

## 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

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**Form Type:** Grant Application

**Application Type:** Historic Resources Project

### General Project Information

|   |                                 |                          |
|---|---------------------------------|--------------------------|
| <b>Project Title</b>                          | <b>RTP ID#</b>                  | <b>Lead Agency</b>       |
| North Bend Depot Tracks & Platform            | N/A                             | Northwest Railway Museum |
| <b>Partner Agencies</b>                       | <b>Certification Acceptance</b> | <b>CA Sponsor</b>        |
| Washington State Department of Transportation | Yes                             | N/A                      |

### Contact Information

|                              |                                |
|------------------------------|--------------------------------|
| <b>Primary Contact Name</b>  | <b>Alternate Contact Name</b>  |
| Richard Anderson             | VJ Kopacki                     |
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| 425-301-1566                 | 425-623-4861                   |
| <b>Primary Contact Email</b> | <b>Alternate Contact Email</b> |

|                         |                    |
|-------------------------|--------------------|
| richard@trainmuseum.org | vj@trainmuseum.org |
|-------------------------|--------------------|

**Project Description & Location**

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

The Northwest Railway Museum ("Museum") owns and operates a historic transportation system (railway) that connects Snoqualmie Falls, the City of Snoqualmie, the City of North Bend, and the Museum's campus.

This is a rail-specific component of the McClellan Alley project described in the North Bend Comprehensive Plan and the Transportation Improvement Plan ("TIP"), and connections with the William Henry Taylor Park. This project includes creating a switch (or turnout) to connect existing double-track sections with the railway mainline. This turnout is critical to making the modifications required for the city of North Bend's McClellan Street Alley plan.

The project will add approximately 600 feet of track, supporting increased capacity for more than 65,000 annual riders, improving visitor and staff safety, and enabling mobility-friendly upgrades, including direct access to an ADA-accessible lift.

A new pedestrian and bicycle railway crossing will be installed to provide access from McClellan Street Alley to the William Henry Taylor Park, which will connect the Tanner Trail with McClellan at the foot of Ballarat.

**Project Location**

| <b>County/Counties</b> | <b>Location</b>                                    |
|------------------------|--|
| King                   | North Bend Depot on the Snoqualmie Valley Railroad |

|                                     |                                  |
|-------------------------------------|----------------------------------|
| <b>Beginning Crossroad/Landmark</b> | <b>Ending Crossroad/Landmark</b> |
|-------------------------------------|----------------------------------|

|                         |                        |
|-------------------------|------------------------|
| Main Ave & McClellan St | Park St & McClellan St |
|-------------------------|------------------------|

**Please Identify the center the project is supporting.**

Historic Downtown North Bend is the center that this proposed project supports. The completed project will allow the Snoqualmie Valley Railroad to provide a more complete connection from historic downtown North Bend to historic downtown Snoqualmie, the Museum campus, and Snoqualmie Falls.

**Federal Functional Classification**

**Please select the appropriate functional classification.**

Exception

**Bicycle & Pedestrian Facilities**

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

Sidewalks

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

Other pedestrian and bicycle amenities (street, intersection and crossing design elements)

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

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

**Local Plan Consistency**

**Is the project specifically identified in a local comprehensive plan?**

Yes

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

Project is consistent with the North Bend Comprehensive Plan Transportation Element as follows:  
Objective 1.1 Policy 1.1 prioritize bicycle and pedestrian safety in Downtown  
Objective 1.4 Policy 1.4(2) minimize trip distance by providing mid block crossing of railway  
Objective 5.1 Policy 5.1(7) pedestrian access to better integrate Depot with Downtown

Table 9, List of Projects, Project 11 McClellan Alley improvements

Connections to the William Henry Taylor Park at the Depot are included in the Parks Chapter in the Comprehensive Plan.

**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 North Bend Depot is located in the heart of historic downtown North Bend. This project is enhancing the transportation alternatives for those residing in or visiting the traditional center of downtown North Bend. Future densification of downtown North Bend is planned, which will make this project increasingly relevant in the future.

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

This work represents the rail-focused component of the McClellan Alley project, as outlined in the North Bend Comprehensive Plan and Transportation Improvement Plan (TIP), and will strengthen connections to William Henry Taylor Park.

