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

North Bend Way & Mt Si Road Roundabout 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	NA

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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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.

Replace existing 2-way stop-controlled intersection with new roundabout. All legs and quadrants of the intersection will include pedestrian/bicycle crossings and multi-use nonmotorized pathways, respectively. The crossings will be illuminated, and rectangular rapid flashing beacons (RRFB's) will be provided for improved safety.

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.

North Bend Way & Mt. Si Road

Crossroad/landmark nearest to the beginning of the project:

SE Mt. Si Road

Crossroad/landmark nearest to the end of the project:

Stilson Ave SE

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 North Bend Way and Mt Si Road Roundabout project is located along a key corridor that directly serves the North Bend Town Center, a locally designated center identified through countywide planning processes. This corridor provides critical access to regional destinations and supports connectivity to growth areas within the Snoqualmie Valley Corridor. By improving safety, reducing congestion, and enhancing multimodal access, the project aligns with RTCC competition priorities for corridors serving one or more centers. This project strengthens the transportation network supporting economic vitality and regional mobility for our downtown center.

This project location is a major visitor attraction and with the volume of increased visitors the city will benefit from additional employment opportunities. This intersection frequently experiences large and unpredictable traffic volumes that fluctuate with the I-90 traffic volumes and Snoqualmie Pass closures. The project will improve vehicle and pedestrian access for commuters, residents, and commercial users accessing I-90, SR202 and our downtown business core that will enhance and expand our businesses within the city
The City's Comprehensive Plan identifies an employment target of 1,050 new jobs for North Bend for the years 2006-2031 on page 25. This project connects the downtown corridor and the South Fork Employment Park which is one of the City's primary employment centers and is anticipated to accommodate much of the City's future employment growth, as noted on page 19 of the City's Comprehensive Plan. This project will improve the main access to the South Fork Employment neighborhood/Park from I-90 which will ease traffic congestion for both commuters and commercial users.

Federal Functional Classification

Please select the appropriate functional classification.

Minor Arterial

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.

Project No. T-020 in the City Six-year approved CIP Program.
Plan Name is Roundabout at E North Bend Way & SE Mt. Si Road
Section is on table No. 9/ Project No. 8 in year 2026
Page No. is 61

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

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 North Bend Way and Mt. Si Road Roundabout Project is fully consistent with the City of North Bend Comprehensive Plan and implements key adopted policies related to transportation safety, multimodal connectivity, economic vitality, and maintaining the community's rural mountain character. The project supports Land Use and Town Center policies LU 1.2, LU 2.1, and TC 2.1, which call for directing growth into the urban area, strengthening the walkable Town Center, and reinforcing small town identity through human scaled infrastructure and improved community gateways.
The roundabout advances Transportation Element policies T 1.3 (Pg. 12), T 2.2 (Pg. 13), T 3.1, (Pg. 14) and T 3.4 (Pg. 15), which prioritize safety, operational reliability, and the development of a multimodal network connecting neighborhoods, commercial districts, and public destinations. By reducing conflict points, calming speeds, and improving pedestrian crossings, the project

implements the City's Complete Streets policy (T Complete Streets 1) and supports improved access to the Town Center and local businesses.
The project also aligns with Economic Development policies ED 1.3 and ED 2.1, which encourage investments that enhance access to the downtown commercial core, support local businesses, and improve the visitor experience at key entrances to the community.
Finally, improved bicycle and pedestrian connectivity directly support Parks, Trails, and Open Space policies PR 1.4, PR 1.6, and PR 2.3, which call for expanding and enhancing non-motorized connections to parks, trails, and recreation areas. It further advances Transportation Element bicycle and pedestrian policies T 3.1 (Pg. 14), T 3.4 (pg. 15), T 3.6 (Pg. 14), and the City's Complete Streets requirement (T Complete Streets 1) by closing gaps in the active transportation network and strengthening access to the Snoqualmie Valley Regional Trail and other key routes.
Overall, the project supports the City's adopted vision by improving mobility and safety within the existing urban area, accommodating planned growth, protecting surrounding rural lands, and implementing multiple Comprehensive Plan policies in a manner consistent with North Bend's long term rural town character.

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 North Bend Way and Mt. Si Road Roundabout Project is designed to reinforce the character of a rural center by incorporating context sensitive elements that protect the area's scenic, cultural, and environmental resources. The design preserves open views of Mt. Si and the surrounding foothills, uses native landscaping and natural materials, and avoids urbanized features--maintaining the small town, gateway feel of the community.
The project also creates a clear distinction between rural corridors and the rural center. Rural corridors in this area are defined by higher speed travel, limited pedestrian activity, and minimal infrastructure, whereas the rural center requires lower speeds, safer pedestrian accommodations, and design features that support recreation, tourism, and local community use. The roundabout provides this transition by calming traffic, reducing conflict points, and improving pedestrian safety at a location that serves the heavily used Little Si, Mt. Si, and Mt. Teneriffe trailheads, which attract thousands of hikers each month.
By enhancing safety while preserving the area's natural and rural identity, the project fits the intended character of the rural center and strengthens its distinction from the surrounding rural corridors.

