58H-22	80.00	TON	\$ 150.00	\$ 12,000.00		
		24-000	24	5-04 HMA Commercial	11.00	TON	\$ 450.00	\$ 4,950.00		
		25-000	25	5-04 Adjust Utility Structure to Grade	1.00	EA	\$ 1,100.00	\$ 1,100.00		
		25999		SUBSTRUCTURE						
		26-000	26	6-02 STRUCTURE EXCAVATION CLASS A INCL. HAUL	10.00	CY	\$ 55.00	\$ 550.00		TBC, confirm if this is included in Psomas values
		27-000	27	6-02 CONC. CLASS 4000 FOR BRIDGE (SPREAD FOOTINGS)	84.00	CY	\$ 2,100.00	\$ 176,400.00		For Stair and stair footing & Wall.
		28-000	28	6-02 STEEL REINFORCING BAR FOR BRIDGE (SPREAD FOOTINGS)	33,600.00	LB	\$ 1.75	\$ 58,800.00		
		29-000	29	6-02 CONC. CLASS 4000 FOR BRIDGE (ABUTMENTS AND PIERS)	102.00	CY	\$ 4,000.00	\$ 408,000.00		
		30-000	30	6-02 STEEL REINFORCING BAR FOR BRIDGE (ABUTMENT AND PIERS)	52,900.00	LB	\$ 1.80	\$ 95,220.00		
		31-000	31	6-19 CONSTRUCTING 4.92 FT. DIAM SHAFT (TYPE 1)	550.00	LF	\$ 2,650.00	\$ 1,457,500.00		Added perm casing, 3/20 - Reduced 39,452 lb of casing.
		32-000	32	6-19 CONSTRUCTING 7 FT. DIAM SHAFT (TYPE 2)	110.00	LF	\$ 5,400.00	\$ 594,000.00		Added perm casing, 3/20 - Reduced 11,547 lb of casing.
		33-000	33	6-19 QA SHAFT TEST	12.00	EA	\$ 1,800.00	\$ 21,600.00		Address qty from 16 to 12
		34-000	34	6-19 REMOVING SHAFT OBSTRUCTIONS	50,000.00	EST	\$ 1.00	\$ 50,000.00		Increased qty to 50,000
		35-000	35	STRUCTURE SURVEYING	1.00	LS	\$ 120,000.00	\$ 120,000.00		confirm if this is needed or if it's captured under the project-wide surveying
		38999		APPROACH STRUCTURES (ABUTMENTS)						
		36-000	36	VEGETATED MSE RETAINING WALL	-	SF	\$ -	\$ -		
		37-000	37	HMA RUNNING SURFACE	1,700.00	SF	\$ 12.00	\$ 20,400.00		TBC
		38-000	38	GRAVEL BORROW STRUCTURAL FILL	310.00	CY	\$ 80.00	\$ 24,800.00		for embankments/MSE walls
		38999		SUPERSTRUCTURE						
		39-000	39	6-02 CONC. CLASS 4000 FOR BRIDGE (BRIDGE DECK)	188.00	CY	\$ 3,200.00	\$ 601,600.00		
		40-000	40	6-02 CONC. CLASS 4000 FOR BRIDGE (GIRDERS)	149.00	CY	\$ 9,500.00	\$ 1,415,500.00		
		41-000	41	6-02 STEEL REINFORCING BAR FOR BRIDGE - UNCOATED	57,200.00	LB	\$ 1.85	\$ 105,820.00		
		42-000	42	6-02 STEEL REINFORCING BAR FOR BRIDGE - EPOXY (DECK)	47,900.00	LB	\$ 2.00	\$ 95,800.00		
		43-000	43	6-03 STRUCTURAL LOW ALLOY STEEL	69,000.00	LB	\$ 8.75	\$ 603,750.00		For ASTM A992 Grade 50 (wide flange shapes) and ASTM A709 Grade 50 (chann
		44-000	44	6-03 STRUCTURAL CARBON STEEL	16,000.00	LB	\$ 8.00	\$ 128,000.00		For ASTM A500 Grade B and ASTM A500 Grade B
		45-000	45	6-03 BRIDGE DECK (CORRUGATED STEEL DECKING)	-	SF	\$ -	\$ -		
		46-000	46	6-02 STEEL REINFORCED ELASTOMERIC BEARINGS (12"x12"x5" THK)	8.00	EA	\$ 10,000.00	\$ 80,000.00		
		47-000	47	6-02 DECK JOINT - WABO SAFETYFLEX	4.00	EA	\$ 7,500.00	\$ 30,000.00		
		48-000	48	DECK DRAINS	8.00	EA	\$ 3,000.00	\$ 24,000.00		
		49-000	49	BRIDGE ROOF - TIMBER ELEMENTS, PLYWOOD SUBSTRATE, WATERPROOFING, METAL ROO	1.00	LS	\$ 65,000.00	\$ 65,000.00		
		50-000	50	6-12 BRIDGE RAILING - With Mess Infill	938.00	LF	\$ 800.00	\$ 750,400.00		
		51-000	51	6-12 BRIDGE RAILING - With Perforated Infill	184.00	LF	\$ 825.00	\$ 151,800.00		Adjust Qty
		52-000	52	6-12 BRIDGE THROW BARRIER - ARCH SUPERSTRUCTURE	184.00	LF	\$ 450.00	\$ 82,800.00		Adjust Qty
Added		52-100		Pipe Handrail	213.00	LF	\$ 175.00	\$ 37,275.00		
Added		52-200		Approach Slab	18.00	SY	\$ 500.00	\$ 9,000.00		
Added		52-300		Ecoblock Wall	230.00	SF	\$ 110.00	\$ 25,300.00		
Added		52-400		Buried Curb	205.00	LF	\$ 200.00	\$ 41,000.00		
		52999		CIVIL AND UTILITIES						
		53-000	53	7-01 Utility Potoling	8.00	EA	\$ 800.00	\$ 6,400.00		
		54-000	54	7-01 PVC STORM SEWER PIPE 8 IN. DIAM.	141.00	LF	\$ 90.00	\$ 12,690.00		

