

PSRC's 2026 Rural Town Centers & Corridors Program Application

The following application must be submitted to PSRC using this online form by **11:59pm on April 17, 2026**.

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

Doug Cox, AICP

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

Project Identification and Description

Project Title

McClellan Street Improvement Project

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 Consistency:

NA

Lead Agency	List Applicable Partnership Agencies Involved
North Bend	N/A

Does the sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?

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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Daniel Marcinko	Tom Mohr
Primary Contact Phone	Alternate Contact Phone
4252002332	4257363682
Primary Contact Email	Alternate Contact Email
dmarcinko@northbendwa.gov	tmohr@northbendwa.gov

Project Description and Location

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.

Construct new connection between North Bend Way and SR-202 - Roadway reconstruction, Installation of ADA-compliant sidewalks, Pedestrian safety enhancements, LED street lighting improvements, Stormwater management upgrades, Underground utility upgrades, Traffic-calming features, Bicycle accommodations and accessibility compliance features

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

Crossroad/landmark nearest to the beginning of the project:

SR202 & McClellan Street

Crossroad/landmark nearest to the end of the project:

North Bend Way & McClellan Street

Please identify the center the project is supporting. Projects may be located within a center or along a corridor serving one or more centers.

The McClellan Street Improvement Project is located within the City of North Bend, a freestanding city outside the contiguous urban growth area (UGA) of the region. North Bend is identified as a rural town center in the City's Comprehensive Plan, specifically in the Land Use Element, Policy LU-3.1, which designates the Downtown area as the community's rural town center and prioritizes infrastructure improvements to support safe, multimodal access. The project directly serves this designated rural town center by improving critical transportation infrastructure within its boundaries. Therefore, the project meets the eligibility criteria for rural town center funding.

Federal Functional Classification

Please select the appropriate functional classification.

Minor Collector

Bicycle and Pedestrian Accommodations

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

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 below:

Sidewalks, Shared roadways (shared lane markings, paved shoulders, neighborhood greenways, advisory shoulders), 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 one of the following reasons per the guidance above:

N/A

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

N/A

Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

If yes, indicate 1) plan name 2) relevant section 3) page number.

Table 9/McClellan Street Improvements and Bendigo Boulevard S Project/ Table 9, page 61 in the City's Community Economic Development Dept. - Transportation Element

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.

N/A

Local and Regional Policy Support

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.

The McClellan Street Improvement Project advances the City of North Bend's Comprehensive Plan and Transportation Element by implementing a Complete Streets-oriented corridor consistent with policies prioritizing multimodal mobility within the Town Center. The project's ADA compliant sidewalks, pedestrian safety enhancements, traffic calming features, bicycle accommodations, and lighting, utility, and stormwater upgrades directly support direction in Transportation Element Goal T 1: Multimodal System Development (p. 12), Policy T 1.3: Complete Streets (p. 30), and Policy T 3.2: Town Center Connectivity (p. 35). In addition, the improved east-west circulation between North Bend Way and SR 202 aligns with Policy T 4.1: Network Connectivity (p. 36), while the inclusion of universal access features supports Policy T 5.1 (p.38): Accessibility and ADA Compliance. The project also advances Town Center Subarea objectives for walkability and streetscape design, consistent with Town Center Subarea Plan Section 2.3: Pedestrian Oriented Streets (p. 50). Collectively, these elements implement the City's adopted policies for safe, accessible, and context sensitive transportation infrastructure within the rural Town Center.

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 fits the intended character of North Bend's rural town center by incorporating context sensitive design elements that support a walkable, small-town environment while preserving the area's aesthetic, cultural, and environmental resources. The project's narrowed travel lanes, traffic calming features, pedestrian scaled LED lighting, ADA compliant sidewalks, and bicycle accommodations reinforce the pedestrian-oriented character of the Town Center and distinguish it clearly from higher speed rural corridors. Streetscape materials, lighting design, and layout are selected to complement existing downtown architectural styles and

preserve key view corridors, including the community's iconic views of Mount Si. Integrated stormwater and utility improvements are designed to minimize surface disturbance, protect local water resources, and reduce long term environmental impacts. Together, these elements ensure the corridor functions as a defined rural center safe, connected, and walkable--while thoughtfully incorporating design approaches that respect and maintain North Bend's natural setting and small-town identity.

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

Although the McClellan Street Improvement Project is primarily within the City of North Bend, it includes components that require coordination with multiple partner agencies and stakeholders. The city is working closely with WSDOT to ensure the new connection to SR 202 meets state requirements for access, safety, and traffic operations. Coordination has also been established with local utility providers to plan and sequence necessary underground upgrades. The city is collaborating with King County Fire District 38 and local law enforcement to maintain emergency access and integrate safety considerations into the design. In addition, the city has coordinated with the North Bend Downtown Business Foundation to obtain input on construction phasing, pedestrian access, and business front impacts within the Town Center. These partners have been identified early in project development, and the City has established ongoing communication, review timelines, and joint coordination actions to ensure project components are aligned across jurisdictions and community stakeholders.

Circulation, Mobility, and Accessibility

Describe the issue(s) 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 addresses existing mobility and circulation challenges within North Bend's rural Town Center while creating new outdoor spaces that directly support downtown businesses and enhance the experience around the historic train depot. The project reconstructs the corridor with ADA compliant sidewalks, bicycle accommodations, pedestrian safety features, upgraded lighting, and coordinated utility and stormwater improvements, removing barriers to safe travel and expanding multimodal options for residents and visitors. In collaboration with the North Bend Downtown Business Foundation and the Northwest Railway Museum, the project incorporates context sensitive design elements that enhance public gathering areas adjacent to the train depot, improve pedestrian access to train activities and special events, and create an attractive, welcoming environment that draws additional customers into the Town Center. These improvements strengthen internal circulation, support outdoor business activity, and elevate the downtown's cultural and historic character while improving access from surrounding neighborhoods and nearby communities.

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 multimodal in nature and is designed to benefit a

broad range of travel modes and user groups accessing North Bend's rural Town Center. The project introduces ADA compliant sidewalks, enhanced pedestrian crossings, and pedestrian scaled lighting to create a safer and more comfortable walking environment for residents, visitors, and customers. Bicycle accommodation provides a dedicated and predictable space for cyclists traveling to and through the downtown area, improving connectivity to nearby neighborhoods and recreational destinations. Traffic calming features and improved roadway geometry benefit drivers by creating more predictable and orderly vehicle movements within the Town Center. The project also enhances access for transit users and visitors arriving at the historic train depot operated by the Northwest Railway Museum, supporting smooth transitions between modes. Collectively, these improvements remove existing mobility barriers and ensure that people walking, bicycling, driving, or arriving by transit or train can safely and efficiently access Town Center businesses, services, and community destinations.

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 significantly enhances active transportation by placing strong emphasis on pedestrian safety and expanding high quality bicycle facilities within North Bend's rural Town Center. The project introduces ADA compliant sidewalks, upgraded and more visible pedestrian crossings, pedestrian scaled LED lighting, and traffic calming features designed to slow vehicle speeds and create a safer, more comfortable walking environment for people of all ages and abilities. Dedicated bicycle accommodations such as clearly defined bike lanes or shared use facilities provide safer and more predictable routes for cyclists accessing downtown businesses, adjacent neighborhoods, recreational areas/parks, and the nearby train depot. Together, these improvements eliminate existing barriers to walking and biking, strengthen multimodal connections into the center, and support a more vibrant, safe, and pedestrian oriented downtown environment.

