

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

Form Type: Grant Application

Application Type: Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Lead Agency
Tanner Trail Extension	NA	North Bend
Partner Agencies	Certification Acceptance	CA Sponsor
NA	No	WSDOT - NW

Contact Information

Primary Contact Name	Alternate Contact Name
Dan Marcinko	Tom Mohr
Primary Contact Phone	Alternate Contact Phone
(425) 200-2332	(425) 736-3682
Primary Contact Email	Alternate Contact Email

dmarcinko@northbendwa.gov

tmohr@northbendwa.gov

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 proposed improvement will begin at 42901 SE North Bend Way and extending a ten-foot-wide recreational shared use path/trail connecting to the Snoqualmie Valley Trail system (SVT). Improvements will include installing of a 10 ft. wide asphalt paved trail section with a 2 ft. wide gravel shoulder, electrical conduits and handholes for future pedestrian lighting, rain garden as low impact development techniques. Trees will be planted between the trail and North Bend Way as well.

Project Location

County/Counties	Location
King	Tanner Trail on North Bend Way

Beginning Crossroad/Landmark	Ending Crossroad/Landmark
42901 SE North Bend Way	Snoqualmie Valley Trail

Please Identify the center the project is supporting.

The Tanner Trail Extension Project will add approximately 1.3 miles of ADA-compliant, multi-use trail connecting the existing Tanner Trail to North Bend's Town Center, the Snoqualmie Valley Regional Trail and adjacent mixed-use corridor, as identified in the city's Comprehensive Plan. This extension closes a critical gap in the regional trail network, providing a safe, non-motorized route for pedestrians, cyclists, and mobility devices between residential neighborhoods and key community destinations, including parks, schools, and downtown businesses. By serving a designated local center and corridor, the project supports active transportation, reduces vehicle

trips, and enhances access to economic and recreational opportunities.

Grant funds will be used for construction materials, labor, and installation of signage and amenities for the new segment, which is a distinct portion of a larger regional connectivity initiative.

Federal Functional Classification

Please select the appropriate functional classification.

Minor Arterial

Bicycle & Pedestrian Facilities

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

No current pedestrian or bicycle features in project area

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

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

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

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

Local Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

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

The plan name is within the Transportation Element; project name is Tanner Trail Phase 2 & 3 No. 17 on page 61

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 Tanner Trail Extension directly supports the existing and planned housing/employment densities by improving multimodal access, supporting planned growth in designated centers, and enhancing safety and connectivity for people walking and bicycling. The project closes a key network gap within the North Bend Center, creating a continuous, low stress bicycle and pedestrian corridor that links existing neighborhoods, new and planned higher density housing, and major employment areas.

The project expands nonmotorized travel options in an area designated for accommodating a significant share of existing and future housing employment growth. Surrounding the project are established residential areas, newly completed multifamily developments, and planned medium- and higher-density housing in the Tanner, Downtown, and South Fork Avenue districts. The extension ensures these growing neighborhoods are connected to jobs, commercial services, schools, and transit through safe, efficient active mode infrastructure.

The project also supports employment density by enhancing nonmotorized access to the South Fork Industrial District and North Bends Town Center Core. Providing an ADA accessible shared use path improves first/last mile connectivity to transit corridors, reduces barriers to non-SOV commuting, and supports workforce mobility directly aligning with PSRC TAP priorities for improving access to centers and employment.

By completing a critical link in the city's active transportation network, the project meets multiple objectives, including:

- improving multimodal access to and within a center.
- supporting existing and forecast housing and job densities.
- addressing network completeness and barrier removal.
- improving safety for people walking and biking.
- supporting equitable transportation access for residents with fewer mobility options; and
- reducing vehicles miles traveled (VMT) by providing high quality alternatives to single occupancy vehicle travel.

Overall, the Tanner Trail Extension advances local and regional growth strategies by ensuring that planned housing and employment densities within the North Bend Center are supported by safe, connected, and equitable active transportation infrastructure.

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

The Tanner Trail Extension directly supports the development and redevelopment goals identified for the North Bend Center in the City's Comprehensive Plan, Subarea Plans, and related transportation and land use strategies. The Center is planned to absorb a significant share of North Bend's future growth, including new multifamily housing, infill redevelopment, and expansion of the South Fork employment district. The project provides the multimodal infrastructure necessary to enable this growth to occur in a safe, connected, and sustainable way.

