

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
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Seattle, WA 98104
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Form Type: Grant Application

Application Type: Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Lead Agency
Interurban Trail Improvements: 167th PI SW to 160th St SW	N/A	Snohomish County
Partner Agencies	Certification Acceptance	CA Sponsor
N/A	Yes	N/A

Contact Information

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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

The project will construct a 0.5-mile segment of the ADA-compliant, multi-use Interurban Trail between 167th PI SW and 160th St SW and is adjacent to 13th Avenue W/Meadow Road. The project includes curb ramps, signage, marked crossings, grading, and drainage improvements. This segment will provide a continuous, safe, and ADA-compliant route for pedestrians and bicyclists, improving mobility and connectivity for residents, commuters, and recreational users.

Scope Components:

Trail Construction: Development of a paved, multi-use trail designed to current ADA and shared-use path standards. The facility will accommodate pedestrians, bicyclists, and other non-motorized users.

ADA-Compliant Improvements: Installation of curb ramps, detectable warning surfaces, appropriate trail grades, and accessible connections to ensure full compliance with the Americans with Disabilities Act.

Safety Enhancements: Construction of marked crossings, signage, pavement markings, and other traffic control measures to improve visibility and user safety at roadway intersections and access points.

Site Preparation and Infrastructure: Grading, drainage improvements and necessary utility adjustments to support long-term durability and environmental compliance.

Right-of-Way Integration: Utilization of previously acquired right-of-way and completion of final construction elements following earlier TAP-funded preliminary engineering and right-of-way phases.

Project Location

County/Counties	Location
Snohomish	Interurban Trail

Beginning Crossroad/Landmark	Ending Crossroad/Landmark
Interurban Trail and 167th PI SW	Interurban Trail and 160th St SW

Please Identify the center the project is supporting.

The proposed Interurban Trail project is located on a corridor connecting to the Lynnwood Regional Growth Center, a regionally designated center, and also lies along a priority multimodal corridor connecting multiple centers in south Snohomish County. The project constructs a 0.5-mile missing segment between 167th PI SW and 160th St SW, closing a critical gap in the Interurban Trail. This segment enhances safe, ADA-compliant pedestrian and bicycle access within the growth center, improving first- and last-mile connections to employment, transit, and commercial services.

The corridor function of the trail extends connectivity north to the Everett Regional Growth Center and the Paine Field/Boeing Everett Manufacturing/Industrial Center, supporting multimodal travel between designated centers and reinforcing regional non-motorized networks.

The project implements Snohomish County Comprehensive Plan policies which prioritize a regionally coordinated system of bikeways and walkways, enhanced pedestrian-scale access in centers, and safe nonmotorized facilities connecting residential areas, employment, schools, and transit. By completing this segment, the project advances local and regional transportation goals, strengthens the center, and supports equitable access along a key corridor serving multiple centers.

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:

Sidewalks

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.

The Interurban Trail is referenced in the Snohomish County Public Works Transportation Element, amended effective December 22, 2024, on pages 52 & 56 under Chapter 5. Active Transportation in sections B. Pedestrian and C. Bicycle. This project is specifically listed in the TE as project AT-008; Map ID 49 – Interurban Trail – from 167th PI SW – New Shared use path on the west side only on page 115. (<https://www.snohomishcountywa.gov/DocumentCenter/View/133282/Exhibit-F-Transportation-Element---Amended>)

The project is consistent with applicable local comprehensive plan policies and provisions. Applicable policies (below) are found on pages 25-27 under Chapter 2 - Transportation Equity, Health and Safety. Page 35 under Chapter 3 – Environment and Climate Change. Pages 61-62 under Chapter 5 – Active Transportation of the Snohomish County Comprehensive Plan (<https://www.snohomishcountywa.gov/DocumentCenter/View/133282/Exhibit-F-Transportation-Element---Amended>)

Objective TR 2.A Collaborate and coordinate with WSDOT, the cities, the tribes, and transit agencies to develop and support an equitable transportation system and services that enhance the mobility of all people in Snohomish County.

TR 2.A.5 The County shall require that safe, accessible, and direct pedestrian facilities for all users are constructed along and from public rights-of-way to adjacent structures and developments

TR 2.A.9 The County’s transportation system shall be designed to improve multimodal access to schools; social services; grocery; medical, dental, and mental health services; and other community or neighborhood services.

TR 2.D.1 Within the County’s unincorporated UGAs, a safe system of active transportation facilities shall be planned for connecting residential areas, schools, recreation areas, business areas, transit stops and transfer points, and centers designated on the Future Land Use Map.