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

The McClellan Street Improvement Project supports transportation demand management and commute trip reduction by making walking and biking safer and more convenient alternatives to driving within the Town Center. New ADA compliant sidewalks, enhanced crossings, bicycle facilities, and traffic calming measures encourage short local trips to be made without a vehicle, reducing single occupancy car use. The project also improves multimodal access to downtown businesses and the nearby train depot, supporting shifts to active and shared transportation for both employees and visitors. Together, these upgrades expand reliable non drive options and contribute to reducing vehicle demand in the Town Center.

System Performance and Innovative Solutions

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 supports transportation demand management and

commute trip reduction by making walking and biking safer and more convenient alternatives to driving within the Town Center. New ADA compliant sidewalks, enhanced crossings, bicycle facilities, and traffic calming measures encourage short local trips to be made without a vehicle, reducing single occupancy car use. The project also improves multimodal access to downtown businesses and the nearby train depot, supporting shifts to active and shared transportation for both employees and visitors. Together, these upgrades expand reliable non drive options and contribute to reducing vehicle demand in the Town Center.

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.

The McClellan Street Improvement Project provides a long-term solution to maximize the efficiency of the transportation system within North Bend's rural Town Center by reconstructing the corridor with durable, modern infrastructure and multimodal features that improve circulation and reduce operational conflicts. Upgraded roadway geometry, ADA compliant sidewalks, bicycle facilities, enhanced lighting, and coordinated stormwater and utility improvements create a safer, more predictable environment that supports consistent travel flows over time. By integrating traffic calming measures, expanding active transportation options, and improving access to downtown businesses and the train depot, the project reduces future congestion pressures and supports a balanced, resilient transportation network. These long-lasting improvements ensure the Town Center and its connecting corridors can accommodate growth, visitor activity, and freight needs efficiently for decades to come.

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

The McClellan Street Improvement Project incorporates several innovative facilities and operational concepts that enhance safety, functionality, and user experience within the Town Center. The project features context sensitive traffic calming treatments that improve pedestrian safety while maintaining access for freight and local traffic. Enhanced pedestrian crossings with high visibility design and pedestrian scaled LED lighting improve nighttime safety and visibility. Bicycle accommodation introduces safer, more predictable routes for cyclists in an area that previously lacked dedicated facilities. The project also includes coordinated utility and stormwater improvements that modernize aging infrastructure with minimal surface disruption, supporting long term efficiency. In partnership with the North Bend Downtown Business Foundation and the Northwest Railway Museum, the project integrates innovative public realm improvements such as expanded outdoor gathering space near the train depot that enhance the corridor's function, support multimodal travel, and strengthen the Town Center's cultural and economic activity.

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 planning study will address these disparities or gaps and provide an improvement.

The project area serves a range of population groups, including seniors, families with children,

people with disabilities, low-income households, employees of downtown businesses, and visitors accessing the Town Center and historic train depot. Several transportation disparities currently affect these groups, including limited and discontinuous pedestrian facilities, inconsistent ADA access, a lack of safe and direct bicycle routes, and roadway conditions that prioritize vehicle movement over the needs of people walking, rolling, or biking. These gaps disproportionately impact populations who rely on non-drive modes or have mobility limitations. The planning study will identify and analyze these deficiencies in detail and develop targeted improvements such as continuous ADA compliant sidewalks, safer pedestrian crossings, dedicated or shared bicycle facilities, and enhanced connectivity to key destinations within the Town Center. By evaluating options that close these infrastructure gaps and improve safety and accessibility, the study will provide a clear path toward creating a more equitable, reliable, and user-friendly transportation system for all population groups in the project area.

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 McClellan Street Improvement Project is grounded in a public outreach process that includes both broad community planning engagement and project specific coordination. Foundational input was gathered through the development of the City's Comprehensive Plan, six-year CIP and the Transportation Element, all of which included community workshops, online surveys, open houses, and Planning Commission and City Council meetings where residents, seniors, families, people with disabilities, and employees of downtown businesses provided feedback on Town Center mobility needs and pedestrian safety concerns. For the project itself, the city coordinated directly with the North Bend Downtown Business Foundation, downtown business owners, and visitors to the historic train depot to understand access needs, outdoor space preferences, and potential construction impacts. Additional outreach included communication with neighborhood residents, mobility dependent users, and individuals who rely on walking or biking for daily travel. This feedback shaped the project's emphasis on ADA access, pedestrian safety improvements, and bicycle accommodations, ensuring that the design responds directly to the mobility gaps and disparities experienced by the population groups within the project area.

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

Public outreach played a direct and meaningful role in shaping the location, scope, and design of the McClellan Street Improvement Project. Feedback gathered through the Comprehensive Plan, the city's six-year CIP and the Transportation Element engagement processes highlighted the need for safer pedestrian crossings, continuous ADA compliant sidewalks, better emergency access, improved maintenance with city utilities and improved bicycle access within the Town Center leading the City to prioritize these elements in the project design. Input from seniors, families, and people with disabilities emphasized the importance of accessible routes and well lit pedestrian facilities, resulting in upgraded lighting, enhanced crosswalks, and improved curb ramps. Coordination with the North Bend Downtown Business Foundation influenced the project's

inclusion of outdoor public spaces, business friendly design features, and construction timing strategies that minimize disruption to storefronts. Engagement with visitors and staff of the historic train depot reinforced the need for better multimodal connections and safer walking routes to the depot area. Together, this input helped refine the project's final configuration, ensuring it responds directly to community mobility needs, supports downtown economic activity, and reflects the priorities of the population groups most affected by existing transportation gaps.

Safety

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

The McClellan Street project addresses several significant safety and security issues affecting pedestrians, cyclists, emergency responders, and motorists. The corridor currently lacks adequate pedestrian infrastructure, forcing people to walk in the travel lane or along informal shoulders. This creates a high risk of vehicle pedestrian conflicts, particularly during low visibility conditions such as dusk, winter months, and inclement weather.

Vehicle speeds are often higher than appropriate for a residential mixed-use corridor, and the existing street geometry does not provide clear or consistent separation between motor vehicles, pedestrians, and cyclists. Limited sight distance at key crossing points further increases the likelihood of collisions. In addition, inconsistent or insufficient lighting contributes to personal security concerns for residents and visitors traveling through the area on foot.

A critical safety issue is that the existing roadway width does not meet Fire Department access requirements. The narrow cross section restricts safe and timely emergency vehicle access, potentially delaying response times and hindering fire suppression or medical aid operations. This represents a substantial public safety vulnerability for the neighborhood.

The project will introduce safer, well defined pedestrian facilities; improve crossings; calm traffic; add lighting; and reconstruct the roadway to meet emergency access standards. Together, these improvements will reduce crash risk, improve emergency response capabilities, enhance personal security, and create a safer and more accessible environment for all users.

