

## 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](mailto:DCox@psrc.org)

**Form Type:** Grant Application

**Application Type:** Pedestrian and Bicycle Project

### General Project Information

<b>Project Title</b>	<b>RTP ID#</b>	<b>Lead Agency</b>
161st Ave Cycle Track	N/A	Redmond
<b>Partner Agencies</b>	<b>Certification Acceptance</b>	<b>CA Sponsor</b>
	Yes	N/A

### Contact Information

<b>Primary Contact Name</b>	<b>Alternate Contact Name</b>
Micah Ross	Michael Hintze
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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

This project will reallocate existing road space to create high-comfort, protected bike lanes along 161st Ave from Bear Creek Parkway to NE 90th Street.

**Project Location**

<b>County/Counties</b>	<b>Location</b>
King	161st Ave NE

<b>Beginning Crossroad/Landmark</b>	<b>Ending Crossroad/Landmark</b>
Bear Creek Parkway	NE 90th Street

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

Redmond Downtown

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

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

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.**

This project is identified in the City's Transportation Master Plan, in the Streets chapter under the Planned Modal Corridors (pg. 50) and in the Bicycle Plan chapter under the Spine Network Implementation (pg. 132).

**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.**

Since designation in 1995, Redmond's downtown regional growth center has been constantly evolving, transitioning from low-density, auto-oriented suburb to high-density, mixed-use transit-oriented city. With the opening of the 2 line Link light rail stations in Redmond and the cross-lake connection to Seattle, Redmond's downtown will continue to see significant job and housing growth with greater transit connectivity to the region. As part of Redmond's comprehensive plan, the downtown urban center is anticipated to accommodate 6,680 new housing units and 5,410

new jobs by 2050. This amounts to approximately a quarter of the new housing and a fifth of the new job growth allocated to Redmond. There are numerous policies within the Redmond 2050 comprehensive plan that support development of an equitable, inclusive, sustainable and resilient community. Critical to this vision is the buildout of a complete, connected active transportation network. The 161st Ave NE Cycle Track project will support both the planned growth and the nearly 10,000 residents and over 10,000 jobs currently in the City's downtown urban center by providing a safe, high comfort bicycle facility for multimodal trips to housing, employment, services, high-capacity regional transit, and the Leafline regional trail system.

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

Redmond's Transportation Master Plan (TMP) sets a goal of 15 percent of all trips in urban centers to be made by bicycle and other micromobility by 2035. To achieve this goal, the TMP calls for a connected, low-stress Bicycle Spine Network. The 161st Ave NE Cycle Track is a critical north-south corridor within that network. This project would provide a safe, low-stress bicycle connection linking major destinations, including the Redmond Central Connector/Eastrail regional trail, Downtown Redmond light rail station, Downtown Park, the southern commercial district, Bella Bottega shopping center to the north, the Redmond transit center, and several mixed-use and multifamily developments along 161st Ave NE. Over the past 5 years, more than 2,600 new housing units, mostly dense mixed-use developments, have been added in the greater downtown area, more than any other neighborhood. The 161st Ave NE Cycle Track will support the continued housing and employment growth in the downtown urban center by providing multimodal travel options that connect residents and workers to key destinations, frequent transit, and regional trails. This project directly supports the following Redmond 2050 Comprehensive Plan policies:

FW-TR-1 Plan, design, build, operate, and maintain a safe transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.

FW-TR-3 Complete the accessible and active transportation, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated and connected transportation system.

FW-TR-4 Plan, design, build, operate, and maintain a transportation system that supports the City's sustainability principles.

FW-CTR-2 Design Metro Growth Centers, Urban Growth Centers, and Countywide Growth Centers to encourage accessible and active mobility for people of all ages and abilities.

TR-10: Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.

TR-13: Develop a transportation system that minimizes negative health and environmental impacts to all, especially those who have been disproportionately affected by past transportation decisions.

TR-14: Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

TR-16: Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address

safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network.