TR 2.D.2 Planning and programming for active transportation facilities within the unincorporated

County shall include considerations for minimizing conflicts with vehicle traffic, conflicts between bicycles and pedestrians, and the security and safety of adjacent residences and businesses.

TR 2.B.1 A high priority shall be given to improvements that enhance the safety of County transportation facilities and services.

TR 3.C.2 Within unincorporated Snohomish County, measures to reduce vehicle miles of travel and greenhouse gas emissions from transportation shall be pursued to aid in meeting greenhouse gas emission reduction targets for the region.

TR 3.C.3 Convenient alternatives to single-occupant vehicle use shall be encouraged within unincorporated Snohomish County to reduce energy consumption, air and water pollution, greenhouse gas emissions, and noise levels

Objective TR 5.A Plan, design, program, construct, and promote the use of safe, accessible, and effective active transportation facilities in unincorporated Snohomish County that improve the mobility and connectivity for all users.

TR 5.A.1 The County shall maintain an active transportation program that will manage the planning and programming of pedestrian and bicycle facilities, coordinate on maintenance of active transportation facilities, and collaborates on Americans with Disability Act (ADA) transition planning, transportation improvement programs, and annual construction plans.

TR 5.A.5 The County shall identify and develop Urban Neighborhood bicycle routes that join Countywide Connector bicycle routes within the Urban Growth Areas and connect to major neighborhood destinations in the local community.

TR 5.A.6 Active transportation connections shall be developed within unincorporated Snohomish County that provide access between public facilities and residential areas, especially where they serve a safety purpose.

TR 5.A.7 The County shall invest in active transportation improvements within and between urban centers that serve public transit station areas within transit emphasis corridors.

TR 5.B.1 New developments within unincorporated Snohomish County must provide and maintain adequate active transportation access to and circulation within all developments.

TR 5.B. 3 Access and mobility for public transit users and pedestrians within unincorporated Snohomish County without reliance on automobiles shall be enhanced through the design of pedestrian-scale neighborhoods and activity centers.

If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

N/A

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

The project is located on the 164th St SW corridor connecting to the Lynnwood Regional Urban Growth Center, a regionally designated center planned for high-density, transit-oriented development with residential, office, retail, and community users under the regional growth strategy coordinated by the Puget Sound Regional Council (PSRC). Under the Growth Management Act Comprehensive Plan, the Southwest Urban Growth Area is projected to absorb significant growth by 2044, including a 45% increase in population (approximately 225,000 new residents), a 55% increase in employment (approximately 120,000 new jobs), and a 36% increase in housing units (approximately 64,000 new units). It is the fastest growing UGA in Snohomish County and the Region.

The project constructs a 0.5-mile missing segment of the Interurban Trail (Snohomish County) between 167th PI SW and 160th St SW, completing a continuous, ADA-compliant shared-use path. The Interurban Trail is a major regional active transportation corridor extending approximately 24 miles between Everett and the King County line and serving thousands of users annually. By strengthening pedestrian and bicycle access within the growth center, the project supports increased housing and employment densities by providing safe, reliable, nonmotorized connections to jobs, services, and transit.

Because 164th St SW is already at ultimate capacity and cannot be widened further, expanding nonmotorized capacity is essential to accommodating future growth. The completed trail segment provides additional transportation capacity in a form consistent with high-density, multimodal urban development and supports regional goals to help reduce single-occupancy vehicle trips while improving mobility within designated growth centers.

This project also advances regional climate and mobility goals by expanding safe and convenient options for walking and bicycling within the Lynnwood Regional Growth Center. The Puget Sound Regional Council emphasizes shifting more trips to active transportation in designated centers to support growth while reducing congestion and greenhouse gas emissions. By providing a continuous nonmotorized corridor in an area where roadway capacity is already constrained, the project helps accommodate future travel demand associated with increased housing and employment while supporting sustainable transportation choices.

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

The project advances redevelopment objectives within the Lynnwood Regional Growth Center by improving multimodal access to help connect multiple centers in south Snohomish County. The Interurban Trail (Snohomish County) functions as a major north-south spine linking this center to

other designated centers, including the Everett Regional Growth Center and the Paine Field/Boeing Everett Manufacturing/Industrial Center.

The completed segment will enhance first- and last-mile connections to high-capacity transit, including the Swift Orange Line, the future Everett Link light rail extension operated by Sound Transit, and Ash Way Park & Ride, one of the largest park-and-ride facilities in Snohomish County and a major regional transit hub served by numerous routes operated by Community Transit and Sound Transit.

By providing a continuous, ADA-compliant nonmotorized corridor, the project implements Comprehensive Plan policies calling for a coordinated system of bikeways and walkways serving designated centers, enhanced pedestrian-scale access, and safe connections between residential areas, employment centers, and transit. Completion of this segment strengthens the transportation framework necessary to support continued redevelopment and transit-oriented growth within the center.