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

The Mt. Si Boulevard and North Bend Way Roundabout is being advanced through coordinated efforts between multiple jurisdictions and partner agencies. The City of North Bend is working closely with the Washington State Department of Transportation (WSDOT) to review traffic operations, ensure design consistency with state facilities, and address access and safety considerations. King County staff are engaged regarding multimodal connections, stormwater

management, and potential effects on county roadway and regional trail systems.
Given the high volume of recreational users accessing the Snoqualmie Valley Trail and nearby outdoor destinations, the city is also coordinating with the Mountains to Sound Greenway Trust. Their involvement helps ensure the project supports safe trail crossings and access to Little Si, Mt Si and Mt Tenerife trail heads including the regional Snoqualmie Valley Trail system that accommodates seasonal peak trail use and maintains regional connectivity for pedestrians and cyclists.
Utility partners, including Puget Sound Energy and local telecommunications providers, are participating in planning system adjustments and align construction sequencing. The City is additionally consulting with local businesses and property owners to maintain access and reduce construction impacts within the commercial corridor.
These coordination efforts are supported through scheduled interagency design reviews, shared project milestones, joint technical evaluations, and consolidated utility planning. This structured, multi-agency approach ensures that design and implementation remain aligned across jurisdictions and support consistent, efficient project delivery.

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 Mt. Si Boulevard and North Bend Way Roundabout addresses critical operational and safety challenges at a major entrance to North Bend's Rural Town Center. The existing intersection experiences congestion, irregular turning movements, and limited safe pedestrian crossings, creating a mobility barrier for residents and visitors, and the high number of recreational users accessing the area. These conditions hinder reliable entry to the commercial core, constrain circulation, and present safety concerns at one of North Bend's key transportation gateways.
The roundabout is designed to correct these issues by improving traffic flow, enhancing multimodal safety, and establishing more predictable, efficient access to the Town Center from surrounding neighborhoods and regional corridors. The design lowers vehicle speeds, reduces conflict points, and creates safer, more intuitive crossings consistent with the pedestrian-oriented character of the Rural Town Center.
Improved Access and Removal of Mobility Barriers
The project meaningfully strengthens access by addressing a missing link in the local and regional multimodal network. Specifically, it:
• Creates safe, well-defined pedestrian and bicycle crossings that enhance connections among surrounding neighborhoods, the commercial district, and civic destinations.
• Improves approach reliability for all users traveling along North Bend Way, Mt. Si Boulevard, and key connections from SR 202 and I 90.
• Reduces congestion and turning movement delays that currently impede circulation within the center and restrict access to local businesses.
• Supports the substantial number of recreational users utilizing the regional Snoqualmie Valley Trail system, providing a calmer, more predictable crossing environment at a major trail access point.
• Strengthens regional connectivity by coordinating with the Mountains to Sound Greenway Trust

to accommodate seasonal peaks in pedestrian and bicycle activity associated with the trail network.
• Enhances seamless multimodal travel into the Town Center by improving the junction with the Tanner Trail Project currently submitted for construction as well, which extends from the Snoqualmie Valley Trail directly into the downtown area. This connection provides a continuous, safe active transportation corridor linking regional recreation assets to the Rural Town Center.
By addressing existing mobility constraints, improving circulation, and reinforcing both regional trail connections and local access routes, the project enhances the functionality, safety, and economic vitality of North Bend's Rural Town Center.

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 Mt. Si Boulevard and North Bend Way Roundabout addresses long standing safety and mobility issues at a primary entrance to North Bend's Rural Town Center. The existing intersection creates congestion, unpredictable turning movements, and limited safe pedestrian crossings, restricting reliable access for residents and businesses, and the high number of recreational users traveling through this corridor.
The new roundabout improves traffic flow, reduces conflict points, and provides a safer, more intuitive gateway to the Town Center. The project is inherently multimodal and delivers substantial benefits for a wide range of users:
• Pedestrians and cyclists gain shorter, protected crossings and lower speed vehicle environments.
• Regional trail users benefit from safer access where the intersection connects to the Snoqualmie Valley Trail system.
• Tanner Trail users gain a strengthened, continuous multimodal link from the regional trail network directly into downtown.
• Transit riders experience improved reliability due to reduced intersection delay.
• Drivers benefit from smoother circulation and reduced congestion entering the center.
By improving local and regional active transportation connections and removing a major mobility barrier, the project enhances safe access to the Rural Town Center and supports efficient circulation for all travel modes.

