

## PSRC's 2026 Transportation Alternatives Program Grant Application

The following grant application is intended for sponsors competing in PSRC's 2026 Transportation Alternatives Program. Interested project sponsors must complete a grant application by **11:59 pm on April 3, 2026**.

For information related to the Transportation Alternatives Program, contact:

Doug Cox, AICP

Puget Sound Regional Council  
1201 3rd Avenue, Suite 500  
Seattle, WA 98104  
(206) 971-3050 or [DCox@psrc.org](mailto:DCox@psrc.org)

**Form Type:** Grant Application

**Application Type:** Pedestrian and Bicycle Project

### General Project Information

<b>Project Title</b>	<b>RTP ID#</b>	<b>Lead Agency</b>
Cedar Falls Way Shared Use Path Project	NA	North Bend
<b>Partner Agencies</b>	<b>Certification Acceptance</b>	<b>CA Sponsor</b>
NA	No	WSDOT - NW

### **Contact Information**

<b>Primary Contact Name</b>	<b>Alternate Contact Name</b>
Dan Marcinko	Tom Mohr
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dmarcinko@northbendwa.gov

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### **Project Description & Location**

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

The Cedar Falls Way Shared Use Path project will construct a new sidewalk along SE Cedar Falls Way within the project limits. Install curb and gutter as required, new ADA compliant curb ramps at intersections, make necessary adjustments to drainage infrastructure and complete pavement restoration where needed.

**Specific Outcome:** The project will provide a continuous, safe, and accessible route for non-motorized users, connecting neighborhoods to parks, schools, historic downtown North Bend and regional trails. It will reduce conflicts between vehicles and pedestrians/cyclists, promote active transportation, and enhance community livability.

**What Grant Funds Will Cover:** Grant funds will be used for the construction of the sidewalk, paving, ADA improvements, signage, and related safety features. This is a standalone component of a larger transportation improvement effort focused on multimodal connectivity.

### **Project Location**

<b>County/Counties</b>	<b>Location</b>
King	Cedar Falls Way

<b>Beginning Crossroad/Landmark</b>	<b>Ending Crossroad/Landmark</b>
Maloney Grove Ave SE	436th Ave SE

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

The Cedar Falls Way Shared Use Path project is located along SE Cedar Falls Way, a key transportation corridor in North Bend that directly serves the city's downtown center, which is

identified as a mixed-use activity hub in the City of North Bend Comprehensive Plan. This corridor provides critical connectivity between the town center, residential neighborhoods, grade schools, and regional recreation destinations, including the Regional Snoqualmie Valley Trail and nearby parks.

By improving pedestrian and bicycle infrastructure along this corridor, the project strengthens multimodal access to local businesses, community facilities, and transit connections. The shared-use path will enhance safety and accessibility for non-motorized users traveling to and from the downtown center, reducing reliance on single-occupancy vehicles and supporting regional mobility goals.

This project aligns with the TAP definition of centers and corridors because it serves a Local Center: Downtown North Bend is a designated town center in local planning documents.

Corridor Connectivity: Cedar Falls Way functions as a connector between the town center and regional trails, supporting active transportation and equitable access.

Supports Regional Objectives: The improvements promote safe, sustainable travel options and strengthen links between centers identified through local and regional planning processes.

### **Federal Functional Classification**

**Please select the appropriate functional classification.**

Minor Collector

### **Bicycle & Pedestrian Facilities**

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

Shared roadways (shared lane markings, paved shoulders, neighborhood greenways, advisory shoulders)

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

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

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

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

### **Local Plan Consistency**

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

Yes

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

Plan name is SE Cedar Falls Way Pedestrian Improvements.

Section is page 61, No. 22 in table 9 in the City of North Bend's Transportation Element

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

N/A

### **Support for Centers**

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

The Cedar Falls Shared Use Path will directly support both existing and planned housing and employment densities within the Town Center by providing a safe, continuous, and fully accessible multimodal connection linking neighborhoods, schools, employment areas, transit stops, and community amenities. As the Center continues to grow with higher-density residential development and expanded employment uses, the shared use path will enhance mobility options and reduce reliance on single-occupancy vehicles, allowing the transportation network to accommodate additional population and job growth without increasing congestion on already constrained roadways. The project strengthens first- and last-mile connectivity for workers, supports residents living in compact housing types by offering a reliable non-motorized travel choice, and improves access to parks, schools, and local businesses--making higher-density living more practical and attractive. By integrating with regional trail systems, the path further broadens access to employment and services beyond the immediate Center. Overall, the project advances local and regional land-use goals by improving multimodal access to a mixed-use, higher-density activity hub.

