

PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Sponsor
Cedar Falls Way Shared Use Path	NA	North Bend
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

Project Contact Information

Name	Phone	Email
Dan Marcinko	4252745828	dmarcinko@northbendwa.gov

Project Description

Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

The Shared Use Path Project will encompass the following key elements:

- a. Path Design: Develop a comprehensive design plan for the shared use paths, considering factors such as width, materials, signage, lighting, landscaping, and accessibility features. Design elements in accordance with the community design plan, taking into account local regulations, environmental considerations, and community input.
- b. Intersection and Crossing Improvements: Identify and upgrade intersections and crossings along the shared use paths to ensure safe and convenient movement for users. This may involve enhanced pedestrian crossings, signage, and pavement markings for user safety.
- c. Wayfinding and Signage: Implement a wayfinding system with clear signage and directional markers to guide users along the shared use paths, highlighting key destinations, distances, and points of interest.
- d. Community Engagement: Engage with local residents, businesses, community organizations, and other stakeholders to gather input, address concerns, and promote awareness and support for the project. Encourage community involvement in the planning and design process.
- e. Maintenance and Upkeep: Develop a maintenance plan to ensure the shared use paths remain in good condition, addressing issues such as regular cleaning, repairs, snow removal, and vegetation management.
- f. Evaluation and Monitoring: Establish mechanisms for monitoring and evaluating the effectiveness of the

shared use paths, gathering feedback from users, and making necessary improvements based on the data collected.

Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?

The primary need/purpose of the Shared Use Path Project are as follows:

- a. Enhance Safety: Develop a dedicated pathway that separates non-motorized users from vehicular traffic, reducing the risk of accidents and promoting a safer environment for all users.
- b. Improve Connectivity: Establish a comprehensive network of shared use paths that connects key destinations such as residential areas, commercial centers, schools, parks, transit hubs, and recreational facilities.
- c. Encourage Active Transportation: Promote walking, jogging, cycling, and other forms of active transportation as sustainable alternatives to motorized travel, thereby reducing traffic congestion and environmental impact.
- d. Accessibility: Design the shared use paths to be inclusive and accessible for people of all ages, abilities, and mobility levels, ensuring equal access and promoting social inclusion.
- e. Community Health and Well-being: Provide opportunities for physical activity, outdoor recreation, and social interaction, contributing to improved public health and community well-being.
- f. Environmental Benefits: Encourage a shift towards sustainable modes of transportation, reducing greenhouse gas emissions, promoting a cleaner environment, and supporting a more sustainable future.

Project Location

Location	County/Counties
Cedar Falls Way	King
Beginning Landmark	Ending Landmark
Maloney Grove Ave SE	436th Ave. SE

Map and Graphics

f-132-552-18665242_0rzOOmsg_CFW_SharedUsePath.pdf

Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

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

- 1. City of North Bend Comprehensive Plan within the Transportation Element Page 61 table 9
- 2. City's TIP plan as T-055 (I can attach if necessary)

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.

Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Minor Arterial

Support for Centers

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

This Shared Use Path Project will support the existing and planned housing/employment densities in the local center by improving accessibility to employment centers, enhancing commuter convenience, creating an attractive residential environment, accommodating future growth and development, and fostering mixed-use development opportunities. By prioritizing active transportation, the project will contribute to a more sustainable and livable local center that meets the needs of its residents and workers alike.

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

This is a Local center support project for our Downtown Historic Business District - the Shared Use Path Project aligns closely with the development and redevelopment plans and activities of the local center. It enhances connectivity, promotes sustainable transportation options, revitalizes public spaces, integrates with mixed-use development, encourages community engagement and activation, and contributes to economic development and tourism. By supporting these objectives and aims, the project contributes to the overall growth, livability, and vibrancy of 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 Shared Use Path Project extends and completes the regional or local pedestrian and bicycle system by adding new facilities, expanding the network, enhancing existing facilities, upgrading critical points, integrating with existing trails and greenways, and fostering collaboration with relevant authorities. Through these efforts, the project strengthens the overall connectivity, usability, and accessibility of the pedestrian and bicycle system, providing residents and visitors with a comprehensive and integrated transportation option for active modes of travel.

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.

