PSRC's 2023 Rural Town Centers & Corridors Program Application

The following application is intended for sponsors that have been recommended by their countywide forum to compete in PSRC's regional competition for its 2023 Rural Town Centers and Corridors program. If selected to compete in the regional competition, an application must be submitted to PSRC using this online form by ***6:00pm on July 28, 2023.***

A resource document has been developed to direct sponsors to resources available to complete the application, and assist in verifying eligibility for these funds.

For information related to the 2023 Rural Town Centers and Corridors program, contact:

Doug Cox, AICP

Puget Sound Regional Council
1011 Western Avenue
Seattle, WA 98104
(206) 971-3050 or DCox@psrc.org

Project Identification and Description

Project Title

McClellan Street Improvements

Indicate below whether this project is for a standalone planning project (such as a corridor study or master plan) or a capital project.

Capital Project

Regional Transportation Plan ID#

NA

The current list of investments that are required to be on the Regional Transportation Plan Regional Capacity Project List and have a designated ID # can be accessed at Appendix G of the Regional Transportation Plan, here. If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature, or are on local facilities and therefore not required to be on the Project List, is provided here.

For assistance or questions regarding these issues, contact Mitch Koch at (206) 464-7537 or mkoch@psrc.org.

Lead Agency	**List Applicable Partnership Agencies Involved**
City of North Bend	

Does the sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?
More information on certification acceptance and a listing of current CA agencies can be found here.

No

If not, which agency will serve as your CA sponsor?

WSDOT Local Roads

Contact Information

Primary Contact Name	**Alternate Contact Name**
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Project Description

Project scope: Please describe clearly and concisely the individual 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.

This includes the removal and replacement of existing road surfaces, repair and replacement of curbs, gutters, and sidewalks, and improvement to the drainage system. The utility Infrastructure Upgrades for the project will be in compliance with the City's comprehensive plan, relocation of utility lines such as watermain, sanitary sewer and new and improved storm sewer. Private utilities will be buried for better curb appeal as requested by our downtown businesses.

Transportation Safety: The project will include the installation street lighting, signage, and pavement markings to improve traffic flow and enhance safety for pedestrians, cyclists, and motorists.

Streetscape Enhancements: The project will incorporate aesthetic improvements such as

landscaping, street furniture, public art installations, or other features that enhance the visual appeal and livability of the area. We will be installing a riverwalk esq appeal for the businesses to enhance and strengthen our downtown business community.

Project Location

County Location:
Please identify the county(s) in which the project is located. Check all that apply.
King County

Project Location:
For example, please include street, route or trail name, or other identifiable location.
McClellan Street between North Bend Way and SR202.

Crossroad/landmark nearest to the beginning of the project:
North Bend Way

Crossroad/landmark nearest to the end of the project:
SR202

Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement is provided here.

Please select the appropriate functional classification.

Proposed Minor Collector

Bicycle and Pedestrian Accommodations

Per US Department of Transportation policy, transportation projects in urbanized areas should include bicycling and walking facilities unless certain conditions are met. For more information on this policy, refer to FHWA's website.

Does the project include bicycle and/or pedestrian features and/or paved shoulders?
Yes

If yes, please check the classifications below that best reflect the scope of the project.
Shared-use path, Signed shared roadway (designated by bike route signs), Shared roadways (streets with wide curb lanes, or roads with paved shoulders), Walkways (pedestrian facilities separate from or part of the roadway)

If no, please explain why the project does not include bicycle and/or pedestrian facilities.

Plan Consistency

All projects must be consistent with a comprehensive plan that has been certified by PSRC as

being consistent with the Growth Management Act, VISION 2050 and the Regional Transportation Plan. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to PSRC's Plan Review page or contact Liz Underwood-Bultmann at LUnderwood-Bultmann@psrc.org.

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

If yes, indicate 1) plan name 2) relevant section 3) page number.
McClellan Alley Improvements/ Transportation Element - page 61

If no, describe how the project is consistent with the applicable local comprehensive plan, citing 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.

Type of Project

Please select your agency's project type.
Capital Project

NOTE: Once a selection is made, you will be taken to a new page to enter additional information based on the category selected.

Capital Project

Local and Regional Policy Support

Please address the following:
Describe how the project will help the rural town center develop in a manner consistent with the adopted policies or comprehensive plans of the respective local jurisdiction(s). Please provide citations and a copy of the appropriate page(s) from the plan or policies with your application.

1. Enhancing Connectivity: The project aims to improve connectivity within the rural town center by providing better transportation infrastructure. This aligns with the comprehensive plan's objective of creating a connected and accessible town center that promotes pedestrian and vehicular movement.

2. Promoting Multi-Modal Transportation: The project emphasizes the inclusion of pedestrian and bicycle facilities, such as sidewalks, bike lanes, and multi-use paths. This supports the comprehensive plan's goal of promoting multi-modal transportation options and creating a walkable and bike-friendly town center.