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

The McClellan Street project directly improves safety for vulnerable roadway users, including pedestrians, cyclists, children, seniors, people with disabilities, and individuals who rely on walking or rolling as their primary means of transportation.

Currently, the corridor lacks sidewalks or protected travel space, forcing people to move within the vehicle lane or along unpaved shoulders. This exposes vulnerable users to vehicle conflict, especially in an area with constrained sight distances, inconsistent lighting, and vehicle speeds that exceed what the narrow corridor can safely accommodate. The substandard roadway width also creates challenges for emergency access, increasing overall safety risk for residents who may depend on timely fire or medical response.

The project addresses these conditions by constructing dedicated pedestrian facilities, improving defined crossings, and calming vehicle speeds through enhanced roadway design. Upgraded lighting and clearer separation between travel modes will improve visibility and predictability, reducing the likelihood of collisions and injuries. By rebuilding the roadway to meet Fire Department access standards, the project further ensures that vulnerable residents are better

protected in emergency situations.

Overall, the project creates a safer, more accessible corridor that prioritizes the needs of those most at risk, allowing people of all ages and abilities to travel through the area with greater comfort, security, and confidence.

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

The project reduces reliance on enforcement by using roadway design to create naturally slower, more predictable vehicle speeds. By narrowing the travel lane, adding defined pedestrian space, and improving lighting and visibility, the corridor encourages drivers to slow down without the need for ongoing police presence. These self-enforcing design features produce lasting speed reduction and safer conditions for all users.

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?

Yes. Our agency follows the PSRC-adopted Target Zero safety policy, which aims to eliminate fatal and serious-injury crashes. This policy directly informed the McClellan Street project by prioritizing improvements that protect vulnerable users, address documented conflict points, and create a self-enforcing, lower-speed environment. The project's design elements such as defined pedestrian space, improved visibility, and traffic-calming features were selected specifically to align with Target Zero principles of reducing crash severity and increasing system safety for all users.

Project Readiness - PE/Design

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

No

Is preliminary engineering/design for the project complete?

No

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

August 2027

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

30% complete

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.

We are currently at 30% design and anticipate design completion in late summer of 2027, going to bid in late fall of 2027 with a construction time frame in early 2028.

Project Readiness - Environmental Documentation

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

Documented Categorical Exclusion (DCE)

Has the NEPA documentation been approved?

No

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

September 2026

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

Yes

If yes, is a formal consultation expected?

No

Project Readiness - Right of Way

Does the project require right-of-way?

No

What is the actual or estimated start date for right of way?

N/A

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

If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

N/A

Has right of way certification been completed?

N/A

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

Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

N/A N/A

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

Refer to Chapter 25 of WSDOT's Local Agency Guidelines Manual for more information.

N/A

Project Readiness - Construction

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

Yes

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

f-150-116-21429571_SFgEQ69U_McClellan_ST_30__Estimate_COMBINED_1.27.26.xlsx

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

SEPA - June 2027

We are following the WQ standards from KCSWDM and part of our design so on-going with 30/60/90 Final PS&E

DOE storm water permit - will be issued prior to construction Q1 2028

City of North Bend flood permit - will be issued prior to construction Q1 2028

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

No

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

November 2027

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

January 2028

Project Readiness - 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.

Project schedules that do not reflect these minimum timelines will be reviewed by PSRC on a case-by-case basis, in consultation with WSDOT Local Programs, to make a determination of project eligibility.

N/A

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")
Construction	2028	\$2000000

Total PSRC Funding Request:

\$2000000

Has the project received PSRC funds previously?

Yes

Please provide the project's PSRC TIP ID.

NB-17

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
RTCC	Secured	\$1273667
Local match	Secured	\$171944
		\$
		\$
		\$

Total Preliminary Engineering/Design Phase Cost

\$1445611

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

September 2027

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):

N/A

Construction Phase

Funding Source	Funding Status	Funding Amount
RTCC	Reasonably Expected	\$2000000
Local	Reasonably Expected	\$2504183
		\$
		\$
		\$

Total Construction Phase Cost

\$4504183

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

December 2028

Other Phase

Funding Source	Funding Status	Funding Amount
N/A	N/A	\$N/A
		\$

		\$
		\$
		\$

Total Other Phase Cost

\$0

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

N/A

Project Summary

Total Estimated Project Cost:

\$5949794

Estimated Project Completion Date (month and year):

December 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-150-475-21429571_ziq9nASC_2025_December_FY_Cash_and_Investment_Activity.pdf

f-150-480-21429571_mC8WPTHM_McClellan_St._MAP.pdf

f-150-481-21429571_7xUf3TBC_Taylor_Park_June_2024_Update_to_Site_Plan.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.

city's 2025-2026 adopted budget as documentation. See pp66 for where the NBW and Mt Si Rd

RAB is listed.


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

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

City of North Bend
McClellan Street Improvements

SR202 & E McClellan St to
North Bend Way & McClellan St

0 75 150 300
Feet




Core Business District

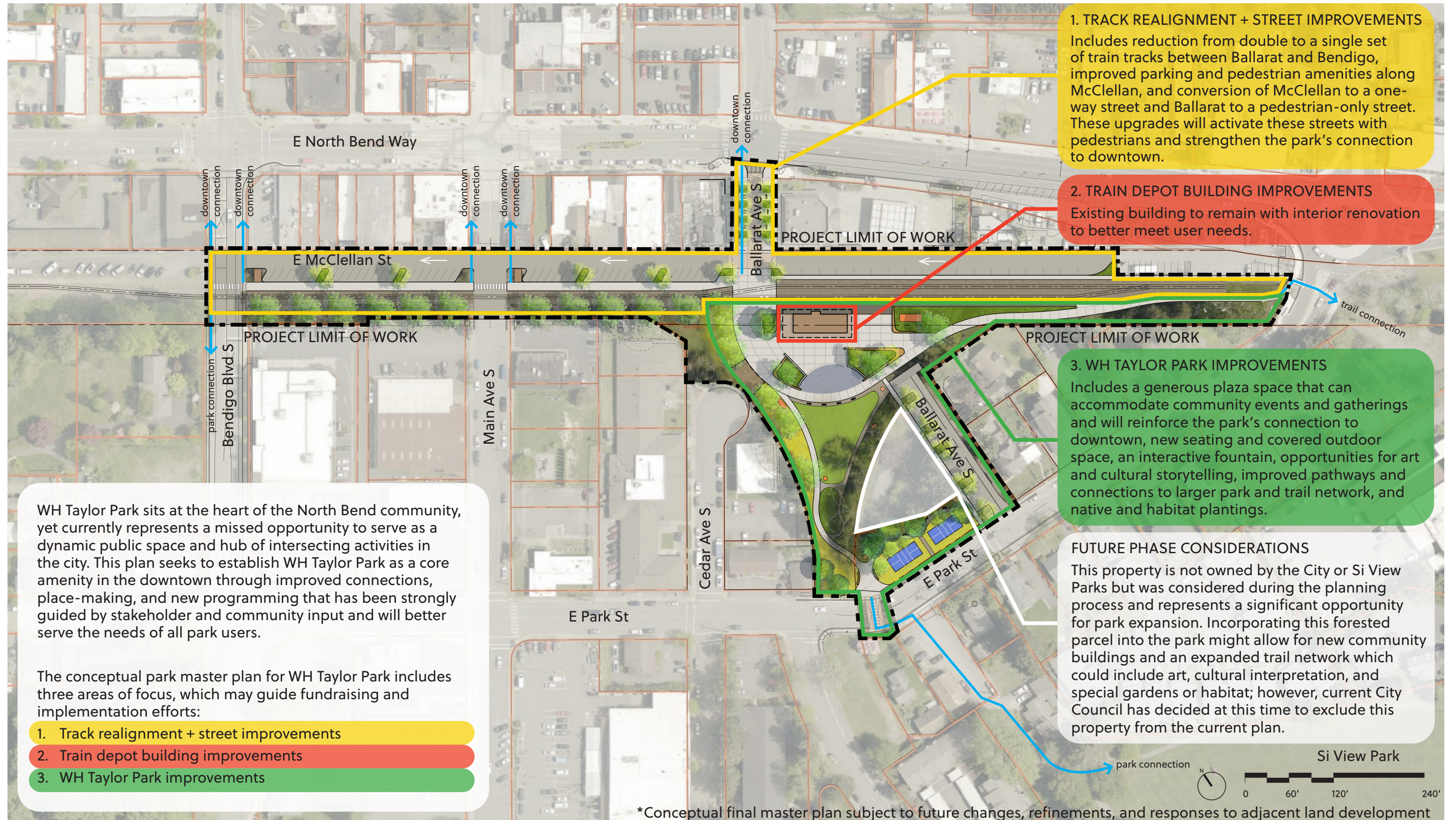
City of North Bend
McClellan Street Improvements