Approximately 600 feet of replacement track will be added, increasing capacity to support more than 65,000 annual riders, improving safety for visitors and staff, and enabling mobility-focused upgrades, including direct access to an ADA-accessible lift.

The project will replace the tracks at the North Bend Depot ("Depot"), including installation of a new railway switch (turnout) to connect existing tracks and construction of a pedestrian and bicycle-only railway crossing to provide public access to William Henry Taylor Park.

To accommodate McClellan Alley improvements, a portion of the existing double track west of the Depot will be removed and a replacement second track constructed at the Depot. In addition, a new pedestrian and bicycle railway crossing will provide a direct connection from McClellan Alley to William Henry Taylor Park, linking the Tanner Trail with McClellan Avenue at the base of Ballarat Avenue.

### **Category-Specific Criteria: Historic Resources Projects**

**Describe the historic significance of the facility. This could include designation as a local,**

**state, or national landmark; listing as a contributing part of a local, state or National Register historic district; or a determination of eligibility for listing in the National Register.**

The North Bend Depot tracks are a portion of a more than century old railway line, constructed in 1889. These tracks are a portion of the Museum's 5.5 mile interpretive railway that connected Snoqualmie Falls, Snoqualmie, the Museum, and North Bend. While the North Bend Depot is not formally designated as a local, state, or national historic landmark, the existing track infrastructure reflects almost 140 years of continuous rail use as well as an enduring legacy of the region's transportation history. It is, however, part of the Mountains to Sound Greenway Trust National Heritage Area.

As one of the remaining active rail-related sites in the area, the Depot and its corridor retain important historical value, illustrating the role of the railway in shaping North Bend's growth and economic development. The project builds upon this historic foundation by preserving the function and continuity of the corridor while adapting it to meet current safety and pedestrian needs, ensuring its relevance for future generations and connecting it more deeply to the surrounding community.

**Describe the project's relationship to the larger historic preservation plan for the area.**

This project aligns with broader historic preservation efforts and activities in the region, particularly those advanced by the Mountains to Sound Greenway Trust and the Northwest Railway Museum. The Museum's track is part of the Mountains to Sound Greenway Trust Heritage Area. Mountains to Sound has a 35 year history of advocacy work to conserve and enhance the incredible landscape of the Pacific Northwest from Seattle to Ellensburg by building and maintaining trails, through restoring wildlife habitat, and working closely with cultural partners, such as the Museum.

The growth of North Bend, itself a town with historic relevance, was largely facilitated by the construction of the railway in 1889. Efforts locally to develop a Main Street Plan are underway and pay tribute to this storied history.

The Northwest Railway Museum has led ongoing efforts to preserve, interpret, and operate historic rail infrastructure in and around North Bend and Snoqualmie. This project complements those efforts by improving the functionality of the rail line, ensuring that historic rail operations remain viable. By upgrading infrastructure while retaining the corridor's historic use, the project supports long-term preservation through active use.

**Describe the former and/or current transportation use of the facility. "Facility" can refer to any historic property, building or other structure with a transportation connection.**

The North Bend Depot, located adjacent to the historic tracks maintained by the Museum, is a building utilized by the Museum, the City of North Bend, and community partners for an array of cultural and social purposes. Currently, the Museum operates the North Bend Depot's tracks during weekend and specialty train excursions, serving 65,000 riders annually. Areas around the

Depot, including trails and the William Henry Taylor Park, are enjoyed by North Bend residents and visitors as locations for biking, hiking, and other recreation.

**Describe plans for the continued or future use of the facility once the project is complete, and the project's relationship to the larger transportation system in the area.**

Upon completion, the tracks at North Bend Depot will continue to serve as an active heritage railway, supporting operations. Planned improvements, including expanded track capacity, a new turnout, an extended accessible boarding platform, and enhanced pedestrian and bicycle crossings, will create a safer operating environment and improve the overall visitor experience. The upgrades also introduce mobility-focused enhancements, including access to an ADA-accessible lift, ensuring the facility is welcoming and usable for all visitors.

The project strengthens the Depot's role within the broader transportation and recreation network by improving connections between rail operations, Tanner Trail, McClellan Alley, and William Henry Taylor Park. The addition of a dedicated pedestrian and bicycle crossing creates a safer link between key transit destinations, supporting access for many different transportation methods.