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

The Cedar Falls Shared Use Path directly implements the City's adopted growth and redevelopment objectives for the Cedar Falls Center. The project advances Comprehensive Plan policies for multimodal mobility and center development (TIP Project # T-055), which calls for improving non-motorized access, supporting compact mixed-use development, and enhancing safe travel options for residents and workers. The path also supports the Cedar Falls Subarea Plan by improving internal circulation, linking redevelopment areas to transit and community amenities, and creating the pedestrian- and bicycle-oriented infrastructure needed to attract new housing and employment uses. By reducing barriers to walking and biking and improving connectivity between planned redevelopment sites, the project provides the mobility foundation necessary to achieve the Center's long-term vision for a walkable, mixed-use district.

## **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 Cedar Falls Shared Use Path will complete a critical gap in the local pedestrian and bicycle network by creating a continuous, ADA-accessible connection between existing sidewalks, neighborhood trails, and connecting to the Regional Snoqualmie Valley corridor trail that starts in Duvall, WA and ends at the Rattlesnake Lake Recreation Area in North Bend, WA. The project extends the city's active transportation system by linking residential neighborhoods, the downtown center, and nearby recreation areas with a safe, shared use facility. By tying directly into existing sidewalks and trail segments, the path creates a connected network that supports daily walking and biking trips as well as regional trail access. This missing-link improvement strengthens both local circulation and broader regional mobility, ensuring that residents, workers, and visitors have reliable non-motorized connections throughout the center and beyond.

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

The Cedar Falls Shared Use Path addresses a well-documented community need for safe, comfortable, and accessible non-motorized travel options in an area with limited sidewalk coverage, steep roadway shoulders, and few low-stress walking and biking routes. The project removes key barriers by providing a separated, ADA-accessible facility that avoids steep grades, reduces exposure to vehicle traffic, and shortens travel distances between neighborhoods, schools, parks, and the downtown center. By replacing an inconsistent, uncomfortable shoulder-walking environment with a dedicated shared use path, the project improves safety, comfort, and year-round usability for people of all ages and abilities. This improvement enables residents, workers, and visitors particularly youth, older adults, and those without access to a car to move more safely and reliably within the community and have access to the city's town center.

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

The Cedar Falls Shared Use Path enhances multimodal connectivity by providing safe, direct, and ADA-accessible walking and biking access to nearby bus stops serving the community and surrounding neighborhoods. By replacing narrow shoulders and discontinuous pedestrian facilities with a separated shared use path, the project significantly improves first- and last-mile connections to transit for residents, workers, and visitors. The path supports increased transit use by making access more comfortable and reliable for people of all ages and abilities including youth, older adults, and individuals with mobility limitations and strengthens the overall functionality of the local 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 Cedar Falls Shared Use Path is expected to see strong and consistent public use due to its direct connections between neighborhoods, parks, schools, and the downtown center, and by enhancing access for users traveling to and from broader parts of King County and the region. The project will serve a wide range of users, including residents making local trips, commuters traveling to employment areas or transit stops, and recreational users accessing nearby trail systems. By providing a comfortable, separated, and ADA-accessible facility, the path will benefit families, students, older adults, and individuals with mobility limitations who currently face barriers along narrow shoulders and discontinuous walkways. Commercial users such as employees, customers, and service workers will also gain more reliable and safer access to the center. Overall, the project supports daily travel needs, recreation, and economic activity by offering a safe, convenient, and attractive non-motorized route for the full spectrum of community users.

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

If this project is not funded, the community risks losing a timely opportunity to complete a critical multimodal connection in an area experiencing active development and redevelopment pressure. Without the shared use path, new housing and commercial projects will continue to rely on inadequate pedestrian and bicycle facilities, limiting safe access for residents and workers and reducing the effectiveness of planned investments in the downtown center and this corridor. Delaying the project would also increase future construction costs and could require costly retrofits after adjacent development is built out. Additionally, the ability to shift local trips away from roadways would be diminished, making it harder for the transportation network to support planned growth. In short, failure to fund the project now would compromise safety, reduce the center's walkability, and miss a critical window to build essential multimodal infrastructure that supports long-term community goals.

