

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

US 2/Sultan Basin Rd Roundabout

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:

N/A

Lead Agency	List Applicable Partnership Agencies Involved
City of Sultan	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 Programs

Contact Information

Primary Contact Name	Alternate Contact Name
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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.

This phase of the project would provide for design services of intersection improvements at the intersection of US 2/Sultan Basin Road in Sultan, WA.

These improvements will include:

- Converting a light controlled intersection to a 2 lane roundabout.
- Adding multi use ped and bike facilities
- Installing RRFB's at all pedestrian crossings
- Installing streetlights
- Storm drainage improvements

This scope of work will include:

- Full Topographic Survey
- Geotechnical Investigation
- 30% design plan Submittal
- Creation and Submittal of WSDOT ICE
- Creation and Submittal of WSDOT CHAN PLAN
- Creation and Submittal of WSDOT BOD
- Creation and Submittal of WSDOT APE
- 60% design plan Submittal
- NEPA Documentation
- ROW plan (if needed)
- Cultural resources study
- 90% design plan Submittal
- Assistant during permitting

- Preparing bid ready plans
- Preparing bid ready spec's
- Assistants during bidding

County Location:

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

Snohomish County

Project Location:

For example, please include street, route or trail name, or other identifiable location.

The intersection of US-2 and Sultan Basin Road.

Crossroad/landmark nearest to the beginning of the project:

500 feet west of US-2 /Sultan Basin Road

Crossroad/landmark nearest to the end of the project:

500 Feet East of US-2/Sultan Basin Road

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 City of Sultan qualifies as an eligible rural town center because it is a freestanding incorporated city located outside the Puget Sound region's contiguous urban growth area (UGA). Sultan functions as an independent rural community and regional service center in east Snohomish County, serving surrounding rural residents, travelers, and nearby communities.

The center being served by this project is Sultan's designated Town Center, which is identified in the City of Sultan Comprehensive Plan as the community's primary mixed-use, commercial, civic, and activity center. The Town Center includes the historic downtown core and adjacent business areas along the US-2 corridor, where commercial services, restaurants, public facilities, community gathering spaces, and employment opportunities are concentrated.

The proposed project directly serves this designated Town Center by improving access, circulation, and safety at the Sultan Basin Road intersection, one of the primary gateways connecting surrounding neighborhoods and regional traffic to downtown Sultan. Because US-2 functions as both a state highway and the City's main street, improving this intersection will enhance mobility within the center while supporting economic activity and community connectivity.

As identified in the City's adopted comprehensive planning framework, Sultan's Town Center is the focal point for future economic development, mixed-use activity, pedestrian improvements, and transportation investment. Accordingly, the project is consistent with the program's eligibility criteria for investments serving a locally designated rural town center.

Federal Functional Classification

Please select the appropriate functional classification.

Principal Arterial - Interstate

Bicycle and Pedestrian Accommodations

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

Sidewalks, Bike lanes (striped or buffered)

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

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

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

Sultan 2044 Comprehensive Plan Update, Volume II, Page 222 contains Table 7-13. "US 2 corridor projects" This is project T-34H. The comprehensive plan is publicly available on the City of Sultan Website <https://sultanwa.gov/368/Comprehensive-Plan>

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.

Improving the Sultan Basin Road intersection on US-2 by converting it to a two-lane roundabout will play a critical role in supporting the development of Sultan's Town Center by addressing long-standing transportation, safety, and accessibility challenges along the corridor.

US-2 functions as both a regional highway and Sultan's "main street," carrying more than 20,000 vehicles daily, including freight, commuters, and tourists. This dual role creates congestion and safety issues at key intersections, particularly where local streets like Sultan Basin Road connect to the highway.

A two-lane roundabout directly improves this condition in several important ways:

1. Improved traffic flow and reduced congestion

Roundabouts allow continuous vehicle movement rather than the stop-and-go pattern of signalized intersections. This reduces delays, especially during peak travel times, and helps prevent long backups that currently discourage people from stopping in town. By improving traffic flow, the intersection becomes less of a bottleneck and more supportive of local access to businesses and services.

2. Enhanced safety for all users

Roundabouts reduce vehicle speeds and eliminate the most dangerous conflict points found in traditional intersections. This leads to fewer and less severe collisions. In Sultan, where US-2 carries heavy traffic volumes and serves as a community corridor, improving safety is essential to making the Town Center a place where people feel comfortable walking, biking, and accessing local businesses.

3. Better pedestrian and multimodal access

Modern roundabout designs in Sultan include ADA-compliant crossings and multi-use paths. These features make it easier and safer for pedestrians and cyclists to move between neighborhoods and the Town Center, which is key to fostering a more walkable, connected downtown environment.

4. Supports economic development and downtown vitality

Reliable and efficient access is fundamental to economic growth. When traffic congestion is reduced and intersections operate more smoothly, drivers are more likely to stop, shop, and spend time in the Town Center. Additionally, improved access makes commercial properties more attractive for investment and redevelopment.

Consistency with the Comprehensive Plan

This project is fully consistent with the City's adopted long-range planning framework. The Sultan Basin Road/US-2 roundabout is identified in the Sultan 2044 Comprehensive Plan Update, Volume II, specifically in Table 7-13: "US-2 Corridor Projects" (Project T-34H). The Comprehensive Plan is publicly available on the City of Sultan website. By implementing Project T-34H, the City is advancing its adopted vision for a safer, more efficient, and more economically vibrant US-2 corridor that supports Town Center development.

Converting the Sultan Basin Road intersection to a two-lane roundabout will reduce congestion, improve safety, enhance multimodal access, and strengthen the economic viability of Sultan's Town Center. Because it is explicitly identified in the Sultan 2044 Comprehensive Plan (Project T-34H), the project is not only beneficial but also a key step in implementing the City's long-term vision for growth and development.

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 Sultan Basin Road roundabout is not a standalone project; rather, it is a key component of a broader, corridor-wide strategy to improve multiple intersections along US-2 through the City of Sultan. These improvements, which include the implementation of roundabouts and related upgrades, are intended to address systemic congestion, enhance safety, and improve overall mobility along the corridor.

In 2022, the City of Sultan conducted a comprehensive public engagement and outreach process as part of the US-2 Alternatives Analysis. The purpose of this effort was to gather community and stakeholder input and build consensus around a long-term vision for addressing congestion, safety, and multimodal mobility needs along the US-2 corridor. A central objective of this process was to ensure consistency in both the functional performance and aesthetic character of future corridor improvements.