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 Mt. Si Boulevard and North Bend Way Roundabout significantly enhance opportunities for active transportation along a key corridor leading into North Bend's Rural Town Center. The project replaces an auto oriented intersection with a design that prioritizes safer, more accessible movement for people walking, biking, and using regional trail systems.
The roundabout improves the pedestrian-oriented environment by:
• Creating shorter, well defined pedestrian crossings with refuge islands, reducing exposure to moving traffic and improving safety for users of all ages and abilities.
• Providing clearly marked bicycle and pedestrian routes that link neighborhoods directly to the Town Center's commercial area and civic destinations.
• Supporting regional active transportation connections by improving access for users entering

from the Snoqualmie Valley Trail system and ensuring safe transitions from trail to town.
• Strengthening the multimodal corridor formed by the Tanner Trail, which extends from the Snoqualmie Valley Trail into downtown, creating a continuous and comfortable walking and bicycling route.
• Lowering vehicle speeds and improving visibility, contributing to a more walkable, human scaled environment at a major gateway to the center.
By improving comfort, safety, and connectivity for pedestrians, cyclists, and trail users, the project creates a more inviting active transportation corridor and reinforces the Rural Town Center as a walkable, accessible destination.

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

The North Bend Way and Mt. Si Road Roundabout supports transportation demand management and commute trip reduction by improving the safety, comfort, and reliability of non-SOV (Single Occupancy Vehicle) travel modes at a key gateway to North Bend's Rural Town Center. By making walking, bicycling, and transit more practical and attractive, the project helps shift short and medium trips away from drive alone travel.
The project contributes to Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) outcomes in the following ways:
• Enhances safe and direct active transportation options through improved pedestrian crossings, refuge islands, and bicycle friendly geometry, encouraging more walking and biking for work, school, and local errands.
• Strengthens regional non-motorized commute routes by improving access to the Snoqualmie Valley Trail system, enabling bicycle commuters to safely connect between neighborhoods, recreation areas, and the Town Center.
• Creates a continuous, low stress corridor through its coordination with the Tanner Trail, which links the Snoqualmie Valley Trail directly to downtown--providing a viable non-SOV option for local employees and visitors.
• Improves transit reliability by reducing intersection delay and vehicle queuing, helping make bus travel more dependable for commuters.
• Supports first and last mile connections by creating safe routes from residential areas and trail networks to commercial destinations and transit stops.
• Reduces roadway congestion and vehicle idling, supporting employer CTR goals related to reducing emissions and improving overall network efficiency.
By enabling safe, predictable, and connected multimodal travel, the project expands transportation choices, reduces dependency on single occupancy vehicles, and directly supports TDM and CTR efforts within North Bend and the surrounding region.

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 North Bend Way and Mt. Si Road Roundabout will create more reliable and efficient travel flows by eliminating recurring congestion and improving traffic operations at one of the town's

busiest intersections due to the three access points of Little Si, Mt. Si and Mt Tenerife trail heads. The roundabout reduces stop and go conditions, smooths vehicle movements, and shortens delays, resulting in more predictable travel through this key corridor.
These improvements also support the movement of freight and goods by reducing queueing, improving turning movements for delivery vehicles, and ensuring consistent access to the Rural Town Center's commercial district. In addition, the project ties directly into the new Tanner Trail project and improves access to the regional Snoqualmie Valley Trail, helping separate active transportation users from vehicle conflicts and reducing unexpected delays caused by trail related pedestrian crossings. This contributes to overall corridor efficiency and supports dependable travel for freight, service vehicles, and business deliveries.

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 North Bend Way and Mt. Si Road Roundabout provides a long term solution by replacing a stop controlled intersection with an infrastructure design that supports continuous, low maintenance, and efficient traffic operations. The roundabout eliminates recurring congestion and reduces conflict points, ensuring reliable traffic flows well into the future as the Rural Town Center continues to grow.
By improving connections to the Tanner Trail project and enhancing access to the Snoqualmie Valley Trail, the roundabout also supports long term multimodal efficiency. These improvements shift short distance trips from vehicles to walking and biking, reducing pressure on the corridor and maintaining roadway capacity over time. The design supports freight and local deliveries through improved turning movements and reduced queuing, helping preserve efficient circulation for both commercial and daily travel needs throughout the rural corridor.

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

The North Bend Way and Mt. Si Road Roundabout incorporates several innovative features that enhance safety, multimodal access, and traffic operations within the Rural Town Center. The project applies modern roundabout design principles an inherently innovative operational concept for rural centers by using a continuous flow geometry that reduces conflict points and eliminates the stop and go delays associated with traditional intersections.
The design also integrates innovative multimodal accommodations, including shorter pedestrian crossings with refuge islands, bicycle friendly entry and exit geometry, and improved visibility for trail users. The project provides a coordinated, low stress connection to the new Tanner Trail project and enhances access to the Snoqualmie Valley Trail system, creating a seamless interface between regional active transportation facilities and the roadway network.
Together, these features represent an innovative approach to balancing rural traffic operations with high volume pedestrian and bicycle demand, resulting in a safer and more efficient multimodal gateway to the Town Center.