**Category-Specific Criteria: Community Support**

**Section 1: Addressing Population Groups, Benefits and Disparities**

**Please identify the different population groups within the project area, and describe any disparities or gaps in the transportation system being experienced. Describe how the project is addressing these disparities or gaps and providing an improvement.**

The project serves population groups within and adjacent to the focus areas, including households with lower incomes, youth, older adults, and residents with limited or no access to a personal vehicle. These communities experience gaps in the existing transportation system, including missing sidewalks, narrow shoulders, steep grades, and limited ADA-accessible routes. Transit users within these areas also face unsafe or uncomfortable first- and last-mile connections due to discontinuous pedestrian and bicycle facilities.

The Cedar Falls Shared Use Path directly addresses these disparities by providing a safe, separated, and ADA-accessible facility that removes key physical and comfort barriers for vulnerable users. The project closes a long-standing gap in the walking and biking network, improves access to transit, and creates a reliable non-motorized option for residents, workers, and visitors particularly those who have fewer transportation choices today. By enhancing safety,

connectivity, and mobility for these priority populations, the project delivers a meaningful and equitable transportation improvement.

## **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.**

Development of the Cedar Falls Shared Use Path is grounded in extensive public outreach conducted through the City's Comprehensive Plan update, Transportation Element, and Town Center planning efforts. Across these processes, the City engaged residents, local businesses, neighborhood groups, and community organizations through open houses, open public committee and/or City Council meetings, and targeted outreach to populations within the focus areas. Feedback consistently highlighted concerns about missing sidewalks, narrow shoulders, steep grades, and limited safe options for walking or biking to the downtown center. Additional engagement occurred through project-specific conversations with nearby neighborhoods, school families, older adults, and individuals who rely on transit or non-motorized travel. These groups described challenges navigating the area without a car and expressed support for a separated, ADA-accessible path to improve safety and connectivity. The project directly responds to this community input and staffing comments by addressing the gaps and barriers identified by residents particularly those with fewer travel options. By providing a safe and comfortable facility that connects homes, jobs, schools, parks, and transit, the shared use path reflects community priorities and delivers an improvement shaped by meaningful public participation.

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

Community outreach played a direct role in shaping the project's location, scope, and design. Feedback collected through the Comprehensive Plan update, Transportation Element engagement, and Town Center planning consistently highlighted safety concerns along the project corridor, especially from residents with families that have school-age children, older adults, and non-drivers. These groups identified missing sidewalks, narrow shoulders, steep grades, and unsafe access to transit as top priorities. The City aligned the path's alignment to serve the area's most frequently cited as unsafe or inaccessible, ensuring the project closed the specific gaps identified by the community. Outreach also led to expanding the project's scope from simple shoulder improvements to a fully separated, ADA-accessible shared use path that better meets the needs of vulnerable users. Community input about seasonal safety issues and school-year travel patterns also informed project timing, helping prioritize this corridor for earlier implementation. As a result, the project reflects the concerns, preferences, and mobility needs expressed through our public outreach particularly those with limited transportation options today.

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

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

The Cedar Falls Shared Use Path significantly improves safety and security by replacing narrow roadway shoulders and discontinuous walkways with a fully separated, ADA-accessible facility for people walking and bicycling. The project reduces exposure to vehicle traffic, minimizes conflicts between travel modes, and provides a predictable, dedicated space for non-motorized users--addressing long-standing community concerns about unsafe conditions along the corridor. Improved sightlines, consistent design standards, and clear separation from moving vehicles create a more comfortable and secure environment for all ages and abilities, including youth, older adults, and residents within PSRC-identified Equity Focus Areas.

The path also enhances personal security by offering a clearly defined, well-designed route that improves visibility and reduces the need for pedestrians to navigate isolated or unlit areas. By creating a safer and more reliable connection between homes, jobs, schools, parks, and transit stops, the project strengthens overall community mobility and ensures that non-drivers have safe, comfortable options for everyday travel.

**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 Cedar Falls Shared Use Path directly improves safety for vulnerable users by eliminating several existing high-risk conditions for people walking and bicycling. Today, pedestrians and cyclists must use narrow roadway shoulders, navigate steep grades, and share space with fast-moving vehicles--conditions that disproportionately endanger youth, older adults, and residents within PSRC-identified Equity Focus Areas. These gaps increase the likelihood of collisions, falls, and near-misses, particularly during low-visibility periods or winter conditions. The project addresses these risks by providing a fully separated, ADA-accessible facility that removes pedestrians and cyclists from the vehicle travel lane, reduces conflict points, and improves sightlines and predictability for all users. The shared use path offers a safer, more comfortable travel option that supports people of all ages and abilities, including those with mobility limitations. By closing a long-standing gap in the non-motorized network and replacing unsafe walking conditions with a dedicated, well-designed path, the project delivers a significant safety improvement and reduces the potential for pedestrian injuries and fatalities.