Improved active transportation infrastructure is a key component of successful transit-oriented development. By strengthening connections between residential neighborhoods, employment areas, and regional transit services such as the Swift Orange Line and the Everett Link Extension, the project helps create a multimodal transportation network that supports redevelopment and compact growth. These improvements make it easier for residents and workers to access transit without relying on a personal vehicle, reinforcing the development goals established for the center.

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 project will construct a 0.5-mile segment of the ADA-compliant, multi-use Interurban Trail between 167th PI SW and 160th St SW. The project includes curb ramps, signage, marked crossings, grading, and drainage improvements. The Interurban Trail is one of Snohomish County's primary shared-use corridors and forms part of the regional active transportation network identified in planning efforts by the Puget Sound Regional Council (PSRC).

Existing conditions consist of intermittent sidewalks and striped bicycle lanes that do not meet ADA standards and require users to leave the established trail corridor. The construction phase will deliver a paved multi-use trail built to current shared-use path and ADA standards, including a continuous 10- to 12-foot-wide facility physically separated from the roadway. Marked crossings, signage, pavement markings, and traffic control measures will improve safety at roadway intersections.

By eliminating this missing link, the project creates uninterrupted north-south connectivity within the Interurban Trail corridor and strengthens connections between residential neighborhoods, employment areas, parks, and transit facilities throughout south Snohomish County.

Closing this gap in the Interurban Trail (Snohomish County) strengthens a critical segment of the region's active transportation network and improves continuity along one of Snohomish County's most important north-south nonmotorized corridors. Completing missing links in regional trails is a priority for the Puget Sound Regional Council because continuous routes significantly increase usability for commuting, recreation, and access to transit and employment centers.

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

The existing 0.5-mile gap requires trail users to navigate nonstandard facilities and cross 164th St SW without a continuous dedicated path. This corridor is designated as part of the regional freight network (T-2) and carries significant traffic volumes, creating safety challenges for pedestrians and bicyclists.

The project addresses this barrier by constructing a continuous, grade-separated, ADA-compliant shared-use path. Improvements include curb ramps, detectable warning surfaces, accessible trail grades, and clearly marked crossings. By removing informal midblock crossings and physically separating users from vehicular traffic, the project improves safety, comfort, and usability for pedestrians and bicyclists of all ages and abilities, including individuals with disabilities.

The project also advances regional safety goals by providing dedicated space for pedestrians and bicyclists along a corridor that currently requires users to navigate high-traffic roadways. Providing separated facilities reduces conflicts between vehicles and vulnerable road users and helps create a safer and more comfortable environment for people of all ages and abilities. These improvements are particularly important within a designated regional growth center where travel demand will continue to increase as new housing and employment are added.

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

The project strengthens first- and last-mile access to multiple transit services, including:

- Ash Way Park & Ride, a major regional transit hub served by 17 bus routes operated by Community Transit and Sound Transit
- Community Transit Routes 115 and 116 along 164th St SW
- The Swift Orange Line bus rapid transit corridor
- The future Everett Link Extension light rail station near 164th St SW and I-5

By completing this trail segment, the project enhances safe pedestrian and bicycle access to high-capacity transit corridors and improves multimodal integration within the growth center. These connections support regional goals to expand transit access and reduce reliance on single-occupancy vehicle travel.

Enhancing safe bicycle and pedestrian access to transit stops supports regional goals to expand transit ridership and improve first- and last-mile connections. The project supports improved access to the Ash Way Park & Ride, a major transit hub served by Community Transit and Sound Transit, as well as future light rail service through the Everett Link Extension. Providing safe nonmotorized access to these facilities helps integrate regional transit investments with local transportation networks.

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.

Approximately 14,000 residents live within a half-mile of the project and 25,500 residents live within four surrounding Census tracts. The project is located within the Lynnwood Regional Growth Center and along a major transit corridor, suggesting strong anticipated use by commuters, residents, and recreational users.

The completed trail will benefit commuters accessing employment centers and transit, residents traveling to shopping and community services, and recreational users accessing nearby parks and green spaces. The Interurban Trail (Snohomish County) already serves thousands of users annually, and completing this missing segment will improve continuity and accessibility for existing and future trail users.

By delivering a fully ADA-compliant facility, the project expands access for individuals with disabilities and others who may currently be deterred by the missing segment. The project provides a low-cost, reliable transportation option that supports reduced single-occupancy vehicle trips and promotes healthier, more active transportation choices.