**Identify the population groups within the project area and describe the level of public access to the project.**

The project area serves a broad and diverse population, including local residents of North Bend and the Snoqualmie Valley, regional visitors from across King County and the greater Puget Sound area, and tourists drawn to the area's recreational opportunities. The North Bend Depot currently supports more than 65,000 riders annually through the Museum's rail operations, in addition to visitors who access the site for educational exhibits and community programming.

The Depot functions as a cultural anchor for the community with visitors engaging not only in rail experiences but also with the recreation opportunities offered by the William Henry Taylor Park, the nearby Snoqualmie Valley Museum, and other attractions. Enhancing the tracks and installing a turnout will further expand the Museum's role as a vibrant, family-friendly destination while also acting as a gateway to a variety of additional cultural experiences. The Depot is accessible to the public for railway excursions and visitation Saturdays beginning in February and full weekends beginning in April through the end of the calendar year.

**Describe the long-term preservation and/or maintenance plans for the facility.**

As a working railway, The Museum is committed to long-term maintenance of the historic tracks at North Bend Depot. Long-term maintenance of the track is the responsibility of the Museum and is funded by the Museum's general operating budget. This work is conducted in compliance with state and federal rail safety regulations according to 49 CFR Part 213. There are significant fines and sanctions for falling out of compliance.

Long-term maintenance will allow the railway and tracks to remain in active service, which requires the periodic exchanging of rail, ties, ballast, and other necessary components as well as additional enhancements to improve safety.

The project's design, relocating and reconstructing 600 feet of track at the Depot positions the corridor for more efficient long-term maintenance.

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

If this project is not funded or undertaken in a timely manner, there is both significant economic impact and risk. At present, this work is more cost effective due to the economic advantage of conducting this work prior to the beginning of the McClellan Street Alley project, which the city of North Bend is funding and which is in process.

Without these improvements, existing infrastructure constraints, including limited track capacity, outdated configurations, and safety challenges at pedestrian crossings, will limit the the Museum's ability to meet current and future demands. This could lead to reduced service levels, diminished visitor experience, and decreased revenue. According to an Artsfund Economic Impact Study, the Museum drives more than \$6.5 million in revenue to local small businesses. With increased accessibility and connection to the William Henry Taylor Park and associated amenities, the museum's economic impact would only grow, rather than stall.

In addition, North Bend has the potential to expand as a gateway to regional recreation and tourism. Without timely investment, there is a risk that transportation and access improvements in the surrounding area will proceed without fully integrating the rail corridor. This would result in missed opportunities to create cohesive, mutually beneficial and integrated connections.

Failure to fund the project would also delay or prevent critical safety and accessibility upgrades and a dedicated pedestrian and bicycle railway crossing. This would limit equitable access to the facility and increase the potential for ongoing conflicts between rail operations and pedestrian or trail usage.

Finally, without timely investment, the long-term preservation of the corridor through active use may be compromised. Deferred maintenance and lack of modernization can accelerate deterioration, increase future costs, and ultimately threaten the viability of continued rail operations. Funding this project now ensures that the railway in North Bend remains a safe, accessible, and economically beneficial asset, rather than a liability to its community.

**Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.**

N/A

## **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.**

May, 2026

### **Environmental Documentation**

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

Categorical Exclusion (CE)

**Has NEPA documentation been approved?**

No

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

September, 2026

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

No

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

N/A

### **Right of Way**

**Will Right of Way be required for this project?**

No

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

N/A, N/A

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

N/A, N/A

**Has right of way certification been completed?**



N/A

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

N/A, N/A

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

N/A

### **Construction**

**Are funds being requested for construction?**

Yes

**Do you have an engineer's estimate?**

Yes

**Please attach the engineer's estimate.**

f-151-540-

21511550\_rDOB3xTu\_NWRY\_North\_Bend\_Depot\_Double\_Track\_60\_Engineering\_Estimate.pdf

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

Categorical Exclusion for NEPA:

- (15) Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons.
- (18) Track and railbed maintenance improvements when carried out within the existing right-of-way.