**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?**

Yes. The City follows Washington State's Target Zero Initiative, which aims to eliminate traffic fatalities and serious injuries on Washington roadways. These safety principles, along with the City's adopted Transportation Element policies prioritizing safe, accessible multimodal travel for people of all ages and abilities, directly informed the development of the Cedar Falls Shared Use Path.

Target Zero emphasizes protecting vulnerable users and reducing risk through system-wide design choices. In alignment with this guidance, the project incorporates a fully separated, ADA-accessible path to remove pedestrians and bicyclists from narrow shoulders and vehicle travel lanes--conditions identified as high-risk through local outreach and planning. The City's

multimodal safety policies also shaped decisions about the project's alignment, scope, and design standards to ensure predictable operations, improved sightlines, and a comfortable facility that reduces the likelihood of pedestrian and bicycle injuries. As a result, the shared use path is a direct implementation of the City's commitment to Vision Zero/Target Zero-aligned safety principles.

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

The Cedar Falls Shared Use Path reduces reliance on enforcement by prioritizing design-based safety solutions that inherently lower risk for people walking and bicycling. By providing a fully separated, ADA-accessible facility, the project removes vulnerable users from the vehicle travel lane, reducing the need for police-led speed or behavior enforcement to protect pedestrians and cyclists. The path's alignment and design minimize conflict points, improve visibility, and create predictable user movements--safety outcomes achieved through engineering rather than enforcement.

In addition, the project supports traffic calming along the corridor. The presence of a defined, separated facility visually narrows the roadway environment, encouraging drivers to travel at lower speeds without the need for increased enforcement. Improved crossings, consistent edge treatments, and clear delineation between modes further reinforce slower, more cautious driving behavior. Together, these design elements advance a safe-systems approach by reducing crash risk through built-environment changes rather than relying on ongoing enforcement actions.

**Project Readiness**

**Preliminary Engineering/Design**

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

No

**Is preliminary engineering/design complete?**

No

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

Greater than 60% complete

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

May, 2026

**Environmental Documentation**

**What is the current or anticipated level of environmental documentation required under the**

**National Environmental Policy Act (NEPA) for this project?**

Categorical Exclusion (CE)

**Has NEPA documentation been approved?**

No

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

December, 2027

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

No

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

N/A

### **Right of Way**

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

No

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

N/A, N/A

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

N/A, N/A

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

N/A

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

N/A, N/A

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

N/A

### **Construction**

**Are funds being requested for construction?**

Yes

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

Yes

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

f-151-540-21487381\_v8PhWXAd\_CFW\_Ped\_Improvements\_60\_\_Estimate.pdf

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

Pending construction grant approval, we'll apply for the NEPA process at that time.

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

No

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

May, 2026

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

January, 2028

**Other Considerations**

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

N/A

**PSRC Funding Request**

<b>Phase</b>	<b>Year</b>	<b>Amount</b>
Construction	2028	\$2403155

**Total PSRC Funding Request: \$2403155**

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

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

No

N/A

**Total Estimated Project Cost and Schedule**

**Preliminary Engineering/Design Phase**

<b>Fund Source</b>	<b>Funding Status</b>	<b>Amount</b>
Local	Secured	\$332000
		\$
		\$
		\$
		\$

**Total Preliminary Engineering/Design Phase Cost: \$332000**

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

April, 2026

**Right of Way Phase**

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

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

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

**Construction Phase**

<b>Fund Source</b>	<b>Funding Status</b>	<b>Amount</b>
Local	Reasonably Expected	\$375063
TAP(PSRC)	Reasonably Expected	\$2403151
		\$
		\$
		\$

**Total Construction Phase Cost: \$2778214**

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

December, 2028

**Other Phase**

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

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

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

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**Project Summary**

<b>Total Estimated Project Cost:</b>	<b>Estimated Project Completion Date (month and year):</b>
\$3110214	June, 2029

**Financial Documentation**

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

City Budget | North Bend, WA - Official Website  
Municipal Capital Improvements Plan – 2025-2030  
Transportation Capital Projects 2025 Adopted Budget 2026

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

f-151-346-21487381\_fsx5llkv\_2025\_Q3\_Cash\_and\_Investment\_Report\_1.pdf

f-151-712-21487381\_B21yWkW1\_North\_Bend\_Construction\_Committment\_Letter\_-\_2.12.26.docx

**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, the Cedar Falls Shared Use Path offers several broader benefits that support a strong project recommendation. The project is highly cost-effective, leveraging an already planned corridor and minimizing right-of-way needs, which reduces overall construction costs and increases the likelihood of timely delivery. It is also shovel-ready, with preliminary alignment, community support, and planning foundations already in place, positioning it well for obligation and implementation within program timelines.