Status	HCCS BI	Item No.	Spec No.	Item Description	Estimated Quantity	Unit	Unit Price	Total	Designer Notes	Bing's Notes
		55-000	55	7-01	GRAVEL BACKFILL FOR DRAINS	49.00	CY	\$ 60.00	\$ 2,940.0	
		56-000	56	7-05	8 In Class 52 DI Storm Sewer Pipe	220.00	LF	\$ 190.00	\$ 41,800.0	
		57-000	57	7-05	Adjust Storm Cleanout to Grade	1.00	LS	\$ 1,500.00	\$ 1,500.0	
		58-000	58	7-05	CATCH BASIN TYPE 1	4.00	EA	\$ 3,500.00	\$ 14,000.0	
		59-000	59	7-05	COLUMN DRAIN	2.00	EA	\$ 14,000.00	\$ 28,000.0	
		60-000	60	7-06	8" CLEANOUT	5.00	EA	\$ 400.00	\$ 2,000.0	
		61-000	61	7-05	CATCH BASIN TYPE 2, 48 IN. DIAM.	1.00	EA	\$ 6,800.00	\$ 6,800.0	
		62-000	62	7-05	CONNECT EXISTING PIPE TO PROPOSED DRAINAGE STRUCTURE	2.00	EA	\$ 1,500.00	\$ 3,000.0	
		63-000	63	7-05	CONNECT PROPOSED PIPE TO EXISTING DRAINAGE STRUCTURE	1.00	EA	\$ 1,500.00	\$ 1,500.0	
		64-000	64	7-15	6 In Sanitary Sewer Service Pipe	165.00	LF	\$ 90.00	\$ 14,850.0	move to schedule B for taxes
		65-000	65	7-15	Sanitary Sewer Cleanout	2.00	EA	\$ 400.00	\$ 800.0	move to schedule B for taxes
		66-000	66	8-04	CEMENT CONC. TRAFFIC CURB AND GUTTER	330.00	LF	\$ 55.00	\$ 18,150.0	
		67-000	67	8-04	CEMENT CONC. PEDESTRIAN CURB	110.00	LF	\$ 45.00	\$ 4,950.0	
		68-000	68	8-04	CEMENT CONC. VERTICAL CURB	50.00	LF	\$ 45.00	\$ 2,250.0	
		69-000	69	8-14	Cement Conc. Sidewalk	800.00	SY	\$ 130.00	\$ 104,000.0	
		70-000	70	8-14	Cement Conc. Curb Ramp	5.00	EA	\$ 5,500.00	\$ 27,500.0	
		71-000	71	8-12	Cement Conc. Bike Ramp	2.00	EA	\$ 7,000.00	\$ 14,000.0	
		72-000	72	8-21	Permanent Traffic Signing	1.00	LS	\$ 25,000.00	\$ 25,000.0	
		73-000	73	8-22	Thermoplastic Stop Bar	20.00	LF	\$ 19.00	\$ 380.0	
		74-000	74	8-22	Thermoplastic Crosswalk Line	110.00	SF	\$ 13.00	\$ 1,430.0	
		75-000	75	8-22	Thermoplastic Line	20.00	LF	\$ 5.00	\$ 100.0	
		76-000	76	8-22	Thermoplastic Traffic Arrow	1.00	EA	\$ 600.00	\$ 600.0	
		77-000	77	8-22	White 6" Paint Line	100.00	LF	\$ 5.00	\$ 500.0	
		78-000	78	8-22	Green Bike Lane Paint	270.00	SF	\$ 15.00	\$ 4,050.0	
		78-999			LANDSCAPING					
		79-000	79	8-01	EROSION CONTROL AND WATER POLLUTION PREVENTION	1.00	LS	\$ 450,000.00	\$ 450,000.0	
		80-000	80	8-02	TOPSOIL TYPE A	441.00	CY	\$ 50.00	\$ 22,050.0	
		81-000	81	8-02	ARBORIST WOOD CHIP MULCH	111.00	CY	\$ 90.00	\$ 9,990.0	
		82-000	82	8-02	FINE COMPOST	26.00	CY	\$ 90.00	\$ 2,340.0	
		83-000	83	8-02	PSIPE Acer truncatum x platanoides 'JFS-KW187'/ Urban Sunset Maple; 2.5" Cal., 12'-14' H	4.00	EA	\$ 800.00	\$ 3,200.0	Plantings to be refined
		84-000	84	8-02	PSIPE Zelkova serrata 'JFS-KW1'/ City Sprite Japanese Zelkova; 2" Cal., 10'-12' Ht.	3.00	EA	\$ 800.00	\$ 2,400.0	
		85-000	85	8-02	PSIPE Parrotia persica 'JL Columnar'/ Persian Spire Parrotia; 1.5" Cal., 8'-10' Ht.	3.00	EA	\$ 800.00	\$ 2,400.0	
		86-000	86	8-02	PSIPE Cercis canadensis 'Pink Pom Poms'/ Pink Pom Poms Eastern Redbud; 1.5" Cal., 8'-10' H	4.00	EA	\$ 800.00	\$ 3,200.0	
		87-000	87	8-02	PSIPE Acer palmatum 'Wolff'/ Emperor I Japanese Maple/ 1.5" Cal., 10'-12' Ht.	5.00	EA	\$ 800.00	\$ 4,000.0	
		88-000	88	8-02	PSIPE Pinus flexilis 'Vanderwolf's Pyramid'/ Vanderwolf's Pyramid Limber Pine; 8'-10' Ht.	1.00	EA	\$ 800.00	\$ 800.0	
		89-000	89	8-02	PSIPE Thuja plicata 'Excelsa'/ Excelsa Western Red Cedar; 8'-10' Ht.	3.00	EA	\$ 800.00	\$ 2,400.0	
		90-000	90	8-02	PSIPE Acer circinatum/ Vine Maple; 6'-7' Ht.	3.00	EA	\$ 800.00	\$ 2,400.0	
		91-000	91	8-02	PSIPE Acer palmatum 'Koto No Ito'/ Koto No Ito Japanese Maple; 5'-6' Ht.	2.00	EA	\$ 800.00	\$ 1,600.0	
		92-000	92	8-02	PSIPE Adiantum venustum/ Himalayan Maidenhair Fern; 1 Gal. Cont.	44.00	EA	\$ 20.00	\$ 880.0	
		93-000	93	8-02	PSIPE Blechnum spicant/ Deer Fern; 1 Gal. Cont.	98.00	EA	\$ 20.00	\$ 1,960.0	
		94-000	94	8-02	PSIPE Cornus sericea 'Flaviramea'/ Yellow Twig Dogwood; 2 Gal. Cont.	54.00	EA	\$ 26.00	\$ 1,404.0	
		95-000	95	8-02	PSIPE Cornus stolonifera 'Farrow'/ Arctic Fire Red Twig Dogwood; 2 Gal. Cont.	46.00	EA	\$ 26.00	\$ 1,196.0	
		96-000	96	8-02	PSIPE Cornus sericea 'Kelseyii'/ Kelsey's Dwarf Red Twig Dogwood; 2 Gal. Cont.	23.00	EA	\$ 26.00	\$ 598.0	
		97-000	97	8-02	PSIPE Epimedium x perralchicum 'Frohnleiten'/ Frohnleiten Epimedium; 1 Gal. Cont.	139.00	EA	\$ 20.00	\$ 2,780.0	
		98-000	98	8-02	PSIPE Hakonechloa macra 'Aureola'/ Golden Variegated Forest Grass; 1 Gal. Cont.	226.00	EA	\$ 20.00	\$ 4,520.0	
		99-000	99	8-02	PSIPE Hydrangea quercifolia 'Munchkin'/ Munchkin Oakleaf Hydrangea; 2 Gal. Cont.	23.00	EA	\$ 26.00	\$ 598.0	
		100-000	100	8-02	PSIPE Mahonia aquifolium/ Tall Oregon Grape; 2 Gal. Cont.	16.00	EA	\$ 26.00	\$ 416.0	
		101-000	101	8-02	PSIPE Nandina domestica 'Murasaki'/ Flirt Heavenly Bamboo; 2 Gal. Cont.	45.00	EA	\$ 26.00	\$ 1,170.0	
		102-000	102	8-02	PSIPE Polystichum munitum/ Sword Fern; 1 Gal. Cont.	103.00	EA	\$ 20.00	\$ 2,060.0	
		103-000	103	8-02	PSIPE Rhododendron x 'Christmas Cheer'/ Christmas Cheer Rhododendron 2 Gal. Cont.	12.00	EA	\$ 26.00	\$ 312.0	
		104-000	104	8-02	PSIPE Ribes sanguineum 'King Edward VII'/ Red Flowering Currant; 5 Gal. Cont.	27.00	EA	\$ 60.00	\$ 1,620.0	
		105-000	105	8-02	PSIPE Rhododendron 'Percy Wiseman'/ Percy Wiseman Rhododendron; 2 Gal. Cont.	120.00	EA	\$ 26.00	\$ 3,120.0	
		106-000	106	8-02	PSIPE Rosa nutkana/ Nootka Rose; 2 Gal. Cont.	46.00	EA	\$ 26.00	\$ 1,196.0	
		107-000	107	8-02	PSIPE Rosa x 'NOAMEL'/ Flower Carpet Appleblossom Rose; 2 Gal. Cont.	42.00	EA	\$ 26.00	\$ 1,092.0	
		108-000	108	8-02	PSIPE Sarcococca hookeriana var. humilis/ Dwarf Himalayan Sweetbox; 2 Gal. Cont.	60.00	EA	\$ 26.00	\$ 1,560.0	
		109-000	109	8-02	PSIPE Salix integra 'Hakuro-Nishiki'/ Hakuro-Nishiki Willow; 2 Gal. Cont.	37.00	EA	\$ 26.00	\$ 962.0	
		110-000	110	8-02	PSIPE Spiraea betulifolia var. lucida/ Shinyleaf Spirea; 2 Gal. Cont.	130.00	EA	\$ 26.00	\$ 3,380.0	
		111-000	111	8-02	PSIPE Vaccinium ovatum/ Evergreen Huckleberry; 2 Gal. Cont.	51.00	EA	\$ 26.00	\$ 1,326.0	
		112-000	112	8-02	PSIPE Crocus vernus 'Pickwick'/ Pickwick Dutch Crocus; Bulb	100.00	EA	\$ 20.00	\$ 2,000.0	
		113-000	113	8-02	PSIPE Narcissus x 'Dutch Master'/ Dutch Master Daffodil; Bulb	100.00	EA	\$ 20.00	\$ 2,000.0	
		114-000	114	8-02	PSIPE Armeria pseudoarmeria 'Hypnotic Dreams'/ Dreameria Hypnotic Dreams Thrift; 1 Gal	43.00	EA	\$ 20.00	\$ 860.0	
		115-000	115	8-02	PSIPE Aster x frikartii 'Monch'/ Monch Frikart's Aster; 1 Gal. Cont.	16.00	EA	\$ 20.00	\$ 320.0	
		116-000	116	8-02	PSIPE Allium x 'Purple Sensation'/ Purple Sensation Ornamental Onion; 1 Gal. Cont.	11.00	EA	\$ 20.00	\$ 220.0	
		117-000	117	8-02	PSIPE Achillea millefolium 'Terra Cotta'/ Terra Cotta Common Yarrow; 1 Gal. Cont.	30.00	EA	\$ 20.00	\$ 600.0	