3. Supporting Economic Development: The McClellan Street improvements can contribute to the economic development of the rural town center. By enhancing transportation infrastructure, the project facilitates improved access to businesses, attracting customers and promoting commercial

growth in line with the comprehensive plan's objectives.

4. Enhancing Safety: Safety improvements, such as traffic calming measures, signage, and designated pedestrian crossings, are integral components of the project. These enhancements align with the comprehensive plan's emphasis on creating a safe and secure town center for residents, visitors, and businesses.

5. Preserving Community Character: The project is designed with consideration for the rural town center's unique character and aesthetic. Elements such as landscaping, street design, and architectural guidelines are incorporated to ensure the improvements align with the comprehensive plan's goal of preserving and enhancing the community's character.

6. Environmental Sustainability: The project will incorporate sustainable practices such as stormwater management, green infrastructure, or energy-efficient street lighting. These initiatives align with the comprehensive plan's objectives of promoting environmental sustainability and reducing the town center's ecological footprint.

Describe how the project fits the intended character of the center or area in which the corridor is located to help better define or provide a clear distinction between rural corridors and rural centers. For instance, does the project include context sensitive design elements that consider preserving the aesthetic, cultural and environmental resources of the subject area?

The McClellan Street improvement project is designed to fit the intended character of the rural town center or area in which the corridor is located, helping to define and provide a clear distinction between rural corridors and rural centers. Some elements are:

1. Design and Aesthetics: The project takes into consideration the unique character and aesthetics of the rural town center. The design elements, including street layout, landscaping, and architectural guidelines, are implemented to reflect the rural charm and ambiance of the area. This ensures that the corridor aligns with the intended character of the center, creating a distinct sense of place.

2. Scale and Proportion: The project respects the scale and proportion of the existing built environment within the rural town center. The size and dimensions of the road, sidewalks, and buildings are designed to be in harmony with the surrounding context, avoiding excessive height or bulk that could disrupt the rural character.

3. Preservation of Open Space: The project prioritizes the preservation of open spaces and natural features that contribute to the rural character of the area. It may include measures to protect existing green areas, trees, and natural landscapes along the corridor, creating a visual distinction between developed areas and the rural surroundings.

4. Compatibility with Existing Land Uses: The project ensures that the proposed improvements align with the existing land uses within the rural town center.

5. Integration of Rural Design Elements: The project will incorporate specific rural design elements, such as rustic signage, traditional materials, or architectural motifs, that reflect the local heritage and rural identity. These elements contribute to the overall character of the corridor and help distinguish it as part of a rural center.

By considering these aspects, the project aims to create a corridor that is in harmony with the intended character of the rural town center. It respects the rural context, preserves the unique features, and enhances the overall aesthetics to provide a clear distinction between the rural corridor and the rural center.

If the project is interjurisdictional in nature, describe the partners that have been identified and the actions developed to work together and coordinate on project components

Not applicable.

Circulation, Mobility, and Accessibility

Please address the following:
Describe the issue being addressed by the project and the impact it is intended to have on the center(s). Describe how the project will provide better access to the center(s) from adjacent communities or significantly improve circulation within a center by filling a missing link and/or removing barriers to community mobility.

The McClellan Street improvement project aims to address several issues and have a positive impact on the center(s) it serves. The main issue being addressed is the need for improved access to the center(s) from adjacent neighborhoods and/or communities and enhanced circulation within the center(s). The project seeks to fill a missing link and remove barriers to community mobility, resulting in the following benefits:

1. Improved Access: The project will provide better access to the center(s) from adjacent communities by creating a direct and convenient transportation route. It will involve constructing or upgrading roads, sidewalks, and bike lanes, ensuring that residents from surrounding areas have easier and safer access to the center(s) for various purposes, such as shopping, employment, and optional railway activities.

2. Enhanced Circulation: By filling a missing link or addressing existing gaps in the transportation network, the project will significantly improve circulation within the center(s). It will involve connecting disjointed trail segments. These improvements will facilitate smoother bicycle/pedestrian traffic flow and enhance overall mobility within the center.

3. Increased Connectivity: The project will contribute to increased connectivity between the center and adjacent neighborhoods. This connectivity will not only benefit residents but also support local businesses, enabling them to attract customers from a wider catchment area. Improved access and circulation will create a more connected and integrated community, fostering economic growth and vitality.

4. Barrier Removal: The project aims to remove barriers to community mobility that may currently

hinder access to the center. This can include addressing physical obstacles like inadequate pedestrian facilities, or lack of ADA accessible infrastructure. By removing these barriers, the project will ensure that individuals of all abilities can access and navigate the center safely and easily.

5. Community Integration: By improving access and circulation, the project will foster community integration and cohesion. It will facilitate social interactions, promote active transportation options like walking and cycling, and create a more inclusive and vibrant environment. Residents from adjacent communities will have the opportunity to engage with the center and participate in its offerings, fostering a sense of belonging and community pride.