The project supports local economic vitality by improving access to the Cedar Falls Center for employees, customers, and visitors. It also enhances regional recreation and tourism by strengthening connections to nearby trail systems and open space assets--an increasingly important component of North Bend's economy. Additionally, the path contributes to public health and climate goals by encouraging active transportation and reducing short vehicle trips. Finally, the project builds long-term resilience by providing a reliable non-motorized route that remains accessible during congestion, construction, or other disruptions. These added benefits reinforce the project's value and further support its selection for funding.

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

N/A

## End of the Application

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



February 27, 2026

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

**RE: 2026 Funding Application Commitment Letter**  
**Project: Cedar Falls Way Sidewalk Project**

The City of North Bend shall commit to the \$375,063 construction funds for the local match for the Cedar Falls Way Sidewalk 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 construction of this project. Roads will propose funding for this project in the second omnibus budget for 2026. The budget will be submitted in July 2026 and is anticipated to be passed by the City Council in the Fall of 2026. This project is included in the City's 6-year Transportation Improvement Program with dedicated funding available to support this project beginning 2027 year pending Puget Sound Regional Council approval.

Sincerely,

Martin Chaw  
Finance Director

**City of North Bend**  
**Cedar Falls Way Pedestrian Improvements**

**60% Engineer's Estimate**

**December 21, 2025**

**Schedule A: Cedar Falls Way Road & Storm**

**PH Consulting Project 24-079**

Bid Item	Spec Section	Description	Unit	Unit Price	Quantity	Total Price
A-1	SP 1-04.4	Minor Change	CALC	\$ 50,000.00	1	\$ 50,000.00
A-2	SP 1-05.4	Roadway Surveying	LS	\$ 25,000.00	1	\$ 25,000.00
A-3	SP 1-05.18	Record Drawings (Minimum Bid \$1,000)	LS	\$ 1,000.00	1	\$ 1,000.00
A-4	SS 1-07.15	SPCC Plan	LS	\$ 750.00	1	\$ 750.00
A-5	SP 1-07.17	Potholing Existing Utilities	LS	\$ 25,000.00	1	\$ 25,000.00
A-6	SP 2-01.5	Mobilization, Cleanup, and Demobilization	LS	\$ 220,000.00	1	\$ 220,000.00
A-7	SP 2-04.5	Project Temporary Traffic Control	LS	\$ 38,000.00	1	\$ 38,000.00
A-8	SP 3-01.5	Clearing and Grubbing	LS	\$ 20,000.00	1	\$ 20,000.00
A-9	SP 3-02.5	Sawcutting	LF	\$ 5.00	5,050	\$ 25,250.00
A-10	SP 3-02.5	Removing Asphalt Conc. Pavement	LS	\$ 55,000.00	1	\$ 55,000.00
A-11	SP 3-02.5	Removal of Structures and Obstructions	LS	\$ 20,000.00	1	\$ 20,000.00
A-12	SP 3-03.5	Roadway Excavation and Embankment Incl. Haul	LS	\$ 35,000.00	1	\$ 35,000.00
A-13	SP 3-03.5	Unsuitable Foundation Excavation Incl. Haul	CY	\$ 65.00	20	\$ 1,300.00
A-14	SP 4-05.5	Crushed Surfacing Top Course	TON	\$ 60.00	900	\$ 54,000.00
A-15	SP 4-05.5	Foundation Gravel (As Necessary)	TON	\$ 75.00	20	\$ 1,500.00
A-16	SP 4-05.5	Gravel Borrow Fill	TON	\$ 35.00	200	\$ 7,000.00
A-17	SP 5-04.5	Full Depth HMA Cl. 1/2" PG 58-22	TON	\$ 210.00	270	\$ 56,700.00
A-18	SP 5-04.5	Adjust Junction Box	EA	\$ 750.00	1	\$ 750.00
A-19	SP 5-04.5	Adjust Valve Box	EA	\$ 550.00	15	\$ 8,250.00
A-20	SP 7-04.5	Corrugated Polyethylene Storm Sewer Pipe, 12 In. Diam. (Incl. Bedding)	LF	\$ 90.00	140	\$ 12,600.00
A-21	SP 7-04.5	Ductile Iron Storm Sewer Pipe, 8 In. Diam. (Incl. Bedding)	LF	\$ 100.00	160	\$ 16,000.00
A-22	SP 7-05.5	Adjust Manhole	EA	\$ 850.00	1	\$ 850.00
A-23	SP 7-05.5	Adjust Water Meter	EA	\$ 500.00	9	\$ 4,500.00
A-24	SP 7-05.5	Catch Basin Type 1	EA	\$ 2,500.00	3	\$ 7,500.00
A-25	SP 7-05.5	Catch Basin Type 1L	EA	\$ 2,500.00	1	\$ 2,500.00
A-26	SP 7-05.5	Connection to Drainage Structure	EA	\$ 1,800.00	1	\$ 1,800.00
A-27	SP 7-05.5	Infiltration Trench	TON	\$ 75.00	590	\$ 44,250.00
A-28	SP 7-14.5	Fire Hydrant Relocation (Subject to Tax)	EA	\$ 12,000.00	4	\$ 48,000.00