The outreach process included multiple rounds of engagement and feedback, with each phase refining proposed alternatives and incorporating input from the public and stakeholder groups. Engagement activities included public open houses, an online survey that generated hundreds of responses, and coordination with multi-level stakeholder working groups representing technical experts, local community members, and regional interests.

This robust and iterative process resulted in a clear, community-supported preferred alternative: a four-lane US-2 corridor with multi-lane roundabouts at key intersections. Accordingly, the Sultan Basin Road roundabout is not an isolated improvement, but rather a direct implementation of a comprehensive, community-informed planning effort that reflects both local priorities and regional transportation needs.

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

This project is inherently interjurisdictional, as US-2 functions as both a state and federal highway while simultaneously serving as a primary local street within the City of Sultan. Accordingly, successful advancement of the proposed improvements requires ongoing coordination among multiple agencies, jurisdictions, and stakeholder groups.

To support a collaborative and inclusive planning process, the City established three structured stakeholder groups as part of the 2022 US-2 outreach effort to ensure broad and balanced representation:

- A technical advisory group, including the Washington State Department of Transportation, emergency service providers, and transit agencies
- A local community group, composed of residents and business owners
- A regional stakeholder group, including neighboring jurisdictions, Tribal governments, freight interests, and tourism representatives

As the project advances through design and implementation, the City will continue to actively engage these groups to ensure that the project reflects community priorities, meets regional transportation needs, and aligns with agency requirements.

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 project addresses longstanding transportation and mobility challenges along the US-2 corridor through the City of Sultan, particularly at the Sultan Basin Road intersection, which serves as a critical access point to the Town Center. US-2 functions as both a regional highway and the City's primary commercial corridor, carrying high volumes of through traffic, freight, and local trips. This dual function creates significant congestion, delay, and safety concerns, particularly at key intersections where local access conflicts with regional traffic flow.

Currently, the Sultan Basin Road intersection operates as a barrier to efficient circulation and safe access within the Town Center. Congestion and turning conflicts limit the ability of residents, visitors, and emergency services to reliably enter and exit the corridor. In addition, the existing configuration creates challenges for pedestrians and cyclists, reducing connectivity between adjacent neighborhoods and the Town Center.

The proposed two-lane roundabout is intended to address these issues by improving traffic operations, enhancing safety, and creating more reliable and accessible connections between the US-2 corridor and the surrounding community. By replacing stop-controlled or signalized movements with continuous-flow operations, the project will reduce delays and improve travel time reliability, particularly during peak periods.

The project will significantly improve access to the Town Center from adjacent residential areas and regional approaches by providing a more efficient and predictable intersection. This improved access supports local economic activity by making it easier for customers, employees, and deliveries to reach businesses within the center. In addition, the roundabout design will incorporate pedestrian crossings and multimodal features that enhance safety and connectivity, helping to remove existing barriers to non-motorized travel.

Importantly, the project fills a critical gap in the broader US-2 corridor improvement strategy by addressing one of the key access points to the Town Center. As part of a coordinated system of intersection improvements, it will improve overall circulation within the center by reducing congestion spillback, minimizing conflict points, and creating a more cohesive and navigable transportation network.

Overall, the project transforms a constrained and inefficient intersection into a safer, more accessible, and better-integrated gateway to the Town Center, supporting both local mobility and regional travel while advancing the City's long-term vision for economic development and community connectivity.

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 project is inherently multimodal in nature and is designed to improve safety, accessibility, and connectivity for a wide range of users traveling along and across the US-2 corridor, including motorists, freight operators, pedestrians, cyclists, and transit users.

US-2 currently prioritizes high-speed regional vehicle travel, which creates challenges for other modes, particularly within Sultan's Town Center where local access and multimodal mobility are critical. The existing intersection at Sultan Basin Road presents barriers to safe and efficient movement for non-motorized users and limits reliable access for transit and emergency services.

The proposed two-lane roundabout will rebalance the corridor to better accommodate all modes. For motorists and freight, the roundabout will improve traffic flow, reduce delay, and enhance travel time reliability by eliminating stop-and-go conditions. The design also reduces severe collision types, improving overall safety for all roadway users.

For pedestrians and cyclists, the project will incorporate ADA-compliant crossings, refuge islands, and connections to existing and planned pedestrian and bicycle facilities. By lowering vehicle speeds and simplifying crossing movements, the roundabout significantly improves safety and comfort for non-motorized users. These improvements help close critical gaps in the local active transportation network and enhance connectivity between adjacent neighborhoods and the Town Center.

The project will also benefit transit operations by improving intersection efficiency and reducing delays that can impact schedule reliability. In addition, improved traffic flow and reduced congestion will enhance emergency response times, which is critical for community safety.

By accommodating multiple modes within a single, integrated design, the project supports a more balanced and resilient transportation system. It removes existing barriers to community mobility, enhances access to the Town Center for diverse user groups, and aligns with the City's broader vision for a safer, more connected, and multimodal corridor along US-2.

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 project will enhance opportunities for active transportation by improving safety, connectivity, and accessibility for pedestrians and cyclists along the US-2 corridor and within Sultan's Town Center.

Currently, high vehicle speeds, congestion, and limited crossing opportunities at the Sultan Basin Road intersection create barriers to walking and biking. The proposed two-lane roundabout will reduce vehicle speeds and incorporate ADA-compliant crossings, pedestrian refuge islands, and clearly defined crossing points, allowing safer and more manageable crossings.

The project will also improve connectivity by linking existing and planned sidewalks and bicycle facilities, helping to close gaps in the active transportation network and provide more direct access between surrounding neighborhoods and the Town Center.

By creating a safer, lower-speed, and more connected environment, the project will support increased walking and biking, enhance access to local destinations, and contribute to a more pedestrian-oriented corridor.

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

The project supports transportation demand management and commute trip reduction by improving multimodal accessibility, reducing congestion-related delays, and creating conditions that encourage alternatives to single-occupancy vehicle travel.

By improving traffic flow and reliability along US-2, the project reduces inefficient stop-and-go conditions that contribute to longer and less predictable commute times. More reliable travel conditions support transit operations and make carpooling and shared travel more viable options for commuters.