SR202 & E McClellan St to
North Bend Way & McClellan St

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Feet



Executive Summary



1. TRACK REALIGNMENT + STREET IMPROVEMENTS
Includes reduction from double to a single set of train tracks between Ballarat and Bendigo, improved parking and pedestrian amenities along McClellan, and conversion of McClellan to a one-way street and Ballarat to a pedestrian-only street. These upgrades will activate these streets with pedestrians and strengthen the park's connection to downtown.

2. TRAIN DEPOT BUILDING IMPROVEMENTS
Existing building to remain with interior renovation to better meet user needs.

3. WH TAYLOR PARK IMPROVEMENTS
Includes a generous plaza space that can accommodate community events and gatherings and will reinforce the park's connection to downtown, new seating and covered outdoor space, an interactive fountain, opportunities for art and cultural storytelling, improved pathways and connections to larger park and trail network, and native and habitat plantings.

FUTURE PHASE CONSIDERATIONS
This property is not owned by the City or Si View Parks but was considered during the planning process and represents a significant opportunity for park expansion. Incorporating this forested parcel into the park might allow for new community buildings and an expanded trail network which could include art, cultural interpretation, and special gardens or habitat; however, current City Council has decided at this time to exclude this property from the current plan.

WH Taylor Park sits at the heart of the North Bend community, yet currently represents a missed opportunity to serve as a dynamic public space and hub of intersecting activities in the city. This plan seeks to establish WH Taylor Park as a core amenity in the downtown through improved connections, place-making, and new programming that has been strongly guided by stakeholder and community input and will better serve the needs of all park users.

The conceptual park master plan for WH Taylor Park includes three areas of focus, which may guide fundraising and implementation efforts:

- 1. Track realignment + street improvements
- 2. Train depot building improvements
- 3. WH Taylor Park improvements

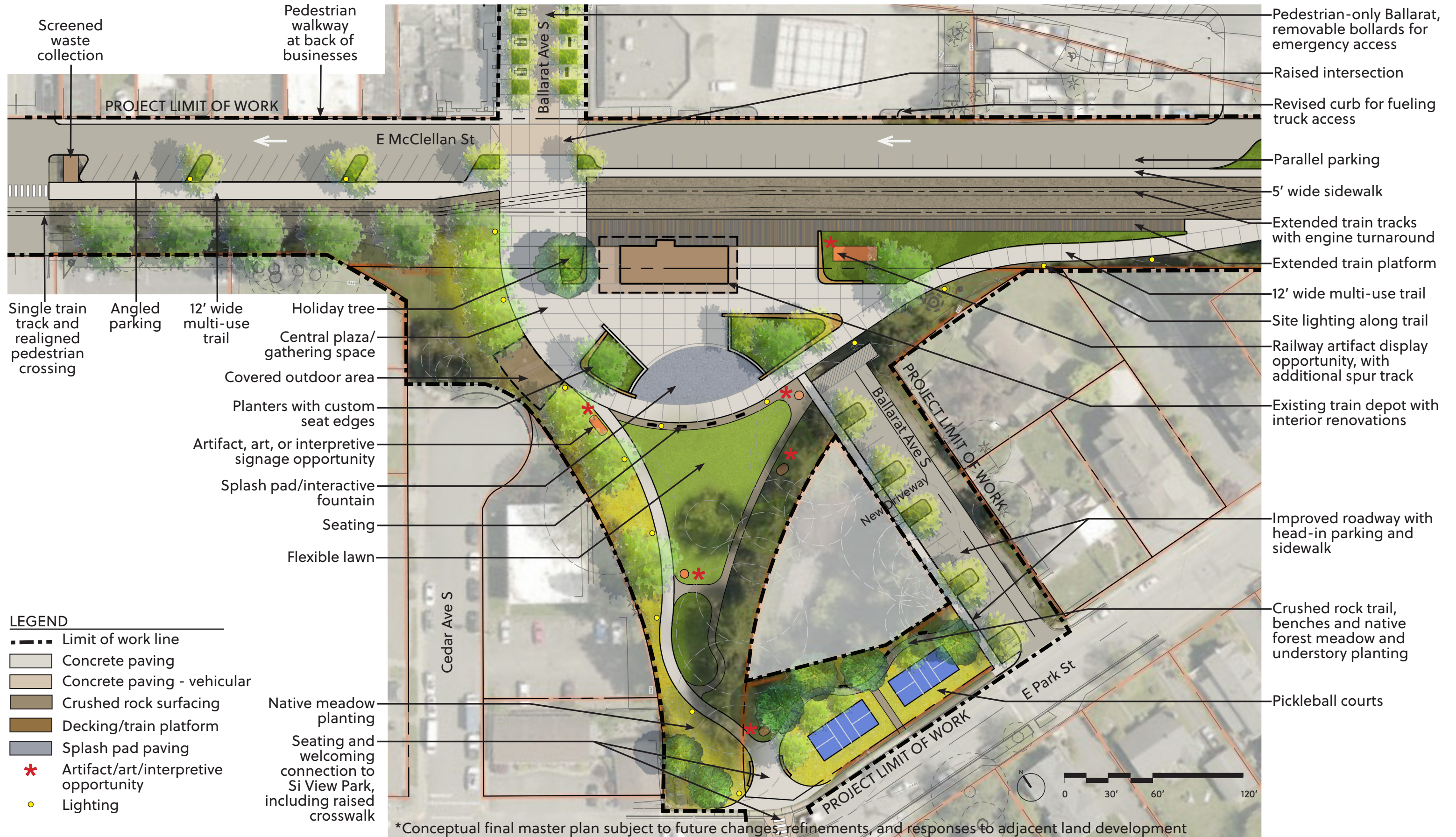
*Conceptual final master plan subject to future changes, refinements, and responses to adjacent land development