Overall, the project's intention is to create better access to the center from adjacent communities and significantly improve circulation within the center by filling missing links and removing barriers to community mobility. These improvements will enhance connectivity, support local businesses, promote community integration, and contribute to the overall vitality and livability of the center and the surrounding areas.

Describe whether the project is multimodal in nature and how it will benefit a range of travel modes and user groups either accessing the center(s) or using the corridor

The McClellan Street improvement project is designed to be multimodal in nature, benefiting a range of travel modes and user groups accessing the center or using the corridor. Here's how the project will provide benefits to different travel modes and user groups:

1. Pedestrians: The project will prioritize pedestrian safety and comfort by incorporating features such as widened sidewalks, crosswalks, and improved lighting plus the addition of a Riverwalk esq shared use path on the back side of the existing businesses. Sidewalks will be designed to meet current ADA-compliance, ensuring accessibility for people with disabilities. These improvements will encourage more people to walk to and within the center, promoting active transportation and enhancing the pedestrian experience.

2. Cyclists: The project will include provisions for cyclists, such as shared use bike lanes, during design there will be potential bike lanes, shared-use paths, or bike-friendly road designs. These facilities will make it safer and more convenient for cyclists to access the center and travel along the corridor. By accommodating cyclists, the project encourages cycling as a sustainable mode of transportation and provides connectivity to existing cycling infrastructure.

3. Motorists: The project will consider the needs of motorists by improving road design, traffic flow, and intersection configurations. It will include measures such as traffic calming techniques. These improvements will enhance the driving experience, reduce congestion, and improve overall traffic efficiency within the corridor.

4. Freight and Commercial Vehicles: The project will also consider the needs of freight and commercial vehicles, ensuring that the corridor can accommodate their movements. This may involve measures such as truck loading zones, appropriate lane widths, and signage to facilitate efficient freight operations while maintaining safety for all road users.

By providing infrastructure and design elements that cater to multiple travel modes, the project will benefit a range of user groups, including residents, employees, visitors, and business owners. It promotes a balanced and integrated transportation system that offers choices and accommodates the diverse needs of different travel modes. This multimodal approach supports sustainable and efficient transportation options, reduces congestion, enhances safety, and fosters a more inclusive and accessible environment for all users of the corridor and those accessing the center.

Describe how the project will enhance opportunities for active transportation, such as improving or enhancing a pedestrian-oriented environment in the center or along the corridor to the center(s).

The McClellan Street improvement project will enhance opportunities for active transportation by improving and enhancing a pedestrian-oriented environment in the center and along the corridor leading to the center. Such as:

1. Sidewalk Enhancements: The project will prioritize the improvement and expansion of sidewalks to provide a safe and comfortable pedestrian experience. This will include widening sidewalks, repairing uneven surfaces, and ensuring accessibility for people with disabilities. The enhanced sidewalks will encourage walking as a viable mode of transportation, making it more convenient for pedestrians to access the center and navigate the corridor.

2. Pedestrian Crossings: The project will focus on improving pedestrian crossings along the corridor, including at intersections and mid-block locations. This will involve the installation of marked crosswalks and RRFB/pedestrian signals to enhance safety and promote efficient pedestrian movement. These enhancements will encourage pedestrians to cross the corridor more easily and confidently, creating a more pedestrian-friendly environment.

3. Streetscape Enhancements: The project may include streetscape improvements that create a more inviting and attractive environment for pedestrians. This can involve the addition of trees, landscaping, street furniture, lighting, and public art. These enhancements contribute to a vibrant and pedestrian-oriented atmosphere, making the center and corridor more visually appealing and enjoyable for pedestrians.

4. Pedestrian Connectivity: The project will prioritize enhancing pedestrian connectivity between key destinations, such as connecting the center with nearby residential areas, public facilities, parks, and other points of interest. This will involve the creation of pedestrian pathways, greenways, or pedestrian bridges to ensure seamless and safe pedestrian access.

5. Traffic Calming Measures: The project will incorporate traffic calming measures to improve the pedestrian-oriented environment. This can include reducing vehicle speeds, implementing traffic calming devices such as speed humps or raised crosswalks, and creating pedestrian priority zones. These measures help create a safer and more comfortable walking environment, encouraging active transportation.

6. Wayfinding and Signage: The project will include the installation of clear wayfinding signage to

guide pedestrians along the corridor and direct them to key destinations within the center. This will improve pedestrian navigation and make it easier for individuals to explore and access different amenities and services in the area.

By implementing these enhancements, the project will create a pedestrian-oriented environment that prioritizes the safety, comfort, and convenience of pedestrians. This will encourage more people to choose walking as a mode of transportation, promoting active lifestyles, reducing reliance on vehicles, and creating a vibrant and connected community centered around the corridor and the nearby center.

Describe how the project contributes to transportation demand management and commute trip reduction opportunities.

The McClellan Street improvement project contributes to transportation demand management and commute trip reduction opportunities in several ways:

1. Enhanced Active Transportation: By improving pedestrian and bicycle infrastructure, the project encourages active modes of transportation such as walking and cycling.