Because the project is located within a high-density regional center and along a major active transportation corridor, the completed facility is expected to serve a wide range of users, including commuters, residents, students, and recreational trail users. Continuous regional trail connections encourage more frequent use by making trips safer, more direct, and more predictable. This expanded accessibility supports equitable transportation options by providing a low-cost mobility choice for residents who may not have access to a personal vehicle.

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

If construction is not funded, the missing trail segment will remain a barrier within a high-growth regional center. As transit investments such as the Everett Link Extension come online and redevelopment continues within the Lynnwood Regional Growth Center, demand for safe nonmotorized access will increase significantly.

Because 164th St SW is already at ultimate capacity and cannot be widened, delaying completion would limit transportation options needed to support high-density, transit-oriented development. The project is construction-ready, with preliminary engineering and right-of-way phases underway through prior TAP funding and environmental clearance secured (Categorical Exclusion approved February 13, 2026).

Delaying funding risks increased construction costs, prolonged safety concerns at the existing trail gap, and missed opportunities to coordinate with major regional transit investments and ongoing redevelopment in the growth center.

Failure to complete this missing trail segment would leave a critical gap in the regional active transportation network at a time when major transit and development investments are occurring in the Lynnwood Regional Growth Center. Completing the project now allows the transportation system to evolve alongside planned growth and ensures that residents and workers will have safe, reliable nonmotorized travel options as the area continues to develop.

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 diverse populations. Within the four surrounding Census tracts, more than 60% of residents identify with a race other than white, with one tract reaching 75.9%. Poverty rates within nearby block groups range from 2.11% to 17.09%. Limited English Proficiency populations include Asian-language-speaking communities that meet Safe Harbor thresholds, including Mon-Khmer/Cambodian, Korean, Vietnamese, Chinese, and Tagalog speakers. Countywide, approximately 8.1% of residents under age 65 report having a disability.

These communities rely on safe and accessible transportation options, including walking, bicycling, and transit connections. Currently, trail users must leave the established Interurban Trail and navigate a 0.5-mile gap, including crossing the T-2 freight corridor. This condition increases exposure to vehicle traffic and creates safety challenges, particularly for pedestrians, bicyclists, people with disabilities, and individuals who rely on non-motorized transportation. The gap may also discourage trail use among transit-dependent, low-income, and limited English proficiency populations who depend on safe and low-cost mobility options.

The project addresses these disparities by completing the missing segment of the Interurban Trail and providing a continuous, ADA-compliant facility. Improvements include separated trail facilities, safer crossings, and enhanced connectivity to surrounding destinations such as shopping areas and transit routes. By closing the gap and improving safety and accessibility, the project reduces barriers to travel and expands reliable, low-cost transportation options for historically underserved populations. The project also supports safer access to nearby commercial areas and community destinations that residents identified as important for daily travel.

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.

Snohomish County Public Works conducted public outreach for the project through a Lynnwood-area open house held on October 12, 2022. Approximately 3,000 postcard mailers were distributed to nearby households inviting residents to attend. Outreach also included Title VI multilingual engagement efforts, social media notifications, a notice in The Herald, GovDelivery email updates, on-site signage, and a QR-code survey.

Approximately 50 community members attended the open house, 156 individuals signed up for project email updates, and 29 survey responses were received, including 14 responses specific to the Interurban Trail Improvement project. Attendees included local residents and regular trail users representing a mix of ages, genders, and backgrounds reflective of the corridor's diverse and multilingual communities. Feedback was collected through surveys and comments provided during the outreach period.

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

Public outreach played a key role in shaping the direction of the project. Feedback from the community confirmed the importance of completing the missing segment of the Interurban Trail to improve safety, accessibility, and connectivity for both cyclists and pedestrians. Many participants emphasized the need for continuous trail segments, safer crossings, and stronger connections to nearby destinations such as shopping areas and transit corridors.

This input directly reinforced the project's primary focus on closing existing trail gaps and separating non-motorized users from vehicle traffic to enhance overall safety. Community feedback also addressed and helped shape specific design elements, including the addition of trail signage to better support navigation for users unfamiliar with the corridor.

Several comments—such as requests for improved trail cleaning and better access to adjacent properties—aligned with elements already incorporated into the project or are being addressed through ongoing maintenance and operational programs. Other suggestions, like passive bicycle detection at crossings, have been identified for further study and may be evaluated during later design phases.

Some requests, including new or improved crossings of I-5 and major realignments to avoid roadway conflicts, were determined to be outside the scope of this project or not feasible. However, these concerns have been acknowledged, and in some cases, are being explored through separate planning efforts.