By addressing the needs of safety, accessibility, connectivity, wayfinding, community input, and maintenance, the Shared Use Path Project effectively reduces key barriers to the use and functionality of pedestrian and bicycle facilities in the community. It creates an inviting and accessible infrastructure that encourages community members to adopt active modes of transportation, promoting a healthier, more sustainable, and connected community.

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

By providing connections to transit stops and stations, including bus stops, and intermodal hubs, the Shared Use Path Project encourages the integration of pedestrian and bicycle travel with public transportation. These connections promote a seamless and sustainable multi-modal experience, reducing reliance on private vehicles and enhancing the overall efficiency and accessibility of the transportation network.

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 Shared Use Path Project is expected to generate a high level of public usage within the community. Its benefits extend to a variety of user groups, including commuters, residents, commercial users, and recreational users. By providing convenient, safe, and accessible routes, the project promotes active transportation, enhances connectivity, supports the local economy, improves the quality of life for residents, and offers recreational opportunities for individuals 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.

The absence of funding for the Shared Use Path Project would result in a loss of opportunity for the community. It would limit mobility options, hinder health and well-being, compromise safety, hamper economic growth, impede sustainable development, and hinder community cohesion. By investing in this project, the community can unlock numerous benefits and create a more vibrant, healthy, and connected environment for its residents.

Category-Specific Criteria: Equity

Section 1

Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.

The Shared Use Path Project aims to serve a wide range of population groups, including:

People of Color: The project intends to benefit diverse racial and ethnic groups within the community. By providing safe and accessible shared use paths, it aims to ensure equitable access to active transportation options for all residents, regardless of their racial or ethnic background.

People with Low Income: The project acknowledges the importance of providing transportation options for individuals and families with limited financial resources. Shared use paths offer a cost-effective mode of transportation, reducing the reliance on private vehicles and associated expenses such as fuel and maintenance. By serving as affordable and accessible transportation infrastructure, the project helps address the mobility needs of people with low income.

People with Disabilities: The project considers the needs of individuals with disabilities and aims to provide accessible infrastructure. Shared use paths incorporate features such as accessible ramps, wider pathways, and tactile indicators to ensure usability for people with disabilities. By removing physical barriers and ensuring inclusive design, the project enables individuals with disabilities to fully participate in active transportation.

Areas Experiencing High Levels of Unemployment or Chronic Underemployment: The Shared Use Path Project can benefit areas experiencing high levels of unemployment or chronic underemployment by providing increased mobility options.

Transit-Dependent Populations: The project acknowledges the needs of transit-dependent populations, including individuals who rely on public transportation as their primary mode of travel. By integrating with transit stops and stations, the shared use paths provide convenient and seamless connections to bus, rail, or ferry services, enhancing the overall transit experience and improving access to essential destinations.

By considering the unique needs of these population groups, the Shared Use Path Project aims to create an inclusive and equitable transportation system, ensuring that all residents can benefit from the improved mobility, health, and connectivity provided by the project.

Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.

Addressing disparities and gaps is crucial to ensure equitable transportation access for all populations. The Shared Use Path Project, by integrating with transit stops, improving accessibility, connecting underserved areas, and promoting active transportation options, aims to contribute to the reduction of these disparities, enhance transportation equity, and improve the overall transportation system/services for the populations it serves.

Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.

The Shared Use Path Project addresses disparities, improves accessibility, promotes equity, and provides significant benefits to the population groups identified. It enhances transportation options, reduces barriers, improves safety, expands transit connectivity, and fosters a more inclusive and equitable transportation system for all residents, regardless of their race, income, age, ability, or language proficiency.

Section 2

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.

the Shared Use Path Project ensured that the community had an active voice in the project's development. The process aimed to foster collaboration, transparency, and inclusivity, resulting in a project that reflects the priorities, values, and aspirations of the community it serves.

Comp plan public meetings at council and committee meetings, newsletters, State of the City address provided by the mayor annually and press releases.

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

The public outreach efforts directly influenced the development of the Shared Use Path Project by shaping its design, alignment, accessibility features, safety enhancements, amenities, and environmental considerations.

The valuable input and collaboration from community members, stakeholders, and advocacy groups ensured that the project reflected the community's needs, priorities, and aspirations, resulting in a shared use path system that meets the diverse needs of the population it serves.

Section 3

Is the project in an area of low, medium, or high displacement risk?

The project is in a typical older community that we would consider a low-risk displacement area.