TR-36: Implement transportation programs, projects, and services to achieve a 71 percent reduction in greenhouse gas emissions from the transportation sector from 2011 to 2050.

CTR-13: Develop and periodically update urban street cross sections for arterial and key local streets in the centers to guide public investments and private development. Address competing needs for the uses within the right-of-way including bikes, trees, development, utilities, universal design elements, safety, access, transit, and maintenance.

CTR-15: Design streetscapes and public realm standards for centers to be:

- attractive, safe, and comfortable for pedestrians and those using mobility devices, such as wheelchairs;
- feature connected pedestrian and bicycle networks for all ages and abilities; and
- meet the needs of residents with physical and intellectual disabilities.

DT – 28: Maintain the Redmond Central Connector within the Downtown according to the Redmond Central Connector Master Plan. Support and evaluate opportunities to create new connections to the Redmond Central Connector from nearby streets, trails, or developments.

DT – 29: Enhance access to and mobility within Downtown by providing for convenient transit and active and accessible transportation routes as described in the Transportation Element and the Transportation Master Plan.

### **Category-Specific Criteria: Pedestrian and Bicycle Projects**

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

This project is identified in the City's Transportation Master Plan as a part of the Bicycle Spine Network, which is a priority network of high comfort bikeways that provide direct connections from neighborhoods to the urban centers and beyond. The 161st Ave NE Cycle Track is a key north-south corridor for this spine network in Downtown Redmond, linking multi-family housing with businesses and light rail. This project directly connects to the Redmond Central Connector Trail, which is a part of the 42 mile Eastrail regional trail and the Leafline regional trail network. The 161st Ave NE Cycle Track is one of several corridors with existing conventional bike lanes that has been identified to need enhancement to provide a higher level of user comfort and appeal to riders of all ages and abilities. Other existing bikeway corridors with planned improvements that connect to 161st Ave NE include NE 80th St, NE 83rd St, NE 85th St and NE 90th St.

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

Community feedback received through the Redmond 2050 Comprehensive Plan and Transportation Master Plan updates strongly emphasized the need for a safe, connected, and comfortable bikeway network. As has been documented in national research and demonstrated in cities across the world, safety is the primary barrier to using a bicycle for transportation trips. High

comfort, low stress bicycle facilities such as cycle tracks are a key strategy to increasing ridership and serving people of all ages and abilities. Redmond's Transportation Master Plan goal of increasing the citywide mode share of bicycle and micromobility trips to 5% of all trips by 2035 is an important component of Redmond's strategy to meet broader Redmond 2050 Comprehensive Plan goals to reduce vehicle miles traveled by 50% and reduce transportation-related greenhouse gas by 71%.

The existing bike lanes on 161st Ave NE are 5-foot painted lanes located next to 11-15-foot vehicle lanes and a two-way center turn lane. With a posted speed limit of 30mph and average daily traffic 6,000-7,000 vehicles, FHWA bikeway selection criteria indicate that a separated bike lane (also called a cycle track) is the appropriate facility type for an urban corridor like this. From a level-of-stress analysis conducted on the bikeway network for the Transportation Master Plan, 161st Ave NE has a high level of stress, rated 3 out of 4, which is only accessible to confident cyclists. Achieving Level 1 or 2, which is appropriate for most riders including children and "interested but concerned bicyclists," requires upgrading the bike lane to a fully separated cycle track. Several sections of the corridor also include curbside parking to the right of the bike lanes, creating conflict points with turning vehicles and passengers opening car doors into the bike lane. This traditional bike lane design increases traffic stress, which discourages people from shifting from driving to biking. The 161st Ave NE Cycle Track project will replace the current configuration with a fully separated bike lane, providing a level of traffic stress of 1, enabling comfortable, safe travel for users of all ages and abilities.