**City of North Bend  
Cedar Falls Way Pedestrian Improvements**

**60% Engineer's Estimate**

**December 21, 2025**

**Schedule A: Cedar Falls Way Road & Storm**

**PH Consulting Project 24-079**

Bid Item	Spec Section	Description	Unit	Unit Price	Quantity	Total Price
A-29	SP 7-19.5	Adjust Sewer Cleanout	EA	\$ 800.00	2	\$ 1,600.00
A-30	SP 8-01.5	Erosion Control	LS	\$ 8,000.00	1	\$ 8,000.00
A-31	SP 8-01.5	Inlet Protection	EA	\$ 80.00	23	\$ 1,840.00
A-32	SP 8-02.5	Property Restoration	LS	\$ 30,000.00	1	\$ 30,000.00
A-33	SP 8-02.5	Compost Amended Soil and Hydroseed	CY	\$ 90.00	390	\$ 35,100.00
A-34	SP 8-02.5	Bioswale Liner	LF	\$ 15.00	2,590	\$ 38,850.00
A-35	SP 8-04.5	Cement Conc. Traffic Curb and Gutter	LF	\$ 45.00	4,530	\$ 203,850.00
A-36	SP 8-04.5	Cement Conc. Traffic Curb Cut	EA	\$ 150.00	66	\$ 9,900.00
A-37	SP 8-06.5	Cement Conc. Driveway Entrance Type 1	SY	\$ 125.00	90	\$ 11,250.00
A-38	SP 8-06.5	Cement Conc. Driveway Entrance Type 3	SY	\$ 125.00	610	\$ 76,250.00
A-39	SP 8-14.5	Cement Conc. Sidewalk	SY	\$ 90.00	2,690	\$ 242,100.00
A-40	SP 8-14.5	Cement Conc. Curb Ramp Type Single Direction	EA	\$ 3,500.00	6	\$ 21,000.00
A-41	SP 8-14.5	Cement Conc. Curb Ramp Type Parallel	EA	\$ 3,500.00	1	\$ 3,500.00
A-42	SP 8-14.5	Cement Conc. Curb Ramp Type Perpendicular	EA	\$ 3,500.00	1	\$ 3,500.00
A-43	SP 8-15.5	Quarry Spalls	TON	\$ 150.00	20	\$ 3,000.00
A-44	SP 8-18.5	Relocate Mailbox	EA	\$ 500.00	14	\$ 7,000.00
A-45	SP 8-18.5	Mailbox Support, Type 2	EA	\$ 1,200.00	1	\$ 1,200.00
A-46	SP 8-20.5	Illumination and Communications System, Complete	LS	\$ 170,000.00	1	\$ 170,000.00
A-47	SP 8-20.5	Joint Utility Trench and Undergrounding Overhead Utilities	LS	\$ 680,000.00	1	\$ 680,000.00
A-48	SP 8-21.5	Permanent Signing	LS	\$ 8,000.00	1	\$ 8,000.00
A-49	SP 8-22.5	Plastic Stop Line	LF	\$ 20.00	50	\$ 1,000.00
A-50	SP 8-22.5	Plastic Crosswalk Line	SF	\$ 15.00	340	\$ 5,100.00
A-51	SP 8-22.5	Plastic Bicycle Lane Symbol	EA	\$ 500.00	15	\$ 7,500.00
A-52	SP 8-24.5	Gravity Block Wall and Fence	LS	\$ 60,000.00	1	\$ 60,000.00
<b>Subtotal</b>						<b>\$ 2,412,040.00</b>
<b>Sales Tax (Road &amp; Storm)</b>					0.0%	\$ -
<b>Sales Tax (Water)</b>					9.1%	\$ 4,368.00
<b>Contingency</b>					15%	\$ 361,806.00
<b>Total</b>						<b>\$ 2,778,214.00</b>