2. Improved Connectivity: The project focuses on improving connectivity between different areas, including residential neighborhoods and public facilities. By creating safe and efficient pedestrian and bicycle connections, it facilitates shorter and more convenient travel routes, reducing the need for long-distance vehicle trips.

3. Parking Management: The project will incorporate strategies for parking management, such as the implementation of time restrictions, or preferential parking for carpools and EV vehicles. These measures encourage the efficient use of parking spaces, discourage excessive vehicle use, and incentivize alternative modes of transportation.

Overall, the project contributes to transportation demand management by providing infrastructure and strategies that encourage alternative modes of transportation, reduce the number of single-occupancy vehicles on the road, and promote more efficient use of existing transportation resources. These efforts aim to reduce traffic congestion, improve air quality, and enhance the overall sustainability of the transportation system within the project area.

System Performance and Innovative Solutions

Please address the following:
Describe how the project will result in more reliable and efficient travel flows in the center, along a corridor, or both, and how it will provide for time savings for moving freight and goods.

The McClellan Street improvement project will lead to more reliable and efficient travel flows in the center and along the corridor, benefiting both commuters and freight transportation. Here's how the project achieves these outcomes:

1. Traffic Flow Improvements: The project will involve roadway widening and additional parking for

the businesses to improve traffic flow.

2. Freight Mobility Enhancements: The project team can specifically address the needs of freight transportation by implementing strategies such as dedicated loading zones for the businesses to accommodate deliveries and shared use garbage/recycling options. These enhancements ensure smoother and more efficient movement of freight vehicles, reducing delivery times and improving the overall efficiency of goods movement in the area.

Overall, the project's focus on improving roadway infrastructure, optimizing traffic and delivery operations will lead to more reliable and efficient travel flows in the center and along the corridor. This will result in time savings for commuters and facilitate faster and more efficient movement of freight and goods, benefiting the local economy and supporting regional connectivity.

Describe how the project provides a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor.

1. Future Growth Considerations: The project takes into account the anticipated future growth and development within the rural center and along the corridor. It considers factors such as population growth, land use changes, and projected increases in traffic volumes. By incorporating these considerations into the design and planning process, the project ensures that the transportation system can accommodate future demand efficiently.

2. Capacity Expansion: The project will involve capacity expansion measures such as one-way roads, adding additional parking stalls, or constructing exclusive bicycle lanes to alleviate congestion and provide pedestrian safety. These capacity enhancements provide a long-term solution by increasing the system's ability to handle current and future transportation needs efficiently in our downtown corridor.

3. Sustainable Design: The project incorporates sustainable design principles to maximize the long-term efficiency of the transportation system. This may include features such as low-impact development techniques, green infrastructure, and stormwater management practices that minimize the impact on the environment and promote long-term sustainability.

4. Multi-Modal Integration: The project promotes multi-modal integration by considering the needs of various transportation modes, including pedestrians, cyclists, and public transit users. It will include the construction of sidewalks, bike lanes, as well as the implementation of wayfinding signage and pedestrian-oriented design elements. By providing safe and convenient options for alternative modes of transportation, the project reduces reliance on single-occupancy vehicles and encourages a more sustainable and efficient transportation system in the long run.

5. Long-Term Maintenance Planning: The project includes considerations for long-term maintenance and preservation of the transportation infrastructure. It establishes plans and strategies for regular maintenance, repair, and rehabilitation to ensure that the system remains efficient and functional over its lifespan.

By addressing future growth, expanding capacity, incorporating sustainable design, promoting

multi-modal integration, and implementing long-term maintenance planning, the project provides a comprehensive and long-lasting solution to maximize the efficiency of the transportation system within the rural center and along the connecting rural corridor. This ensures that the transportation infrastructure can effectively meet the needs of the community and support economic growth and development for years to come.

Describe any particularly innovative facilities or traffic operational concepts included in this project.

The McClellan Street improvement project includes several innovative facilities and traffic operational concepts to enhance the efficiency and functionality of the transportation system. These include:

1. Complete Streets Design: The project adopts a Complete Streets approach, which considers the needs of all road users, including pedestrians, cyclists, and motorists. It includes the design and implementation of pedestrian-friendly sidewalks, bike lanes, and crosswalks to create a safer and more accessible transportation environment for all users.

2. Multi-Modal Connectivity: The project emphasizes multi-modal connectivity by integrating various transportation modes and providing convenient and safe connections. It includes the development of dedicated bike lanes, shared-use paths, and pedestrian-friendly infrastructure to encourage active transportation and reduce reliance on private vehicles.

3. Green Infrastructure: The project incorporates green infrastructure elements and permeable pavements, to manage stormwater runoff and improve water quality. These innovative features help reduce the impact of impervious surfaces on the environment, enhance the aesthetic appeal of the corridor, and contribute to overall sustainability.