The project also enhances pedestrian and bicycle infrastructure by incorporating safe crossings and connections to existing and planned active transportation facilities. These improvements expand opportunities for short trips to be made by walking or biking, particularly between nearby neighborhoods and the Town Center, reducing dependence on vehicle travel.

In addition, by improving access to local businesses and services within the Town Center, the project supports more compact, trip-efficient travel patterns, allowing residents to meet daily needs with shorter or fewer vehicle trips.

Overall, the project contributes to transportation demand management objectives by improving system efficiency, supporting multimodal travel, and enabling a shift toward shorter, shared, and non-motorized trips.

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 project will improve travel reliability and operational efficiency both within Sultan's Town Center and along the US-2 corridor by replacing an existing constrained intersection with a modern two-lane roundabout designed to accommodate current and future traffic demand.

US-2 serves as both a regional freight route and the City's primary commercial corridor, resulting in recurring congestion, turning conflicts, and delay at key access points such as Sultan Basin Road. These conditions create unpredictable travel times for residents, commuters, freight carriers, and visitors, particularly during peak periods and seasonal travel surges.

The proposed roundabout will improve traffic flow by allowing continuous vehicle movement rather than stop-and-go operations associated with traditional intersections. This will reduce queuing, minimize delay, and improve travel time reliability for vehicles entering, exiting, and traveling through the Town Center. Improved intersection operations will also reduce congestion spillback that can affect adjacent intersections and local streets.

For freight movement and goods delivery, the project will provide measurable time savings by reducing wait times and improving corridor consistency along a key east-west transportation route. More predictable travel times are particularly important for commercial carriers, local deliveries, service vehicles, and agricultural or regional freight traffic that depend on efficient movement through Sultan. The roundabout design will also improve turning movements for larger vehicles, reducing maneuvering delays and operational conflicts.

By improving efficiency at one of the Town Center's primary gateways, the project strengthens circulation within the center while also enhancing overall performance of the US-2 corridor. The result will be faster, safer, and more reliable travel for people, freight, and goods moving through and into Sultan.

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 project provides a long-term transportation solution by modernizing a critical US-2 intersection with a two-lane roundabout that improves efficiency, safety, and future capacity. As a primary gateway to Sultan's Town Center, the Sultan Basin Road intersection is vital to local circulation and regional mobility.

Unlike signalized or stop-controlled intersections, roundabouts provide continuous traffic flow,

reducing delay, queuing, and stop-and-go conditions. This maximizes existing roadway capacity, improves travel time reliability, and accommodates future traffic growth without more costly corridor widening.

The project will also reduce collision frequency and severity, minimizing traffic disruptions and improving reliability along this key rural corridor. As part of the City's broader US-2 corridor strategy, the roundabout is designed to integrate with future intersection improvements, ensuring long-term system compatibility.

In addition, pedestrian and bicycle features will improve multimodal access within the Town Center, helping reduce short vehicle trips.

Overall, the project is a durable, cost-effective investment that will maximize long-term transportation efficiency within Sultan's rural center and along the US-2 corridor.

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

The project incorporates several innovative transportation design and operational elements intended to improve safety, efficiency, and multimodal access within Sultan's Town Center and along the US-2 corridor.

The primary innovation is the use of a modern two-lane roundabout at a key intersection on a state and federal highway that also functions as the City's main street. This context-sensitive design balances regional through-movement with local access needs by providing continuous traffic flow, reducing delay, and lowering vehicle speeds in the Town Center environment.

The project also applies a corridor-based operational strategy by implementing intersection improvements that are compatible with planned future roundabouts and upgrades along US-2. This systemwide approach improves overall corridor performance rather than addressing congestion at a single location in isolation.

Multimodal design features are also integral to the project, including ADA-compliant pedestrian crossings, refuge islands, rectangular rapid flashing beacons (RRFBs), and connections to existing and planned sidewalks and bicycle facilities. These elements improve accessibility, increase driver awareness at crossings, and safely integrate active transportation within a high-volume highway corridor.

In addition, the roundabout design improves accommodation for freight, emergency response, and oversized vehicles through modern geometric standards that enhance turning movements while maintaining efficient operations.

Overall, the project combines modern roundabout operations, corridor-level planning, advanced pedestrian safety treatments, and multimodal improvements to deliver an innovative and scalable solution for a rural town center located on a major regional highway.

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 City of Sultan includes a range of population groups with varying transportation needs, including families, seniors, low- to moderate-income households, commuters, youth, people with disabilities, and residents without reliable access to a personal vehicle. Sultan also serves nearby rural areas whose residents rely on the City for jobs, shopping, schools, and services.

Current transportation gaps affect these groups disproportionately. US-2 functions as both a regional highway and Sultan's main street, creating barriers to local mobility due to high traffic volumes, congestion, vehicle speeds, and limited crossing opportunities. These conditions make it difficult for pedestrians, cyclists, seniors, and people with mobility limitations to safely access schools, businesses, parks, transit stops, and community services.

The Sultan Basin Road roundabout project will address these gaps by improving safety, reliability, and multimodal access to the Town Center. The project will reduce vehicle speeds and congestion while adding ADA-compliant crossings, refuge islands, rectangular rapid flashing beacons (RRFBs), and improved sidewalk and bicycle connections.

Overall, the project will create a safer and more accessible transportation system, improve access to jobs and services, and better serve residents with the greatest mobility needs.

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 project was developed through a multi-year public outreach process conducted at both the corridor planning level and through the City's broader comprehensive planning efforts. The Sultan Basin Road roundabout is identified in the Sultan 2044 Comprehensive Plan Update as part of the City's long-term strategy to improve safety, mobility, and economic vitality along the US-2 corridor.

A major component of project development occurred during the 2022 US-2 Alternatives Analysis, when the City of Sultan conducted a formal public engagement process to evaluate future corridor improvements. Outreach included public open houses, online surveys that received hundreds of responses, and multiple rounds of community feedback used to refine alternatives and identify a preferred corridor strategy.

To ensure broad representation, the City convened three stakeholder groups: a technical advisory group including Washington State Department of Transportation, emergency services, and transit providers; a local community group including residents and business owners; and a regional stakeholder group including neighboring jurisdictions, Tribal representatives, freight interests, and

tourism stakeholders.

This outreach process engaged many of the population groups identified previously, including families, seniors, commuters, business owners, people with disabilities, and residents who rely on walking, biking, or transit access. Public input consistently emphasized the need for safer crossings, reduced congestion, improved access to downtown businesses, and better multimodal connections.