Preferred Master Plan - Full Site

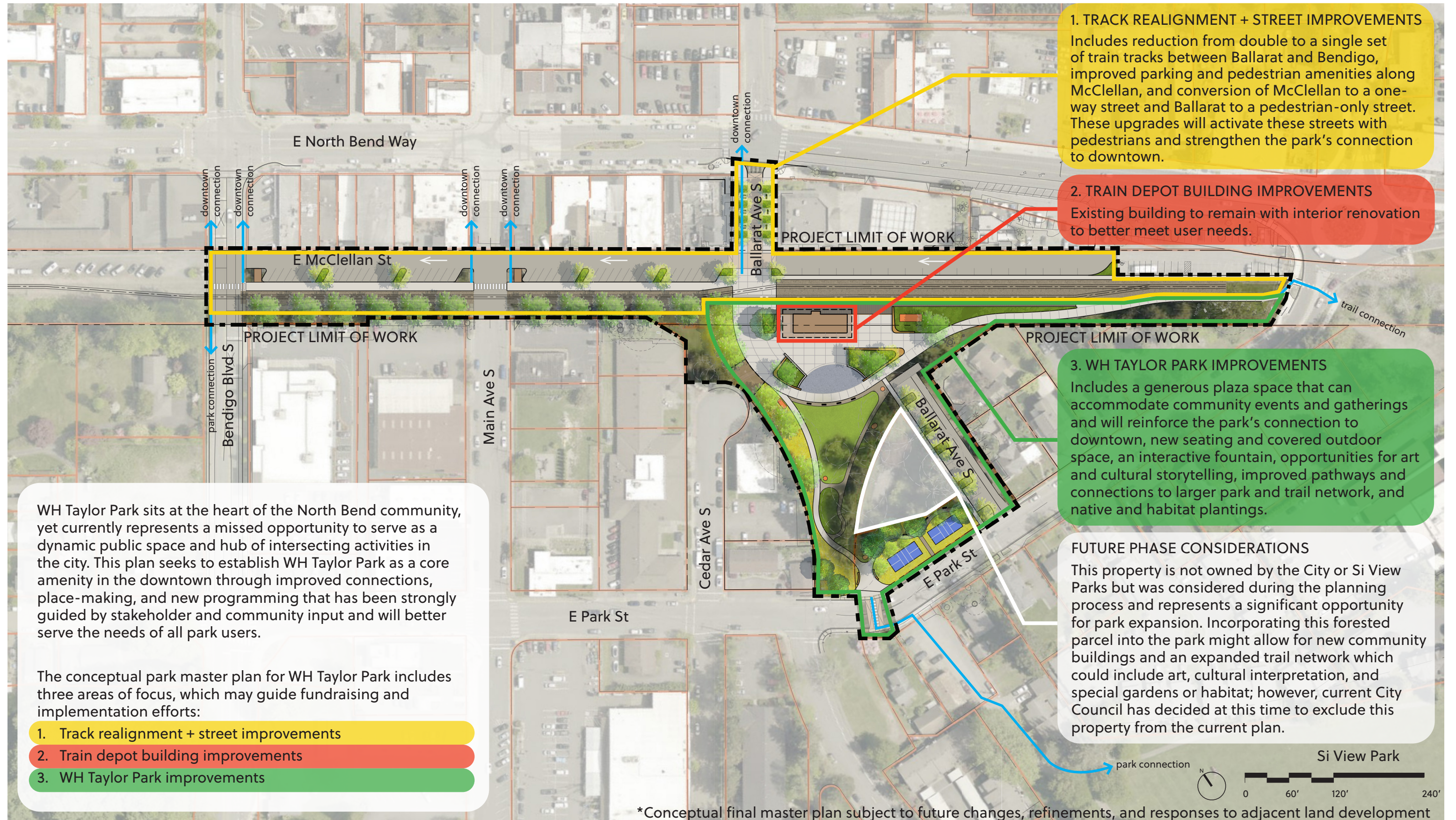


*Conceptual final master plan subject to future changes, refinements, and responses to adjacent land development