If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.

NA

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

Separation of Users: The shared use paths are designed to separate pedestrians and cyclists, providing dedicated spaces for each group. This separation reduces the risk of collisions and enhances safety for all users. Clear signage and pavement markings help users understand and adhere to the designated areas, minimizing conflicts and promoting a smoother flow of traffic.

Clear Signage and Wayfinding: The shared use paths are equipped with clear signage and wayfinding markers to guide users along the designated routes. These signs provide information about directions, distances, key destinations, and potential hazards, helping users navigate the paths safely and efficiently.

Intersection Safety: Intersections along the shared use paths are carefully designed and equipped with proper signage, crosswalks, and traffic control measures to ensure safe crossings for pedestrians and cyclists. Adequate sight lines, well-marked crossings, enhance visibility and facilitate safe interactions between path users and motorists.

Visibility Enhancements: The project incorporates visibility-enhancing features such as reflective materials, bright-colored pavement markings, and signage. These measures improve the visibility of the shared use paths, especially during low-light conditions or inclement weather, alerting motorists and other path users to the presence of pedestrians and cyclists.

Maintenance and Repairs: Regular maintenance and repairs are essential for ensuring the ongoing safety and functionality of the shared use paths. The project includes provisions for routine inspections, maintenance activities, and timely repairs of any damages or hazards identified along the paths. This helps prevent accidents and promotes a safe and well-maintained environment for users.

By incorporating these safety and security measures, the Shared Use Path Project provides an environment that prioritizes user safety, minimizes potential risks, and promotes a positive user experience. These efforts contribute to creating a welcoming and secure space for pedestrians and cyclists, encouraging active transportation and improving overall community well-being.

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 Shared Use Path Project plays a crucial role in protecting vulnerable users of the transportation system, specifically pedestrians, by improving safety and addressing existing risks or conditions that contribute to pedestrian injuries and fatalities. The project achieves this by adding or improving facilities for pedestrian and bicycle safety and comfort in the following ways:

1. **Separation from Traffic:** The shared use paths provide dedicated spaces for pedestrians and cyclists, separating them from vehicular traffic. This physical separation reduces the risk of collisions between pedestrians and vehicles, protecting vulnerable users from potential accidents and injuries.
2. **Pedestrian-Friendly Design:** The project incorporates pedestrian-friendly design elements to enhance safety and comfort. This may include wider pathways to accommodate increased pedestrian traffic, curb extensions to shorten crossing distances, and raised crosswalks to increase visibility and prioritize pedestrian right-of-way. These design features help protect vulnerable users and create a safer environment for pedestrians.
3. **Crosswalks:** The project identifies and addresses existing risks or conditions for pedestrian injuries and fatalities by adding or improving crosswalks at critical intersections along the shared use paths. This includes installing marked crosswalks, pedestrian-activated signals, and audible pedestrian signals, where necessary, to enhance pedestrian safety and visibility at crossings.
4. **Accessible Facilities:** The project ensures that the shared use paths are accessible to individuals with disabilities, including those with mobility impairments or visual impairments. This includes incorporating features such as wheelchair ramps, tactile indicators, and audible signals at crossings, ensuring that vulnerable users can navigate the paths safely and comfortably.
5. **Continuous Evaluation and Improvements:** The project incorporates a process for continuous evaluation of pedestrian safety and comfort along the shared use paths. Regular assessments of existing conditions, user feedback, and accident data help identify areas for improvement and guide future enhancements to ensure the ongoing protection of vulnerable users.

By addressing existing risks or conditions, adding or improving facilities for pedestrian and bicycle safety and comfort, and implementing measures to protect vulnerable users, the Shared Use Path Project significantly enhances pedestrian safety. The project creates an environment that prioritizes the well-being and security of pedestrians, reduces the risk of injuries and fatalities, and promotes active transportation choices that benefit the entire community.

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?

We are currently working on a safety policy.

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

The Shared Use Path Project incorporates strategies to reduce reliance on enforcement and designs for

decreased speeds, promoting a safer and more comfortable environment for pedestrians and cyclists. Here's how the project achieves this:

1. **Design for Reduced Speeds:** The project's design takes into account elements that naturally encourage reduced vehicle speeds. For example, narrower lanes or visual narrowing techniques are employed to give drivers visual cues that they should reduce their speed. By designing the roadway in a way that inherently promotes slower speeds, the reliance on enforcement to enforce speed limits is reduced.