Status	HCCS BI	Item No.	Spec No.	Item Description	Estimated Quantity	Unit	Unit Price	Total	Designer Notes	Bing's Notes
		118-000	118	8-02	PSIPE Coreopsis lanceolata/ Lanceleaf Tickseed; 1 Gal. Cont.	47.00	EA \$ 20.00	\$ 940.0		
		119-000	119	8-02	PSIPE Echinacea purpurea 'Magnus'/ Magnus Purple Coneflower; 1 Gal. Cont.	17.00	EA \$ 20.00	\$ 340.0		
		120-000	120	8-02	PSIPE Hemerocallis x 'Purple D'Oro/ Purple D'Oro Daylily; 1 Gal. Cont.	5.00	EA \$ 20.00	\$ 100.0		
		121-000	121	8-02	PSIPE Iris tenax/ Tough-Leaf Iris; 1 Gal. Cont.	14.00	EA \$ 20.00	\$ 280.0		
		122-000	122	8-02	PSIPE Lavandula angustifolia 'Hidcote'/ Hidcote English Lavender; 1 Gal. Cont.	115.00	EA \$ 20.00	\$ 2,300.0		
		123-000	123	8-02	PSIPE Leucanthemum x superbum 'Mount Hood'/ Mount Hood Shasta Daisy; 1 Gal. Cont.	55.00	EA \$ 20.00	\$ 1,100.0		
		124-000	124	8-02	PSIPE Miscanthus sinensis 'Adagio'/ Adagio Eulalia Grass; 1 Gal. Cont.	9.00	EA \$ 20.00	\$ 180.0		
		125-000	125	8-02	PSIPE Pennisetum alopecuroides 'Hameln'/ Hameln Fountain Grass; 1 Gal. Cont.	67.00	EA \$ 20.00	\$ 1,340.0		
		126-000	126	8-02	PSIPE Pennisetum orientale 'Karley Rose'/ Karley Rose Fountain Grass; 1 Gal. Cont.	47.00	EA \$ 20.00	\$ 940.0		
		127-000	127	8-02	PSIPE Rudbeckia fulgida sullivantii 'Goldsturm'/ Goldsturm Coneflower; 1 Gal. Cont.	20.00	EA \$ 20.00	\$ 400.0		
		128-000	128	8-02	PSIPE Rosmarinus officinalis 'Roman Beauty'/ Roman Beauty Rosemary; 1 Gal. Cont.	11.00	EA \$ 20.00	\$ 220.0		
		129-000	129	8-02	PSIPE Verbena bonariensis 'Lollipop'/ Lollipop Tall Verbena; 1 Gal. Cont.	21.00	EA \$ 20.00	\$ 420.0		
		130-000	130	8-02	ROOT BARRIER	320.00	LF \$ 10.00	\$ 3,200.0		
		131-000	131	8-02	LANDSCAPE ROCK	6.00	TON \$ 120.00	\$ 720.0		
		132-000	132	8-02	LANDSCAPE LOG	19.00	EA \$ 650.00	\$ 12,350.0		
		133-000	133	8-02	PROPERTY RESTORATION	20,000.00	FA \$ 1.00	\$ 20,000.0		
		134-000	134	8-03	IRRIGATION SYSTEM, COMPLETE	1.00	LS \$ 50,000.00	\$ 50,000.0	No detail.	
		134999			SITE FURNISHINGS					
		135-000	135	8-12	Wood Post & Rail Fence	40.00	LF \$ 35.00	\$ 1,400.0		
		136-000	136	8-12	Portable Restroom Enclosure Fence	40.00	LF \$ 50.00	\$ 2,000.0		
		137-000	137	8-14	Decorative Surface Treatment	15.00	SY \$ 125.00	\$ 1,875.0		
		138-000	138	8-14	Metal Inlay	1.00	LS \$ 4,000.00	\$ 4,000.0		
		139-000	139	8-19	Removeable Bollard	3.00	EA \$ 1,800.00	\$ 5,400.0		
		140-000	140	8-26	Wood Bench	3.00	EA \$ 2,600.00	\$ 7,800.0		
		141-000	141	8-26	Stacked Wood Bench Structure	1.00	EA \$ 14,000.00	\$ 14,000.0	*est. \$14k	
		142-000	142	8-27	Picnic Table	3.00	EA \$ 3,000.00	\$ 9,000.0		
		143-000	143	8-28	Bike Rack	5.00	EA \$ 500.00	\$ 2,500.0		
		144-000	144	8-28	Existing Bike Rack Reinstallation	7.00	EA \$ 450.00	\$ 3,150.0		
		145-000	145	8-32	Pet Waste Bag Dispenser	1.00	EA \$ 300.00	\$ 300.0		
		146-000	146	8-33	Gravel Restroom Area	94.00	SY \$ 20.00	\$ 1,880.0		
		147-000	147	8-34	Engineered Wood Fiber Safety Surfacing	54.00	CY \$ 500.00	\$ 27,000.0		
		148-000	148	8-35	Spiral Slide	1.00	EA \$ 23,000.00	\$ 23,000.0	*est. \$14k, may vary depending on final height	
		149-000	149	8-35	Embankment Slide	1.00	EA \$ 13,000.00	\$ 13,000.0	*est. \$7k, may vary depending on final height	
		150-000	150	8-35	Embankment Climb	1.00	LS \$ 7,000.00	\$ 7,000.0	*est. \$4k, may vary depending on final height	
		151-000	151	8-35	Poured-In-Place Safety Surfacing	730.00	SF \$ 102.70	\$ 74,971.0	*est. \$75k	
		151-999			MISC NON-STRUCTURAL ITEMS					
		152-000	152		BRIDGE LIGHTING, ELECTRICAL, AND CONTROLS	1.00	LS \$ 500,000.00	\$ 500,000.0	to come from DMD	
		153-000	153		UNDERGROUND UTILITY PROTECTION	1.00	LS \$ 20,000.00	\$ 20,000.0	Does this need to be its own line item?	
		154-000	154		DRAINAGE RETENTION POND	1.00	LS \$ 50,000.00	\$ 50,000.0	not explicitly given in civil section, confirm if covered by excavation	
		155-000	155		PROJECT INFORMATIONAL SIGNS	1.00	LS \$ 6,000.00	\$ 6,000.0	CONFIRM IF NEEDED	
		156-000	156		ACCESS GATE - LEGACY SITE	1.00	EA \$ 12,000.00	\$ 12,000.0	NOT IN PSOMAS' BID LIST	
		199-999			SCHEDULE B - WATER IMPROVEMENTS				Add 10% tax	
		200-000	B-1	7-09	Connect to Existing Water System	2.00	EA \$ 3,000.00	\$ 6,000.0		
		200-100	B-2	7-09	Class 52 Ductile Iron for Water Main, 8 In Diam	50.00	LF \$ 400.00	\$ 20,000.0		
		200-200	B-3	7-09	Additional Water Main Fittings	6.00	LBS \$ 40.00	\$ 240.0		
		200-300	B-4	7-09	Removal of Existing DI Water Main	45.00	LF \$ 90.00	\$ 4,050.0		
		300-000	C-1	8-36	Leaf Climber Play Structure	1.00	EA \$ 52,000.00	\$ 52,000.0	*est. \$30k	
		300-100	C-2	8-36	Leaf Wobble Board	1.00	EA \$ 9,000.00	\$ 9,000.0	*est. \$6500	
		300-200	C-3	8-36	Squirrel Climber Play Structure	1.00	EA \$ 48,000.00	\$ 48,000.0	*est. \$30k	
Added					CPM Schedule Update	15.00	EA \$ 1,000.00	\$ 15,000.0		

Class 1 ROM - Construction Subtotal:		\$ 10,798,282.00
Design Contingency	10%	\$ 1,079,828.20
Construction Subtotal (with +10% Design Contingency)		\$ 11,878,110.20
Construction Contingency (10%)	10%	\$ 1,187,811.02
Project Management (2%)	2%	\$ 237,562.20
Construction Management (15%)	15%	\$ 1,781,716.53
Engineering Support During Construction (5%)	5%	\$ 593,905.51

funding

4500000
1000000
2000000

Status	HCSS BI	Item No.	Spec No.	Item Description	Estimated Quantity	Unit	Unit Price	Total	Designer Notes	Bing's Notes
				Special Inspections (2%)	2%			\$ 237,562.20		
				TOTAL CONSTRUCTION COST				\$ 15,916,667.67		\$ 8,416,667.67
				ROW Acquisition				\$ -		
				Engineering (Preliminary and Final Design)- Under Contract				\$ 1,475,356.00		
				Total Project Cost				\$ 17,392,024		
				AACE Class 1 Estimate Accuracy Range High +10%				\$ 19,131,226		
				AACE Class 1 Estimate Accuracy Range Low -5%				\$ 16,522,422		

Public Works Board

Fiscal Year 2026 Construction Award Matrix

Background

The Washington State Legislature appropriated \$365 million to the Public Works Board (PWB) for the 2025-2027 biennium. The appropriation included \$100 million from the State Construction Fund and \$265 million from the Public Works Assistance Account (PWAA).

The PWB allocated approximately \$334 million of the biennial funding to the construction program, with 40% of the funding available in Fiscal Year (FY) 2026 and 60% available in FY 2027. PWB will offer awards only as the balance of the PWAA will allow.

For the FY26 round of construction funding, the PWB made \$133,640,000 available. The FY26 cycle was open from May 9, 2025 to August 8, 2025. The PWB received 78 applications requesting a total of \$335,903,633.

70 applications ultimately met eligibility threshold. After rating and ranking, the PWB conditionally awards funds at their October 3, 2025 meeting to 31 projects in 28 communities for a total of \$133,640,000. The awards are conditional based on underwriting.

The PWB pre-construction and emergency programs remain open. Pre-construction applications are pooled and awarded quarterly until allocated funds are expended. Emergency applications are accepted and awarded continuously on a first-come, first-served basis until allocated funds are expended.

For media inquiries, contact Maria Jawad, Executive Director | 360-688-6008 | maria.jawad@commerce.wa.gov

Public Works Board

Fiscal Year 2026 Construction Award Matrix

Jurisdiction	County	Hardship Status	Leg	East/ Urban/		Primary System	Project Name	Total Score	Conditional Award
				West	Rural				
City of Tacoma	Pierce	Distressed	27	West	Urban	Stormwater	Pacific and 26th Flooding Mitigation Project*	89.40	\$ 7,100,000
City of Washougal	Clark	Distressed	17	West	Urban	Sanitary Sewer	Biosolids Handling Facility	86.60	\$ 7,000,000
City of Tacoma	Pierce	Non-distressed	27	West	Urban	Roads/Streets	S 12th Street Preservation and Safety Improvements – S Grant St to S Cedar St	86.00	\$ 2,900,000
Whatcom County Water District 7	Whatcom	Non-distressed	42	West	Urban	Domestic Water	Academy Main Replacement	85.20	\$ 2,022,801
Town of South Cle Elum	Kittitas	Severely Distressed	13	East	Rural	Domestic Water	South Cle Elum Watermain Replacement Project	84.20	\$ 5,480,000
City of Poulsbo	Kitsap	Non-distressed	23	West	Urban	Sanitary Sewer	Poulsbo Share of CKTP Digester Upgrade Project	83.40	\$ 10,000,000
Samish Water District	Skagit	Distressed	39	West	Rural	Sanitary Sewer	Thomas Creek Force Main Relocation	83.20	\$ 337,154
Whatcom County Water District 7	Whatcom	Non-distressed	42	West	Urban	Domestic Water	Toad Lake Main Replacement	83.20	\$ 1,784,399
Douglas County Sewer District #1	Douglas	Distressed	7	East	Rural	Sanitary Sewer	North Gravity Main Crossing	83.00	\$ 2,796,000
King County	King	Non-distressed	36	West	Urban	Sanitary Sewer	WPTP Raw Sewage Pump Replacement	83.00	\$ 10,000,000
Soos Creek Water and Sewer District	King	Non-distressed	11	West	Urban	Domestic Water	Cascade Vista Phase 1 AC Main Replacement	82.40	\$ 4,061,873
East Wenatchee Water District	Douglas	Non-distressed	7	East	Rural	Domestic Water	SR-28 Relocation Improvements	81.80	\$ 5,000,000
City of Wenatchee	Chelan	Non-distressed	12	East	Rural	Domestic Water	Crawford Water Main Replacement PN 2202	81.60	\$ 3,775,524
Lake Whatcom Water & Sewer District	Whatcom	Non-distressed	40	West	Urban	Domestic Water	Division 22-1 Replacement	81.40	\$ 365,000
Model Irrigation District #18	Spokane	Distressed	4	East	Urban	Domestic Water	32nd Ave T-main - Pines Rd to Clinton Rd	81.40	\$ 2,300,000
City of Pasco	Franklin	Severely Distressed		East	Rural	Roads/Streets	Lewis Street Underpass Demolition	81.20	\$ 3,500,000
Birch Bay Water and Sewer District	Whatcom	Distressed	42	West	Urban	Domestic Water	Small Water Main Replacements and Hydrant upgrades	80.80	\$ 902,000
City of Bridgeport	Douglas	Distressed	7	East	Rural	Domestic Water	Bridgeport AC Water Main Replacement	80.80	\$ 3,703,500
Lake Meridian Water District	King	Non-distressed	33	West	Urban	Domestic Water	1400 Reservoir	80.40	\$ 3,580,000