**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)?**

May, 2026

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

January, 2027

### **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.**

This project is a rail-based initiative that meets the criteria for a categorical exclusion to NEPA. Work reflects a logical continuation of safety improvements conducted with assistance from a recent Section 130 Rail-crossing Safety Grant, and will utilize the same basis of design. The

Museum considers this project to be shovel-ready.

**PSRC Funding Request**

| <b>Phase</b> | <b>Year</b> | <b>Amount</b> |
|--------------|-------------|---------------|
| Construction | 2027        | \$576365      |

**Total PSRC Funding Request: \$576365**

|   |  |
|---|--|
| <b>Has this project received PSRC funds previously?</b> | <b>Please provide the project's PSRC TIP ID.</b> |
| No  | N/A  |

**Total Estimated Project Cost and Schedule**

**Preliminary Engineering/Design Phase**

| <b>Fund Source</b> | <b>Funding Status</b> | <b>Amount</b> |
|--------------------|-----------------------|---------------|
| Local              | Secured               | \$67500       |
|                    |                       | \$            |
|                    |                       | \$            |
|                    |                       | \$            |
|                    |                       | \$            |

**Total Preliminary Engineering/Design Phase Cost: \$67500**

**Expected year of completion for this phase:**

May, 2026

**Right of Way Phase**

| <b>Fund Source</b> | <b>Funding Status</b> | <b>Amount</b> |
|--------------------|-----------------------|---------------|
|                    |                       | \$            |
|                    |                       | \$            |
|                    |                       | \$            |
|                    |                       | \$            |
|                    |                       | \$            |

**Total Right of Way Phase Cost: \$0**

**Expected year of completion for this phase:**

,

**Construction Phase**

| <b>Fund Source</b> | <b>Funding Status</b> | <b>Amount</b> |
|--------------------|-----------------------|---------------|
| Local              | Secured               | \$89953       |
| TAP(PSRC)          | Unsecured             | \$576365      |
|                    |                       | \$            |
|                    |                       | \$            |
|                    |                       | \$            |

**Total Construction Phase Cost: \$666318**  
**Expected year of completion for this phase:**

October, 2027

**Other Phase**

| Fund Source | Funding Status | Amount |
|-------------|----------------|--------|
|             |                | \$     |
|             |                | \$     |
|             |                | \$     |
|             |                | \$     |
|             |                | \$     |

**Total Other Phase Cost: \$0**  
**Expected year of completion for this phase:**

,

**Project Summary**

|                                      |  |
|--------------------------------------|--|
| <b>Total Estimated Project Cost:</b> | <b>Estimated Project Completion Date (month and year):</b> |
| \$733818                             | October, 2027  |

**Financial Documentation**

**Please enter a description of your financial documentation in the text box below.**  
 The Northwest Railway Museum's cash match will be funded out of the capital budget, of which the Museum has the required funds on hand. Provided is the Museum's 2026 Budget Overview, as an example. Funding match is provided by retained earnings. North Bend Depot tracks and platform will be included in the 2027 budget should it be selected for funding by PSRC.

**Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.**  
f-151-346-21511550\_Q5JuEFMq\_NWRM\_2026\_Budget\_Overview.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.**

Thank you for considering the Museum's request for funding. The Northwest Railway Museum strives to continue its legacy as a cultural anchor by supporting and scaffolding the vibrancy of North Bend and its surrounding community.