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

The southern end of the project connects to the Redmond Central Connector/Eastrail regional trail, which provides direct access to Downtown Redmond light rail station via a ¼ mile of fully separated shared-use path. The 161st Ave NE Cycle Track will also provide access to the Downtown Redmond Transit Center on NE 83rd St, which serves King County Metro's RapidRide B Line with service to downtown Bellevue, Sound Transit express bus 542 with service to downtown Seattle, and four additional Metro routes (223, DART 224, 250, DART 930) to Bellevue Eastgate, Duvall, and Kirkland. Note, while several of these bus routes travel along 161st Ave NE, there are not transit stops on the corridor that would require integration with the cycle track. The 161st Ave NE Cycle Track project will provide a safe and comfortable way to reach Redmond's major transit hubs without relying on a personal vehicle. This option is increasingly important as the Redmond Transit Center park-and-ride garage is frequently full, and the Downtown Redmond light rail station offers no parking. By providing safe, high-comfort cycle tracks, the City will encourage more multimodal trips and expand access to transit for residents and visitors.

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

The 161st Ave NE Cycle Track will be the first separated bike lane in the City's downtown urban growth center and is expected to be the primary route of travel for cyclists traveling north and south through the area. The project will provide safe bicycling connections to transit at the Downtown Redmond light rail station and the Redmond Transit Center, which will benefit the City's residents as they commute to work in Overlake, Bellevue, and the broader Puget Sound region.

The corridor is also home to a growing number of mixed-use and multi-family developments. This project will provide direct access to a grocery store, restaurants, parks, shopping areas, and medical services. Providing safe, high-comfort bicycle facilities for residents and employees to make short- and –medium- distance trips without a car will help the City achieve its goals of increasing bicycling as well as reducing greenhouse gas emissions and total vehicle miles traveled.

According to the PSRC's Project Selection Resource Map, this project will serve an area with populations higher than the regional average for people of color and people with limited English proficiency. By providing a safe and cohesive corridor design with a separated bicycle facility, there is greater clarity for all roadway users, and greater comfort and accessibility for bicycle riders of all ages and abilities.

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

While there are favorable development conditions driving downtown Redmond's growth, such as new light rail service, the quality of walking and bicycling networks are critical to an equitable, inclusive, sustainable and resilient transportation system that will continue to play a significant role in the livability and connectivity of downtown Redmond. Building the 161st Ave NE Cycle Track not only gives people of all ages and abilities more transportation options that they would feel comfortable using and signals the City's continued commitment to delivering a multimodal transportation system and creating more livable urban centers.

**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 area includes populations greater than the regional average for people of color and people with limited English proficiency. The 161st Ave NE Cycle Track would replace the existing high stress bike lanes with a low stress cycle track, appealing to bike riders of all ages and abilities. Providing a dedicated bicycle facility is also a safe and intuitive design that is clear to all roadway users.

This project improves multimodal access to the major transit centers in Downtown Redmond, which in turn provides access to jobs and resources throughout the region. This project will also improve access to the Together Center (on NE 87th St), a non-profit which provides human services to tens of thousands of people throughout East King County, including housing, medical and dental care, disability services, job training, childcare resources, and many other essential services.

The 161st Ave Cycle Track project will significantly improve the existing bike lanes to help provide a safe and direct alternative for people to move about downtown and access these critical services without the need for a personal vehicle.

**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.**

Redmond's community has made the desire for safer bike lanes clear through many stages of public outreach in development of the newly adopted Transportation Master Plan. Through this plan process, over 4,500 Redmond community members were engaged during large public events, direct outreach to community groups, and Planning Commission and City Council presentations and Public Hearings. Ten different Community Based Organizations were provided with direct outreach, including Africans on the Eastside, Disability Empowerment Center, Eastside for All, and Indian American Community Services.

Key themes heard throughout the public engagement process included the need for more, high comfort, separated bike lanes; protected bike lanes that make bicyclists and drivers feel safer; and that increased and enhanced connections to transit are highly valuable to the community.