Public Works Board

Fiscal Year 2026 Construction Award Matrix

Town of Winthrop	Okanogan	Severely Distressed	7	East	Rural	Sanitary Sewer	Perry Street Lift Station	80.00	\$ 2,100,000		
City of George	Grant	Severely Distressed	13	East	Rural	Domestic Water	George Well 3 Improvements	79.80	\$ 2,550,000		
Beverly Water District	Grant	Severely Distressed	13	East	Rural	Domestic Water	Distribution System Improvements	79.80	\$ 4,400,000		
City of Covington	King	Non-distressed	47	West	Urban	Roads/Streets	SE 256th Street Culvert Replacement and Widening	79.60	\$ 6,155,145		
City of Benton City	Benton	Distressed	14	East	Urban	Sanitary Sewer	Benton City Residential Sewer Line Repair/Replacement	79.60	\$ 1,698,056		
City of Arlington	Snohomish	Non-distressed	10	West	Urban	Domestic Water	Water Treatment Plant Expansion	79.40	\$ 10,000,000		
City of Bridgeport	Douglas	Distressed	7	East	Rural	Domestic Water	Bridgeport Reservoir 1 Improvements	79.20	\$ 150,000		
City of Gig Harbor	Pierce	Non-distressed	26	West	Urban	Sanitary Sewer	Lift Station 5A Construction	79.00	\$ 2,500,000		
City of Grand Coulee	Grant	Severely Distressed	13	East	Rural	Sanitary Sewer	Grand Coulee Sewer Improvements	78.80	\$ 4,000,000		
City of Maple Valley	King	Non-distressed	5	West	Urban	Bridges	SR 169 Pedestrian Bridge near SE 258th ST	78.60	\$ 9,872,000		
City of Walla Walla	Walla Walla	Non-distressed	16	East	Rural	Sanitary Sewer	Walla Walla WRF Upgrades	78.40	\$ 10,000,000		
Clark Regional Wastewater District	Clark	Non-distressed	20	West	Urban	Sanitary Sewer	Ridgefield Sewer Redirection Project-Phase 1**	78.20	\$ 3,606,548		
Total Awards								\$ 133,640,000			
Not Funded											
Jurisdiction		Hardship Status		East/ Urban/ Leg West		Rural Primary System		Project Name		Total Score	Unfunded Request
Clark Regional Wastewater District	Clark	Non-distressed	20	West	Urban	Sanitary Sewer	Ridgefield Sewer Redirection Project-Phase 1**	78.20	\$ 6,393,452		
Lake Whatcom Water & Sewer District	Whatcom	Non-distressed	40	West	Urban	Domestic Water	Geneva Reservoir Recoating	78.00	\$ 1,000,000		
Lake Whatcom Water & Sewer District	Whatcom	Non-distressed	40	West	Urban	Domestic Water	Sudden Valley Water Treatment Plant Chlorine Contact Basin Replacement	77.80	\$ 1,200,000		
Whitworth Water District No. 2	Spokane	Non-distressed	6	East	Urban	Domestic Water	WWD2 Hatch 2 Reservoir	77.80	\$ 10,000,000		

Public Works Board

Fiscal Year 2026 Construction Award Matrix

Clinton Water District	Island	Non-distressed	10	West	Rural	Domestic Water	Hilltop Drive Water Main Replacement	77.60	\$ 300,000
City of Port Townsend	Jefferson	Severely Distressed	24	West	Rural	Roads/Streets	Lawrence Street CSO Separation and Street Restoration Project	77.40	\$ 2,983,000
City of Lynden	Whatcom	Non-distressed	42	West	Urban	Sanitary Sewer	WWTP MLE Upgrade	77.20	\$ 6,000,000
Lake Meridian Water District	King	Non-distressed	33	West	Urban	Domestic Water	PRV 1	77.20	\$ 3,615,716
City of Gig Harbor	Pierce	Non-distressed	26	West	Urban	Domestic Water	Well 9 Construction	76.80	\$ 2,300,000
Kitsap Public Utility District #1	Kitsap	Non-distressed	35	West	Urban	Domestic Water	Eldorado Hills Water Main Replacement	76.80	\$ 3,600,000
Clark Public Utilities	Clark	Non-distressed	18	West	Urban	Domestic Water	99th St Water Transmission Main Ph 2 - NW 4th Ave to NE 25th Ave	76.80	\$ 10,000,000
City of Entiat	Chelan	Non-distressed	12	East	Rural	Domestic Water	New Reservoir	76.80	\$ 3,350,000
City of Union Gap	Yakima	Severely Distressed	14	East	Rural	Domestic Water	Union Gap Main Street Water Main Improvements	76.60	\$ 2,621,000
City of La Center	Clark	Non-distressed	20	West	Urban	Stormwater	La Center Storm System Rehabilitation	76.40	\$ 1,100,000
PUD No 1 of Jefferson County	Jefferson	Severely Distressed	24	West	Urban	Domestic Water	Quimper Water Mains	76.40	\$ 6,282,812
NE Sammamish Sewer and Water District	King	Non-distressed	45	West	Urban	Sanitary Sewer	Lift Station 8 Improvements	76.40	\$ 1,611,237
City of Wenatchee	Chelan	Distressed	12	East	Rural	Sanitary Sewer	Wastewater Treatment Plant Administration Building	76.20	\$ 4,956,466
City of Grandview	Yakima	Severely Distressed	14	East	Rural	Sanitary Sewer	City of Grandview Wastewater Treatment Facilities - Phase 1	76.00	\$ 10,000,000
City of Pasco	Franklin	Severely Distressed	14	East	Rural	Domestic Water	Butterfield Water Treatment Plant Upgrade- Phase 1 Treatment Improvements	75.60	\$ 4,727,000
Town of Oakesdale	Whitman	Distressed	9	East	Rural	Domestic Water	Steptoe Avenue Water Main Replacement	75.60	\$ 1,578,600
City of Port Orchard	Kitsap	Non-distressed	26	West	Urban	Domestic Water	Port Orchard Water System Consolidation Project	75.20	\$ 5,000,000
Samish Water District	Whatcom/Skagit	Non-distressed	40	West	Urban	Sanitary Sewer	Telemetry and SCADA System Upgrade	75.20	\$ 1,596,290

Public Works Board

Fiscal Year 2026 Construction Award Matrix

City of Mattawa	Grant	Severely Distressed	13	East	Rural	Domestic Water	Mattawa Water System Valve Replacement	74.60	\$ 888,000
City of Kalama	Cowlitz	Distressed	20	West	Urban	Domestic Water	City of Kalama DWTF Improvement Project	74.40	\$ 3,000,000
City of Sumner	Pierce	Non-distressed	31	West	Urban	Sanitary Sewer	City of Sumner - Biosolids Equipment Modernization Project	74.40	\$ 10,000,000
Silverdale Water District	Kitsap	Non-distressed	23 35	West	Urban	Domestic Water	Wixson Reservoir No. 2	73.20	\$ 5,000,000
City of Sunnyside	Yakima	Severely Distressed	14	East	Rural	Sanitary Sewer	City of Sunnyside Wastewater Utility Improvements	73.20	\$ 5,621,000
Highline Water District	King	Distressed	30 33	West	Urban	Domestic Water	Del Mar Addition Water Main Replacement Project	73.00	\$ 3,400,000
City of West Richland	Benton	Non-distressed	16	East	Urban	Domestic Water	Belmont Reservoir Project	72.20	\$ 2,235,000
City of Spokane	Spokane	Distressed	6	East	Urban	Domestic Water	Latah Transmission Main from 9th&Pine to 7th&Cannon	71.80	\$ 10,000,000
Cross Valley Water District	Snohomish	Non-distressed	44	West	Urban	Domestic Water	Water Treatment Plant Upgrade 2023-02	71.60	\$ 4,230,000
City of Richland	Benton	Distressed	16	East	Urban	Sanitary Sewer	Wastewater Treatment Plant Grit Works Rehabilitation	71.20	\$ 3,200,000
City of Airway Heights	Spokane	Distressed	6	East	Urban	Domestic Water	SR2 Garfield and Craig Waterline Crossings	70.40	\$ 525,927
City of Tacoma - Tacoma Public Utilities	Pierce	Non-distressed	27	West	Urban	Domestic Water	Puyallup Avenue Main Replacements	70.00	\$ 2,083,720
City of Mattawa	Grant	Severely Distressed	13	East	Rural	Domestic Water	Mattawa Reservoir 2 Recoating	69.80	\$ 1,872,000
City of Union Gap	Yakima	Severely Distressed	14 15	East	Rural	Domestic Water	Union Gap Citywide Service Meter Replacements	69.80	\$ 3,622,000
City of Prosser	Benton	Distressed	15	East	Rural	Sanitary Sewer	WWTP Improvements	69.20	\$ 10,000,000
City of Selah	Yakima	Severely Distressed	15	East	Rural	Domestic Water	Brader Hill Water Storage Reservoir	68.60	\$ 2,850,000
Valley Water District	Pierce	Non-distressed	2 25 31	West	Urban	Domestic Water	Radio Read Meters Replacement OR-2	66.40	\$ 620,740
City of Airway Heights	Spokane	Distressed	6	East	Urban	Domestic Water	SR2 Water and Sewer Project	65.00	\$ 1,704,633
Total Unmet Need								\$ 161,068,593	

Public Works Board

Fiscal Year 2026 Construction Award Matrix

Did Not Meet Eligibility Threshold									
Jurisdiction	County	Hardship Status	Leg	East/ West	Urban/ Rural	Primary System	Project Name	Total Score	Unfunded Request
City of Tacoma	Pierce	Distressed	27	West	Urban	Stormwater	Pacific and 26th Flooding Mitigation Project*	89.40	\$ 2,900,000
City of North Bend	King	Non-distressed	12	West	Urban	Domestic Water	McClellan Street Improvements	64.80	\$ 10,000,000
Yakima County	Yakima	Severely Distressed	15	East	Rural	Domestic Water	Yakima County Water System Resiliency Improvements	64.20	\$ 2,370,000
City of Mount Vernon	Skagit	Distressed	10 40	West	Rural	Solid Waste/ Recycling/ Organics	Mount Vernon Solid Waste Facility - Preliminary Engineering Design and Construction	57.00	\$ 800,000
City of Mabton	Yakima	Severely Distressed	14	East	Rural	Domestic Water	Mabton Well 7 Improvements	n/a	\$ 2,072,000
City of Soap Lake	Grant	Severely Distressed	7	East	Rural	Sanitary Sewer	Soap Lake Lift Station and Force Main Improvements	n/a	\$ 800,000
King County	King	Non-distressed	36	West	Urban	Sanitary Sewer	Interbay Forcemain and Odor Control	n/a	\$ 10,000,000
Kitsap County	Kitsap	Non-distressed	26	West	Urban	Sanitary Sewer	CKTP Digester Control Building Project	n/a	\$ 10,000,000
Valley View Sewer District	King	Non-distressed	34	West	Urban	Sanitary Sewer	North Boulevard Park Sewer Connections	n/a	\$ 2,253,040

*Award amount reduced to keep awardee within the \$10 million per jurisdiction per biennium cap.