4. Smart Parking Solutions: The project will implement smart parking solutions, such as parking guidance systems and mobile applications, to optimize parking utilization and provide real-time information on available parking spaces. These technologies help drivers locate parking more efficiently, reduce traffic congestion caused by circling for parking, and enhance the overall parking experience.

These innovative facilities and traffic operational concepts demonstrate the project's commitment to adopting modern approaches that improve transportation efficiency, enhance safety, promote sustainable practices, and enhance the overall user experience. By incorporating these elements into the design and implementation of the project, it provides a forward-thinking and technologically advanced transportation system that meets the evolving needs of the community and supports future growth and development.

Equity

Please address the following:
Section 1. Addressing population groups, benefits and disparities – see PSRC's resources to help answer the questions below.

Please identify the population groups in the planning study area.

(i.e people of color, people with low incomes, older adults, youth, people with disabilities, 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)

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

The following disparities or gaps in the transportation system/services may need to be addressed:

1. People of Color: Disparities in transportation access and services can disproportionately affect people of color. This can include limited access to reliable public transportation options, inadequate pedestrian and bicycle infrastructure in their communities, and potential inequities in the allocation of transportation resources.

2. People with Low Income: People with low income often face challenges in accessing affordable and reliable transportation options. This can result in limited access to job opportunities, healthcare services, education, and other essential resources. Affordability of transportation, availability of transit services, and access to transportation options in underserved areas are key disparities to be addressed.

3. Older Adults: Older adults may face specific challenges related to transportation, such as difficulty walking long distances, navigating uneven sidewalks, or accessing transportation options that meet their mobility needs. Lack of age-friendly infrastructure, limited availability of senior transportation services, and inadequate accessibility features can contribute to disparities in transportation for older adults.

4. Youth: Transportation disparities for youth can include limited access to safe walking and biking routes to schools and recreational facilities, inadequate public transportation options, and challenges in reaching extracurricular activities and employment opportunities. Dependence on unreliable transportation options or lack of transportation alternatives can hinder their access to essential services and activities.

5. People with Disabilities: Disparities in transportation services for people with disabilities can include lack of accessible infrastructure, such as sidewalks and crossings, and insufficient accommodations for mobility devices. These disparities can restrict their ability to travel independently and participate fully in the community.

Addressing these disparities and gaps requires a comprehensive approach that considers the specific needs of each population group. It involves improving transportation infrastructure, enhancing public transit services, providing accessible pedestrian and cycling facilities, and engaging in community outreach and education to ensure equitable access and inclusion for all individuals.

Please describe how the project is addressing those disparities or gaps and providing a

benefit to the population groups identified under Step 1.

The project aims to address the disparities and gaps in the transportation system and provide benefits to the population groups identified. Such as:

1. People of Color: The project can prioritize equitable distribution of transportation resources, ensuring that underserved communities have access to reliable public transportation options, safe pedestrian infrastructure, and bike lanes. It can involve community engagement and input to understand the specific needs of people of color and incorporate their perspectives into the project planning and design.

2. People with Low Income: The project can focus on providing affordable transportation options, such as discounted fares for public transit, subsidies for low-income individuals, and affordable bike-sharing programs. It can also consider improving transportation connectivity in low-income neighborhoods, providing better access to job centers, healthcare facilities, and other essential services.

3. Older Adults: The project can include age-friendly design features, such as accessible sidewalks, benches for resting, and pedestrian signals with longer crossing times.

4. Youth: The project can incorporate including the construction of sidewalks, crosswalks, and bike lanes, to ensure that young people can walk or bike safely to their educational institutions.

5. People with Disabilities: The project can ensure that accessibility is a priority in the transportation infrastructure, including the installation of ramps and accessible crossings.

Overall, the project's design, infrastructure improvements, service enhancements, and community engagement efforts aim to address the specific disparities and gaps in the transportation system for the identified population groups, ensuring equitable access, improved mobility, and a more inclusive transportation network.

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.

The public outreach process that led to the development of the project involved engaging with the community at various stages, both at a broader planning level and for the specific project. The following is a description of our outreach:

1. Comprehensive Planning Level: At the comprehensive planning level, public outreach efforts were undertaken to gather input and feedback from a diverse range of stakeholders. This involved conducting community surveys, hosting public meetings, and utilizing online platforms for public participation. The outreach process specifically targeted the population groups identified in the previous section, ensuring their perspectives were included in the planning process.

2. Corridor Planning: For the specific project, targeted outreach and communication strategies were employed to engage with the population groups identified. This included conducting or community forums specifically tailored to the needs and interests of these groups. Community-based organizations, and local leaders were actively involved in the outreach process to ensure representation and participation from these communities.

3. Stakeholder Engagement: Throughout the planning and development of the project, ongoing engagement with stakeholders, including community groups, and affected residents, was prioritized. Meetings, workshops, and site visits were organized to gather input, address concerns, and provide updates on the project's progress. Feedback received from stakeholders, including the identified population groups, was carefully considered in shaping the project's design, scope, and priorities.