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

Community feedback helped inform the City's prioritization framework for developing the Bicycle Spine Network. Projects located near key destinations such as transit, parks, and essential services were ranked highest. As a result, the 161st Ave NE Cycle Track emerged as a priority project because it will deliver the greatest benefit to the largest number of users.

### **Category-Specific Criteria: Safety and Security**

**Describe how the project addresses safety and security.**

The 161st Ave NE Cycle Track project will greatly enhance the safety of all roadway users through this corridor. By providing a separated bicycle facility, it will remove conflict points with vehicles and provide clear, predictable spaces for people riding bikes.

**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 161st Ave NE corridor is part of the City's High Injury Network, as identified in the Safer Streets Action Plan, due to the number and severity of bicycle and pedestrian involved crashes over a five-year period. This project will upgrade the existing painted bike lanes to a safe, fully separated cycle track for users of all ages and abilities. Separating cyclists from vehicle traffic will reduce conflict points created by vehicles turning and crossing the bike lanes to enter, exit, or park along the street. Dedicated bike phases at signals will further reduce conflicts at intersections between vehicles and vulnerable road users. This project also aims to reduce vehicle speeds by narrowing travel lanes.

Pedestrians will benefit from shorter road and intersection crossings, fewer conflict zones with

vehicles, and the installation of Rapid Rectangular Flashing Beacons at two crossing locations. Lastly, the design will also evaluate additional pedestrian safety enhancements, such as raised crosswalks and median crossing islands.

**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?**

In June 2022, the City Council adopted Resolution 1559, endorsing Vision Zero and committing to achieve zero traffic deaths and serious injuries on Redmond streets. In April 2025, the City further adopted the Safer Streets Action Plan, which establishes the Safe System Approach as the foundation to roadway safety and sets targets to reduce fatal and serious injury crashes by 50 percent by 2030 and eliminate them entirely by 2035. The 161st Ave NE Cycle Track project supports these goals by creating safer streets for vulnerable road users. By providing a dedicated space for cyclists and encouraging safer vehicle speeds through roadway design, the project aligns with both the Safe System Approach and the City's Vision Zero commitments.

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

By narrowing the wide travel lanes and increasing visual friction along the corridor, drivers will be encouraged to drive at a more appropriate speed for this urban setting. This traffic calming approach will reduce reliance on police enforcement for managing speeding.

The City is also currently working on a citywide speed study, which will be evaluating speeds and posted speed limits throughout the city based on functional classification and roadway context. Following this study, the City will be looking to reduce posted speeds to 25 mph within its urban centers. The new street design will further support a reduction in the posted speeds along the 161st Ave NE corridor.

**Project Readiness**

**Preliminary Engineering/Design**

**Are you requesting funds for ONLY preliminary engineering?**

Yes

**Is preliminary engineering/design complete?**

N/A

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

Not Started

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

December, 2029

## **Environmental Documentation**

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

**Has NEPA documentation been approved?**

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

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

N/A

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

N/A

## **Right of Way**

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

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

N/A, N/A

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

N/A, N/A

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

N/A

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

N/A, N/A

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

N/A

## **Construction**

**Are funds being requested for construction?**

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A, N/A

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

N/A, N/A

**Other Considerations**

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

N/A

**PSRC Funding Request**

<b>Phase</b>	<b>Year</b>	<b>Amount</b>
PE/Design	2028	\$850000

**Total PSRC Funding Request: \$850000**

**Has this project received PSRC funds previously?**

**Please provide the project's PSRC TIP ID.**

No

N/A

**Total Estimated Project Cost and Schedule**

**Preliminary Engineering/Design Phase**

<b>Fund Source</b>	<b>Funding Status</b>	<b>Amount</b>
TAP(PSRC)	Unsecured	\$850000
Local	Secured	\$187528
		\$
		\$
		\$