**Partially awarded due to lack of funding available for the full project. If additional funding becomes available, it will be offered to this project until it is fully-funded.



Local Agency Agreement

Agency City of Maple Valley

Address 22017 SE Wax Road, Suite 200
 PO Box 320
 Maple Valley, WA 98038-5525

CFDA No. 20.205 - Highway Planning and Construction
 (Catalog of Federal Domestic Assistance)

Project No. TAPUL-0169(028)
LA10630

Agreement No.

For WSDOT Use Only

The Local Agency having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code Highways, (2) the regulations issued pursuant thereto, (3) 2 CFR Part 200, (4) 2 CFR Part 180 – certifying that the local agency is not excluded from receiving Federal funds by a Federal suspension or debarment, (5) the policies and procedures promulgated by the Washington State Department of Transportation, and (6) the federal aid project agreement entered into between the State and Federal Government, relative to the above project, the Washington State Department of Transportation will authorize the Local Agency to proceed on the project by a separate notification. Federal funds which are to be obligated for the project may not exceed the amount shown herein on line r, column 3, without written authority by the State, subject to the approval of the Federal Highway Administration. All project costs not reimbursed by the Federal Government shall be the responsibility of the Local Agency.

Project Description

Name SR 169 Pedestrian Bridge At SE 258th St Length Approx. 200 ft

Termini From SE 258th Street to Southern Driveway of Rock Creek Elementary School

Description of Work

Construct pedestrian bridge over SR 169, connecting with an ADA ramp and/or elevator east of the bridge and an elevator west of the bridge.

Project Agreement End Date December 30, 2028

Claiming Indirect Cost Rate
 Yes No

Proposed Advertisement Date

Type of Work	Estimate of Funding		
	(1) Estimated Total Project Funds	(2) Estimated Agency Funds	(3) Estimated Federal Funds
PE			
86.5 % a. Agency	20,000.00	2,700.00	17,300.00
b. Other Consultant	985,200.00	133,002.00	852,198.00
Federal Aid Participation Ratio for PE c. Other			
d. State Services	10,000.00	1,350.00	8,650.00
e. Total PE Cost Estimate (a+b+c+d)	1,015,200.00	137,052.00	878,148.00
Right of Way			
% f. Agency			
g. Other			
Federal Aid Participation Ratio for RW h. Other			
i. State Services			
j. Total R/W Cost Estimate (f+g+h+i)	0.00	0.00	0.00
Construction			
% k. Contract			
l. Other			
m. Other			
Federal Aid Participation Ratio for CN n. Other			
o. Agency			
p. State Services			
q. Total CN Cost Estimate (k+l+m+n+o+p)	0.00	0.00	0.00
r. Total Project Cost Estimate (e+i+q)	1,015,200.00	137,052.00	878,148.00

Agency Official
 By *Ramona Hufsch*
 Title City Manager
 Agency Date *June 13, 2023*

Washington State Department of Transportation
 By **Stephanie Tax**
 Director, Local Programs
 Date Executed

Digitally signed by
 Stephanie Tax
 Date: 2023.06.23
 08:14:48 -07'00'

Construction Method of Financing (Check Method Selected)

State Ad and Award

Method A - Advance Payment - Agency Share of total construction cost (based on contract award)

Method B - Withhold from gas tax the Agency's share of total construction cost (line 5, column 2) in the amount of

\$ _____ at \$ _____ per month for _____ months.

Local Force or Local Ad and Award

Method C - Agency cost incurred with partial reimbursement

The Local Agency further stipulates that pursuant to said Title 23, regulations and policies and procedures, and as a condition to payment of the federal funds obligated, it accepts and will comply with the applicable provisions set forth below. Adopted by official action on

June 12, 2023, Resolution/Ordinance No. Resolution R-23-1779

Provisions

I. Scope of Work

The Agency shall provide all the work, labor, materials, and services necessary to perform the project which is described and set forth in detail in the "Project Description" and "Type of Work."

When the State acts for and on behalf of the Agency, the State shall be deemed an agent of the Agency and shall perform the services described and indicated in "Type of Work" on the face of this agreement, in accordance with plans and specifications as proposed by the Agency and approved by the State and the Federal Highway Administration.

When the State acts for the Agency but is not subject to the right of control by the Agency, the State shall have the right to perform the work subject to the ordinary procedures of the State and Federal Highway Administration.

II. Delegation of Authority

The State is willing to fulfill the responsibilities to the Federal Government by the administration of this project. The Agency agrees that the State shall have the full authority to carry out this administration. The State shall review, process, and approve documents required for federal aid reimbursement in accordance with federal requirements. If the State advertises and awards the contract, the State will further act for the Agency in all matters concerning the project as requested by the Agency. If the Local Agency advertises and awards the project, the State shall review the work to ensure conformity with the approved plans and specifications.

III. Project Administration

Certain types of work and services shall be provided by the State on this project as requested by the Agency and described in the Type of Work above. In addition, the State will furnish qualified personnel for the supervision and inspection of the work in progress. On Local Agency advertised and awarded projects, the supervision and inspection shall be limited to ensuring all work is in conformance with approved plans, specifications, and federal aid requirements. The salary of such engineer or other supervisor and all other salaries and costs incurred by State forces upon the project will be considered a cost thereof. All costs related to this project incurred by employees of the State in the customary manner on highway payrolls and vouchers shall be charged as costs of the project.

IV. Availability of Records

All project records in support of all costs incurred and actual expenditures kept by the Agency are to be maintained in accordance with local government accounting procedures prescribed by the Washington State Auditor's Office, the U.S. Department of Transportation, and the Washington State Department of Transportation. The records shall be open to inspection by the State and Federal Government at all reasonable times and shall be retained and made available for such inspection for a period of not less than three years from the final payment of any federal aid funds to the Agency. Copies of said records shall be furnished to the State and/or Federal Government upon request.

V. Compliance with Provisions

The Agency shall not incur any federal aid participation costs on any classification of work on this project until authorized in writing by the State for each classification. The classifications of work for projects are:

1. Preliminary engineering.
2. Right of way acquisition.
3. Project construction.

Once written authorization is given, the Agency agrees to show continuous progress through monthly billings. Failure to show continuous progress may result the Agency's project becoming inactive, as described in 23 CFR 630, and subject to de-obligation of federal aid funds and/or agreement closure.

If right of way acquisition, or actual construction of the road for which preliminary engineering is undertaken is not started by the close of the tenth fiscal year following the fiscal year in which preliminary engineering phase was authorized, the Agency will repay to the State the sum or sums of federal funds paid to the Agency under the terms of this agreement (see Section IX).

If actual construction of the road for which right of way has been purchased is not started by the close of the tenth fiscal year following the fiscal year in which the right of way phase was authorized, the Agency will repay to the State the sum or sums of federal

funds paid to the Agency under the terms of this agreement (see Section IX).

The Agency agrees that all stages of construction necessary to provide the initially planned complete facility within the limits of this project will conform to at least the minimum values set by approved statewide design standards applicable to this class of highways, even though such additional work is financed without federal aid participation.

The Agency agrees that on federal aid highway construction projects, the current federal aid regulations which apply to liquidated damages relative to the basis of federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

VI. Payment and Partial Reimbursement

The total cost of the project, including all review and engineering costs and other expenses of the State, is to be paid by the Agency and by the Federal Government. Federal funding shall be in accordance with the Federal Transportation Act, as amended, 2 CFR Part 200. The State shall not be ultimately responsible for any of the costs of the project. The Agency shall be ultimately responsible for all costs associated with the project which are not reimbursed by the Federal Government. Nothing in this agreement shall be construed as a promise by the State as to the amount or nature of federal participation in this project.

The Agency shall bill the state for federal aid project costs incurred in conformity with applicable federal and state laws. The agency shall minimize the time elapsed between receipt of federal aid funds and subsequent payment of incurred costs. Expenditures by the Local Agency for maintenance, general administration, supervision, and other overhead shall not be eligible for federal participation unless a current indirect cost plan has been prepared in accordance with the regulations outlined in 2 CFR Part 200 - Uniform Admin Requirements, Cost Principles and Audit Requirements for Federal Awards, and retained for audit.

The State will pay for State incurred costs on the project. Following payment, the State shall bill the Federal Government for reimbursement of those costs eligible for federal participation to the extent that such costs are attributable and properly allocable to this project. The State shall bill the Agency for that portion of State costs which were not reimbursed by the Federal Government (see Section IX).

1. Project Construction Costs

Project construction financing will be accomplished by one of the three methods as indicated in this agreement.

Method A – The Agency will place with the State, within (20) days after the execution of the construction contract, an advance in the amount of the Agency's share of the total construction cost based on the contract award. The State will notify the Agency of the exact amount to be deposited with the State. The State will pay all costs incurred under the contract upon presentation of progress billings from the contractor. Following such payments, the State will submit a billing to the Federal Government for the federal aid participation share of the cost. When the project is substantially completed and final actual costs of the project can be determined, the State will present the Agency with a final billing showing the amount due the State or the amount due the Agency. This billing will be cleared by either a payment from the Agency to the State or by a refund from the State to the Agency.

Method B – The Agency's share of the total construction cost as shown on the face of this agreement shall be withheld from its monthly fuel tax allotments. The face of this agreement establishes the months in which the withholding shall take place and the exact amount to be withheld each month. The extent of withholding will be confirmed by letter from the State at the time of contract award. Upon receipt of progress billings from the contractor, the State will submit such billings to the Federal Government for payment of its participating portion of such billings.

Method C – The Agency may submit vouchers to the State in the format prescribed by the State, in duplicate, not more than once per month for those costs eligible for Federal participation to the extent that such costs are directly attributable and properly allocable to this project. Expenditures by the Local Agency for maintenance, general administration, supervision, and other overhead shall not be eligible for Federal participation unless claimed under a previously approved indirect cost plan.

The State shall reimburse the Agency for the Federal share of eligible project costs up to the amount shown on the face of this agreement. At the time of audit, the Agency will provide documentation of all costs incurred on the project. The State shall bill the Agency for all costs incurred by the State relative to the project. The State shall also bill the Agency for the federal funds paid by the State to the Agency for project costs which are subsequently determined to be ineligible for federal participation (see Section IX).

VII. Audit of Federal Consultant Contracts

The Agency, if services of a consultant are required, shall be responsible for audit of the consultant's records to determine eligible federal aid costs on the project. The report of said audit shall be in the Agency's files and made available to the State and the Federal Government.