# Cash and Investment Activity

Period: 2025 - September  
Fiscal Totals

Fund	Beginning Cash	Beginning Investments	Receipts	Investment Liquidated	Transfers In	Investments Acquired	Transfer Claims/Payroll
001 General Fund	\$7,620,927.02	\$7,125.00	\$9,015,142.49	\$0.00	\$1,447,341.55	\$0.00	\$0.00
002 Reserve Fund	\$1,097,895.98	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
101 Streets Operations	(\$134,568.23)	\$0.00	\$228,660.40	\$0.00	\$725,899.32	\$0.00	\$0.00
102 Capital Streets	\$24,571.83	\$0.00	\$6,862.89	\$0.00	\$112,500.00	\$0.00	\$0.00
103 Streets Overlay	\$1,124,585.73	\$0.00	\$0.00	\$0.00	\$430,499.97	\$0.00	\$0.00
106 Impact Fees & Mitigation	\$8,558,561.76	\$0.00	\$1,675,646.21	\$0.00	\$0.00	\$0.00	\$0.00
107 Hotel/Motel Tax	\$104,326.16	\$0.00	\$16,575.00	\$0.00	\$0.00	\$0.00	\$0.00
108 Economic Development	\$121,925.71	\$0.00	\$192.10	\$0.00	\$273,750.03	\$0.00	\$0.00
109 Affordable Housing	\$1,242,336.85	\$0.00	\$0.00	\$0.00	\$242,962.47	\$0.00	\$0.00
116 Park Capital Improvement	\$610,577.55	\$0.00	\$161,745.70	\$0.00	\$0.00	\$0.00	\$0.00
117 Park Maintenance Reserve	\$52,100.72	\$0.00	\$0.00	\$0.00	\$7,499.97	\$0.00	\$0.00
125 Development Projects (CED)	\$655,213.53	\$0.00	\$379,202.89	\$0.00	\$0.00	\$0.00	\$0.00
130 ARPA Fiscal Recovery Fund	\$1,075,961.84	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
190 Transportation Benefit District	\$3,196,382.77	\$0.00	\$583,506.82	\$0.00	\$0.00	\$0.00	\$0.00
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	\$74,788.28	\$0.00	\$97,513.55	\$0.00	\$0.00	\$0.00	\$0.00
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	\$65,241.01	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
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)	\$228.18	\$0.00	\$204.00	\$0.00	\$0.00	\$0.00	\$0.00
240 PWTF Loan Debt Service	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
310 Municipal Projects	(\$1,236,479.07)	\$0.00	\$1,163,367.07	\$0.00	\$4,590,038.34	\$0.00	\$0.00
320 Capital Improvement (REET)	\$5,668,845.51	\$0.00	\$945,694.76	\$0.00	\$0.00	\$0.00	\$0.00
401 Water Operations	\$2,236,450.45	\$0.00	\$3,179,523.64	\$0.00	\$0.00	\$0.00	\$0.00
402 Sewer Operations	\$12,355,276.27	\$0.00	\$12,006,294.11	\$0.00	\$0.00	\$0.00	\$0.00
404 Storm & FLOOD Operations	\$2,144,326.02	\$0.00	\$986,944.04	\$0.00	\$0.00	\$0.00	\$0.00
405 Solid Waste & Recycling Operations	\$928,734.74	\$0.00	\$221,201.90	\$0.00	\$0.00	\$0.00	\$0.00
450 ULID #6 Construction	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
451 ULID #6 Bond Redemption	\$1,619,183.11	\$0.00	\$685,875.20	\$0.00	\$0.00	\$0.00	\$0.00
452 ULID#6 Bond Reserve	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
501 Equipment Operations	\$254,457.32	\$0.00	\$111.06	\$0.00	\$586,503.81	\$0.00	\$0.00
502 Equipment Reserve	\$1,847,332.61	\$0.00	\$0.00	\$0.00	\$92,535.12	\$0.00	\$0.00
635 Treasurers Trust	\$26.00	\$0.00	\$1,165.50	\$0.00	\$0.00	\$0.00	\$0.00