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 mix of population groups, including families, seniors, lower income households, residents without access to a personal vehicle, and a high number of recreational and commuter trail users. Many of these users rely on walking, biking, or transit to reach the Rural Town Center, nearby neighborhoods, schools, and services. The current intersection creates safety and mobility challenges for these groups due to long crossing distances, inconsistent driver behavior, limited visibility, and vehicle speeds.

These conditions present gaps in the transportation system for people with limited mobility, youth walking or biking to school, residents who depend on transit or active transportation, and trail users accessing the Snoqualmie Valley Trail and Tanner Trail.

How the Project Addresses These Gaps

The roundabout provides a long-term improvement by introducing shorter, safer pedestrian and bicycle crossings, lowering vehicle speeds, and improving visibility for all non-motorized users. The design enhances access for people of all ages and abilities and strengthens connections to the Tanner Trail and the regional Snoqualmie Valley Trail system, making walking and biking more practical for both daily travel and recreational use.

By addressing safety, accessibility, and connectivity gaps, the project improves equitable mobility for residents and trail users while creating a safer and more reliable multimodal gateway into the Rural Town Center.

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.

For this specific location, the city has responded to recurring public concerns about safety, congestion, and access between neighborhoods, the Rural Town Center, and the Snoqualmie Valley Trail. City staff have also regularly engaged with residents, local businesses, and trail users who raised concerns about pedestrian safety and traffic delays at the current intersection. Coordination with population groups identified earlier--including families, seniors, lower income residents, and those who rely on walking, biking, or transit--was incorporated through direct communication, public meetings, and feedback received during previous engineering and planning discussions.

The City also coordinated with regional stakeholders, including the Mountains to Sound Greenway Trust, due to the high number of recreational users accessing the Snoqualmie Valley Regional Trail, Little Si Trailhead, Mt Si Trail, Mt Tenerife trailhead and the developing Tanner Trail connection into the Rural Town Center. Feedback from these groups helped confirm the need for safer crossings and better multimodal access.

This collective outreach process ensured the proposed roundabout responds to community identified needs, improves safety and mobility for all user groups, and supports long term access into the Rural Town Center.

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

Public outreach directly shaped the project by confirming the need for safety and mobility improvements at the North Bend Way and Mt. Si Road intersection and prioritizing this location over other potential improvement sites. Feedback from residents, families, seniors, and trail users through the TIP and CIP public input meetings at committees and city council meetings highlighted problems with crossing safety, congestion, and access to the Snoqualmie Valley Trail and the Tanner Trail. As a result, the project scope was expanded to include shorter pedestrian crossings, refuge islands, better bicycle connections, and improved visibility for trail users. Input from local businesses also informed the design to ensure efficient access for deliveries and commercial traffic. This community feedback guided the timing, final design elements, and multimodal features now included in the roundabout project.

Safety

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

The project addresses several significant safety and security issues. The existing configuration creates high risk conditions due to fast vehicle speeds, unpredictable turning movements, and limited pedestrian crossing opportunities. These conditions result in frequent near miss incidents and elevated collision risk for drivers, pedestrians, cyclists, and trail users.
The location is also a key access point for the Snoqualmie Valley Trail and Tanner Trail users, who currently must navigate long crossing distances and inconsistent driver yielding behavior. This presents particular safety challenges for families, youth, seniors, and people with limited mobility. Congestion and queueing at the intersection further contribute to unsafe conditions, including blocked sightlines and reduced reaction time for all users.
By replacing the current layout with a modern roundabout, the project reduces conflict points, lowers vehicle speeds, shortens pedestrian crossings, improves sightlines, and creates a more predictable travel environment. These improvements directly enhance safety for all users and provide a more secure multimodal gateway into the Rural Town Center.

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

The North Bend Way and Mt. Si Road Roundabout significantly improves safety for vulnerable roadway users, including pedestrians, cyclists, seniors, youth, people with limited mobility, and trail users accessing the Snoqualmie Valley Trail, Little Si, Mt. Si, Mt Teneriffe and the new Tanner Trail. The existing intersection requires these users to navigate long crossing distances, increased vehicle speeds, and unpredictable turning movements, creating elevated risk.
The roundabout design protects vulnerable users by lowering vehicle speeds, shortening crossing distances, adding refuge islands, improving sightlines, and providing clearly defined, predictable paths for people walking or biking. These features create a safer environment for individuals who rely on active transportation or who may need more time and visibility to cross. The improved connection to the Snoqualmie Valley Trail and the Tanner Trail also separates active transportation users from vehicle conflicts, reducing exposure and improving overall safety.

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

decreased speeds.