An audit shall be conducted by the WSDOT Internal Audit Office in accordance with generally accepted governmental auditing standards as issued by the United States General Accounting Office by the Comptroller General of the United States; WSDOT Manual M 27-50, Consultant Authorization, Selection, and Agreement Administration; memoranda of understanding between WSDOT and FHWA; and 2 CFR Part 200.501 - Audit Requirements.

If upon audit it is found that overpayment or participation of federal money in ineligible items of cost has occurred, the Agency shall reimburse the State for the amount of such overpayment or excess participation (see Section IX).

VIII. Single Audit Act

The Agency, as a subrecipient of federal funds, shall adhere to the federal regulations outlined in 2 CFR Part 200.501 as well as all applicable federal and state statutes and regulations. A subrecipient who expends \$750,000 or more in federal awards from all sources during a given fiscal year shall have a single or program-specific audit performed for that year in accordance with the provisions of 2 CFR Part 200.501. Upon conclusion of the audit, the Agency shall be responsible for ensuring that a copy of the report is transmitted

promptly to the State.

IX. Payment of Billing

The Agency agrees that if payment or arrangement for payment of any of the State's billing relative to the project (e.g., State force work, project cancellation, overpayment, cost ineligible for federal participation, etc.) is not made to the State within 45 days after the Agency has been billed, the State shall effect reimbursement of the total sum due from the regular monthly fuel tax allotments to the Agency from the Motor Vehicle Fund. No additional Federal project funding will be approved until full payment is received unless otherwise directed by the Director, Local Programs.

Project Agreement End Date - This date is based on your projects Period of Performance (2 CFR Part 200.309).

Any costs incurred after the Project Agreement End Date are NOT eligible for federal reimbursement. All eligible costs incurred prior to the Project Agreement End Date must be submitted for reimbursement within 60 days after the Project Agreement End Date or they become ineligible for federal reimbursement.

X. Traffic Control, Signing, Marking, and Roadway Maintenance

The Agency will not permit any changes to be made in the provisions for parking regulations and traffic control on this project without prior approval of the State and Federal Highway Administration. The Agency will not install or permit to be installed any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administration and MUTCD. The Agency will, at its own expense, maintain the improvement covered by this agreement.

XI. Indemnity

The Agency shall hold the Federal Government and the State harmless from and shall process and defend at its own expense all claims, demands, or suits, whether at law or equity brought against the Agency, State, or Federal Government, arising from the Agency's execution, performance, or failure to perform any of the provisions of this agreement, or of any other agreement or contract connected with this agreement, or arising by reason of the participation of the State or Federal Government in the project, PROVIDED, nothing herein shall require the Agency to reimburse the State or the Federal Government for damages arising out of bodily injury to persons or damage to property caused by or resulting from the sole negligence of the Federal Government or the State.

XII. Nondiscrimination Provision

No liability shall attach to the State or Federal Government except as expressly provided herein.

The Agency shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any USDOT-assisted contract and/or agreement or in the administration of its DBE program or the requirements of 49 CFR Part 26. The Agency shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of USDOT-assisted contracts and agreements. The WSDOT's DBE program, as required by 49 CFR Part 26 and as approved by USDOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the Agency of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

The Agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor in 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance, or guarantee or understanding pursuant to any federal program involving such grant, contract, loan, insurance, or guarantee, the required contract provisions for Federal-Aid Contracts (FHWA 1273), located in Chapter 44 of the Local Agency Guidelines.

The Agency further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or Local Government, the above equal opportunity clause is not applicable to any agency, instrumentality, or subdivision of such government which does not participate in work on or under the contract.

The Agency also agrees:

- (1) To assist and cooperate actively with the State in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and rules, regulations, and relevant orders of the Secretary of Labor.
- (2) To furnish the State such information as it may require for the supervision of such compliance and that it will otherwise assist the State in the discharge of its primary responsibility for securing compliance.
- (3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, government contracts and federally assisted construction contracts pursuant to the Executive Order.
- (4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the State, Federal Highway Administration, or the Secretary of Labor pursuant to Part II, subpart D of the Executive Order.

In addition, the Agency agrees that if it fails or refuses to comply with these undertakings, the State may take any or all of the following actions:

- (a) Cancel, terminate, or suspend this agreement in whole or in part;
- (b) Refrain from extending any further assistance to the Agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the Agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

XIII. Liquidated Damages

The Agency hereby agrees that the liquidated damages provisions of 23 CFR Part 635, Subpart 127, as supplemented, relative to the amount of Federal participation in the project cost, shall be applicable in the event the contractor fails to complete the contract within the contract time. Failure to include liquidated damages provision will not relieve the Agency from reduction of federal participation in accordance with this paragraph.

XIV. Termination for Public Convenience

The Secretary of the Washington State Department of Transportation may terminate the contract in whole, or from time to time in part, whenever:

- (1) The requisite federal funding becomes unavailable through failure of appropriation or otherwise.
- (2) The contractor is prevented from proceeding with the work as a direct result of an Executive Order of the President with respect to the prosecution of war or in the interest of national defense, or an Executive Order of the President or Governor of the State with respect to the preservation of energy resources.
- (3) The contractor is prevented from proceeding with the work by reason of a preliminary, special, or permanent restraining order of a court of competent jurisdiction where the issuance of such order is primarily caused by the acts or omissions of persons or agencies other than the contractor.
- (4) The Secretary is notified by the Federal Highway Administration that the project is inactive.
- (5) The Secretary determines that such termination is in the best interests of the State.

XV. Venue for Claims and/or Causes of Action

For the convenience of the parties to this contract, it is agreed that any claims and/or causes of action which the Local Agency has against the State of Washington, growing out of this contract or the project with which it is concerned, shall be brought only in the Superior Court for Thurston County.

XVI. Certification Regarding the Restrictions of the Use of Federal Funds for Lobbying

The approving authority certifies, to the best of his or her knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit the Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants, and contracts and subcontracts under grants, subgrants, loans, and cooperative agreements) which exceed \$100,000, and that all such subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification as a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

XVII. Assurances

Local agencies receiving Federal funding from the USDOT or its operating administrations (i.e., Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration) are required to submit a written policy statement, signed by the Agency Executive and addressed to the State, documenting that all programs, activities, and services will be conducted in compliance with Section 504 and the Americans with Disabilities Act (ADA).

Additional Provisions

LEAP Transportation Document 2025-2 ALL PROJECTS as developed April 26, 2025
2025-27 Biennium
Local Programs Program (Z)
(Dollars In Thousands)

Prt y	Project	Project Title	Leg Dist	Funding Source					Total				
				TPA	Nic	CW	MA	Oth	2023-25	2025-27	2027-29	Future	(incl Prior)
0	L4000216	Sidewalk on E Side of 116th Ave NE from NE 73rd to North of NE 75th Place	48	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	0	0	0	500	500
0	L4000218	Garrison Road Sidewalk Infill	49	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	0	0	0	700	700
0	L4000219	Schuster Parkway Trail Improvements	27	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	0	0	5,000	10,000	15,000
0	L2021111	Leavenworth Pedestrian Highway 2 Undercrossing	12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	0	0	0	4,500	4,500
0	L2021093	Maple Valley Pedestrian Bridge over SR 169	05	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	500	4,500	0	0	5,000
Move Ahead WA - Road and Highway Projects								85,284	267,284	176,145	180,993	709,706	
0	L1000317	Elevate Slater Road	42	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	0	0	14,000	14,000
0	L2021094	Snoqualmie Parkway Rehabilitation Project	05	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3,913	0	0	0	3,913
0	L2021122	Reducing Rural Roadway Departures Program	98	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	2,500	5,500	0	0	8,000
0	L2021126	Railroad Crossing Grant Program	98	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	5,000	20,000	0	0	25,000
0	L2021180	Confluence Parkway Infra Match	98	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	5,000	45,000	35,000	0	85,000
0	L4000028	Woodinville SR 202 and Trestle Widening	01, 45	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	5,000	0	0	5,000
0	L4000046	Columbia River Bridge Replacement/Hood River to White Salmon	14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	50,000	115,000	120,000	84,000	369,000
0	L4000081	Bothell Way NE/ Bothell Everett Highway Widening	01	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,000	0	5,000	0	7,000
0	L4000084	BIA Rte 3	07	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	0	0	2,500	2,500
0	L4000099	City Center Access Project - Federal Way	30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4,100	9,900	0	16,000	30,000
0	L4000102	Poplar Way Bridge	32	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,000	9,000	0	0	10,000
0	L4000104	Paine Field Access (100th St. SW) - Everett	38	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	0	0	8,400	8,400
0	L4000105	156th Street Railroad Overcrossing	38	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	500	0	5,000	0	5,500
0	L4000115	224th Corridor Completion	33, 47	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,100	7,355	11,145	0	20,600
0	L4000120	42nd Ave Bridge	11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	0	0	17,000	17,000
0	L4000123	Ballard-Interbay Regional Transportation (BIRT) System Corridor	36	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0	0	0	25,000	25,000
0	L4000125	Lummi Island Ferry System Modernization and Preservation	42	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,520	1,468	0	1,312	5,300
0	L1000305	Port of Tacoma Road, East of I-5	25	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,000	27,087	0	5,913	35,000
0	L2021090	SR 305/Suquamish Way Access Road	23	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,100	32	0	6,868	8,000
0	L1000330	SR 507 Roundabouts	02	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3,551	21,942	0	0	25,493
Other Move Ahead WA								1,400	5,100	0	0	6,500	

**Greater Maple Valley-Black Diamond
Chamber of Commerce, Inc.**
Serving the Community Since 1965



March 25, 2026

Mayor Sean P. Kelly
Maple Valley City Hall
22017 SE Wax Rd, Ste 100
Maple Valley, WA 98038

RE: Support for the City of Maple Valley's SR 169 Pedestrian Bridge at SE 258th Street Project

Dear Mayor Kelly,

On behalf of The Maple Valley Black Diamond Chamber of Commerce, I am writing to express our support for the City of Maple Valley's SR 169 Pedestrian Bridge at SE 258th Street project. This project will support pedestrian and cyclist mobility and access to schools, parks, transit, regional trails, and Maple Valley's growing Downtown center.

The project is located between Rock Creek Elementary School and the City's master-planned 54-acre Legacy Site (park, civic plaza, and farmer's market). Maple Valley's Downtown Center is located just south of the Legacy Site and includes multifamily homes, retail, services, and future affordable housing. There is currently no way to safely cross SR 169 for more than a quarter mile in each direction.