2. **Traffic Calming Landscaping:** The project incorporates traffic calming landscaping techniques, such as the strategic placement of trees, planters, along roadways. These landscaping features create visual cues that influence drivers to slow down, making the area more visually appealing and inviting for pedestrians and cyclists.

3. **Intersection Redesign:** The project may include intersection redesigns that prioritize pedestrian safety and encourage lower speeds. This could involve the installation of raised crosswalks, wider sidewalks, curb extensions. These design features make pedestrians more visible and increase the likelihood that drivers will yield to them, reducing the need for enforcement measures to ensure pedestrian safety.

4. **Separation of Modes:** The shared use paths are designed to separate pedestrians and cyclists from vehicular traffic. This physical separation reduces conflicts and the need for enforcement related to interactions between different modes of transportation.

5. **Continuous Evaluation and Adaptation:** The project includes a process for continuous evaluation and adaptation based on real-world performance and feedback. This allows for ongoing assessment of the effectiveness of design features and the identification of any necessary adjustments to further reduce speeds and enhance safety.

By incorporating these strategies, the Shared Use Path Project promotes reduced speeds without relying solely on enforcement. The project's design elements, traffic calming measures, and educational efforts work together to create an environment that naturally encourages safe and responsible speeds, enhancing the overall safety and comfort for pedestrians and cyclists.

PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
No	

PSRC Funding Request (cont.)

Phase	Year	Amount
PE/Design	2024	\$602298
Construction	2026	\$4115800
		\$

Total PSRC Funding Request: \$4718098

Total Estimated Project Cost and Schedule

Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
Federal			\$
			\$
			\$

Total Planning Phase Cost: \$0

Expected year of completion for this phase:

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$520988
Local	Local	Secured	\$81310
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost: \$602298

Expected year of completion for this phase: 2024

Right of Way Phase

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

Total Right of Way Phase Cost: \$0

Expected year of completion for this phase:

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$3560084
Local	Local	Secured	\$555620
			\$
			\$
			\$

Total Construction Phase Cost: \$4115704

Expected year of completion for this phase: 2026

Other Phase

Fund Type	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):
\$4718002	December, 2026

Financial Documentation

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

RE: 2024 Funding Application Commitment Letter

The City of North Bend shall commit to the \$81,310 design funds for the local match for the Cedar Falls Way Shared Use Path Project from the City's annual Transportation Benefit District (TBD) and Transportation Impact Fees (TIF) budgets. This project is included in the City's 5-year Transportation Improvement Program with dedicated funding available to support this project beginning 2024 year pending design approval.

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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Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY a planning study or preliminary engineering?

Yes

What is the actual or estimated start date for preliminary engineering/design?

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Is preliminary engineering/design complete?

What was the date of completion (month and year)?

,

Have preliminary plans been submitted to WSDOT for approval?

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

,

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).

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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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)?

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What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

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Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

What is the zoning in the project area?

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

Construction

Are funds being requested for construction?

Do you have an engineer's estimate?

Please attach the engineer's estimate.

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

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

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

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

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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.

In addition to the evaluation criteria mentioned earlier, there are several additional aspects of the Shared Use Path Project that could be relevant to the final project recommendation and decision-making process. These aspects provide a more comprehensive understanding of the project's potential benefits and impact. Some of these additional aspects include:

1. **Environmental Sustainability:** The project can be designed to incorporate environmentally sustainable features such as the use of recycled materials, low-energy lighting systems, green infrastructure for stormwater management, and native plantings along the paths. These sustainability measures contribute to minimizing the project's ecological footprint, promoting environmental stewardship, and aligning with the community's sustainability goals.
2. **Health and Well-being:** The project has the potential to positively impact community health and well-being. Shared use paths encourage physical activity by providing safe and accessible spaces for walking, running, and cycling. Increased physical activity can lead to improved cardiovascular health, reduced stress, and enhanced overall well-being for community members of all ages.
3. **Community Cohesion and Social Equity:** The project promotes community cohesion by providing a shared space that connects neighborhoods, facilitates social interactions, and encourages community engagement.

Shared use paths can also enhance social equity by providing equitable access to safe and active transportation options for all members of the community, regardless of income, age, or physical ability.