4. Communication Channels: To facilitate effective communication and outreach, a variety of channels were utilized, including traditional media, social media platforms, project websites, newsletters, and direct mailings. These channels were used to disseminate project information, announce public meetings and events, and provide opportunities for the public to provide feedback and ask questions. Efforts were made to ensure that information was accessible, culturally sensitive to reach a broader audience.

The public outreach process was designed to foster meaningful engagement, transparency, and inclusivity. By actively involving the identified population groups, their perspectives, concerns, and needs were incorporated into the project development process. This collaborative approach aimed to build support for the project, address any potential disparities or gaps, and create a sense of ownership and pride among the community members.

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

The outreach efforts played a vital role in shaping the development of the project. By actively involving the community and the identified population groups, their input and feedback influenced key decisions related to location, scope, design, timing, and other project considerations. This collaborative approach ensured that the project reflects the community's needs, priorities, and aspirations, making it a more impactful and successful endeavor.

Section 3. Addressing displacement – see PSRC's displacement risk map

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

Low area but it is important to note that mitigating displacement and ensuring equitable development should be key considerations in any project, especially when serving vulnerable populations. Strategies to address displacement risk may include implementing affordable housing policies, promoting community engagement and inclusion, supporting economic opportunities for local residents, and considering anti-displacement measures.

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

Safety

Please address the following:
Please describe the safety and/or security issue(s) that the project will address.

1. Pedestrian Safety: this project focuses on improving pedestrian safety by adding crosswalks, and RRFB's enhancing sidewalk infrastructure, and implementing traffic calming measures.

2. Bicycle Safety: this project will aim to improve bicycle safety by creating dedicated bike lanes, shared-use paths, and/or protected bike lanes, as well as providing bicycle parking facilities and signage to enhance visibility and awareness.

3. Vehicle and Driver Safety: this project will incorporate measures to enhance vehicle and driver safety, such as improving road signage, adding rumble strips or speed feedback signs, implementing roadway lighting, to enhance driver visibility.

4. Infrastructure Resilience: In areas prone to natural disasters or extreme weather events, we will incorporate measures to enhance the resilience of infrastructure, such as replacing AC watermain, improving drainage systems, or implementing flood mitigation strategies.

Please explain how the project will help protect vulnerable users of the transportation system.

This project aims to protect vulnerable users of the transportation system by implementing various measures and infrastructure improvements that prioritize their safety and accessibility.

1. Pedestrian Facilities: The project will include the construction or enhancement of sidewalks, crosswalks, and pedestrian-friendly infrastructure. This ensures that pedestrians, including older adults, people with disabilities, and children, have safe and accessible pathways to navigate the transportation system.

2. Bicycle Facilities: The project will incorporate dedicated bike lanes, shared-use paths, or protected bike lanes to provide a safe and separate space for cyclists. This promotes the safety and comfort of vulnerable users, such as cyclists of all ages and abilities.

3. Traffic Calming Measures: The project will incorporate traffic calming measures, such as speed humps or raised crosswalks, to reduce vehicle speeds and improve safety for all road users, particularly pedestrians and cyclists.

4. Accessibility Improvements: The project will include accessibility upgrades, such as curb ramps, and audible signals, to ensure that individuals with disabilities can navigate the transportation system independently and safely.

5. Enhanced Lighting and Signage: The project will improve lighting conditions and install clear signage to enhance visibility for all users, particularly during nighttime or low-light conditions. This helps ensure the safety of vulnerable users by making them more visible to drivers.

By incorporating these measures, the project aims to create a transportation system that is inclusive, safe, and accessible for all users, including vulnerable populations such as older adults, children, people with disabilities, and those who rely on active transportation modes.

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

The project incorporates various design elements and strategies to reduce the reliance on enforcement and promote decreased speeds through physical means.

1. Traffic Calming Measures: The project includes the implementation of traffic calming measures that are designed to naturally slow down vehicle speeds. Examples of traffic calming measures include speed humps, curb bump outs and raised crosswalks. These physical interventions require drivers to reduce their speeds, creating a safer environment for all road users.

2. Roadway Design and Configuration: The project will involve redesigning the roadway layout and configuration to discourage speeding. This can include narrower travel lanes, wider sidewalks, and the introduction of bike lanes or buffer zones. These design elements create a visual and physical cue for drivers to drive at lower speeds, making the transportation system safer for all users.

3. Traffic Calming Landscaping: The project will incorporate landscaping features such as trees, planters, or landscaped medians that visually narrow the roadway and create a sense of enclosure. This design approach helps to reduce speeds by giving the perception of a narrower space and encouraging drivers to proceed with caution.

4. Enhanced Signage and Markings: The project will include the installation of enhanced signage and pavement markings to communicate speed limits clearly and provide visual cues for drivers to slow down. This can include speed limit signs, and pavement markings indicating reduced speed zones or pedestrian crossings.