Preferred Master Plan - Enlarged Plan



Executive Summary



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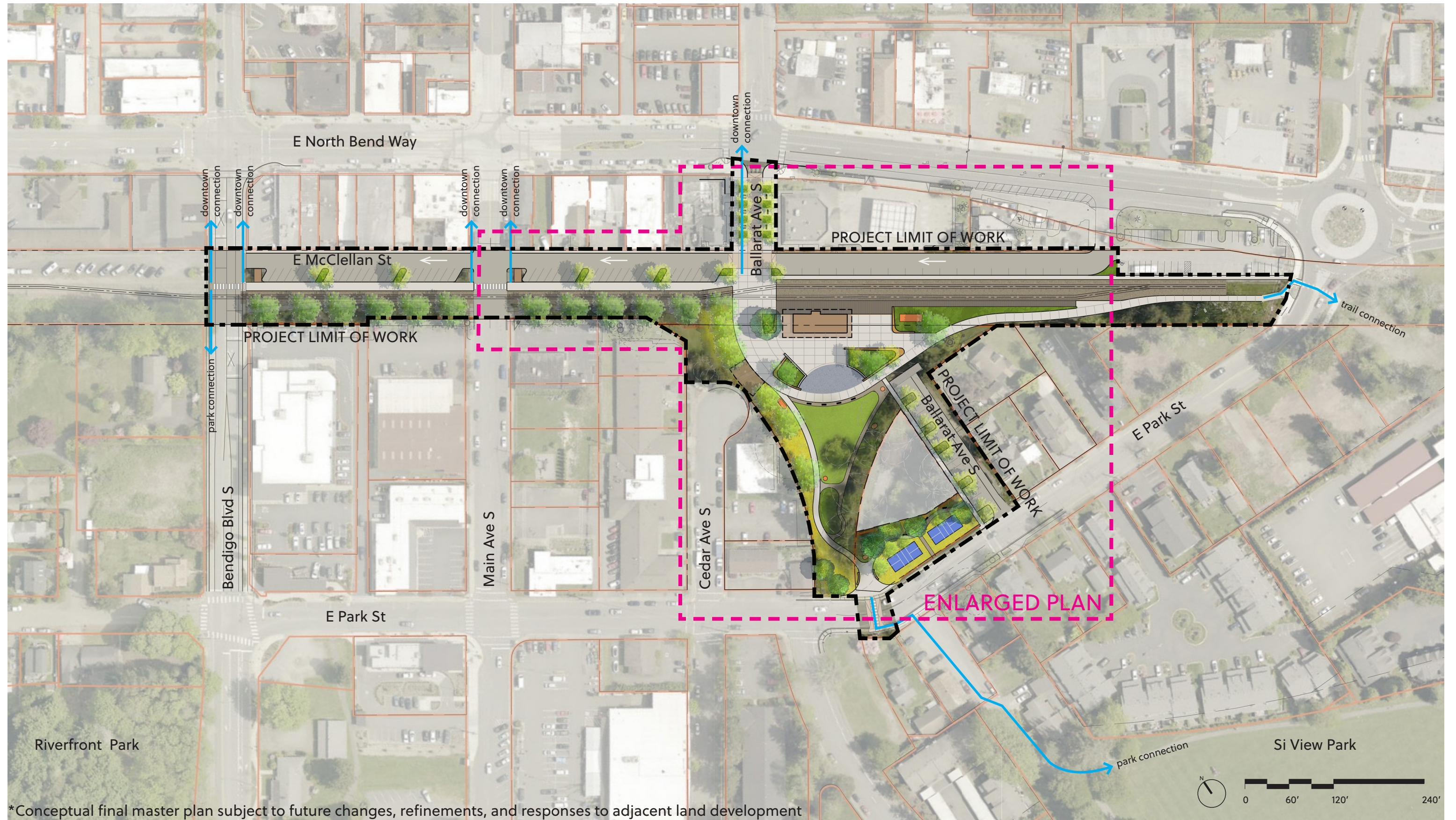
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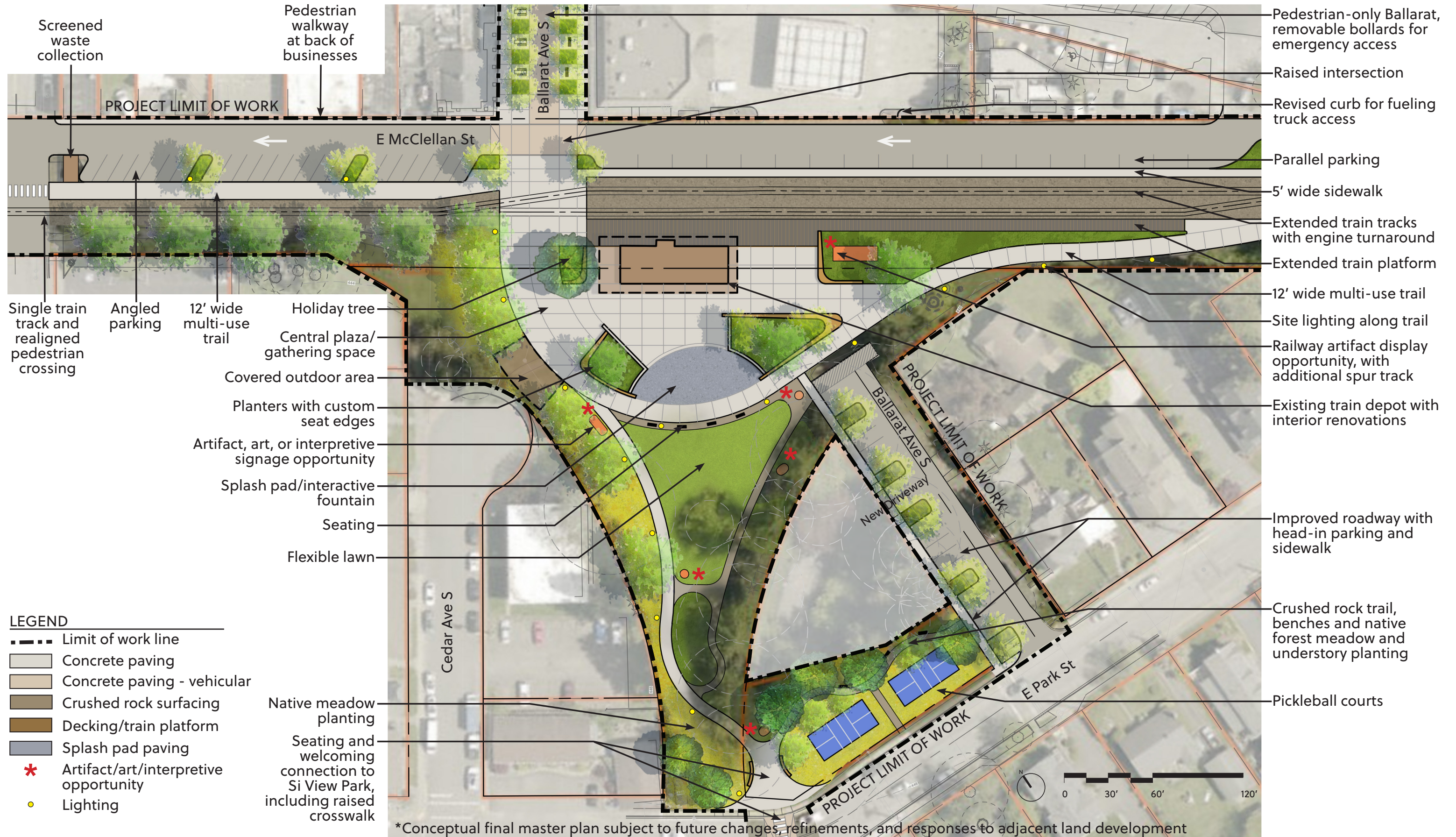
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*Conceptual final master plan subject to future changes, refinements, and responses to adjacent land development

Preferred Master Plan - Full Site



Preferred Master Plan - Enlarged Plan



*Conceptual final master plan subject to future changes, refinements, and responses to adjacent land development

City of North Bend
McClellan Street Improvements - 30% Est.