Overall, the outreach process validated the project's priorities and helped refine design considerations, ensuring the improvements respond to community needs while remaining within the project's scope and constraints.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The project improves safety by constructing a grade-separated shared use path physically separated from the roadway by curb and gutter. It upgrades ADA facilities, reduces midblock crossings by consolidating facilities on one side of the roadway, and integrates pedestrian and bicycle movements into the signalized 164th St SW intersection. Marked crossings, signage, and pavement markings improve visibility and predictability for all users.

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 project provides a continuous, ADA-compliant, grade-separated facility for pedestrians and bicyclists, including implementation of a leading pedestrian interval to reduce exposure to vehicular traffic. This eliminates informal crossings and will allow pedestrians and bicyclists to cross 164th St SW during a designated signal phase rather than concurrent with vehicle phases. These measures reduce conflict points, improve safety, and reduce level of stress for vulnerable users, including children, older adults, and individuals with disabilities.

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?

Snohomish County has adopted the Snohomish County Road Safety Plan, aligned with the Washington State Department of Transportation Target Zero plan. The Road Safety Plan promotes a Safe System approach, including separating users in time and space.

This project implements those principles by removing bicyclists from the roadway, eliminating multiple conflict points at 164th St SW, and providing signal phasing that separates pedestrian and bicycle crossings from vehicle movements. These design elements directly reflect the Safe System framework.

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

The project relies on infrastructure design rather than enforcement to improve safety. By constructing a physically separated shared use path divided from vehicular traffic by curb and gutter, the project reduces exposure to moving vehicles and minimizes conflicts. Consolidating crossings and integrating signalized pedestrian phases further enhances safety through predictable design, reducing the need for enforcement-based interventions.

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY preliminary engineering?

No

Is preliminary engineering/design complete?

No

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

60% complete

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

January, 2028

Environmental Documentation

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

Categorical Exclusion (CE)

Has NEPA documentation been approved?

Yes

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

February, 2026

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?

Yes

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

April, 2026

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

May, 2023

Has right of way certification been completed?

No

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

December, 2027

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

The project requires the following:

- Permanent acquisitions: 8
- Temporary construction easements: 15

Construction

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

Yes

Please attach the engineer's estimate.

f-151-540-21457635_dTalor7_2026-02_PSRC-TAP_InterurbanTrail167thSW-160thSW_Est.pdf

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

The project has minimal environmental impacts, requiring Categorical Exclusion (CE). This was signed and approved by WSDOT as of 2/13/2026.

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)?

January, 2028

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

April, 2028

Other Considerations

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

The allowable right-of-way activities have occurred during the design phase of the project. Actions taken shorten the project timeline approximate one and a half years total.

PSRC Funding Request

Phase	Year	Amount
Construction	2028	\$1588140

Total PSRC Funding Request: \$1588140

Has this project received PSRC funds previously?

Please provide the project's PSRC TIP ID.

Yes

SNOCO-173

Total Estimated Project Cost and Schedule

Preliminary Engineering/Design Phase

Fund Source	Funding Status	Amount
TAP(PSRC)	Secured	\$255000
Local	Secured	\$50000
		\$
		\$
		\$

Total Preliminary Engineering/Design Phase Cost: \$305000

Expected year of completion for this phase:

January, 2028

Right of Way Phase

Fund Source	Funding Status	Amount
TAP(PSRC)	Secured	\$1210000
Local	Secured	\$210000
		\$
		\$
		\$

Total Right of Way Phase Cost: \$1420000

Expected year of completion for this phase:

December, 2027

Construction Phase

Fund Source	Funding Status	Amount
TAP(PSRC)	Unsecured	\$1588140
Local	Secured	\$247860
		\$
		\$
		\$

Total Construction Phase Cost: \$1836000

Expected year of completion for this phase:

August, 2029

Other Phase

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

Total Other Phase Cost: \$0

Expected year of completion for this phase:

,

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$3561000	August, 2029

Financial Documentation

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

Documentation source: Page seven of the Snohomish County 2026-2031 Six-Year Transportation Improvement Plan (TIP), Adopted 11/5/2025; additional documentation of local TDM/DD revenue.

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-151-346-21457635_zlOyikGI_2026-02_PSRC-TAP_InterurbanTrail167thSW-160thSW_SnoCoTIP.pdf, f-151-346-21457635_f9iAPdvH_2026-04_InterurbanTrailImprovements167thPISWto160StSW_PSRC-TAP-SufficientFundsDoc.pdf

Other Considerations

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

The specific outcome of this project is the completion of a vital trail connection that closes a longstanding gap in the Interurban Trail corridor. Once constructed, this segment will enhance regional connectivity, reduce barriers to active transportation, and provide safe, reliable access to jobs, schools, transit, and community services - including for underserved populations. The project will immediately advance to construction, delivering a fully operational trail segment that strengthens the regional transportation network. Phases for PE and ROW were funded through the 2023 TAP cycle and are on schedule for completion. The Categorical Exclusion (CE) required for the project was signed and approved as of 2/13/2026. Permitting and ROW acquisition are in progress, major design and utility issues are addressed.