By implementing these design strategies and physical interventions, the project aims to create an environment that naturally encourages reduced speeds, without relying solely on enforcement measures. This approach promotes safer and more comfortable conditions for all road users, particularly vulnerable populations, by minimizing the risk of high-speed conflicts and improving overall transportation safety.

Does your agency have an adopted safety policy (e.g. Target Zero, Vision Zero, etc.)? If so, how did the policy inform the development of the project?

We are currently creating a new policy and it should be available by the fall of this year.

Project Readiness & Financial Plan

In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. $3.045 million is available for each of the 2025 and 2026 federal fiscal years. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request up the total annual award for one program year (up to $3,045,000). Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary, i.e, a sponsor may request funding for both preliminary engineering and right-of-way phases, or preliminary engineering and construction phases, but not both right-of-way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for the FHWA funding being distributed through the RTCC competition. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Sponsors must select 2025 or 2026 as the expected year of obligation. In order to align with annual delivery expectations, all project phases awarded PSRC's FHWA funds must obligate the funds by June 1 of the program year selected. Funds may be obligated beginning October 1 prior to the program year. The earliest the RTCC funds will be available is the 2025 federal fiscal year (beginning October 1, 2024). If a sponsor plans to begin work for the phase awarded prior to this date, they will need to utilize Advanced Construction (AC). For more information on this topic, contact Jennifer Barnes at (206) 389-2876 or jbarnes@psrc.org.

Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies.

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Phase	**Year**	**Amount Requested (i.e - for $1,000.00, enter "1000")**
Preliminary Engineering/Design	2025	$1101722
		$

Total PSRC Funding Request:
$1101722

Has the project received PSRC funds previously?
No

Please provide the project's PSRC TIP ID.

Financial Plan

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. PSRC's definitions and guidance for determining secure and reasonably expected funds is provided here.

PE/Design Phase

Funding Source	Funding Status	Funding Amount
PSRC Design	Unsecured	$1101722
City Design	Secured	$171945
		$
		$
		$

Total Preliminary Engineering/Design Phase Cost

$1273667

Actual or estimated date of completion (month and year):

December 2025

Right-of-Way Phase

Funding Source	Funding Status	Funding Amount
		$
		$
		$
		$
		$

Total Right-of-Way Phase Cost:

$0

Actual or estimated date of completion (month and year):

Construction Phase

Funding Source	Funding Status	Funding Amount
PSRC	Unsecured	$9034117
City	Secured	$1409949
		$
		$
		$

Total Construction Phase Cost

$10444066

Actual or estimated date of completion (month and year):

December 2028

Other Phase

Funding Source	Funding Status	Funding Amount
		$
		$
		$
		$
		$

Total Other Phase Cost

$0

Actual or estimated date of completion (month and year):

Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost:

$11717733

Estimated Project Completion Date (month and year):

June 2029

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

f-131-475-18615476_K9CB1NRu_North_Bend_Design_Committment_Letter_-_RTCC_-_June_2023.docx

f-131-480-18615476_46Rt5ThD_12-2022_CASH_INVESTMENT_ACTIVITY.pdf

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program must also be included.
For more information, refer to PSRC's financial constraint guidance.
I attached the Cash Investment activity from our finance department showing the funds available. The City of North Bend has the Transportation Benefit District (TBD) annually in an amount of $730,000 per year, a TIF district to generate the grant match for any project in Public Works along with a Transportation Impact fee and the general public works annual Street budget.

Project Readiness

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to be obligated. The questions in this section are designed to assist sponsors to:

- *Identify which obligation prerequisites and milestones apply to their specific project.*
- *Identify which of these have already been satisfied at time of application.*
- *Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.*

In the following section, sponsors will be asked a series of questions about the project. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated by June 1 of the funding year, or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

Project Readiness

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

Is preliminary engineering/design for the project complete?

Please provide the date the preliminary engineering/design phase was completed, or the anticipated date of completion (month and year).
December 2025

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.

Project Readiness

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

Has the NEPA documentation been approved?

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

Project Readiness

Will right of way be required for the project?

How many parcels do you need, if applicable?

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. For example:
• True cost estimate (TCU) or Project Funding Estimate (PFE) for the right of way
• Stamped right-of-way plans (stamped)
• Approved relocation plan, if applicable
• Right-of-way certification
• Right-of-way acquisition

Project Readiness

Are funds being requested for construction?

Do you have an engineer's estimate?

Please upload a copy of your engineer's estimate below.

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

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

Please provide the date of completion, or the date when PS&E is scheduled to be complete (month and year).

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

Note: For projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Progress Report for future monitoring, as part of PSRC's project tracking program.

Other Considerations

Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. Note, no points will be given to this section.

File Submission

Please provide any additional supporting documents, including maps, through the upload functions below.

Final Review

Please review all application form questions to ensure you have completed all fields. An email copy of the project application will be sent to the project contact upon submission.

NOTE: Please contact Doug Cox (DCox@psrc.org) if you need to make updates to a submitted application prior to the July 28, 2023 deadline. After the deadline has passed, the form site will close.