The Sultan Basin Road roundabout emerged directly from this community-informed process as part of the preferred corridor alternative. The City will continue outreach during design and implementation to ensure the project remains responsive to community needs and local priorities.

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

The public outreach process directly influenced the location, scope, design, and prioritization of the Sultan Basin Road roundabout project. Through the 2022 US-2 Alternatives Analysis and the City's broader comprehensive planning efforts, residents, businesses, agencies, and regional stakeholders identified the Sultan Basin Road intersection as a critical access point to Sultan's Town Center and a priority location for congestion relief and safety improvements.

Community feedback confirmed the need to improve key intersections first because of recurring traffic delays, limited turning movements, and challenges accessing downtown businesses and neighborhoods from US-2. As a result, intersection upgrades were established as the first implementation priority within the broader corridor strategy, with future lane segment improvements between planned roundabouts to follow.

Public and stakeholder input also helped shape the project scope by emphasizing the need for solutions that address both regional traffic flow and local mobility. This supported selection of a two-lane roundabout design that improves traffic operations while reducing vehicle speeds and conflict points within the Town Center environment.

Outreach also influenced multimodal design elements. Community members expressed the need for safer pedestrian crossings, better bicycle connectivity, and improved accessibility for seniors, youth, and people with disabilities. In response, the project includes ADA-compliant crossings, refuge islands, rectangular rapid flashing beacons (RRFBs), and connections to existing and planned sidewalk and bicycle facilities.

The outreach process also informed project timing and sequencing. The City had previously secured Rural Town Centers and Corridors funding for another intersection improvement within the US-2 corridor. Advancing the Sultan Basin Road roundabout as a subsequent phase continues the community-supported strategy of improving key intersections first while maintaining consistency with future corridor investments.

Safety

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

The project will address significant safety issues at the Sultan Basin Road intersection on US-2, where a high-volume regional highway also serves as Sultan's main street. Existing conditions create conflicts between through traffic, local access, freight, and pedestrian activity, resulting in congestion, turning conflicts, and limited safe crossing opportunities.

A pedestrian fatality occurred in the project area in 2019, underscoring the serious safety risks present under the current roadway configuration. Improvements such as reduced vehicle speeds, protected crossings, and enhanced pedestrian visibility are intended to help prevent similar tragedies in the future.

Vehicles entering or crossing US-2 can experience delays and limited gaps in traffic, increasing the risk of angle and rear-end collisions. Pedestrians, seniors, youth, and people with disabilities also face barriers crossing the corridor to reach businesses, schools, parks, and transit stops.

The project will improve safety by replacing the existing intersection with a modern two-lane roundabout that reduces vehicle speeds, improves traffic flow, and eliminates the most severe conflict points of a traditional intersection.

Additional improvements include ADA-compliant pedestrian crossings, refuge islands, rectangular rapid flashing beacons (RRFBs), and improved sidewalk and bicycle connections to increase visibility and provide safer access for all users.

Overall, the project will create a safer and more predictable transportation environment for motorists, freight, pedestrians, cyclists, and emergency responders.

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

The project will protect vulnerable users by significantly improving safety for pedestrians, cyclists, seniors, youth, and people with disabilities at the Sultan Basin Road intersection on US-2.

Current conditions include high traffic volumes, vehicle speeds, congestion, and limited crossing opportunities, creating serious risks for people walking or biking. A pedestrian fatality occurred in the project area in 2019, highlighting the need for safety improvements.

The project will replace the existing intersection with a modern two-lane roundabout that lowers vehicle speeds, reduces severe conflict points, and improves driver awareness. These changes are proven to reduce crash frequency and severity.

Additional safety features include ADA-compliant crossings, pedestrian refuge islands, rectangular rapid flashing beacons (RRFBs), and improved sidewalk and bicycle connections.

Overall, the project will create a safer crossing environment and reduce the risk of serious injuries and fatalities for vulnerable users.

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 features that naturally slow traffic and improve driver behavior rather than depending primarily on police presence or speed enforcement.

The proposed two-lane roundabout requires vehicles to slow as they enter and circulate through the intersection, creating lower and more consistent operating speeds than a traditional signalized or stop-controlled intersection. The curved approach geometry, yield control, and continuous flow design encourage attentive driving and reduce aggressive acceleration.

Additional features such as splitter islands, pedestrian crossings, rectangular rapid flashing beacons (RRFBs), and improved lane alignment further reinforce slower speeds and increase driver awareness of people walking and biking.

By using self-enforcing design elements, the project creates lasting speed reduction and safety benefits without ongoing enforcement resources. Overall, the project will reduce speeding, lower crash severity, and create a safer environment 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?

The City of Sultan does not currently have a formally adopted standalone Vision Zero or Target Zero policy by name. However, the City's transportation planning efforts are aligned with those safety principles through its adopted Comprehensive Plan, corridor planning efforts, and recent safety initiatives.

Most notably, the City has developed a Comprehensive Safety Action Plan through the Federal Safe Streets and Roads for All (SS4A) program to identify and address transportation safety issues for drivers, pedestrians, and bicyclists throughout the community. The Safety Action Plan is scheduled to go before the City Council on May 14 for formal adoption. In addition, Sultan's Local Road Safety Plan supports Washington State's Target Zero goal of eliminating traffic fatalities and serious injuries.

These safety-focused policies and planning efforts directly informed development of the Sultan Basin Road roundabout project by prioritizing proven infrastructure strategies that reduce crash risk and severity. The project applies Safe System principles by lowering vehicle speeds, reducing conflict points, improving traffic predictability, and enhancing protection for vulnerable users.

Specific design elements include a modern two-lane roundabout, ADA-compliant pedestrian crossings, refuge islands, rectangular rapid flashing beacons (RRFBs), and improved bicycle and sidewalk connections. These features are intended to reduce the likelihood of serious crashes while improving safety for pedestrians, cyclists, seniors, youth, and people with disabilities.

While Sultan has not yet formally adopted a standalone Vision Zero policy, the project is strongly informed by local, state, and federal safety frameworks that emphasize eliminating fatal and serious injury crashes through roadway design rather than relying solely on enforcement.

Project Readiness - PE/Design

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

Yes

Is preliminary engineering/design for the project complete?