The North Bend Way and Mt. Si Road Roundabout reduces the need for active speed enforcement by using roadway geometry to naturally slow vehicles. The roundabout's curved approaches, deflection angles, and single lane design physically require drivers to reduce speed, creating a self enforcing traffic environment or sometimes called a traffic calming measure. This design approach minimizes the reliance on police presence or signage to control speeds.
By lowering vehicle speeds and reducing conflict points without enforcement, the project creates a safer environment for vulnerable users including pedestrians, cyclists, and trail users accessing the Snoqualmie Valley Trail, Little Si, Mt. Si, Mt. Teneriffe and Tanner Trail while improving overall operational safety within the Rural Town Center corridor.

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. The City is currently using the Puget Sound Regional Council (PSRC) Safety Plan module as its guiding safety framework although we have a $200,000 grant to provide a Target Zero plan specifically for North Bend that will be available in 2027. This policy emphasizes reducing fatal and serious injury crashes, improving safety for vulnerable users, and designing roadways that naturally slow vehicles and minimize conflict points.
This safety framework directly informed the development of the North Bend Way and Mt. Si Road Roundabout. The project incorporates PSRC's recommended crash reduction strategies by introducing a modern roundabout that lowers vehicle speeds, reduces conflict points, shortens pedestrian crossings, and improves visibility for pedestrians, cyclists, and trail users. The policy also guided the project's emphasis on protecting vulnerable users particularly those accessing the Snoqualmie Valley Trail, Little Si, Mt St, Mt. Teneriffe and Tanner Trail and ensured the project design supports long term, self-enforcing safety improvements without relying on increased enforcement.

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?

Yes

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

May 2026

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

N/A

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.

N/A

Project Readiness - Environmental Documentation

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

Categorical Exclusion (CE)

Has the NEPA documentation been approved?

Yes

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

May 2025

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

N/A

If yes, is a formal consultation expected?

N/A

Project Readiness - Right of Way

Does the project require right-of-way?

Yes

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

February 1, 2026

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.

August 1, 2026

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.

October 2026

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.

The ROW has two small areas 933 SY total. The temporary construction easement is approximately 800 SY. and there is no right of way permit required by the City.

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-150-116-21415585_A0gVxAX0_Mt_Si_Road_Round_About_-_Stamped_Engineers_Estimate_MM.pdf

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

SEPA, NEPA and we have the signed NEPA (5/2025). SEPA will be complete by September 1, 2026

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).

June 2026

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	2027	$2217082

Total PSRC Funding Request:
$2217082

Has the project received PSRC funds previously?
Yes

Please provide the project's PSRC TIP ID.
NB-12

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	$358560
Local match	Secured	$55960
		$
		$
		$

Total Preliminary Engineering/Design Phase Cost

$414520

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

June 2026

Right-of-Way Phase

Funding Source	Funding Status	Funding Amount
RTCC	Secured	$203040
Local match	Secured	$31960
		$
		$

		$

Total Right-of-Way Phase Cost:

$235000

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

November 2026

Construction Phase

Funding Source	Funding Status	Funding Amount
RTCC	Reasonably Expected	$2217082
Local	Reasonably Expected	$346019
		$
		$
		$

Total Construction Phase Cost

$2563101

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

June 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:

$3212621

Estimated Project Completion Date (month and year):

January 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-150-475-21415585_GmRqbRwH_Commitment_letter_for_funding_approval.docx

f-150-480-21415585_jhpih13m_2025_December_FY_Cash_and_Investment_Activity.pdf

f-150-481-21415585_nNeq0uXU_Round_About_Plan_View.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.

SE MT SI RD

SE NORTH BEND WAY

SE NORTH BEND WAY

PLANTER STRIP 4/LS04

ROUNDABOUT ENLARGEMENT 1/LS02

SPLITTER ISLANDS, SEE CIVIL DWGS

4/LS04 PLANTER STRIP

PLANTING STRIP ENLARGEMENT A 2/LS02

3/LS02 PLANTER STRIP ENLARGEMENT B

STILSON AVE SE

EX SHED

ECO-BLOCK (TYP.)

UTILITY CABINET

GUARDRAIL

GAS METER

CULV IE. 18"

RETAINING WALL

NOTE:

1. SEE LI00 FOR IRRIGATION SCHEDULE, NOTES, LEGEND AND ABBREVIATIONS.

NORTH

SCALE 0' 10' 20' 40'

Know what's below. Call before you dig. 811

STATE OF WASHINGTON MERIT OVIIR NO. 1996 EXP. 03/2021 LICENSED LANDSCAPE ARCHITECT

90% DESIGN – NOT FOR CONSTRUCTION

NO.	DATE	BY	CHD.	APPR.	REVISION

DRAWN BY S. ARORA | DESIGNED BY N. PRICE

CHECKED BY A. LUOMA | APPROVED BY

DATE

JOB No.:

CALL TWO BUSINESS DAYS BEFORE YOU DIG 1-800-424-5555

SCALE: AS SHOWN

HBB LANDSCAPE ARCHITECTURE

NORTH BEND easy to reach. . .hard to leave

NORTH BEND WAY AND MT SI ROAD ROUNDABOUT

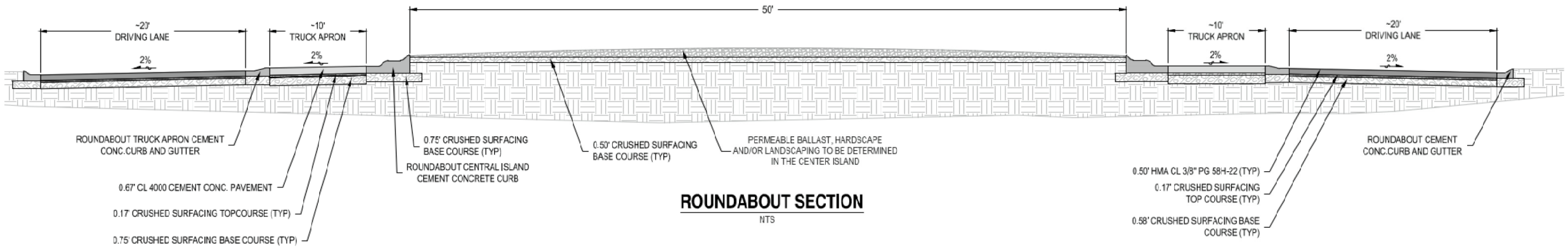
CITY OF NORTH BEND

PLANTING PLAN

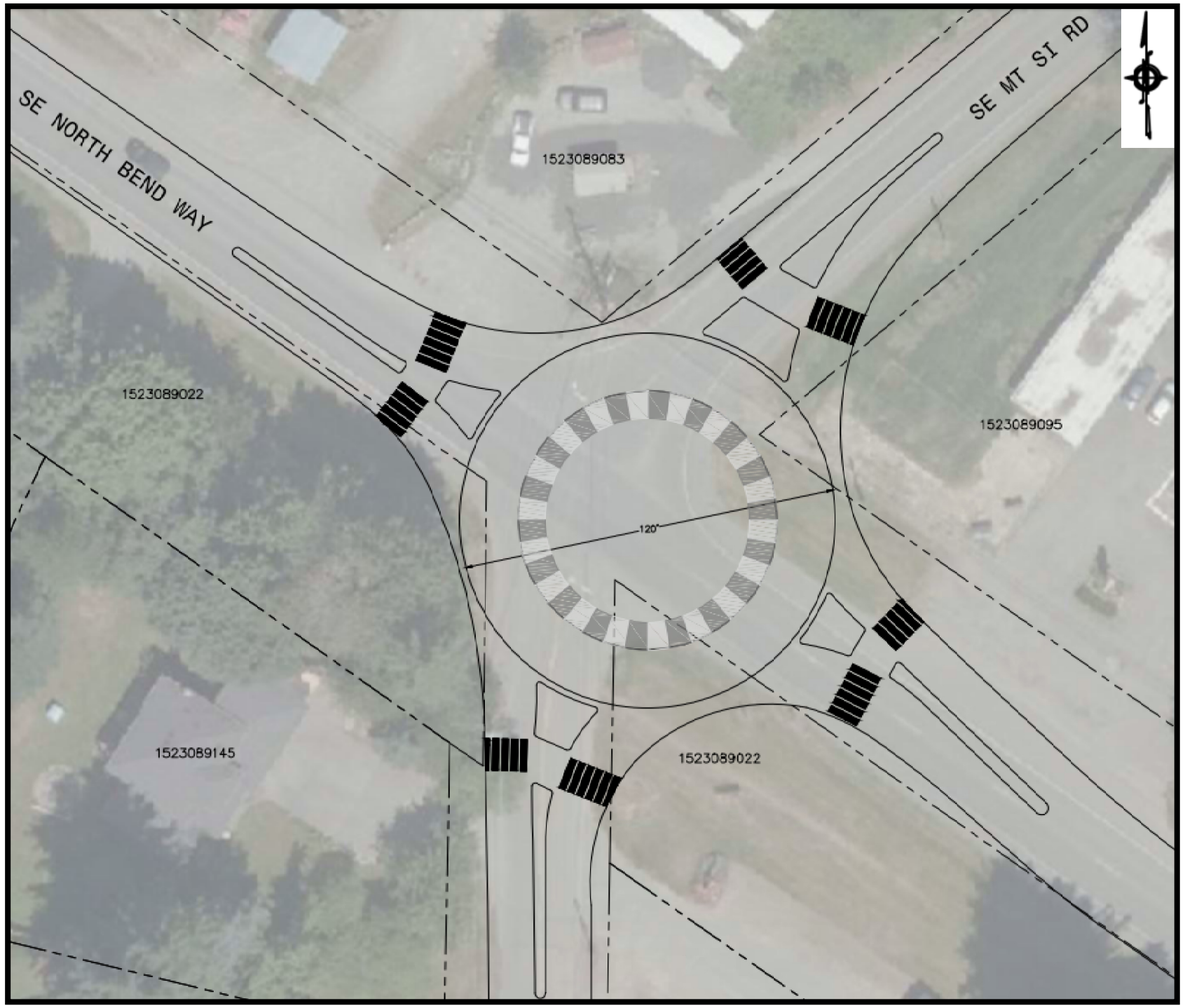
SHEET

LS01

41 of 48



ROUNDABOUT SECTION
NTS



ROUNDABOUT PLAN
NTS

VICINITY MAP
NTS

SE NORTH BEND WAY & SE MT SI ROAD ROUNDABOUT FIGURE

CITY OF NORTH BEND

NORTH BEND
easy to reach. . .hard to leave

RH2

PLOT DATE: 12/15/2022
FILE PATH: J:\Data\NB\841\2022 Grant Funding\Mt Si RAB\Roundabout\Section.dwg