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

N/A

End of the Application

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

Snohomish County 2026-2031 Adopted TIP projects using TDM/DD as a funding source (dollars in 1,000s)

Tip #	Project Name	Funding Source	2026	2027	2028	2029	2030	2031	Total
B.03.12	Beverly Park Rd ADA Upgrades at Fairmount Elem & Center Rd	Transportation Demand Management SCC 30.66B, TSA D	450	0	0	0	0	0	450
C.00	Pedestrian Facilities and School Safety Program	Transportation Demand Management SCC 30.66B, TSA D	50	50	50	50	60	0	260
C.00.77	Center Rd Pedestrian Improvements: 10 Ave W to 8 Ave W	Transportation Demand Management SCC 30.66B, TSA D	0	0	204	0	0	0	204
C.00.78	18 Ave W Sidewalk: 151 St SW to Jefferson Way	Transportation Demand Management SCC 30.66B, TSA D	105	1	0	0	0	0	106
E.64	Manor Way: 164 St SW to 148 St SW	Transportation Demand Management SCC 30.66B, TSA D	0	0	0	0	20	0	20
Total			605	51	254	50	80	0	1,040

Snohomish County TDM/DD Forecasted revenue and ending balances (dollars in 1,000s)

	2026	2027	2028	2029	2030	2031
Beginning balance (2025 Year End)	810	448	650	659	881.9	1086
Anticipated expenditure	605	51	254	50	80	0
Remaining balance	205	397	396	609	802	1,086
Forecasted revenue (based on actuals)	243	253	263	273	284	296
Ending balance	448	650	659	882	1,086	1,382

Snohomish County TDM/DD Revenue Actuals prior 5 years

	2021 Actual	2022 Actual	2023 Actual	2024 Actual	2025 Actual
Impact Fees - TDM/DD	130,506	126,772	209,764	306,938	344,121

The current construction funding need is \$1.836M. If Snohomish County is awarded TAP funding in the amount of \$1.588M, the Department of Public Works will provide matching funds of up to \$248,000 from local TDM/DD revenue. The information above illustrates current adopted TIP projects using TDM/DD as a source. The forecasted revenue based on actuals projects an ending balance of \$659,000 in 2028 (highlighted in yellow). If Construction for C.41 Interurban Trail Improvements: 167 Pl SW to 160 St SW were to occur in 2028, the department would have the local funding needed to cover the match for the TAP grant funds.

Exhibit A Snohomish County 2026-2031 Six-Year Transportation Improvement Program (TIP)

Grand Totals		2026-2031	2026	2027	2028	2029-2031	All projections are in \$1,000's				
		169,188	31,086	35,383	43,965	58,754					
A. Miscellaneous Engineering and Studies											
Group Totals		2026-2031	2026	2027	2028	2029-2031					
		812	207	401	51	153					
A.01 1660	Preliminary Engineering: General		TSA N/A	Cncl Dist All	Type 07	LFC All	FFC All	Mgr MCR	Preliminary engineering for unanticipated projects.		
	2026-2031	2026 PE		2027 PE		2028 PE		2029-2031 PE	PE	PE	
	County	90	15	15	15	15	45				
		90	15	15	15	15	45				
A.02 XA02	Right of Way: General		TSA N/A	Cncl Dist All	Type N/A	LFC All	FFC All	Mgr MRP	General right of way activities.		
	2026-2031	2026 RW		2027 RW		2028 RW		2029-2031 RW	RW	RW	
	County	60	10	10	10	10	30				
		60	10	10	10	10	30				
A.03 1212	Project Close Out and Funding Audit		TSA N/A	Cncl Dist All	Type N/A	LFC N/A	FFC N/A	Mgr LME	Minor expenses associated with project close-out or audits.		
	2026-2031	2026 CE		2027 CE		2028 CE		2029-2031 CE	CE	CE	
	County	60	10	10	10	10	30				
		60	10	10	10	10	30				
A.13 XA13	Contribution to WSDOT Projects		TSA N/A	Cncl Dist All	Type N/A	LFC SR	FFC SR	Mgr MAO	Contributions to and coordination with WSDOT for countywide projects.		
	2026-2031	2026 PE		2027 PE		2028 PE		2029-2031 CN	PE	PE	
	County	90	15	15	15	15	45				
		90	15	15	15	15	45				
A.17.04 XA1704	SR 530/Smokey Pt Blvd Roundabout		TSA N/A	Cncl Dist 1	Type 12	LFC SR	FFC SR	Mgr MAO	Contribution to the City of Arlington for intersection improvements and roundabout construction.		
	2026-2031	2026		2027 CN		2028		2029-2031			
	County	350		350							
		350		350							