N/A

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

December 2028

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

Not started

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?

N/A

Has the NEPA documentation been approved?

N/A

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

N/A N/A

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?

N/A

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?

N/A

Do you have an engineer's estimate?

N/A

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

N/A

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

N/A

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

N/A

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

N/A N/A

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

N/A N/A

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.

I do not believe the milestone is less than the minimum timeline.

PSRC Funding Request

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

Phase	Year	Amount Requested (i.e - for \$1,000.00, enter "1000")
Preliminary Engineering/Design	2027	\$675000

Total PSRC Funding Request:

\$675000

Has the project received PSRC funds previously?

No

Please provide the project's PSRC TIP ID.

N/A

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 unsecured. PSRC's definitions and guidance for determining secure and reasonably expected funds is provided here.

PE/Design Phase

Funding Source	Funding Status	Funding Amount
Local	Secured	\$158625
PSRC RTCC	Unsecured	\$675000
FFY 2024 Congressionally Directed Spending	Secured	\$500000
		\$
		\$

Total Preliminary Engineering/Design Phase Cost

\$1333625

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

December 2029

Right-of-Way Phase

Funding Source	Funding Status	Funding Amount
local	Unsecured	\$140000
Grant	Unsecured	\$860000
		\$
		\$
		\$

Total Right-of-Way Phase Cost:

\$1000000

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

December 2031

Construction Phase

Funding Source	Funding Status	Funding Amount
Local	Unsecured	\$780000
Grant	Unsecured	\$5220000
		\$
		\$
		\$

Total Construction Phase Cost

\$6000000

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

December 2033

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:

\$8333625

Estimated Project Completion Date (month and year):

December 2033

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-150-475-21517689_6nC2xftl_Award_letter_2024_Congressional_Earmarks_Sultan.pdf

f-150-480-21517689_x0C1zFFE_Chapter_6_2026_Reserve_Funds-Final.docx

N/A

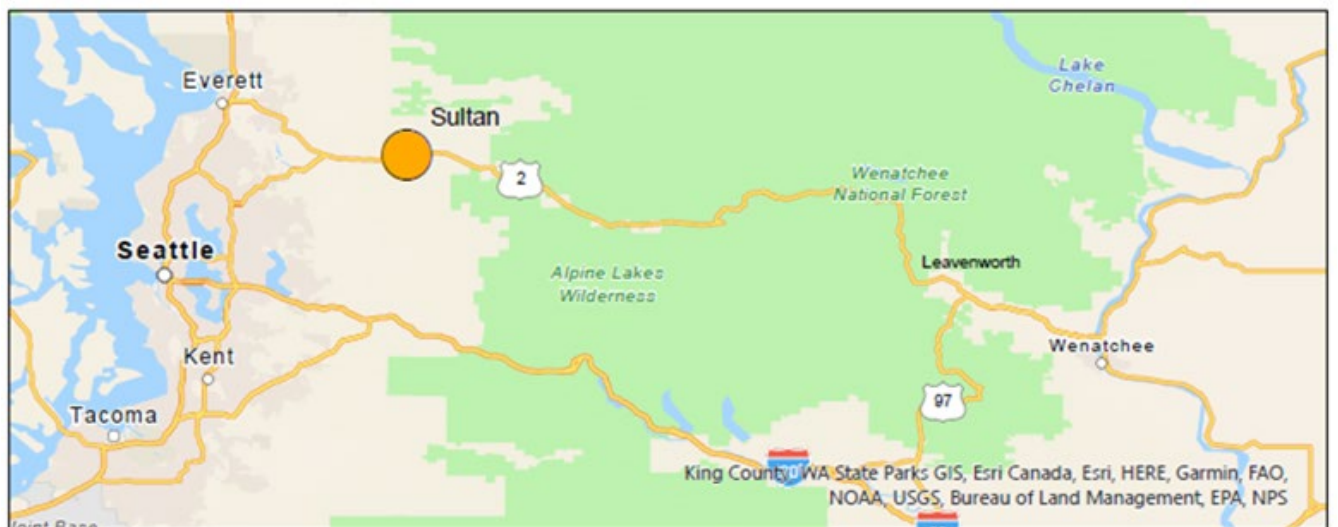
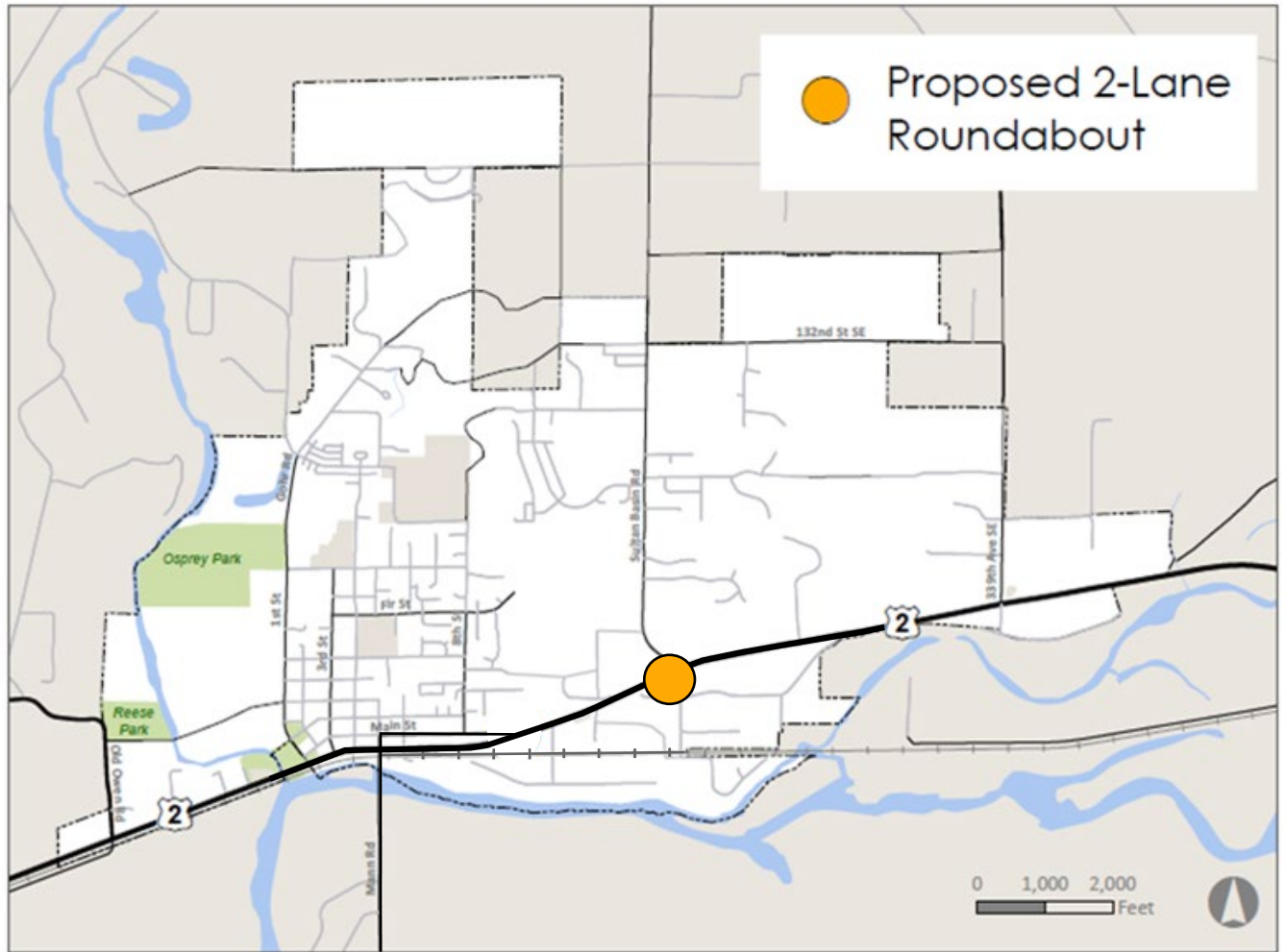
Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program must also be included.