A core objective of the Center is to create a walkable, mixed-use district where residents and employees can access daily needs without relying on single occupancy vehicle travel. By filling a critical gap in the active transportation network, the Tanner Trail Extension advances this objective

by improving nonmotorized access to housing, employment, and services. The project supports redevelopment activities by providing a high quality, ADA accessible walking and biking connection between new and planned higher density neighborhoods and key destinations such as North Bend's Town Center, future South Fork Business Park employment, parks, schools, and transit.

The project also advances redevelopment goals by improving the overall infrastructure readiness of the Center. Reliable, safe multimodal access is a prerequisite for successful higher density residential and employment development. By completing a missing link in the trail network, the Tanner Trail Extension reduces barriers to redevelopment, increases accessibility for future projects, and enhances the desirability and market viability of infill investment.

The project provides multimodal infrastructure that encourages higher density development, enhances connectivity to and within the Center for all users, including those with limited mobility, improves access to redevelopment opportunity areas and enables planned growth to occur in a manner consistent with regional policies for compact, walkable, transit supportive centers.

The Tanner Trail Extension strengthens the infrastructure needed to realize the Center's long-term vision for housing, employment, and mixed-use redevelopment.

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 Tanner Trail Extension closes a key gap in North Bend's pedestrian and bicycle network, creating a continuous, ADA accessible connection between neighborhoods, parks, schools, and commercial areas. By completing this missing link, the project enhances safety, reduces reliance on high speed roadways, and improves access to the regional Snoqualmie Valley Trail system. The extension delivers meaningful community benefits by supporting safer routes to school, expanding recreational access, encouraging active transportation, and strengthening connectivity for residents of all ages and abilities. It also advances local mobility, health, and sustainability goals through a more complete and intuitive trail system.

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 Tanner Trail Extension addresses community need for safe, non-motorized access between neighborhoods, parks, schools, and the regional Snoqualmie Valley Trail. Today, the lack of a continuous facility forces people to walk or bike along narrow shoulders and higher-speed roadway segments, creating a significant safety and comfort barrier particularly for families, older adults, and users with mobility limitations.

The project eliminates these barriers by providing an ADA-accessible, low-stress connection that avoids steep grades and reduces out-of-direction travel. This directly improves network functionality and supports PSRC goals for safer multimodal options, reduced exposure to vehicle traffic, and greater accessibility for all ages and abilities. By completing this gap, the extension enhances equitable access to daily destinations and recreation, strengthens first-mile/last-mile

connectivity, and directly responds to locally documented community priorities.

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

The Tanner Trail Extension improves first mile/last mile access to King County Metro transit by creating a safer, more direct walking and bicycling route to nearby bus stops serving the SE North Bend Way corridor. By closing this trail gap, the project gives residents a low stress, ADA accessible connection to local and regional bus routes, reducing the need to navigate high speed road segments or discontinuous shoulders to reach transit.

This improved non-motorized access expands mobility options for people who rely on transit including youth, seniors, and households without access to a vehicle, aligning with PSRC's goals for equitable access and multimodal integration. The project strengthens the link between neighborhoods and transit services, improving the overall usability, reach, and reliability of the region's active transportation and transit 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 Tanner Trail Extension is expected to see strong daily use because it provides a direct, safe, and comfortable walking and bicycling connection between nearby neighborhoods, parks, schools, and the regional Snoqualmie Valley Trail. By closing this gap, the project supports a wide range of users with improved access to community destinations.

- Commuters benefit from a more reliable and low stress active transportation route, including improved first /last mile access to transit.
- Residents and families gain a safer option for daily trips, recreation, and neighborhood travel without relying on collector roadways with higher speeds.
- Youth and school aged users receive a separated, ADA accessible facility that supports safe routes to schools and parks.
- Older adults and individuals with mobility limitations gain a barrier free corridor that replaces uneven surfaces and steep segments.
- Commercial and visitor users benefit from improved access to local businesses and recreation amenities.

Overall, the project significantly expands safe and equitable access to active transportation options, supporting high levels of community use.

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

If the Tanner Trail Extension is not funded at this time, the City risks losing a critical opportunity to complete this gap before adjacent development and roadway constraints make the corridor more difficult and costly to construct. Delaying the project would prolong existing safety concerns for pedestrians and bicyclists who currently must use discontinuous shoulders and higher speed roadway segments to reach parks, neighborhoods, and transit. Continued growth in the surrounding area will increase demand for safe non-motorized facilities, and postponing construction would reduce the City's ability to provide equitable, low stress access to key community destinations. Early investment prevents further cost escalation, preserves corridor

continuity, and ensures the trail can be delivered before additional development limits available right-of-way or raises overall project complexity.