**Total Preliminary Engineering/Design Phase Cost: \$1037528**

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

December, 2029

**Right of Way Phase**

<b>Fund Source</b>	<b>Funding Status</b>	<b>Amount</b>
Local	Secured	\$679001
		\$
		\$
		\$
		\$

**Total Right of Way Phase Cost: \$679001**

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

June, 2030

**Construction Phase**

<b>Fund Source</b>	<b>Funding Status</b>	<b>Amount</b>
Local	Secured	\$3567968
		\$
		\$
		\$
		\$

**Total Construction Phase Cost: \$3567968**

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

December, 2031

**Other Phase**

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

		\$
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**Total Other Phase Cost: \$0**

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

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**Project Summary**

<b>Total Estimated Project Cost:</b>	<b>Estimated Project Completion Date (month and year):</b>
\$5284497	December, 2032

**Financial Documentation**

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

The attached page is the Project Information Sheet from the City's most recent approved budget for the 161st Ave Cycle Track project. The project is identified to start in 2029 on this document, but if the grant is successful, the project can be started sooner.

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

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**Other Considerations**

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

This project is identified as a key safety improvement for walking and biking in downtown Redmond. This project will serve as a model for future bicycle network enhancement projects both in Redmond and across other eastside communities, particularly those that entail reallocation of space currently dedicated to vehicle movement or storage.

**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.



# CIP Project Information Sheet

**Project Name:** Cycle Track - 161st Avenue (Redmond Central Connector to 90th Street)

**Project Status:** Existing

**Functional Area(s):** Transportation

**Relevant Plan(s):** Transportation Master Plan

**Neighborhood:** Downtown

**Time Frame:** 2025-2027

**Budget Priority:** Vibrant and Connected

**Citywide Rank:** 36

**Functional Area Priority:** High

**Location:** 161st Avenue NE from the Redmond Central Connector to NE 90th Street

**Description:**

Replace bicycle lanes and parking on one side of 161st Avenue with two-way cycle track, from the Redmond Central Connector to NE 90th Street.

**Anticipated Outcomes:** *Primary:* Upgrade/Enhancement *Secondary:* Provide a high-comfort facility for bikes and be a part of a larger network of bike improvements which support access to the light rail station.

**Request:** *Primary Reason(s):* Budget Process  
Project approved in the 2023-2028 CIP budget process.

Budget:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Original Budget		\$605,091	\$605,091	\$4,840,725					\$6,050,907
Approved Changes									
<b>Current Approved Budget</b>		<b>\$605,091</b>	<b>\$605,091</b>	<b>\$4,840,725</b>					<b>\$6,050,907</b>
<b>Proposed New Budget</b>						<b>\$616,716</b>	<b>\$436,245</b>	<b>\$4,231,536</b>	<b>\$5,284,497</b>
Proposed changes due to	<input type="checkbox"/> Scope Change			<input checked="" type="checkbox"/> Schedule Change	<input checked="" type="checkbox"/> Budget Change				

Project Phasing:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Preliminary Design (0-30%)						\$244,125			\$244,125
Right of Way						\$159,765	\$229,295	\$289,941	\$679,001
Design (31-100%)						\$122,062	\$116,186	\$555,155	\$793,403
Construction								\$2,660,331	\$2,660,331
Contingency						\$90,764	\$90,764	\$726,109	\$907,637
<b>Total</b>						<b>\$616,716</b>	<b>\$436,245</b>	<b>\$4,231,536</b>	<b>\$5,284,497</b>

Estimated M&O Impacts:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Cost								ongoing	

Explanation: Impacts include sweeping, curb repairs, painting, markings, signage. In-street operations may require additional flagging.

Proposed Funding Sources:	Prior	2025-2030	Future	Total
Business Tax		\$565,786	\$2,268,065	\$2,833,851
Impact Fees		\$487,176	\$1,963,471	\$2,450,647
<b>Total</b>		<b>\$1,052,961</b>	<b>\$4,231,536</b>	<b>\$5,284,497</b>