ITEM NO.	SPEC SECTION	STD ITEM NO.	UNIT	BID ITEM	TOTAL QUANTITY	UNIT COST	ITEM COST
1	1-04	7728	CALC	MINOR CHANGE	1	\$25,000.00	\$ 25,000.00
2	1-05	7042	LS	ADA FEATURES SURVEYING	1	\$2,000.00	\$ 2,000.00
3	1-05	N/A	LS	RECORD DRAWINGS	1	\$5,000.00	\$ 5,000.00
4	1-05	7038	LS	ROADWAY SURVEYING	1	\$20,000.00	\$ 20,000.00
5	1-08	7003	LS	TYPE B PROGRESS SCHEDULE	1	\$5,000.00	\$ 5,000.00
6	2-01	0025	AC	CLEARING AND GRUBBING	0.2	\$100,000.00	\$ 20,000.00
7	2-02	0050	LS	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	\$35,000.00	\$ 35,000.00
8	2-03	0310	CY	ROADWAY EXCAVATION INCL. HAUL	3400	\$40.00	\$ 136,000.00
9	2-09	7008	SF	SHORING OR EXTRA EXCAVATION CLASS B	2500	\$2.00	\$ 5,000.00
10	2-09	7006	CY	STRUCTURE EXCAVATION CLASS B INCL. HAUL	327	\$30.00	\$ 9,810.00
11	4-04	5100	TN	CRUSHED SURFACING BASE COURSE	2570	\$50.00	\$ 128,500.00
12	5-04	5767	TN	HMA CL. 1/2 IN. PG 58H-22	1010	\$160.00	\$ 161,600.00
13	5-04	5766	TN	HMA CL. 3/8 IN. PG 58H-22	130	\$225.00	\$ 29,250.00
14	5-05	5625	CY	CEMENT CONC. PAVEMENT	320	\$700.00	\$ 224,000.00
15	7-04	3541	LF	SCHEDULE A STORM SEWER PIPE 12 IN. DIAM.	354	\$80.00	\$ 28,320.00
16	7-04	3151	LF	TESTING STORM SEWER PIPE	354	\$15.00	\$ 5,310.00
17	7-05	3100	EA	ADJUST CATCH BASIN	12	\$1,750.00	\$ 21,000.00
18	7-05	N/A	EA	ADJUST GAS VALVE	10	\$500.00	\$ 5,000.00
19	7-05	3080	EA	ADJUST MANHOLE	9	\$900.00	\$ 8,100.00
20	7-05	3091	EA	CATCH BASIN TYPE 1	2	\$3,000.00	\$ 6,000.00
21	7-05	9605	EA	CONNECTION TO DRAINAGE STRUCTURE	4	\$2,750.00	\$ 11,000.00
22	7-05	N/A	EA	CONVERT TO ROUND SOLID LID	15	\$1,000.00	\$ 15,000.00
23	7-05	N/A	EA	WATER QUALITY TREATMENT UNIT	10	\$20,000.00	\$ 200,000.00
24	8-01	6488	LS	EROSION CONTROL AND WATER POLLUTION PREVENTION	1	\$10,000.00	\$ 10,000.00
25	8-01	6635	LF	HIGH VISIBILITY SILT FENCE	1688	\$10.00	\$ 16,880.00
26	8-01	6471	EA	INLET PROTECTION	21	\$150.00	\$ 3,150.00
27	8-01	6470	HR	STREET CLEANING	24	\$350.00	\$ 8,400.00
28	8-02	N/A	LS	LANDSCAPING	1	\$233,434.80	\$ 233,434.80
29	8-03	6071	LS	IRRIGATION SYSTEM	1	\$60,829.20	\$ 60,829.20
30	8-04	6700	LF	CEMENT CONC. TRAFFIC CURB AND GUTTER	1371	\$40.00	\$ 54,840.00
31	8-04	7069	EA	WHEEL STOP	68	\$200.00	\$ 13,600.00
32	8-14	7058	EA	CEMENT CONC. CURB RAMP TYPE PARALLEL	2	\$3,500.00	\$ 7,000.00
33	8-14	7059	SY	CEMENT CONC. DRIVEWAY ENTRANCE TYPE	45	\$115.00	\$ 5,175.00
34	8-14	7055	SY	CEMENT CONC. SIDEWALK	1463	\$80.00	\$ 117,040.00
35	8-14	7054	SF	DETECTABLE WARNING SURFACE	136	\$75.00	\$ 10,200.00
36	8-20	6904	LS	ILLUMINATION SYSTEM	1	\$640,000.00	\$ 640,000.00

City of North Bend
McClellan Street Improvements - 30% Est.

ITEM NO.	SPEC SECTION	STD ITEM NO.	UNIT	BID ITEM	TOTAL QUANTITY	UNIT COST	ITEM COST
37	8-21	6890	LS	PERMANENT SIGNING	1	\$5,000.00	\$ 5,000.00
38	8-22	6806	LF	PAINT LINE	1950	\$1.00	\$ 1,950.00
39	8-22	6857	SF	PLASTIC CROSSWALK LINE	440	\$15.00	\$ 6,600.00
40	8-26	N/A	LS	SITE FURNISHINGS	1	\$55,388.00	\$ 55,388.00
41	8-28	N/A	LS	EV CHARGING STATIONS SYSTEM	1	\$300,000.00	\$ 300,000.00
SUBTOTAL							\$ 2,655,377.00
Mobilization					15%		\$ 398,306.55
Temporary Traffic Control					10%		\$ 265,537.70
Construction Total							\$ 3,319,221.25
30% Design Level Estimating Contingency					30%		\$ 995,766.38
Construction Management					18%		\$ 776,697.77
Construction Total							\$ 5,091,685.40

**City of North Bend
McClellan Street Improvements 30% Engineer's Estim**

Bid Item	Sec. No.	Description	Unit
1	SP 1-05.4	Roadway Surveying	LS
2	SP 1-07.17	Potholing Existing Utilities	LS
3	SP 1-10.5	Project Temporary Traffic Control	LS
4	SP 2-02.5	Removal of Structures and Obstructions	LS
5	SP 2-03.5	Unsuitable Foundation Excavation Incl. Haul	CY
6	SP 4-04.5	Foundation Gravel (As Necessary)	TN
7	SP 4-04.5	Crushed Surfacing Top Course	TN
8	SP 7-09.5	Ductile Iron Pipe for Water Main 6 In. Diam., Class 52, Incl. Fittings	LF
9	SP 7-09.5	Ductile Iron Pipe for Water Main 8 In. Diam., Class 52, Incl. Fittings	LF
10	SP 7-09.5	Ductile Iron Pipe for Water Main 10 In. Diam., Class 52, Incl. Fittings	LF
11	SP 7-09.5	Ductile Iron Pipe for Water Main 12 In. Diam., Class 52, Incl. Fittings	LF
12	SP 7-09.5	Connection to Existing Water System	EA
13	SP 7-09.5	Controlled Density Fill (CDF) for Pipe Abandonment	CY
14	SP 7-09.5	Additional Ductile Iron Fittings	LB
15	SP 7-12.5	Gate Valve 6 In.	EA
16	SP 7-12.5	Gate Valve 8 In.	EA
17	SP 7-12.5	Butterfly Valve 12 In.	EA
18	SP 7-15.5	Install Water Service	EA
19	SP 7-18.5	Side Sewer Service Connection	EA
20	SP 7-18.5	Side Sewer Line	EA
21	SP 8-02.5	Property Restoration	LS

ate - Utilities

Unit Price	Quantity	Total Price
\$ 5,000.00	1	\$ 5,000.00
\$ 20,000.00	1	\$ 20,000.00
\$ 70,000.00	1	\$ 70,000.00
\$ 10,000.00	1	\$ 10,000.00
\$ 75.00	60	\$ 4,500.00
\$ 75.00	90	\$ 6,750.00
\$ 55.00	3,300	\$ 181,500.00
\$ 130.00	30	\$ 3,900.00
\$ 140.00	40	\$ 5,600.00
\$ 160.00	10	\$ 1,600.00
\$ 165.00	1,330	\$ 219,450.00
\$ 12,000.00	6	\$ 72,000.00
\$ 350.00	50	\$ 17,500.00
\$ 4.00	1,500	\$ 6,000.00
\$ 2,200.00	2	\$ 4,400.00
\$ 2,800.00	2	\$ 5,600.00
\$ 5,000.00	5	\$ 25,000.00
\$ 2,500.00	17	\$ 42,500.00
\$ 2,500.00	19	\$ 47,500.00
\$ 4,000.00	38	\$ 152,000.00
\$ 5,000.00	1	\$ 5,000.00
Subtotal		\$ 905,800.00
Sales Tax	9.1%	\$ 82,427.80
Contingency	30%	\$ 271,740.00
Construction Mgt.	18%	\$ 211,957.20
Total		\$ 1,471,925.00