Engineer's Estimate of Probable Cost
North Bend Way & Mt Si Road Roundabout

SPEC SEC	ITEM	QTY	UNIT	UNIT PRICE	TOTAL COST
1-09 SP	MOBILIZATION	1	LS	$ 185,000.00	$185,000.00
1-05 SP	ROADWAY SURVEYING	1	LS	$ 10,000.00	$10,000.00
1-10 SP	PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	$ 200,000.00	$200,000.00
1-10 SP	TRAFFIC CONTROL SUPERVISOR	80	HR	$ 100.00	$8,000.00
1-10 SP	WORK ZONE SAFETY CONTINGENCY	25,000	FA	$ 1.00	$25,000.00
2-01	CLEARING AND GRUBBING	1.1	AC	$ 30,000.00	$33,000.00
2-02 SP	REMOVE STORM PIPE	100	LF	$ 25.00	$2,500.00
2-02 SP	POTHOLING	10	EA	$ 800.00	$8,000.00
2-02 SP	REMOVING CEMENT CONC. PAVEMENT	1,200	SY	$ 100.00	$120,000.00
2-02 SP	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	$ 50,000.00	$50,000.00
2-03	ROADWAY EXCAVATION INCL. HAUL	1,630	CY	$ 50.00	$81,500.00
2-03	GRAVEL BORROW INCL HAUL	1,595	TON	$ 50.00	$79,750.00
2-09	STRUCTURE EXCAVATION CLASS B INCL. HAUL	325	CY	$ 50.00	$16,250.00
4-04	CRUSHED SURFACING BASE COURSE	1,285	TON	$ 50.00	$64,250.00
4-04	CRUSHED SURFACING TOP COURSE	35	TON	$ 80.00	$2,800.00
5-04	HMA CL 1/2" PG 58H-22	1,315	TON	$ 160.00	$210,400.00
5-05 SP	STAMPED CEMENT CONC. PAV'T FOR TRUCK APRON/SPLITTER ISLAND	140	CY	$ 600.00	$84,000.00
7-04 SP	DUCTILE IRON STORM SEWER PIPE 12 IN. DIAM.	546	LF	$ 125.00	$68,250.00
7-04	SCHEDULE A STORM SEWER PIPE 12 IN. DIAM.	178	LF	$ 75.00	$13,350.00
7-05	ADJUST UTILITY TO GRADE	17	EA	$ 500.00	$8,500.00
7-05	CATCH BASIN TYPE 1	10	EA	$ 3,500.00	$35,000.00
7-05	CATCH BASIN TYPE 2	2	EA	$ 4,500.00	$9,000.00
7-05 SP	BIORETENTION SOIL MEDIA	334	SY	$ 150.00	$50,166.67
8-01 SP	EROSION CONTROL AND WATER POLLUTION PREVENTION	1	LS	$ 10,000.00	$10,000.00
8-02 SP	PSIPE ABIES LASIOCARPA/ALPINE FIR 4'-6'	1	EA	$ 350.00	$350.00
8-02 SP	PSIPE ABIES LASIOCARPA/ALPINE FIR 6'-8'	1	EA	$ 350.00	$350.00
8-02 SP	PSIPE ABIES LASIOCARPA/ALPINE FIR 10'-12'	1	EA	$ 650.00	$650.00
8-02 SP	PSIPE CALLITROPSIS NOOTKATENSIS 'PENDULA'/WEEPING ALASKA CEDAR	1	EA	$ 650.00	$650.00
8-02 SP	PSIPE PINUS MUGO/MUGO PINE	3	EA	$ 50.00	$150.00
8-02 SP	PSIPE GAULTHERIA SHALLON/SALA	22	EA	$ 50.00	$1,100.00
8-02 SP	PSIPE CALLUNA VULAGARIS 'VALENTINA'/VALENTINA SCOTCH HEATHER	420	EA	$ 50.00	$21,000.00
8-02 SP	PSIPE CORNUS SERICEA 'KELSEYI'/KELSEY DOGWOOD	59	EA	$ 50.00	$2,950.00
8-02 SP	PSIPE JUNIPERUS PROCUBENS 'NANA'/DWARF JAPANESE GARDEN JUNIPER	41	EA	$ 50.00	$2,050.00
8-02 SP	PSIPE PSIPE ARCTOSTAPHYLOS UVA-URSI/KINNIKNICK	355	EA	$ 20.00	$7,100.00
8-02 SP	PSIPE NORTHERN LIGHTS TUFTED HAIR GRASS	20	EA	$ 20.00	$400.00
8-02 SP	PSIPE DOUGLAS IRIS	25	EA	$ 20.00	$500.00