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

N/A

### **End of the Application**

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

| NORTH BEND DEPOT DOUBLE TRACK |  |                  |      |                       |                           |
|-------------------------------|--|------------------|------|-----------------------|---------------------------|
| ITEM                          | ITEM DESCRIPTION   | APPROX. QUANTITY | UNIT | UNIT PRICE IN FIGURES | EXTENDED PRICE IN FIGURES |
| 1-00                          | <b>FURNISH TRACK MATERIALS</b>   |                  |      |                       |                           |
| 1-01                          | FURNISH CROSS TIES (7"x9"x8'-6")   | 440              | EA   | \$100.00              | \$44,000.00               |
| 1-04                          | FURNISH 115RE NO. 9 TURNOUT W/ TURNOUT KIT   | 1                | LS   | \$77,000.00           | \$77,000.00               |
| 1-05                          | FURNISH RAIL (NEW 115RE OR 119RE)  | 29.8             | TON  | \$2,474.56            | \$73,741.98               |
| 1-06                          | FURNISH 115RE 6-HOLE JOINT BARS  | 22               | EA   | \$250.00              | \$5,500.00                |
| 1-07                          | FURNISH RAIL ANCHORS   | 446              | EA   | \$3.00                | \$1,338.00                |
| 1-08                          | FURNISH DOUBLE SHOULDER PLATES   | 880              | EA   | \$22.70               | \$19,976.00               |
| 1-09                          | FURNISH OTHER TRACK MATERIAL   | 765              | TF   | \$6.00                | \$4,590.00                |
| 1-10                          | FURNISH COMPROMISE JOINTS BARS OR THERMITE WELD KITS                               | 2                | SET  | \$442.75              | \$885.50                  |
| 2-00                          | <b>FURNISH CROSSING PATH COMPONENTS</b>  |                  |      |                       |                           |
| 2-01                          | FURNISH PRECAST CONCRETE PANELS AND COMPONENTS (COMPLETE)                          | 24               | TF   | \$597.40              | \$14,337.60               |
| 3-00                          | <b>MOBILIZATION</b>  |                  |      |                       |                           |
| 3-01                          | CONSTRUCTION MANAGEMENT  | 1                | LS   | \$50,000.00           | \$50,000.00               |
| 3-02                          | TEMP SEDIMENT AND EROSION CONTROL (TESC)   | 1                | LS   | \$1,000.00            | \$1,000.00                |
| 3-03                          | SPILL PREVENTION CONTROL PLAN (SPCC)   | 1                | LS   | \$1,000.00            | \$1,000.00                |
| 3-04                          | PROJECT TEMPORARY TRAFFIC CONTROL  | 1                | LS   | \$2,500.00            | \$2,500.00                |
| 3-05                          | CONSTRUCTION SURVEY  | 1                | LS   | \$5,000.00            | \$5,000.00                |
| 3-06                          | MATERIAL TESTING   | 1                | LS   | \$5,000.00            | \$5,000.00                |
| 4-00                          | <b>REMOVE &amp; STORE SIGNS, FENCING, PARK BENCH, SIGNALS</b>                      |                  |      |                       |                           |
| 4-01                          | REMOVE, PRESERVE, AND TRANSPORT RAILROAD SIGNS FOR STORAGE                         | 1                | LS   | \$1,000.00            | \$1,000.00                |
| 5-00                          | <b>DEMO, EXCAVATE and HAUL</b>   |                  |      |                       |                           |
| 5-01                          | CLEARING & GRUBBING  | 90               | SY   | \$30.00               | \$2,700.00                |
| 5-02                          | DEMO ASPHALT PARKING AREA  | 190              | SY   | \$40.00               | \$7,600.00                |
| 5-03                          | DEMO CEMENT CONC. SIDEWALK   | 50               | SY   | \$40.00               | \$2,000.00                |
| 5-04                          | DEMO CEMENT CONC. CURB AND GUTTER  | 75               | LF   | \$70.00               | \$5,250.00                |
| 5-05                          | TRACK GRADING INCL. EXCAVATION AND HAUL  | 685              | CY   | \$85.00               | \$58,225.00               |
| 6-00                          | <b>REMOVE &amp; STORE TRACK MATERIALS</b>  |                  |      |                       |                           |
| 6-01                          | REMOVE, PRESERVE, AND TRANSPORT TRACK FOR STORAGE INCL. RAIL, TIE PLATES, AND OTM. | 315              | TF   | \$15.00               | \$4,725.00                |
| 6-02                          | REMOVE AND DISPOSE CREOSOTE TREATED TIES   | 20               | TON  | \$300.00              | \$6,000.00                |
| 7-00                          | <b>RELOCATE DRAINAGE</b>   |                  |      |                       |                           |
| 7-01                          | RELOCATE CATCH BASIN   | 1                | LS   | \$3,000.00            | \$3,000.00                |
| 8-00                          | <b>CONSTRUCT CROSSING PATH</b>   |                  |      |                       |                           |
| 8-01                          | FURNISH, PLACE AND COMPACT BASE COURSE (SUBBALLAST)                                | 49.2             | TON  | \$85.00               | \$4,182.00                |
| 8-02                          | INSTALL CROSSING PANELS  | 24               | TF   | \$240.00              | \$5,760.00                |
| 9-00                          | <b>CONSTRUCT TRACK</b>   |                  |      |                       |                           |
| 9-01                          | CONSTRUCT TRACK INCL. TIE AND RAIL INSTALLATION                                    | 650              | TF   | \$100.00              | \$65,000.00               |
| 9-02                          | CONSTRUCT TURNOUT  | 115              | TF   | \$100.00              | \$11,500.00               |