The new pedestrian bridge will provide the following benefits to the community:

- A safe route to Rock Creek Elementary School for students and families, especially those living in the Downtown center.
- A convenient and safe connection between residential areas and the Cedar to Green River Trail.
- A safe crossing option for transit riders of King County Metro Route 907.
- Support for alternatives to car use, reduced emissions, and healthy lifestyles for the community.

It is our pleasure to support this project, which aligns with The Chamber of Commerce's vision for a more connected and vibrant community. Thank you for your consideration of the SR 169 Pedestrian Bridge at SE 258th Street project.

Sincerely,

Alyssa Saas

Executive Director, MVBD Chamber of Commerce

Growing Business, Building Community
23745 225 Way SE, Suite 205 • Maple Valley, WA 98038
425.432.0222 • FAX: 1.888.778.6823 •
www.maplevalleychamber.org

March 26, 2026

Mayor Sean P. Kelly
Maple Valley City Hall
22017 SE Wax Rd, Ste 100
Maple Valley, WA 98038

RE: Support for the City of Maple Valley's SR 169 Pedestrian Bridge at SE 258th Street Project

Dear Mayor Kelly,

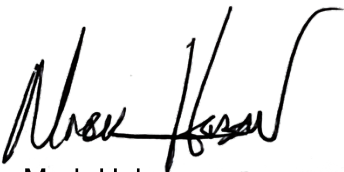
On behalf of the board of the Maple Valley Farmers' Market, I want to share with you our organization's strong support for the City of Maple Valley's planned pedestrian bridge over SR 169 at SE 258th Street.

SR 169 is an increasingly busy, major regional arterial that separates residential communities to the east from the Legacy Site and other City recreational amenities to the west, and from the City's planned downtown area. As you know our organization operates a seasonal Saturday farmers' market at the Legacy Site. The benefits of this project to the Market are obvious – safe, more convenient pedestrian, stroller, and cyclist access to the Market from the neighborhoods around Rock Creek (and potentially, additional overflow parking) - but this project will benefit our broader Maple Valley community in a number of ways:

- Creating a safer pedestrian route to Rock Creek Elementary School for students and families, especially families who live in the downtown area
- Providing a convenient and safe connection between residential areas to the east of SR 169 and the Cedar to Green River Trail, Lake Wilderness Park, and other civic recreational amenities
- Creating a safe crossing option for transit riders of King County Metro Route 907
- Supporting alternatives to encourage less driving – particularly within Maple Valley – to help reduce traffic, noise, and pollution

We believe improving pedestrian and cyclist infrastructure is a necessary investment in creating the healthy, connected, vibrant community we want Maple Valley to be. We ask for your support for this project.

Thank you for your time and consideration!



Mark Hoben
President | Maple Valley Farmers' Market
206 604-5691 | info@maplevalleyfarmersmarket.com

leafline trails coalition

Connecting Trails, Connecting Communities

Mayor Sean P. Kelly
Maple Valley City Hall
22017 SE Wax Rd, Ste 200
Maple Valley, WA 98038

March 25, 2026

RE: Letter of Support for City of Maple Valley's SR 169 Pedestrian Bridge at SE 258th Street Project

Dear Mayor Kelly,

On behalf of [Leafline Trails Coalition](#), please accept this letter of support for the City of Maple Valley's SR 169 Pedestrian Bridge at SE 258th Street project. This project will support pedestrian and cyclist mobility and access to schools, parks, transit, regional trails, and Maple Valley's growing Downtown center and will connect the community to the Green to Cedar River Trail, a regionally significant route in the Leafline Trails Network.

Leafline Trails Coalition works to realize a [900-mile trails network](#) — the Leafline Trails Network — that provides equitable access, improved health, enhanced mobility, economic benefits, and recreational opportunities to thriving communities across the central Puget Sound region. One of our main objectives is to build a resilient trails network that offers safe, reliable and healthy transportation options that connect to high-capacity transit. Today, this network is 56% complete.

The project is located between Rock Creek Elementary School and the City's master-planned 54-acre Legacy Site (park, civic plaza, and farmer's market). Maple Valley's Downtown Center is located just south of the Legacy Site and includes multifamily homes, retail, services, and future affordable housing. There is currently no way to safely cross SR 169 for more than a quarter mile in each direction.

The new pedestrian bridge will provide the following benefits to the community:

- A safe route to Rock Creek Elementary School for students and families, especially those living in the Downtown center.
- A convenient and safe connection between residential areas and the Cedar to Green River Trail.
- A safe crossing option for transit riders of King County Metro Route 907.
- Support for alternatives to car use, reduced emissions, and healthy lifestyles for the community.



leafline trails coalition

Connecting Trails, Connecting Communities

As a broad coalition united by the shared goal to connect the Puget Sound region by trail, we're pleased to submit this letter of support for Maple Valley's SR 169 Pedestrian Bridge at SE 258th Street project.

Sincerely,



Kelly Jiang

Chair, Leafline Trails Coalition



leafline

March 25, 2026

Mayor Sean P. Kelly
Maple Valley City Hall
22017 SE Wax Rd, Ste 100
Maple Valley, WA 98038

RE: Support for the City of Maple Valley's SR 169 Pedestrian Bridge at SE 258th Street Project

Dear Mayor Kelly,

On behalf of the Tahoma School District, I am writing to express our support for the City of Maple Valley's SR 169 Pedestrian Bridge at SE 258th Street project. This project will support pedestrian and cyclist mobility and access to schools, parks, transit, regional trails, and Maple Valley's growing Downtown center. Due to this project being in the early phases of design, the Tahoma School District wishes to note that we are supporting the project without a commitment to right of way acquisition.

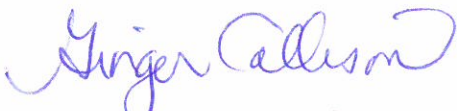
The project is located between Rock Creek Elementary School and the City's master-planned 54-acre Legacy Site (park, civic plaza, and farmer's market). Maple Valley's Downtown Center is located just south of the Legacy Site and includes multifamily homes, retail, services, and future affordable housing. There is currently no way to safely cross SR 169 for more than a quarter mile in each direction from the proposed pedestrian bridge.

The new pedestrian bridge will provide the following benefits to the community:

- A safe walking/biking route to and from Rock Creek Elementary School for families that reside to the west of Rock Creek Elementary and our Central District Offices.
- A convenient and safe connection between residential areas and the Cedar to Green River Trail.
- A safe crossing option for transit riders of King County Metro Route 907.
- Support for alternatives to car use, reduced emissions, and healthy lifestyles for the community.

It is our pleasure to support this project for a more connected and vibrant community. Thank you for your consideration of the SR 169 Pedestrian Bridge at SE 258th Street project.

Sincerely,



Ginger Callison, Ed.D.
Superintendent
Secretary to the Tahoma School Board

Motion 16797

Attachment A - Parks Levy Renewal Allocation Plan March 26, 2025

Parks Levy Renewal Allocation Plan (2026-2031)	
Election Costs	\$1,500,000
Additional Assumed Costs	\$10,500,000
Fixed income exemption ¹	\$3,000,000
Undercollection assumption	\$7,500,000
Aquatic Facilities¹⁴	\$68,000,000
Aquatic Facilities Grant Program ¹⁷	\$46,000,000
Weyerhaeuser King County Aquatic Center	\$22,000,000
Ballfields and Sport Courts	\$60,000,000
Ballfield Access and Preservation Grants ¹⁷	\$13,500,000
Ballfield and Sports Courts (new facilities) ²²	\$3,000,000
Natural Grass to Synthetic Turf Field Conversion ²⁰	\$25,500,000
Ballfields and sports court rehabilitation ²³	\$6,000,000
Ballfield synthetic turf replacement	\$12,000,000
Grants and Community Partnerships	\$144,000,000
Healthy Communities and Parks Grants (formerly named Targeted Equity Grants) ¹⁷	\$30,000,000
Municipal Parks Capital and Open Space Passthrough	\$25,000,000
Community Partnerships and Grants ²¹	\$12,500,000
Get Active/Stay Active - Youth and Amateur Sports Grants	\$10,000,000
Woodland Park Zoo	\$40,000,000
Seattle Aquarium	\$12,000,000
Memorial Stadium ³	\$2,500,000
Pacific Science Center	\$6,000,000
Seattle's Waterfront Park ²	\$6,000,000
King County Cities, Towns, and Park Districts	\$119,000,000
King County Operations and Maintenance⁴	\$489,700,000
Operations, Maintenance, Program Delivery and Internal Supports	\$464,000,000
Safety and Security Program	\$5,000,000
Asset Management Program	\$4,100,000
Land Use Stewardship and Encroachment Program	\$5,000,000
Youth Conservation Corps Program Expansion	\$4,800,000
Parks Beautification Program	\$5,000,000
Tribal, Indigenous, & Historic Interpretive Program	\$1,800,000
Climate Resilience, Conservation and Stewardship	\$175,000,000
King County Open Space Acquisition/Land Conservation ¹⁵	\$90,000,000
Stewardship of Lands Acquired (O&M)	\$10,000,000
Fish Passage Program ⁵	\$20,000,000
Climate Resilience ⁶	\$25,000,000
Environmental Stewardship ⁷	\$30,000,000
Regional and Other Public Trails System⁸	\$182,000,000
Eastrail	\$65,000,000
Lake to Sound Trail	\$55,000,000
Green River Trail Extension - North	\$6,000,000
Interurban Trail South investments	\$8,000,000
Soos Creek Trail	\$7,000,000
Other New Regional Trails ⁹	\$41,000,000
New Park Development and Improvements¹¹	\$45,500,000
New Park Development and Improvements	
Dog Parks	\$2,000,000
Lakeland Park North	\$10,000,000
Skyway Park Planning and Community Center	\$13,000,000
Fall City Community Center	\$500,000
City of Bothell McAuliffe Skate Park	\$1,000,000
Water Access on Lake Washington ¹⁶	\$19,000,000
Active Recreation Repair and Renovation and Other Park Repair and Renovation	\$152,000,000
Major Maintenance Existing Infrastructure ¹⁰	

Parks Levy Renewal Allocation Plan (2026-2031)

<i>General infrastructure</i> ²⁵	\$18,000,000
<i>Playground rehabilitation</i> ¹⁹	\$7,000,000
<i>Park amenities rehabilitation</i>	\$6,000,000
<i>Parks building system rehabilitation</i>	\$8,000,000
<i>Water access and docks rehabilitation</i> ¹⁸	\$8,000,000
<i>Backcountry Trails (trails rehabilitation and new trails)</i>	\$6,000,000
<i>Drainage infrastructure rehabilitation</i>	\$12,000,000
<i>Other agency projects (Sound Transit, WSDOT, KC Roads, etc.)</i>	\$5,000,000
ADA and Accessibility Rehabilitation	\$12,000,000
Regional Trails Rehabilitation ¹²	\$50,000,000
Marymoor Park Rehabilitation ¹³	\$16,000,000
Sunset Park Renovation and Repair	\$4,000,000

Total²⁴

\$1,447,200,000

1. As authorized by RCW 84.36.381.

2. New levy investment to Friends of Waterfront Park that supports: accessibility for traditionally underserved areas and communities, including people with disabilities; maintenance and operations of facilities and grounds; offering free arts, culture, wellness, and recreation programming to all visitors; and inclusive community partnerships. Any new jobs funded by this levy that are not already covered under the current Labor Harmony Agreement that Friends of Seattle Waterfront has with the Martin Luther King, Jr. County Labor Council, should be added as part of the Labor Harmony Agreement.