The City of Sultan has secured \$500,000 in Congressionally Directed Spending to support efforts to reduce congestion on the US-2 corridor. This funding includes a required 13.5% local match. In addition, if the City is awarded the requested \$675,000 from the Rural Town Centers and Corridors program, the combined required match for both grants would total approximately \$158,625.

The City has sufficient local resources to meet these requirements, including \$4,682,107 in transportation impact fee funds that will be programmed through the City's annual budgeting process, if awarded. These funds are designated for transportation system improvements and will be used to provide the required match and support delivery of the project.

Together, this funding package demonstrates strong local commitment and financial readiness to advance the project.

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.





PHASE 1



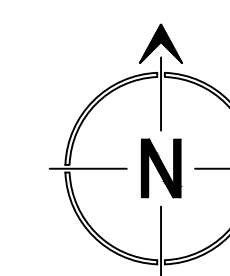
**Change
Signal to
RAB
(WSDOT)**

Bid Date 5/26/2026

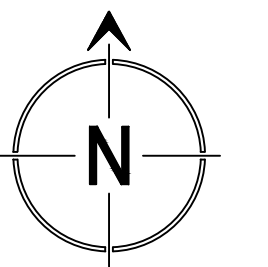
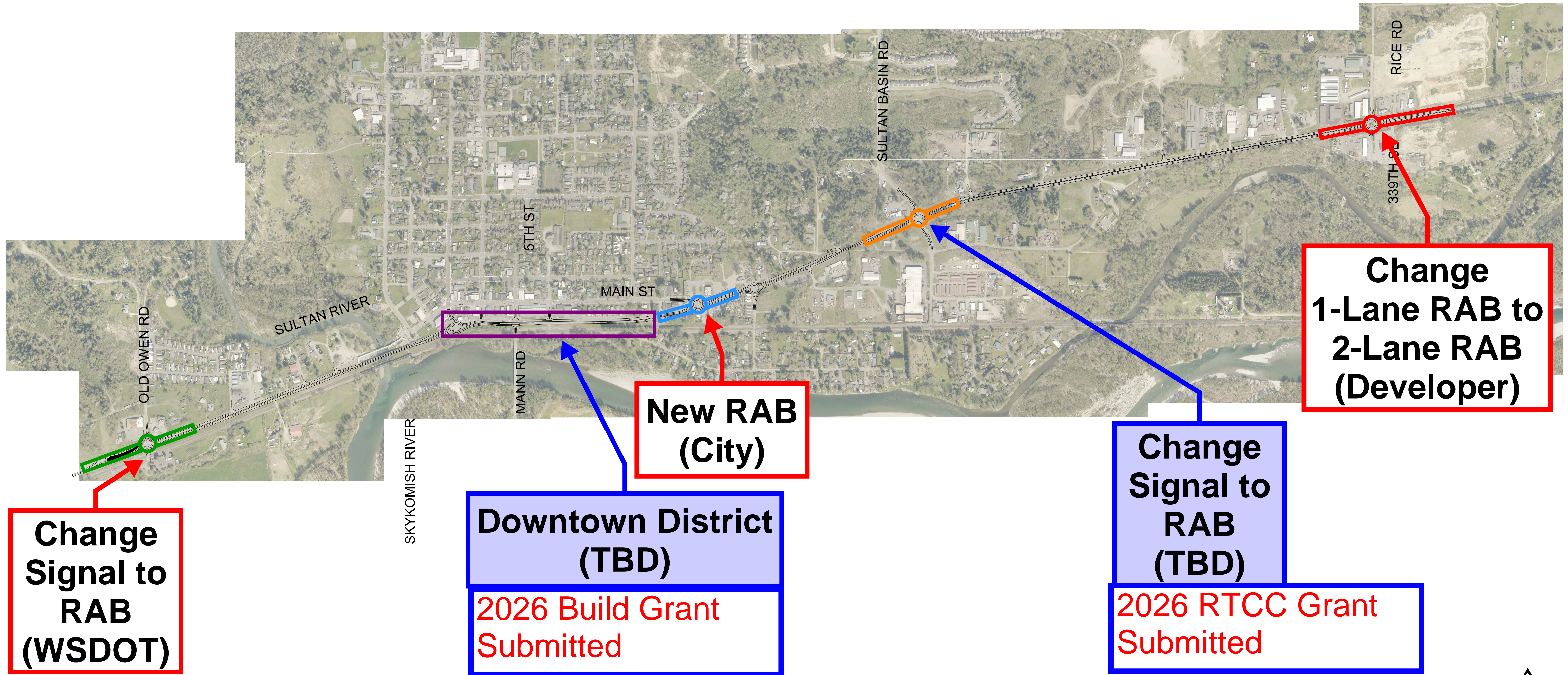
**New RAB
(City)**