Category-Specific Criteria: Community Support

Section 1: Addressing Population Groups, Benefits and Disparities

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

The project area includes a diverse mix of residents, including families with school aged children, older adults, lower income households, and individuals with mobility limitations. Many of these groups rely on safe walking and bicycling routes to reach parks, schools, transit stops, and community services.

Today, the transportation network in this area has several disparities that disproportionately affect these users. Key gaps include discontinuous or missing shoulders, exposure to higher speed traffic, steep or uneven segments, and indirect routes that create barriers for people with limited mobility, youth, seniors, and households without access to a vehicle. These conditions reduce safe and equitable access to transit, daily destinations, and recreation opportunities.

The Tanner Trail Extension directly addresses these gaps by providing a continuous, ADA accessible, low stress corridor that removes existing barriers and improves safety and comfort for all users. The project enhances equitable access by creating a direct connection between neighborhoods and key destinations, reducing exposure to high-speed roadways, and expanding reliable multimodal options for residents who depend on walking, bicycling, or transit. Overall, the trail extension delivers a significant improvement in mobility, safety, and access for a wide range of population groups within the community.

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 Tanner Trail Extension was developed through a combination of project specific outreach and broader planning engagement. The need for a continuous, safe non-motorized corridor was repeatedly identified in the City's Comprehensive Plan, Parks and Recreation Plan, and Transportation Element, all of which included public meetings, online surveys, open houses, and stakeholder conversations with residents, youth, older adults, and mobility limited community members.

For this project area, the City received community feedback through neighborhood outreach, park planning engagement, and public comment related to trail connectivity, school access, and safety concerns along high-speed roadway segments. Residents, families, and transit reliant users consistently highlighted the lack of safe walking and bicycling routes, particularly for children, seniors, and people without vehicle access.

This input directly influenced the project's design by prioritizing an ADA accessible, low stress trail that reduces steep grades, avoids high speed traffic exposure, and closes a major gap between neighborhoods, parks, and transit stops. The project addresses the transportation disparities identified by the community by creating a safer, more direct multimodal connection that supports equitable access for all user groups.

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

Community outreach directly shaped the location, scope, and design of the Tanner Trail Extension. Feedback received through the City's Comprehensive Plan update, Parks and Recreation Plan engagement, neighborhood outreach, and public comments consistently emphasized the need for a safe, continuous non-motorized route connecting local neighborhoods to parks, schools, and transit. Residents particularly families, seniors, and mobility limited users identified several specific concerns, including exposure to high-speed traffic, missing shoulders, steep and uneven segments, and lack of a direct connection to the Snoqualmie Valley Trail. In response, the City prioritized a trail alignment that avoids steep roadway sections, closes gaps identified by the community, and provides an ADA accessible, separated facility. Outreach also influenced project timing, accelerating the effort to address growing use, safety concerns, and anticipated development pressures. This community input directly informed the scope by focusing improvements on segments with the highest safety concerns and ensuring that the final design supports equitable, low stress access for all users.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The Tanner Trail Extension closes a critical gap in North Bend's pedestrian and bicycle network, creating a continuous, ADA accessible connection between neighborhoods, parks, schools, commercial areas, and the Snoqualmie Valley Trail. Community outreach through city planning processes and local engagement identified strong demand for a safer, more direct non-motorized route, especially for families, youth, older adults, and residents with limited mobility.

Public input highlighted key disparities in the project area, including missing shoulders, steep grades, indirect travel routes, and exposure to higher speed traffic. These concerns shaped the project's alignment, scope, and timing, resulting in a design that avoids steep segments, improves sight lines, and provides a separated, low stress facility. The need to address safety concerns and anticipated development pressure also accelerated project delivery.

The extension significantly improves safety and security by replacing high risk roadway segments with a predictable, well-defined trail that reduces multimodal conflict and enhances comfort for all ages and abilities. High use is expected as the project links major community destinations. Commuters gain better first /last mile access to transit; residents, youth, and seniors benefit from safer daily travel and recreation; and commercial and visitor users gain improved access to businesses and amenities.

Overall, the project delivers a safe, equitable, and intuitive multimodal connection that reflects community priorities and aligns with PSRC and specifically the TAP program goals.

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 Tanner Trail Extension directly improves safety for vulnerable users by removing the need for pedestrians and bicyclists to travel along narrow or missing shoulders adjacent to higher-speed traffic. These existing conditions create elevated risks for injuries and collisions, particularly for youth, older adults, and individuals with mobility limitations. By providing a separated, ADA-accessible trail with improved sight lines, predictable routing, and low-stress design features, the project significantly reduces exposure to vehicles and eliminates several high-risk conflict points.