C.00.78 1789	18 Ave W Sidewalk: 151 St SW to Jefferson Way	TSA D	Cncl Dist 3	Type 32	LFC 19	FFC 19	Mgr ADO	Extend sidewalk, curb and gutter, and planter strip on west side of 18th Ave W between 151st St SW and Jefferson Way. CE CN need 240. Future appl. 180 TIB-ATP, 60 TDM/D for match and remaining amount.
	2026-2031	2026 CE CN	2027 CE CN		2028		2029-2031	
	TDM/DD TIB-ATP?	106 1	105	1 1				
		<u>107</u>	<u>105</u>	<u>2</u>				
C.00.80 XC0080	Damson Rd Sidewalk at 213 St SW	TSA F	Cncl Dist 4	Type 32	LFC 17	FFC 17	Mgr MCR	Construct 300 LF sidewalk on the east side of Damson Rd from 214th St to 213th St. CE CN need 404. PE 26. Future appl. 323 TIB-PSMP, 80 MIT fund for match and/or CRF for remaining amount.
	2026-2031	2026 PE	2027 PE CN		2028		2029-2031	
	MIT FUND TDM/FF TIB-PSMP?	46 15 1	45 15	1 1				
		<u>62</u>	<u>60</u>	<u>2</u>				
C.00.84 1819	Locust Way Sidewalk Gap: Swamp Creek Br 503 to 226 Pl SW	TSA F	Cncl Dist 4	Type 32	LFC 17	FFC 16	Mgr NWA	Construct sidewalk on east side of Locust Way between Swamp Creek Bridge 503 and 226th Pl SW.
	2026-2031	2026 CE CN	2027		2028		2029-2031	
	County	3	3					
		<u>3</u>	<u>3</u>					
C.41 1778	Interurban Trail Improvements: 167 Pl SW to 160 St SW	TSA N/A	Cncl Dist 4	Type 32	LFC 17	FFC 17	Mgr MGF	Construct missing links in Interurban Trail along Meadow Rd and 13 Ave W, between 160 St SW and 167 Pl SW. CE CN need 1799. PE 24. Future appl. 1556 TAP, 243 CRF for match and remaining amount.
	2026-2031	2026 PE RW	2027 PE RW		2028 PE CN		2029-2031	
	County TAP TAP?	313 1,088 1	166 794	146 294		1		
		<u>1,402</u>	<u>960</u>	<u>440</u>		<u>2</u>		
C.42.02 1820	North Creek Trail Phase 2: Waxen Rd to 183 St SE	TSA N/A	Cncl Dist 4	Type 32	LFC N/A	FFC N/A	Mgr DL	Construct the north phase of NCT between Waxen Rd and 183 St SE. Fish passage improvement project.
	2026-2031	2026 PE	2027 PE		2028 PE		2029-2031 PE	PE PE
	County	6	1	1		1	3	
		<u>6</u>	<u>1</u>	<u>1</u>		<u>1</u>	<u>3</u>	

Snohomish County

Interurban Trail Improvements: 160th St SW to 167th Pl SW

60% ESTIMATE

UPI 20-0058-1 - RC1778 - FED AID #TAPUL-2643(001)