**RTCC funded PE and ROW through the 2021 funding round
RTCC funded construction through the 2023 funding round
Estimated bid date December 2027**

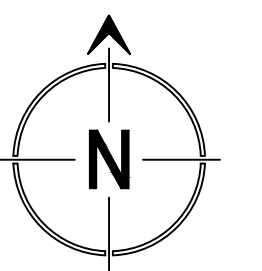
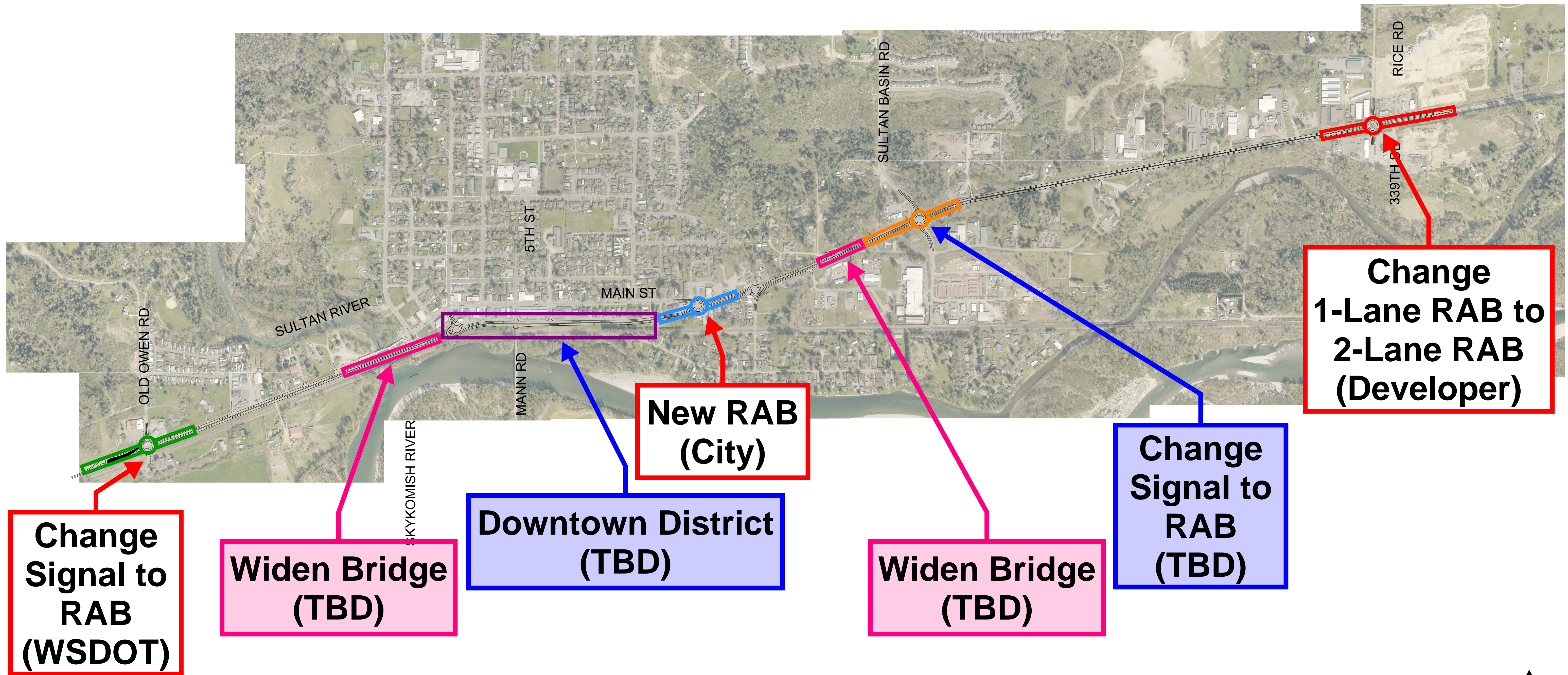
**Change
1-Lane RAB to
2-Lane RAB
(Developer)**



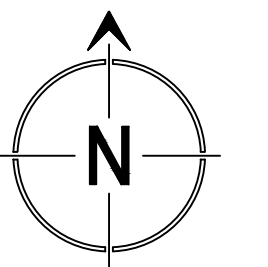
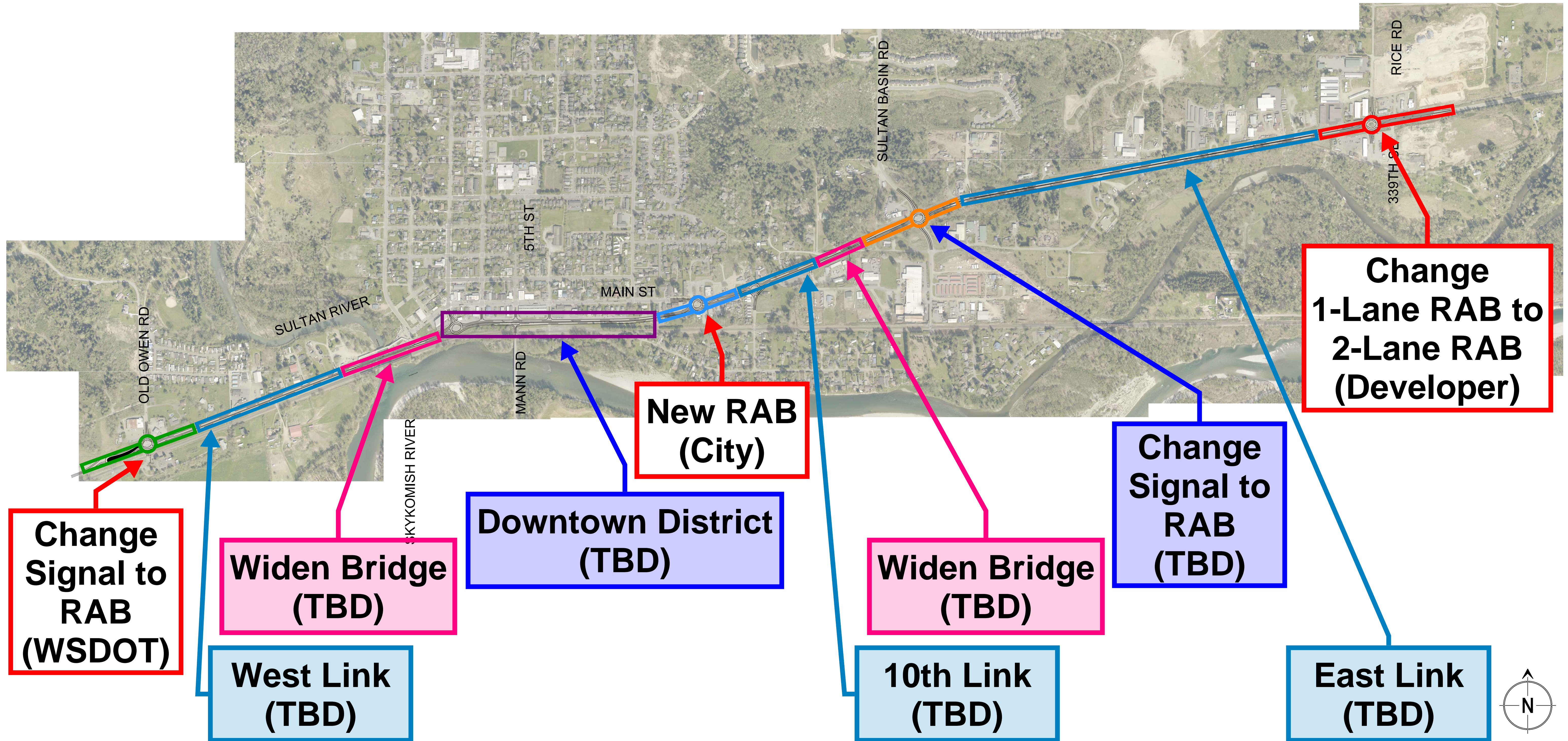
PHASE 2