|       |   |     |     |  |                     |
|-------|---|-----|-----|--|---------------------|
| 9-03  | THERMITE WELDS EXCL. KITS                               | 2   | EA  | \$1,725.25                                 | \$3,450.50          |
| 9-04  | FURNISH AND PLACE BALLAST                               | 735 | TON | \$95.00                                    | \$69,825.00         |
| 9-05  | FURNISH, PLACE, AND COMPACT SUBBALLAST (CSBC)           | 345 | TON | \$85.00                                    | \$29,325.00         |
| 10-00 | <b>SURFACE LINE AND DRESS</b>                           |     |     |  |                     |
| 10-01 | FINAL SURFACE, LINE, AND DRESS - MAIN AND SIDING TRACKS | 675 | TF  | \$35.00                                    | \$23,625.00         |
| 11-00 | <b>CONSTRUCT CURB, GUTTER AND SIDEWALK</b>              |     |     |  |                     |
| 11-01 | FURNISH & INSTALL TACTILE STRIP                         | 26  | LF  | \$90.00                                    | \$2,340.00          |
| 11-02 | MULCHING AND PLANTING                                   | 150 | SY  | \$25.00                                    | \$3,750.00          |
|       |   |     |     | <b>NB Double Track Pretax Total =</b>      | <b>\$665,126.58</b> |
|       |   |     |     | <b>9.2% Sales Tax =</b>                    | <b>\$61,191.65</b>  |
|       |   |     |     | <b>NB Double Track Construction Cost =</b> | <b>\$726,318.23</b> |

## Northwest Railway Museum Profit & Loss Budget Overview January through December 2026

|                                  | Jan - Dec 26 |
|----------------------------------|--------------|
| <b>Ordinary Income/Expense</b>   |              |
| <b>Income</b>                    |              |
| <b>Contributed Income</b>        |              |
| Individual Contributions         | 365,000.00   |
| <b>Grants</b>                    |              |
| <b>Grants-Private</b>            |              |
| Foundations                      | 100,000.00   |
| <b>Total Grants-Private</b>      | 100,000.00   |
| Grants - Other                   | 450,000.00   |
| <b>Total Grants</b>              | 550,000.00   |
| Membership                       | 20,000.00    |
| <b>Total Contributed Income</b>  | 935,000.00   |
| Licensing & Royalty Income       | 5,000.00     |
| <b>Program Revenue</b>           |              |
| Birthday Party                   | 12,000.00    |
| Charter Income                   | 10,000.00    |
| <b>Day out with Thomas</b>       |              |
| DOWT Ticket Sales                |              |
| DOWT Face                        |              |
| DOWT Face - Other                | 490,000.00   |
| <b>Total DOWT Face</b>           | 490,000.00   |
| DOWT Royalties                   | (137,200.00) |
| TicketWeb Fees                   | (14,700.00)  |
| <b>Total DOWT Ticket Sales</b>   | 338,100.00   |
| <b>Total Day out with Thomas</b> | 338,100.00   |
| Admissions to Train Shed         | 30,000.00    |
| <b>Santa Train</b>               |              |
| Santa Limited                    | 475,000.00   |
| Yuletide Express                 | 80,000.00    |
| <b>Total Santa Train</b>         | 555,000.00   |
| School Train                     | 12,000.00    |
| Tickets                          | 600,000.00   |
| Wine Train                       | 75,000.00    |
| <b>Total Program Revenue</b>     | 1,632,100.00 |
| Retail Sales                     | 275,000.00   |
| <b>Investment Income</b>         |              |
| Interest Income                  | 25,000.00    |
| <b>Total Investment Income</b>   | 25,000.00    |
| <b>Total Income</b>              | 2,872,100.00 |
| <b>Cost of Goods Sold</b>        |              |
| COGS                             | 160,000.00   |
| <b>Total COGS</b>                | 160,000.00   |