Cash and Investment Activity

Period: 2025 - December
Fiscal Totals

Fund	Beginning Cash	Beginning Investments	Receipts	Investment Liquidated	Transfers In	Investments Acquired	Transfer Claims/Payroll	Other Transfers	Disbursements	Reinvested Interest	Ending Cash	Ending Investments	Ending Balance
001 General Fund	\$7,620,927.02	\$7,125.00	\$12,786,836.53	\$0.00	\$1,925,458.95	\$0.00	\$0.00	\$1,641,253.80	\$11,100,510.66	\$0.00	\$9,591,458.04	\$7,125.00	\$9,598,583.04
002 Reserve Fund	\$1,097,895.98	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,097,895.98	\$0.00	\$1,097,895.98
101 Streets Operations	(\$134,568.23)	\$0.00	\$267,717.48	\$0.00	\$967,865.76	\$0.00	\$0.00	\$126,999.72	\$1,070,724.30	\$0.00	(\$96,709.01)	\$0.00	(\$96,709.01)
102 Capital Streets	\$24,571.83	\$0.00	\$9,348.72	\$0.00	\$150,000.00	\$0.00	\$0.00	\$28,500.00	\$86,377.09	\$0.00	\$69,043.46	\$0.00	\$69,043.46
103 Streets Overlay	\$1,124,585.73	\$0.00	\$0.00	\$0.00	\$573,999.96	\$0.00	\$0.00	\$0.00	\$9,153.75	\$0.00	\$1,689,431.94	\$0.00	\$1,689,431.94
106 Impact Fees & Mitigation	\$8,569,111.98	\$0.00	\$1,740,819.85	\$0.00	\$0.00	\$0.00	\$0.00	\$5,308,171.62	\$489,374.94	\$0.00	\$4,512,385.27	\$0.00	\$4,512,385.27
107 Hotel/Motel Tax	\$104,326.16	\$0.00	\$23,329.95	\$0.00	\$0.00	\$0.00	\$0.00	\$65,000.04	\$0.00	\$0.00	\$62,656.07	\$0.00	\$62,656.07
108 Economic Development	\$121,925.71	\$0.00	\$192.10	\$0.00	\$365,000.04	\$0.00	\$0.00	\$25,383.24	\$144,269.92	\$0.00	\$317,464.69	\$0.00	\$317,464.69
109 Affordable Housing	\$1,242,336.85	\$0.00	\$0.00	\$0.00	\$323,949.96	\$0.00	\$0.00	\$0.00	\$2,484.00	\$0.00	\$1,563,802.81	\$0.00	\$1,563,802.81
116 Park Capital Improvement	\$610,577.55	\$0.00	\$196,743.88	\$0.00	\$0.00	\$0.00	\$0.00	\$348,788.34	\$85,576.67	\$0.00	\$372,956.42	\$0.00	\$372,956.42
117 Park Maintenance Reserve	\$52,100.72	\$0.00	\$0.00	\$0.00	\$9,999.96	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$62,100.68	\$0.00	\$62,100.68
125 Development Projects (CED)	\$655,213.53	\$0.00	\$475,985.43	\$0.00	\$0.00	\$0.00	\$0.00	\$744,272.57	\$281,995.40	\$0.00	\$104,930.99	\$0.00	\$104,930.99
130 ARPA Fiscal Recovery Fund	\$1,075,961.84	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,075,961.84	\$0.00	\$1,075,961.84
190 Transportation Benefit District	\$3,196,382.77	\$0.00	\$795,055.86	\$0.00	\$0.00	\$0.00	\$0.00	\$700,000.08	\$0.00	\$0.00	\$3,291,438.55	\$0.00	\$3,291,438.55
215 2010 LTGO Debt Service (Credit Line &	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$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	\$179,171.97	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$149,285.00	\$0.00	\$104,675.25	\$0.00	\$104,675.25
217 2012 LTGO (TBD) Bond Redempt	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$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	\$0.00	\$210,800.00	\$0.00	(\$145,558.99)	\$0.00	(\$145,558.99)
219 2016 LTGP (LOC) Bond Redemption	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
220 2018 LTGO Bond Redemption Fund	\$228.18	\$0.00	\$204.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$247,400.00	\$0.00	(\$246,967.82)	\$0.00	(\$246,967.82)
240 PWTIF Loan Debt Service	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
310 Municipal Projects	(\$1,236,479.07)	\$0.00	\$1,972,857.33	\$0.00	\$5,961,960.00	\$0.00	\$0.00	\$0.00	\$9,359,259.23	\$0.00	(\$2,660,920.97)	\$0.00	(\$2,660,920.97)
320 Capital Improvement (REET)	\$5,668,845.51	\$0.00	\$1,217,741.20	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,886,586.71	\$0.00	\$6,886,586.71
401 Water Operations	\$2,236,771.06	\$0.00	\$4,133,008.97	\$0.00	\$3,000,000.00	\$0.00	\$0.00	\$669,444.81	\$6,924,290.59	\$0.00	\$1,776,044.63	\$0.00	\$1,776,044.63
402 Sewer Operations	\$12,355,276.27	\$0.00	\$13,293,751.08	\$0.00	\$0.00	\$0.00	\$0.00	\$990,877.73	\$9,345,946.95	\$0.00	\$15,312,202.67	\$0.00	\$15,312,202.67
404 Storm & FLOOD Operations	\$2,144,326.02	\$0.00	\$1,381,127.78	\$0.00	\$0.00	\$0.00	\$0.00	\$368,441.11	\$2,245,064.96	\$0.00	\$911,947.73	\$0.00	\$911,947.73
405 Solid Waste & Recycling Operations	\$928,734.74	\$0.00	\$326,476.48	\$0.00	\$0.00	\$0.00	\$0.00	\$108,095.06	\$144,518.69	\$0.00	\$1,002,597.47	\$0.00	\$1,002,597.47
450 ULID #6 Construction	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$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	\$721,054.23	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,075,602.02	\$0.00	\$1,264,635.32	\$0.00	\$1,264,635.32
452 ULID#6 Bond Reserve	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
501 Equipment Operations	\$254,457.32	\$0.00	\$2,984.09	\$0.00	\$782,005.08	\$0.00	\$0.00	\$58,391.75	\$729,621.29	\$0.00	\$251,433.45	\$0.00	\$251,433.45
502 Equipment Reserve	\$1,847,332.61	\$0.00	\$0.00	\$0.00	\$123,380.16	\$0.00	\$0.00	\$0.00	\$1,041,700.34	\$0.00	\$929,012.43	\$0.00	\$929,012.43
635 Treasurers Trust	\$26.00	\$0.00	\$1,510.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,159.00	\$0.00	\$377.00	\$0.00	\$377.00
699 Investments	(\$35,321,080.90)	\$35,321,050.90	\$0.00	\$20,950,000.00	\$0.00	\$28,109,767.47	\$0.00	\$0.00	\$0.00	\$0.00	(\$42,480,848.37)	\$42,480,818.37	(\$30.00)
	\$15,998,999.58	\$35,328,175.90	\$39,525,916.93	\$20,950,000.00	\$11,183,619.87	\$28,109,767.47	\$0.00	\$11,183,619.87	\$44,745,114.80	\$0.00	\$3,620,034.24	\$42,487,943.37	\$46,107,977.61