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**

June 13, 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 $171,945 for the local match for the E. McClellan Street 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 2025 second omnibus budget. The budget will be submitted in July of 2024 and is anticipated to be passed by the City Council in the Fall of 2024.This project is included in the City's 5-year Transportation Improvement Program with dedicated funding available to support this project beginning 2025 year pending design approval.

Sincerely,

Heather Pollock
Interim Finance Director

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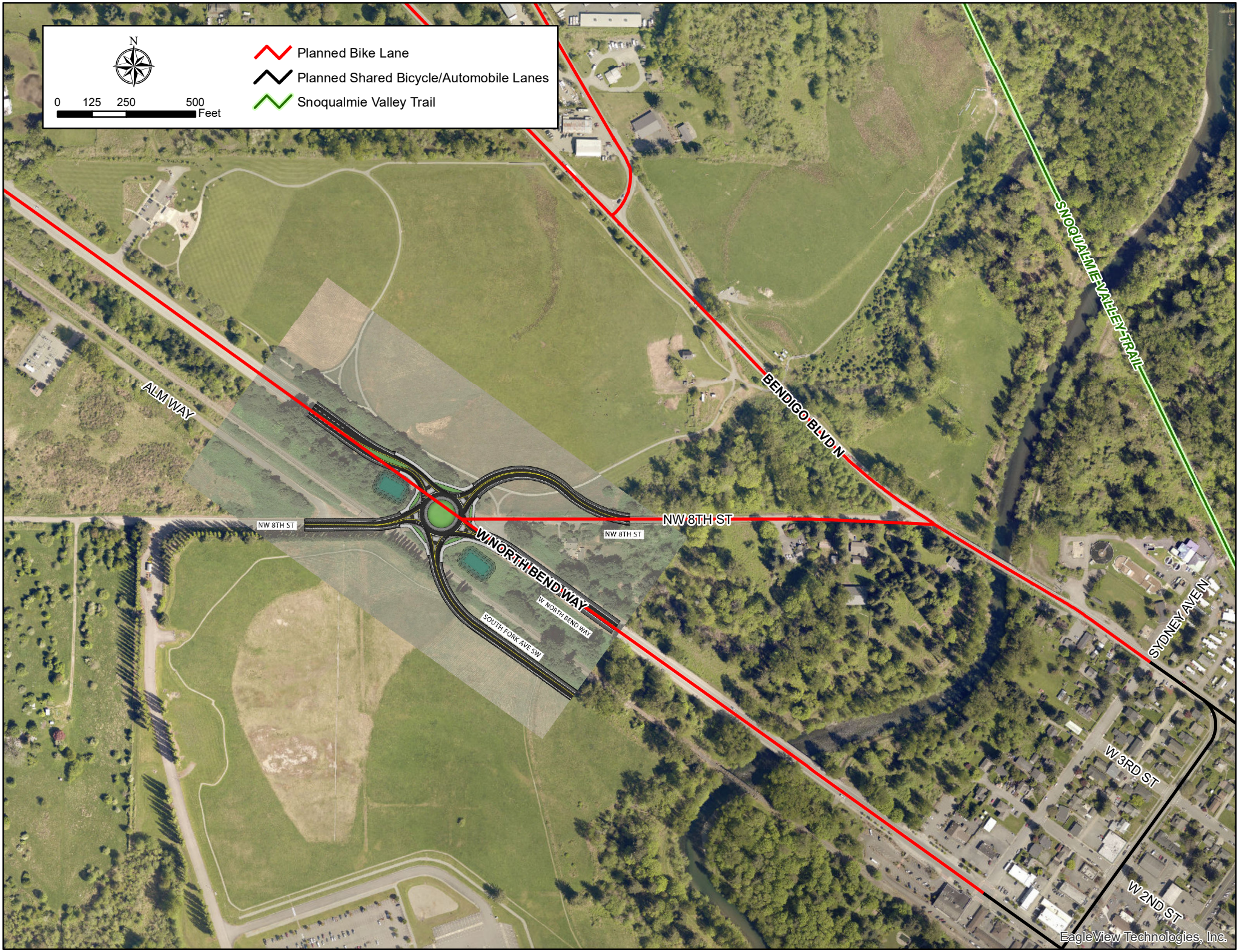
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Feet
Planned Bike Lane
Planned Shared Bicycle/Automobile Lanes
Snoqualmie Valley Trail
ALM WAY
BENDIGO BLVD N
SNOQUALMIE VALLEY TRAIL
NW 8TH ST
NW 8TH ST
NW 8TH ST
W NORTH BEND WAY
W NORTH BEND WAY
SOUTH FORK AVE SW
SYDNEY AVE N
W 3RD ST
W 2ND ST
EagleView Technologies, Inc.

July 25, 2023

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

RE: 2023 RTCC Funding Application Commitment Letter

The City of North Bend has funds that are reasonably expected in the amount of $118,125 for the local match for the design of the NW Eighth Street Roundabout 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