## Northwest Railway Museum Profit & Loss Budget Overview January through December 2026

|                                | <b>Jan - Dec 26</b> |
|--------------------------------|---------------------|
| <b>Gross Profit</b>            | 2,712,100.00        |
| <b>Expense</b>                 |                     |
| <b>Payroll Expenses</b>        |                     |
| Salaries & Wages               | 1,275,000.00        |
| Payroll Taxes                  | 96,000.00           |
| Benefits                       | 64,000.00           |
| Payroll Processing Fees        | 12,000.00           |
| <b>Total Payroll Expenses</b>  | 1,447,000.00        |
| <b>Professional Fees</b>       |                     |
| Accounting                     | 65,000.00           |
| Entertainment                  | 12,000.00           |
| Security                       | 5,000.00            |
| Fundraising Development        | 85,000.00           |
| Information Technology         | 5,000.00            |
| Legal Fees                     | 3,000.00            |
| Marketing                      | 7,500.00            |
| MOW, Grounds                   | 5,000.00            |
| Professional Fees - Other      | 1,500.00            |
| <b>Total Professional Fees</b> | 189,000.00          |
| Contract Labor                 | 12,000.00           |
| Advertisement                  | 12,000.00           |
| Banking & Payroll Fees         | 55,000.00           |
| Communications                 | 45,000.00           |
| Dues and Subscriptions         | 15,000.00           |
| Equipment Rental               | 5,000.00            |
| Fuel & Lubricants              | 45,000.00           |
| Insurance                      | 140,000.00          |
| <b>Interest Expense</b>        |                     |
| Loan Fees                      | 7,500.00            |
| Loan Interest                  |                     |
| Tax Exempt Interest            | 88,000.00           |
| <b>Total Loan Interest</b>     | 88,000.00           |
| <b>Total Interest Expense</b>  | 95,500.00           |
| Licenses and Permits           | 5,000.00            |
| Meals and Entertainment        | 6,000.00            |
| Occupancy                      | 80,000.00           |
| Postage and Delivery           | 2,000.00            |
| Printing and Reproduction      | 14,000.00           |
| Professional Development       | 1,500.00            |
| Repairs                        | 100,000.00          |
| Royalties & Licensing Fees     | 3,500.00            |
| Small Office Equipment         | 25,000.00           |

## Northwest Railway Museum Profit & Loss Budget Overview January through December 2026

|                                 | <b>Jan - Dec 26</b> |
|---------------------------------|---------------------|
| Storage                         | 5,000.00            |
| Supplies                        | 190,000.00          |
| Taxes                           |                     |
| Real Estate Tax                 | 500.00              |
| Total Taxes                     | 500.00              |
| Transport                       | 25,000.00           |
| Travel                          | 5,000.00            |
| Total Expense                   | 2,523,000.00        |
| Net Ordinary Income             | 189,100.00          |
| Other Income/Expense            |                     |
| Other Income                    |                     |
| Sale of Surplus                 | 60,000.00           |
| Capital Income                  |                     |
| Foundations                     | 500,000.00          |
| Government Grants               | 6,600,000.00        |
| Individual Capital Contribution | 3,250,000.00        |
| Total Capital Income            | 10,350,000.00       |
| Total Other Income              | 10,410,000.00       |
| Other Expense                   |                     |
| Capital Costs                   |                     |
| North Bend Crossing Project     | 2,100,000.00        |
| Snoqualmie Crossing Project     | 3,500,000.00        |
| Depot Deck                      | 5,000.00            |
| Loco 125                        | 20,000.00           |
| 1799 Parlor Car                 | 35,000.00           |
| 523 PSER Interurban             | 250,000.00          |
| Pullman Sleeping Car            | 35,000.00           |
| Roundhouse                      | 2,500,000.00        |
| Tools                           | 10,000.00           |
| Total Capital Costs             | 8,455,000.00        |
| Depreciation                    | 615,000.00          |
| Total Other Expense             | 9,070,000.00        |
| Net Other Income                | 1,340,000.00        |
| Net Income                      | 1,529,100.00        |