The extension also addresses existing safety disparities by replacing steep and uneven segments with a level, accessible facility that enhances stability and reduces fall risk. The continuous, clearly defined corridor improves user comfort and security, encouraging safer walking and bicycling for daily trips, recreation, and transit access. Overall, the project delivers a substantial improvement in pedestrian and bicycle safety by addressing current risks and providing a protected, high-quality facility for all ages and abilities.

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?

North Bend follows the PSRC Target Zero safety policy, which aims to eliminate traffic-related serious injuries and fatalities. This policy, along with the City's commitment to Complete Streets principles, directly informed the development of the Tanner Trail Extension. Target Zero emphasizes protecting vulnerable users, reducing vehicle-pedestrian conflict points, and prioritizing projects that address known safety risks.

Consistent with these policies, the City prioritized a separated, ADA-accessible trail that removes the need for pedestrians and bicyclists to travel along higher-speed roadway segments with missing shoulders and poor sight lines. These safety principles influenced the project's alignment, design features, and timing by focusing improvements where community feedback and safety data showed the highest risks. As a result, the project delivers a predictable, low-stress multimodal facility that supports the agency's broader goal of improving safety for all users and reducing the likelihood of serious crashes.

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

The Tanner Trail Extension improves safety through design rather than enforcement by creating a separated, ADA accessible trail that removes pedestrians and bicyclists from higher speed roadways. By providing a comfortable, predictable, low stress corridor away from vehicle traffic, the project reduces the need for speed enforcement along segments where vulnerable users currently travel in the shoulder or roadway.

The trail's alignment and design features such as clear separation from vehicles, improved sight lines, direct routing, and intuitive connections promote safer user behavior without relying on police intervention or speed reduction campaigns. The project eliminates several areas of conflict where crashes are more likely and provides a safer alternative to existing conditions, where

roadway speeds exceed what is comfortable for pedestrians and cyclists.

Overall, the extension relies on built in safety design rather than enforcement, reducing exposure to vehicles and lowering risk by giving vulnerable users a protected, purpose-built facility for walking and bicycling.

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY preliminary engineering?

No

Is preliminary engineering/design complete?

Yes

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

N/A

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

January, 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).

June, 2026

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

Yes

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

No

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.

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

NEPA - submitted and waiting on cultural resource report from the Snoqualmie Tribe.

SEPA - approved Dec. 2025

Shoreline permit - done January 2026

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

No

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

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

Phase	Year	Amount
Construction	2027	\$1183082

Total PSRC Funding Request: \$1183082

Has this project received PSRC funds previously?

Please provide the project's PSRC TIP ID.

Yes

NB-15

Total Estimated Project Cost and Schedule

Preliminary Engineering/Design Phase

Fund Source	Funding Status	Amount
TAP(PSRC)	Secured	\$158087
Local	Secured	\$24672
		\$

		\$
		\$

Total Preliminary Engineering/Design Phase Cost: \$182759

Expected year of completion for this phase:

April, 2026

Right of Way Phase

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

Total Right of Way Phase Cost: \$0

Expected year of completion for this phase:

,

Construction Phase

Fund Source	Funding Status	Amount
TAP(PSRC)	Unsecured	\$1183082
Local	Reasonably Expected	\$184643
		\$

		\$
		\$

Total Construction Phase Cost: \$1367725
Expected year of completion for this phase:

December, 2028

Other Phase

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

Total Other Phase Cost: \$0
Expected year of completion for this phase:

,

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$1550484	January, 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

City's 2025-2026 adopted budget as documentation. See pp66: Tanner Trail Phases 2 & 3

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-151-346-21471182_txBqirdf_2025_Q3_Cash_and_Investment_Report_1.pdf

f-151-712-21471182_C8KV7GdI_North_Bend_Construction_Committment_Letter_-_2.12.26.docx

f-151-713-21471182_eUH1t97q_TannerTrail_Extension_map.pdf

Other Considerations

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

An important additional factor is that PSRC previously approved design funding for this project, demonstrating regional support and confirming that the extension advances PSRC's priorities for safety, active transportation, and equitable access. The project is now ready for construction, and TAP funding would complete the regional investment already initiated through PSRC's earlier allocation.