Hybrid Shared Use Path on the west side of 13th Ave W / Meadow Rd

PROJECT ESTIMATING DATA			ENGINEER'S ESTIMATE	
ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
PREPARATION				
MOBILIZATION	1	L.S.	\$115,300.00	115,300
CLEARING AND GRUBBING	0.55	ACRE	\$20,000.00	11,000
REMOVING DRAINAGE STRUCTURE	2	EACH	\$750.00	1,500
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	L.S.	\$20,700.00	20,700
REMOVING CEMENT CONC. PAVEMENT	260	S.Y.	\$30.00	7,800
REMOVING CEMENT CONC. SIDEWALK	1,490	S.Y.	\$25.00	37,250
REMOVING CEMENT CONC. CURB AND GUTTER	1,630	L.F.	\$12.00	19,560
REMOVING ASPHALT CONC. PAVEMENT	530	S.Y.	\$20.00	10,600
REMOVING CHAIN LINK FENCE	130	L.F.	\$5.00	650
REMOVING EXISTING PIPE	320	L.F.	\$25.00	8,000
GRADING				
ROADWAY EXCAVATION INCL. HAUL	140	C.Y.	\$35.00	4,900
UNSUITABLE FOUNDATION EXCAVATION INCL. HAUL		C.Y.	\$35.00	0
GRAVEL BORROW INCL. HAUL	1,100	TON	\$35.00	38,500
STORM SEWER				
CATCH BASIN TYPE 1	11	EACH	\$1,900.00	20,900
CORRUGATED POLYETHYLENE STORM SEWER PIPE 12 IN. DIAM.	730	L.F.	\$45.00	32,850
SURFACING				
CRUSHED SURFACING BASE COURSE		TON	\$40.00	0
CRUSHED SURFACING TOP COURSE	310	TON	\$45.00	13,950
HOT MIX ASPHALT				
HMA CL. 1/2 IN. PG 58H-22	380	TON	\$160.00	60,800
ASPHALT COST PRICE ADJUSTMENT	635	CALC	\$1.00	635
COMPACTION COMPLIANCE CREDIT	-1	CALC	\$1.00	(1)
JOB MIX COMPLIANCE CREDIT	-1	CALC	\$1.00	(1)
EROSION CONTROL AND PLANTING				
TOPSOIL TYPE A	1,280	S.Y.	\$20.00	25,600
ESC LEAD	20	DAY	\$100.00	2,000
SEEDING, FERTILIZING AND MULCHING	1,280	S.Y.	\$2.50	3,200
STREET CLEANING	50	HR.	\$140.00	7,000
INLET PROTECTION	70	EACH	\$80.00	5,600
EROSION/WATER POLLUTION CONTROL	1	EST.	\$5,000.00	5,000
HIGH VISIBILITY FENCE	550	L.F.	\$4.00	2,200
HIGH VISIBILITY SILT FENCE	1,870	L.F.	\$6.00	11,220
TRAFFIC				
CEMENT CONC. TRAFFIC CURB AND GUTTER	1,930	L.F.	\$30.00	57,900
CEMENT CONC. PEDESTRIAN CURB	200	L.F.	\$30.00	6,000
PLASTIC LINE	5,300	L.F.	\$4.00	21,200
PLASTIC TRAFFIC ARROW	6	EACH	\$400.00	2,400
PLASTIC CROSSWALK LINE	580	S.F.	\$10.00	5,800
PLASTIC STOP LINE	90	L.F.	\$15.00	1,350
PERMANENT SIGNING	1	L.S.	\$19,000.00	19,000
PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	\$52,000.00	52,000
TRAFFIC CONTROL SUPERVISOR	1	L.S.	\$10,000.00	10,000
FLAGGERS	1,320	HR	\$70.00	92,400
CONSTRUCTION SIGNS CLASS A	630	S.F.	\$30.00	18,900
PORTABLE CHANGEABLE MESSAGE SIGN	7,500	HR	\$4.00	30,000
PEDESTRIAN TRAFFIC CONTROL	1	L.S.	\$31,000.00	31,000

TRAFFIC SIGNAL SYSTEM MODIFICATION - 164 ST SW AT 13 AVE W	1	L.S.	\$30,000.00	30,000
OTHER				
ADJUST CATCH BASIN	20	EACH	\$500.00	10,000
SHORING OR EXTRA EXCAVATION CLASS B	4,000	S.F.	\$1.00	4,000
ROADWAY SURVEYING	1	L.S.	\$32,000.00	32,000
DETECTABLE WARNING SURFACE	150	S.F.	\$40.00	6,000
CEMENT CONC. SIDEWALK	2,940	S.Y.	\$80.00	235,200
CONNECTION TO DRAINAGE STRUCTURE	8	EACH	\$1,200.00	9,600
LOCKING SOLID METAL COVER AND FRAME FOR CATCH BASIN	10	EACH	\$700.00	7,000
ROADSIDE CLEANUP	5,000	EST.	\$1.00	5,000
MINOR CHANGE	10,000	CALC	\$1.00	10,000
SPCC PLAN	1	L.S.	\$800.00	800
WORK ZONE SAFETY CONTINGENCY	15,000	EST.	\$1.00	15,000
RECTANGULAR VANED GRATE	1	EACH	\$0.00	0
CEMENT CONC. DRIVEWAY	100	S.Y.	\$80.00	8,000
CEMENT CONC. DRIVEWAY APPROACH TYPE 1	510	S.Y.	\$75.00	38,250
CONC. MODULAR RETAINING WALL TYPE A	350	S.F.	\$50.00	17,500
PROPERTY RESTORATION	25,000	EST.	\$1.00	25,000
CONSTRUCTION SUBTOTAL				1,268,000
CONTINGENCY			25%	288,000
CONSTRUCTION TOTAL				\$1,556,000
CE			18%	280,000
TOTAL PROJECT				\$1,836,000

TAP				
Total CN/CE				\$1,836,000
Funding request				\$1,588,140
Match				\$247,860