4. Multi-modal Integration: The project's design can incorporate seamless connections with existing transportation infrastructure, including transit stops, park-and-ride facilities, and bike-sharing stations. This integration encourages multi-modal transportation choices and enhances the overall accessibility and convenience of the transportation network.

5. Future Expansion and Connectivity: The project's design should consider the potential for future expansion and connectivity to other existing or planned pedestrian and bicycle infrastructure. This forward-thinking approach ensures that the shared use paths can be easily expanded or connected to other pathways, creating an integrated network that extends the project's benefits further.

6. Maintenance and Sustainability Plan: A well-defined maintenance and sustainability plan is essential for the long-term success of the project. The plan should outline regular maintenance activities, funding sources, and partnerships to ensure the ongoing upkeep, safety, and functionality of the shared use paths beyond the initial implementation phase.

By considering these additional aspects, decision-makers can evaluate the project holistically, taking into account its potential environmental, social, economic, and health impacts. This comprehensive evaluation ensures that the final project recommendation aligns with the community's broader goals and contributes to a sustainable and vibrant built environment.

Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

Throughout the project's development, the project team-maintained transparency by providing regular updates, sharing project materials and designs, and seeking public input. By actively engaging stakeholders, the project aimed to ensure that diverse perspectives were incorporated, community concerns were addressed, and pending the approval process, we will continue to engage the community through our committee and City Council meetings along with our city newsletters and commentary on the city website.

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

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 Nick Johnson at njohnson@psrc.org to have it returned to you.

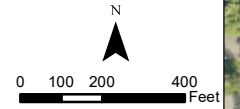


Cash and Investment Activity

Period: 2022 - December
Period Totals

Fund	Beginning Cash	Beginning Investments	Activity In	Activity Out	Ending Cash	Ending Investments	Ending Balance
001 General Fund	\$6,544,847.66	\$0.00	\$699,329.20	\$1,138,248.82	\$6,105,928.04	\$0.00	\$6,105,928.04
101 Streets Operations	\$0.00	\$0.00	\$178,519.04	\$178,519.04	\$0.00	\$0.00	\$0.00
102 Capital Streets	\$71,230.15	\$0.00	\$10,254.51	\$18,701.54	\$62,783.12	\$0.00	\$62,783.12
103 Streets Overlay	\$850,621.68	\$0.00	\$0.00	\$129,548.69	\$721,072.99	\$0.00	\$721,072.99
106 Impact Fees & Mitigation	\$10,247,538.21	\$0.00	\$303,783.71	\$1,654,285.34	\$8,897,036.58	\$0.00	\$8,897,036.58