In addition, the City of North Bend is leveraging the project by investing local funds in a new pump track adjacent to the Tanner Trail, creating a broader recreation and mobility hub that enhances community use and provides a safe space for youth and families. This co-investment increases the overall value of the project, strengthens multimodal connectivity, and supports long-term community health and active recreation goals.

The City is coordinating with the local Evergreen Mountain Bike organization on working with us on the pump track alongside the new trail.

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

N/A

End of the Application

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

0 200 400 800 Feet

- Snoqualmie Valley Trail
- Project Location
- North Bend City Limits

Proposed Tanner Trail Extension Project
Approximately 6,092 feet



**OPINION OF PROBABLE PROJECT COST @ 100%
TANNERTRAIL EXTENSION - FEBRUARY 12, 2026**

Item Number		Item	Total Quantity	Unit	Unit Cost	Total
PREPARATION						
1	1-09.6	MOBILIZATION/DEMOBILIZATION	1	LS	\$ 95,000.00	\$ 95,000.00
2	2-01.5	CLEARING AND GRUBBING	1.7	AC	\$ 15,000.00	\$ 25,500.00
3	3-02.5	SAWCUTTING	620	LF	\$ 5.00	\$ 3,100.00
4	2-04.5(1)	TEMPORARY TRAFFIC CONTROL	1	LS	\$ 10,000.00	\$ 10,000.00
SURFACING/PAVING						
5	4-05.5	CRUSHED SURFACING TOP COURSE	2,400	TON	\$ 50.00	\$ 120,000.00
6	5-04.5	HMA CL. 1/2" PGH 58-22 (ROADWAY)	100	TON	\$ 200.00	\$ 20,000.00
7	5-04.5	MODIFIED CLASS B MIX (TRAIL & DRIVEWAY)	650	TON	\$ 160.00	\$ 104,000.00
8	8-14.5	PERPENDICULAR CURB RAMP TYPE B WITH PEDESTRIAN CURB	1	EA	\$ 5,000.00	\$ 5,000.00
9	8-14.5	REST AREA CONCRETE PAD	100	SY	\$ 500.00	\$ 50,000.00
10	8-14.5	CONCRETE TRAIL APPROACH	6	EA	\$ 3,500.00	\$ 21,000.00
11	8-04.5	CURB & GUTTER	235	LF	\$ 60.00	\$ 14,100.00
GRADING						
12	3-03.5	ROADWAY EXCAVATION INCL. HAUL	1700	CY	\$ 25.00	\$ 42,500.00
13	3-03.5	EMBANKMENT COMPACTION	150	CY	\$ 60.00	\$ 9,000.00
14	8-23.5	REST AREA WALL (GRAVITY BLOCK)	160	SF	\$ 75.00	\$ 12,000.00
EROSION CONTROL AND PLANTING						
15	8-01.5	EROSION/WATER POLLUTION CONTROL	1	LS	\$ 25,000.00	\$ 25,000.00
16	8-01.5	STRAW WATTLES	5300	LF	\$ 8.00	\$ 42,400.00
17	8-02.5	HYDROSEED	0.3	AC	\$ 15,000.00	\$ 4,296.83
18	8-02.5	PSIPE Abies grandis, Grand Fir (6'-8' ht.)	11	EA	\$ 350.00	\$ 3,850.00
19	8-02.5	PSIPE Pseudotsuga menziesii/Douglas Fir (6'-8' ht.)	8	EA	\$ 350.00	\$ 2,800.00
20	8-02.5	PSIPE Thuja plicata/Western Red Cedar (6'-8' ht.)	10	EA	\$ 350.00	\$ 3,500.00
21	8-02.5	PSIPE Cornus x KF111-1 PP #22,219/Hyperion Dogwood (2" caliper)	20	EA	\$ 650.00	\$ 13,000.00
22	8-02.5	Bark Mulch	10	CY	\$ 80.00	\$ 800.00
23	8-02.5	Compost	60	CY	\$ 55.00	\$ 3,300.00
24	8-02.5	Root Barrier (18" depth)	365	LF	\$ 20.00	\$ 7,300.00
25	8-02.5	Landscape Boulders	2	EA	\$ 2,500.00	\$ 5,000.00
26	8-02.33	Install Trash Receptacles	5	EA	\$ 350.00	\$ 1,750.00
27	8-05.5	Split Rail Fence	230	LF	\$ 39.00	\$ 8,970.00
28	8-05.5	Benches	5	EA	\$ 1,350.00	\$ 6,750.00
TRAFFIC						
29	8-22.5	PAINTED CROSSWALK LINE	640	SF	\$ 10.00	\$ 6,400.00
30	8-22.5	PLASTIC STOP LINE	45	LF	\$ 50.00	\$ 2,250.00
31	8-21.5	RELOCATED STOP SIGNS	2	EA	\$ 1,000.00	\$ 2,000.00
OTHER ITEMS						
32	8-21.5	FLEXIBLE BOLLARD	18	EA	\$ 1,000.00	\$ 18,000.00
33	7.03.5	ILLUMINATION DUAL 2-INCH CONDUIT	5353	LF	\$ 50.00	\$ 267,650.00
34	1-04.5	ROADWAY SURVEYING	1	LS	\$ 10,000.00	\$ 10,000.00
35	1-05.18	RECORD DRAWINGS	1	LS	\$ 7,500.00	\$ 7,500.00
36	1-09.7	MINOR CHANGES	1	LS	\$ 30,000.00	\$ 30,000.00
37	2-01.5	ROADSIDE CLEANUP	1	LS	\$ 50,000.00	\$ 50,000.00