Other Transfers	Disbursements	Reinvested Interest	Ending Cash	Ending Investments	Ending Balance
\$1,230,940.35	\$7,746,193.19	\$0.00	\$9,106,277.52	\$7,125.00	\$9,113,402.52
\$0.00	\$0.00	\$0.00	\$1,097,895.98	\$0.00	\$1,097,895.98
\$95,249.79	\$783,151.14	\$0.00	(\$58,409.44)	\$0.00	(\$58,409.44)
\$21,375.00	\$61,732.43	\$0.00	\$60,827.29	\$0.00	\$60,827.29
\$0.00	\$9,153.75	\$0.00	\$1,545,931.95	\$0.00	\$1,545,931.95
\$4,012,499.97	\$264,881.76	\$0.00	\$5,956,826.24	\$0.00	\$5,956,826.24
\$48,750.03	\$0.00	\$0.00	\$72,151.13	\$0.00	\$72,151.13
\$19,037.43	\$104,957.95	\$0.00	\$271,872.46	\$0.00	\$271,872.46
\$0.00	\$2,484.00	\$0.00	\$1,482,815.32	\$0.00	\$1,482,815.32
\$348,788.34	\$69,446.67	\$0.00	\$354,088.24	\$0.00	\$354,088.24
\$0.00	\$0.00	\$0.00	\$59,600.69	\$0.00	\$59,600.69
\$567,655.38	\$173,960.77	\$0.00	\$292,800.27	\$0.00	\$292,800.27
\$0.00	\$0.00	\$0.00	\$1,075,961.84	\$0.00	\$1,075,961.84
\$525,000.06	\$0.00	\$0.00	\$3,254,889.53	\$0.00	\$3,254,889.53
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$7,142.50	\$0.00	\$165,159.33	\$0.00	\$165,159.33
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$7,900.00	\$0.00	\$57,341.01	\$0.00	\$57,341.01
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$66,200.00	\$0.00	(\$65,767.82)	\$0.00	(\$65,767.82)
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$4,267,008.62	\$0.00	\$249,917.72	\$0.00	\$249,917.72
\$0.00	\$0.00	\$0.00	\$6,614,540.27	\$0.00	\$6,614,540.27
\$496,925.51	\$3,318,383.97	\$0.00	\$1,600,664.61	\$0.00	\$1,600,664.61
\$742,112.76	\$4,054,006.89	\$0.00	\$19,565,450.73	\$0.00	\$19,565,450.73
\$276,330.82	\$1,089,810.40	\$0.00	\$1,765,128.84	\$0.00	\$1,765,128.84
\$81,071.30	\$126,099.64	\$0.00	\$942,765.70	\$0.00	\$942,765.70
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$0.00	\$1,072,580.82	\$0.00	\$1,232,477.49	\$0.00	\$1,232,477.49
\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$43,793.84	\$473,040.22	\$0.00	\$324,238.13	\$0.00	\$324,238.13
\$0.00	\$998,399.12	\$0.00	\$941,468.61	\$0.00	\$941,468.61
\$0.00	\$618.50	\$0.00	\$573.00	\$0.00	\$573.00

Fund	Beginning Cash	Beginning Investments	Receipts	Investment Liquidated	Transfers In	Investments Acquired	Transfer Claims/Payroll
699 Investments	(\$35,321,080.90)	\$35,321,050.90	\$0.00	\$8,450,000.00	\$0.00	\$28,091,767.47	\$0.00
	<b>\$15,988,128.75</b>	<b>\$35,328,175.90</b>	<b>\$31,355,429.33</b>	<b>\$8,450,000.00</b>	<b>\$8,509,530.58</b>	<b>\$28,091,767.47</b>	<b>\$0.00</b>

Other Transfers	Disbursements	Reinvested Interest	Ending Cash	Ending Investments	Ending Balance
\$0.00	\$0.00	\$0.00	(\$54,962,848.37)	\$54,962,818.37	(\$30.00)
<b>\$8,509,530.58</b>	<b>\$24,697,152.34</b>	<b>\$0.00</b>	<b>\$3,004,638.27</b>	<b>\$54,969,943.37</b>	<b>\$57,974,581.64</b>