107 Hotel/Motel Tax	\$56,923.68	\$0.00	\$2,187.17	\$0.00	\$59,110.85	\$0.00	\$59,110.85
108 Economic Development	\$0.00	\$0.00	\$25,840.29	\$25,840.29	\$0.00	\$0.00	\$0.00
116 Park Capital Improvement	\$415,082.84	\$0.00	\$15,174.54	\$0.00	\$430,257.38	\$0.00	\$430,257.38
117 Park Maintenance Reserve	\$30,285.81	\$0.00	\$0.00	\$0.00	\$30,285.81	\$0.00	\$30,285.81
125 Development Projects (CED)	\$692,161.66	\$0.00	\$36,587.80	\$64,348.64	\$664,400.82	\$0.00	\$664,400.82
130 ARPA Fiscal Recovery Fund	\$2,019,761.82	\$0.00	\$0.00	\$39,490.70	\$1,980,271.12	\$0.00	\$1,980,271.12
190 Transportation Benefit District	\$2,461,462.00	\$0.00	\$72,442.98	\$385,910.78	\$2,147,994.20	\$0.00	\$2,147,994.20
215 2010 LTGO Debt Service (Credit Line & Tollgate)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
216 2011 Fire Station Bond Redempt	\$174,276.58	\$0.00	\$414.72	\$134,830.00	\$39,861.30	\$0.00	\$39,861.30
217 2012 LTGO (TBD) Bond Redempt	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
218 2015 LTGO Bond Redemption Fund	(\$280.11)	\$0.00	\$0.00	\$187,425.00	(\$187,705.11)	\$0.00	(\$187,705.11)
219 2016 LTGP (LOC) Bond Redemption Fund	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
220 2018 LTGO Bond Redemption Fund (220)	(\$300.00)	\$0.00	\$0.00	\$172,500.00	(\$172,800.00)	\$0.00	(\$172,800.00)
240 PWTF Loan Debt Service	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
310 Municipal Projects	(\$703,525.77)	\$0.00	\$2,113,909.91	\$298,757.20	\$1,111,626.94	\$0.00	\$1,111,626.94
320 Capital Improvement (REET)	\$5,776,302.96	\$0.00	\$62,808.86	\$0.00	\$5,839,111.82	\$0.00	\$5,839,111.82
401 Water Operations	\$2,322,189.51	\$0.00	\$277,606.33	\$355,546.19	\$2,244,249.65	\$0.00	\$2,244,249.65
402 Sewer Operations	\$25,501,513.69	\$0.00	\$1,626,626.59	\$2,835,553.18	\$24,292,587.10	\$0.00	\$24,292,587.10
404 Storm & FLOOD Operations	\$2,600,857.06	\$0.00	\$115,895.53	\$146,581.04	\$2,570,171.55	\$0.00	\$2,570,171.55
405 Solid Waste & Recycling Operations	\$532,599.16	\$0.00	\$6,059.22	\$5,367.21	\$533,291.17	\$0.00	\$533,291.17
450 ULID #6 Construction	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
451 ULID #6 Bond Redemption	\$690,396.52	\$0.00	\$799.12	\$0.00	\$691,195.64	\$0.00	\$691,195.64
452 ULID#6 Bond Reserve	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
501 Equipment Operations	\$2,211.02	\$0.00	\$63,223.56	\$63,223.55	\$2,211.03	\$0.00	\$2,211.03
502 Equipment Reserve	\$1,627,682.16	\$0.00	\$69,143.00	\$0.00	\$1,696,825.16	\$0.00	\$1,696,825.16
635 Treasurers Trust	\$1,729.00	\$0.00	\$107.50	\$0.00	\$1,836.50	\$0.00	\$1,836.50
699 Investments	(\$62,721,890.59)	\$58,731,960.65	\$2,000,000.00	\$0.00	(\$60,721,890.59)	\$56,731,960.65	(\$3,989,929.94)
	(\$806,323.30)	\$58,731,960.65	\$7,680,713.58	\$7,834,677.21	(\$960,286.93)	\$56,731,960.65	\$55,771,673.72