Construction Total \$ 1,053,716.83
Contingency (10%) \$ 105,371.68
Project Total \$ 1,159,088.52

Total Grant 86.5% \$ 1,002,611.57
Total City 13.5% \$ 156,476.95





February 12, 2026

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

RE: 2026 Funding Application Commitment Letter
Project: Tanner Trail Extension

The City of North Bend shall commit to the \$184,642.80 construction funds for the local match for the Tanner Trail Extension 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

Caution: This email originated from outside the City of North Bend. DO NOT click on links or open attachments unless you recognize and/or trust the sender. When in doubt, contact the North Bend IT Department.

Good Morning Dan,

For application purposes no letter is required. We would be happy to be the CA sponsor for this project should you be successful in securing the grant. Best of luck.

-- Mehrdad

Mehrdad Moini, P.E.

Local Programs Engineer

WSDOT, NW Region

Office: (206) 440-4734

Mobile: (206) 795-1188

e-mail: mehrdad.moini@wsdot.wa.gov

Website: <https://wsdot.wa.gov/business-wsdot/support-local-programs>



**Washington State
Department of Transportation**



From: Dan Marcinko <DMarcinko@northbendwa.gov>
Sent: Wednesday, February 11, 2026 8:14 AM
To: Davis, Mike <mike.davis@wsdot.wa.gov>; Dow, Robert <robert.dow@wsdot.wa.gov>
Cc: Moini, Mehrdad <mehrdad.moini@wsdot.wa.gov>
Subject: Re: [EXTERNAL] CA letter required

Good morning Mehrdad.

The project name is Tanner Trail Extension, and we already received PSRC (TAP) grant funds for the design. I'm now applying for construction and I need a letter from WSDOT stating you'll be our CA.

Thank you Mehrdad!!!

Daniel J. Marcinko

Capital Projects & Grants Manager

Direct: 425.888.7639

Mobile: 425.200.2332

920 SE Cedar Falls Way

North Bend, WA 98045

www.northbendwa.gov



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From: Davis, Mike <mike.davis@wsdot.wa.gov>
Sent: Wednesday, February 11, 2026 8:11 AM
To: Dan Marcinko <DMarcinko@northbendwa.gov>; Dow, Robert <robert.dow@wsdot.wa.gov>
Cc: Moini, Mehrdad <mehrdad.moini@wsdot.wa.gov>
Subject: RE: [EXTERNAL] CA letter required

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Hi Dan,

Usually, an email from Mehrdad is all they need. Can you send him a new email asking him to verify that he will act as your CA on whatever the project name is?

Thanks,
Mike

From: Dan Marcinko <DMarcinko@northbendwa.gov>
Sent: Wednesday, February 11, 2026 8:01 AM
To: Dow, Robert <robert.dow@wsdot.wa.gov>; Davis, Mike <mike.davis@wsdot.wa.gov>
Subject: [EXTERNAL] CA letter required

WARNING: This email originated from outside of WSDOT. Please use caution with links and attachments.

Good morning guys.

I am filling out the TAP grant through the PSRC and as part of the grant I need a letter stating WSDOT local roads will be our CA.

Thank you.

Daniel J. Marcinko

Capital Projects & Grants Manager

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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
		\$15,988,128.75	\$35,328,175.90	\$31,355,429.33	\$8,450,000.00	\$8,509,530.58	\$28,091,767.47	\$0.00

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)
\$8,509,530.58	\$24,697,152.34	\$0.00	\$3,004,638.27	\$54,969,943.37	\$57,974,581.64