8-02 SP	PSIPE LIPSTICK STRAWBERRY	19	EA	$ 20.00	$380.00
8-02 SP	PSIPE IRISH MOSS	19	EA	$ 20.00	$380.00
8-02 SP	BARK MULCH	11	CY	$ 71.00	$781.00
8-02 SP	LAWN AREA SEEDING	28,249	SF	$ 4.00	$112,996.00
8-02 SP	TOPSOIL TYPE A	311	CY	$ 70.00	$21,770.00
8-02 SP	LANDSCAPE LOG	1	EA	$ 800.00	$800.00
8-02 SP	LANDSCAPE BOULDERS	29	EA	$ 2,700.00	$78,300.00
8-03 SP	IRRIGATION	1	LS	$ 10,000.00	$10,000.00
8-04	ROUNDABOUT TRUCK APRON CEMENT CONC. CURB AND GUTTER	589	LF	$ 75.00	$44,175.00
8-04	ROUNDABOUT CEMENT CONC. CURB AND GUTTER	150	LF	$ 75.00	$11,250.00
8-04	CEMENT CONC. TRAFFIC CURB AND GUTTER	960	LF	$ 55.00	$52,800.00
8-04	CEMENT CONC. TRAFFIC CURB	205	LF	$ 45.00	$9,225.00
8-04	CEMENT CONC. PEDESTRIAN CURB	357	LF	$ 50.00	$17,850.00
8-04 SP	CEMENT CONC. THICKENED EDGE	60	LF	$ 70.00	$4,200.00
8-06	CEMENT CONC. DRIVEWAY TYPE 3	380	SY	$ 120.00	$45,600.00
8-12 SP	SPLIT RAIL FENCE	120	LF	$ 75.00	$9,000.00
8-14	CEMENT CONC. SIDEWALK	320	SY	$ 90.00	$28,800.00
8-14	CEMENT CONC. CURB RAMP	9	EA	$ 4,000.00	$36,000.00
8-20 SP	RRFB SYSTEM	1	LS	$ 166,000.00	$166,000.00
8-20 SP	ILLUMINATION SYSTEM	1	LS	$ 81,000.00	$81,000.00
8-21	PERMANENT SIGNING	1	LS	$ 15,000.00	$15,000.00
8-22	PLASTIC CROSSWALK LINE	360	SF	$ 10.00	$3,600.00
8-22	PLASTIC LINE	2,170	LF	$ 4.00	$8,680.00
8-22	PLASTIC YIELD LINE SYMBOL	19	EA	$ 25.00	$475.00
8-22	PLASTIC WIDE LINE	150	LF	$ 7.00	$1,050.00
	Construction Cost Subtotal				**$2,172,078.67**
	CONSTRUCTION COST TOTAL				**$2,172,078.67**
	Sales Tax			0.0%	**$0.00**
	CONSTRUCTION MGT./INSPECTION			18.0%	**$390,974.16**
	TOTAL CONSTRUCTION COSTS				**$2,563,100.00**

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	PWTF 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**

January 27, 2026

Puget Sound Regional Council
Rural Town Centers & Corridors (RTCC)
1201 Third Avenue, Suite 500
Seattle, WA 98101-3055

RE: 2026 Funding Application Commitment Letter –
Project: North Bend Way & Mt Si Road Roundabout

The City of North Bend has funds that are reasonably expected in the amount of $346,018.50 to serve as the local match for the North Bend Way and Mt Si Road Roundabout project from the City's annual Transportation Benefit District (TBD) and Transportation Impact fees (TIF) budgets. Our financial documentation demonstrates that we have secured funding for our capital reserves through our emergent needs fund to pay for the local match for the design of this project. Roads will propose funding for this project in the 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 pending Puget Sound Regional Board approval.

Sincerely,

Martin Chaw
Finance Director