City of North Bend Project Location

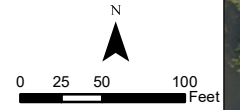


Proposed Shared Use Path



City of North Bend Project Location

~ Sidewalk Gap Location





July 12, 2023

Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

RE: 2023 Funding Application Commitment Letter

The City of North Bend has funds that are reasonably expected in the amount of \$81,310 for the local match for the Cedar Falls Way Shared Use Path Project from the City's annual Transportation Benefit District (TBD) and Transportation Impact Fees (TIF) budgets. Our financial documentation demonstrates that we have secured funding for our capital reserves through our emergent needs fund to pay for the local match for the design of this project. Roads will propose funding for this project in the 2024 second omnibus budget. The budget will be submitted in Fall of 2023 and is anticipated to be passed by the City Council in January of 2024. This project is included in the City's 5-year Transportation Improvement Program with dedicated funding available to support this project beginning 2024 year pending design approval.

Sincerely,

Heather Pollock
Interim Finance Director

City of North Bend
Cedar Falls Way Sidewalk

(June 20th, 2023)

Length: 525 LF					
Width: 24 Ft.					
Project Limits: Mt. Teneriffe Dr. SE to Mountain View Blvd. SE					
Sidewalk width: 6 ft.					

Engineer's Estimate					
Item No.	SCHEDULE OF BID ITEMS	Quantity	Units	Unit Price	Contract Amount
1	Minor Changes (SP 1-04.4(1))	1	EST	\$ 10,000.00	\$ 10,000.00
2	Record Drawings (min \$1000) (SP 1-05.3)	1	LS	\$ 1,000.00	\$ 1,000.00
3	Roadway Surveying (SP 1-05.4)	1	LS	\$ 7,500.00	\$ 7,500.00
4	SPCC Plan (SS 1-07.15(1))	1	LS	\$ 500.00	\$ 500.00
5	Potholing Existing Utilities (SP 1-07.17)	1	LS	\$ 500.00	\$ 500.00
6	Mobilization, Cleanup, and Demobilization (SP 1-09.7)	1	LS	\$ 49,000.00	\$ 49,000.00
7	Project Temporary Traffic Control (SP 1-10.4(1))	1	LS	\$ 40,000.00	\$ 40,000.00
8	\$ 83,546.00	1458	SY	\$ 5.50	\$ 8,020.83
9	Removal of Structures and Obstructions (SP 2-02.5)	2	LS	\$ 2,500.00	\$ 5,000.00
10	Joint Utility Trench	500	LF	\$ 50.00	\$ 25,000.00
11	Saw cutting (SP 2-02.5)	3000	LF	\$ 5.00	\$ 15,000.00
12	Removal of Asphalt Pavement (SP 2-02.5)	233	SY	\$ 25.00	\$ 5,833.33
13	Unsuitable Foundation Excavation Incl. Haul (SP 2-03.5)	225	CY	\$ 60.00	\$ 13,500.00
14	Crushed Surfacing (SP 4-04.5)	75	TN	\$ 30.00	\$ 2,250.00
15	18-inch RCP Storm Sewer	525	LF	\$ 65.00	\$ 34,125.00
16	HMA for Pavement Repair CL. 1/2 In. PG 58H-22 (SP 5-04.5)	100	TN	\$ 200.00	\$ 20,000.00
17	Erosion Control/Water Pollution Control (SP 8-01.5)	1	LS	\$ 1,000.00	\$ 1,000.00
18	Adjust Sanitary Sewer Cleanout (SP 7-05.5)	3	EA	\$ 750.00	\$ 2,250.00
19	New Fire Hydrant Assembly (SP 7-14.5)	1	EA	\$ 5,000.00	\$ 5,000.00
20	<i>Backfill over the storm pipe (not sure what to call this?)</i>	1400	CY	\$ 15.00	\$ 21,000.00
21	Topsoil (SP 8-02.5) 4" thick	117	CY	\$ 65.00	\$ 7,583.33
22	Property Restoration (SP 8-02.5)	1	LS	\$ 12,500.00	\$ 12,500.00
23	New Trees incl. Mulch & Root Barrier	15	LS	\$ 900.00	\$ 13,125.00
24	Cement Conc. Curb and Gutter (SP 8-04.5)	600	LF	\$ 50.00	\$ 30,000.00
25	Cement Conc. Pedestrian Curb (SP 8-04.5)	30	LF	\$ 50.00	\$ 1,500.00
26	Cement Conc. Driveway Entrance Type 3 (SP 8-06.5)	350	SY	\$ 150.00	\$ 52,500.00
27	Cement Conc. Curb Ramp Type Parallel (SP 8-14.5)	1	EA	\$ 4,500.00	\$ 4,500.00
28	Cement Conc. Curb Ramp Type Combination (SP 8-14.5)	1	EA	\$ 5,000.00	\$ 5,000.00
29	Cement Conc. Sidewalk (SP 8-14.5)	367	SY	\$ 80.00	\$ 29,360.00
30	Two inch tubing under sidewalk	4	EA	\$ 3,000.00	\$ 12,000.00
31	Street lighting	4	EA	\$ 7,500.00	\$ 30,000.00
32	Remove and Relocate Sign (SP 8-21.5)	5	EA	\$ 250.00	\$ 1,250.00
33	Paint Line (SP 8-22.5)	2000	LF	\$ 2.00	\$ 4,000.00
34	Plastic Stop Line (SP 8-22.5)	50	LF	\$ 20.00	\$ 1,000.00
35	Plastic Crosswalk Line (SP 8-22.5)	200	SF	\$ 25.00	\$ 5,000.00
36	Plastic bicycle lane marking	3	EA	\$ 8.00	\$ 24.00
37	Mailbox relocation	3	LS	\$ 75.00	\$ 225.00
	Subtotal (Construction Costs)				\$ 476,047
	Engineering design			15%	\$ 71,407
	Construction Management			15%	\$ 71,407
	TOTAL PROJECT COST				\$ 618,860
	Design & Construction				
	TAPP			85.6%	\$ 529,744.55
	City			13.5%	\$ 83,546.16