3. This allocation will contribute to the renovation of the Memorial Stadium at Seattle Center. This transformative project will be led by Seattle Public Schools and the City of Seattle, providing an improved multi-purpose venue for local and regional sports and events.

4. Of this allocation, 93% funds the day-to-day operational needs to maintain the open space system (personnel, supplies, services, fleet, equipment, administrative costs, etc.). \$2.4M shall be allocated for the King County Fair, Washington State University 4-H Program, and King County Search and Rescue operations. Additional funding to be allocated for critical programs and services to manage the growing open space system and enhance safety and belonging for park users. These programs include the expansion of the service level agreement with King County Sheriff's Office to fund the Parks Patrol Program; the expansion of the Parks Safety Program for ongoing implementation of safety related elements within the open space system, i.e., regulatory compliance and trainings for onsite staff; and expansion of the Youth Conservation Corps summer internship program.

New investments include:

- Funding for the continuity of the Parks Beautification Program. Money for the Parks Beautification Program shall be used solely to support a jobs program within the Parks Division for the unhoused.
- Funding for the enforcement of Parks Land Use Guidelines on open space lands and regional trail segments to protect capital investments, open space acquisitions, and new properties and easements in support of environmental preservation.
- Funding to support work with Tribes, indigenous organizations, and historic preservation organizations to strengthen government-to-government relationships, and improve conservation and recreational planning and programs with Tribes and the organizations.

The Executive has discretion on timing of implementation of these programs.

5. The Fish Passage Program is expected to be supplemented with Real Estate Excise Tax (REET) funding.

6. Climate resilience investments will support the Parks Division's forest stewardship program and projects; potential combined park and stormwater facility pilot projects; and establish a climate response fund intended to support community response projects and programming as identified.

- From the amount allocated for climate resilience, at least \$250,000 to be allocated for planting of street trees to provide additional tree canopy and urban green space in White Center. Street tree planting should be prioritized for 16th Ave. SW and 17th Ave. SW between SW Roxbury St. and SW 100th St., and particularly in areas contiguous to planned park acquisitions.
- From the amount allocated for climate resilience, up to \$1 million to be allocated for a surface-level cooling water feature for children at Steve Cox Park, located adjacent to the playground.
- From the amount allocated for climate resilience, \$700,000 to be allocated for capital preconstruction costs for a new climate resilient community center to serve communities adjacent to the Duwamish River in the Georgetown area.
- Of this funding, \$5 million shall be allocated for a councilmanic Climate Resilience grant program, to be evenly divided between council districts per year of the levy.

7. Environmental stewardship investments will support early actions to safeguard sites for public use following acquisition; structure demolitions to deliver full ecological and recreation benefits; improvements to existing maintenance facilities and acquisitions; natural resource and site management planning; multi-benefit river corridor projects; and landscaping/restoration/mitigation site monitoring and maintenance.

8. This allocation provides funding for Regional and Other Public Trails System including:

- Construction of two additional segments of Lake to Sound Trail and the completion of the design to connect Lake to Sound Trail to SeaTac Airport.
- Construction of two additional segments of Eastrail, an Eastrail connection to Coulon Park, paves Central Wilburton segment, and completes design on Eastrail to Lake to Sound Trail connection.
- Construction of the Green River Trail North to Seattle.
- Complete full rehabilitation of the Interurban Trail South.
- Construction of Soos Creek Trail Segment 5a and planning for future Soos Creek Trail segments.
- Other new regional trails noted in footnote 9.

9. Of this allocation to Other New Regional Trails, \$18M will fund a combination of planning, acquisitions, and preliminary design for potential future trail segments and connections including, but not limited to, Green River Trail, Preston-Snoqualmie Trail, Soos Creek Trail, Cedar River Trail, Green to Cedar Trail, and Snoqualmie Valley Trail (\$3M).

The remainder of this funding will be used for emergent needs on the regional trail system including, but not limited to, surface improvements, lighting, access control improvements, and intersection improvements.

- \$5 million to be used for connecting the Interurban North Trail at the border of King County and Snohomish County.
- \$10 million to be used for the Kirkland Green Loop, intended to be allocated to regional partners.
- \$5 million to be allocated to the City of Kent for Kent regional trails and trail connections.
- \$2 million to be allocated for the Georgetown to South Park Trail connection to be used for construction of protected bike lanes along 14th Ave S., between South Park Bridge and S. Director St.
- \$1 million to be used for the Maple Valley SR-169 Pedestrian Bridge, to support the City of Maple Valley's work on a new pedestrian bridge over SR-169 Maple Valley Black Diamond Road at SE 258th Street

10. Capital major maintenance programs should prioritize keeping the open space system clean, safe, and open, and include, but not be limited to: reopening all closed facility restrooms and ensuring that all facility restrooms remain clean, safe, and open; and rehabilitation of play areas, park buildings, existing synthetic turf fields, pools, docks, ballfields, sports courts, backcountry trails, drainage infrastructure, restrooms, picnic shelters, signage, as well as coordination with other agencies that have infrastructure on Parks Division property (e.g., Sound Transit, WSDOT). A portion of this funding is also intended to respond to emergent projects identified by Park users associated with existing facilities. These programs are expected supplemented with Real Estate Excise Tax (REET) funding

This amount includes completion of the picnic shelter and replacement of the mill shed at Preston Mill Park. This amount also includes \$3 million for park renovations in the City of Des Moines.

11. Funding for new park development and improvements includes Skyway Park Community Center that will support design, construction, and initial operational costs. Additional funding for construction (approximately \$20M) will be needed and is expected to be funded with a combination of Real Estate Excise Tax (REET) and bond financing.

This funding will include \$350K to develop Korean American Hanwoori Garden in Federal Way

12. This program keeps the existing regional trail system clean, safe, and open and includes, but is not limited to, repair/replacement of bridges and trestles, trail surface repairs/rehabilitation, safety updates, repairs to meet current guidelines and standards, and landscaping/mitigation maintenance and monitoring.

13. This allocation will fund rehabilitation of infrastructure and facilities throughout Marymoor Park to keep the park clean, safe, and open. It also includes funding for improvements to address growing user demand including, but not limited to, signage, utilities, pedestrian facilities, buildings, roadways, velodrome rehabilitation, and concert venue updates. This program is expected to be supplemented with Real Estate Excise Tax (REET) funding.

14. From this \$46 million allocation to Aquatic Facilities Grant Program, the following shall be allocated without being subject to the grant guidelines.

- \$5.0 million to the City of Shoreline to be used for aquatic facilities purposes.
- \$2.5 million to the City of Kirkland to be used for aquatic facilities purposes.
- \$5.0 million to the City of Bellevue to be used for aquatic facilities purposes.
- \$2.0 million to the Whitewater Aquatics Management to be used for capital projects at, and operations and maintenance of, the Evergreen Aquatic Center.
- \$500,000 to Cottage Lake Pool to be used for repairs and rehabilitation.

Money for these specific projects would become available for competitive Aquatic Facilities Grants if the projects are not shovel ready by 2029.

15. Except for \$6 million that is to support park and open space acquisition in urban unincorporated King County, of which \$2 million is to be used in White Center, the remainder of this allocation is subject to the guidelines in Attachment C to this motion.

Parks Levy Renewal Allocation Plan (2026-2031)

16. Of this \$19 million allocation to Water Access on Lake Washington, the following shall be allocated:

- \$4 million to be used for acquisitions and improvements to parks near the Burke-Gilman Trail in the City of Lake Forest Park.
- \$15 million to the Lakepointe Regional Park.

17. Except for the allocations to City of Shoreline, City of Kirkland, City of Bellevue, Whitewater Aquatics Management, and Cottage Lake Pool, set forth in footnote 14, the remainder of this program allocation is subject to Attachment B to this motion. Ten million dollars of the Healthy Community and Parks grants shall be reserved for cities and towns.

18. Of this \$8 million allocation to water access and dock rehabilitation:

- \$5 million to be allocated to Sail Sand Point.
- \$1 million to be allocated to the Tukwila Community Center for the riverside campus renewal and canoe launch.

The remainder of this allocation is for: repairs and rehabilitation of existing docks and/or boat ramps at Cottage Lake, Lake Joy, Lake Geneva, and Five Mile Lake.

19. From this allocation, the White Center Playground and Bike Area to be rehabilitated should include construction of covered play areas. All other playground rehabilitation projects should consider construction of covered play areas.

20. Of this \$25.5 million allocation to Natural Grass to Synthetic Turf Field Conversion:

- \$19 million to be allocated to South County Ballfields to be used for Natural Grass to Synthetic Turf Field Conversion.
- \$2.5 million to be allocated to Garfield High School to be used for the Natural Grass to Synthetic Turf installation project.
- \$1 million to be allocated to Tukwila Community Center to be used for the conversion of field to turf at the Tukwila Community Center Upland Campus.

21. Of this allocation to Community Grants and Partnerships:

- \$3 million to be allocated to Starfire Sports facility.
- \$1 million to be allocated for 501(c)(3) nonprofit organizations for equine recreation and sports grants.

22. The Parks Division shall assess potential sites for cricket fields in the Snoqualmie Valley.

23. Includes funding for bleachers at Big Finn Hill Park.

24. \$6 million in interest is expected in addition to levy collections.

25. Of this allocation to General Infrastructure, \$200,000 to be allocated for a digital reader board on SW 102nd St. at Steve Cox park, if permissible. Of this allocation to General infrastructure, \$400,000 is to be allocated for acquiring, in partnership with Public Health - Seattle & King County, portable or permanent handwashing stations for use by the public and food vendors in public parks that have playgrounds.