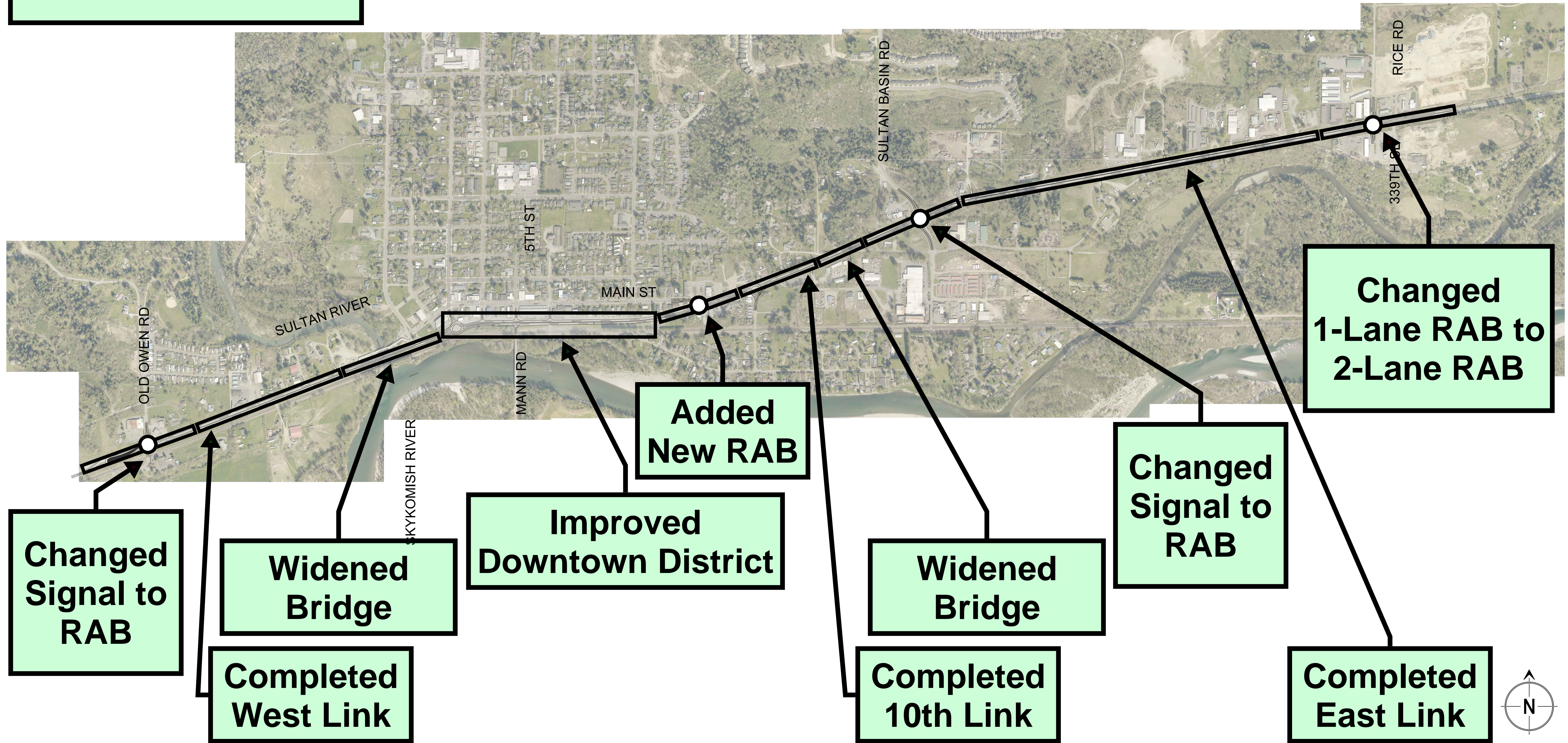
PHASE 3



PHASE 4



COMPLETED CORRIDOR



US 2 CORRIDOR FEASIBILITY STUDY

KEY MAP

NOT TO SCALE

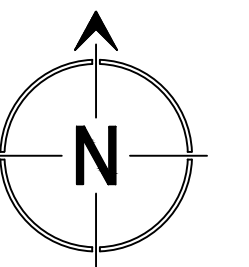


16932 Woodinville-Redmond Road, Suite A206
Woodinville, WA 98072
(425) 883-4134 | www.tsinw.com



US 2 CORRIDOR
MP 21.41 - MP 24.44
FEASIBILITY STUDY

OCTOBER 2022



May 20, 2024

Mr. Nate Morgan
Public Works Director
City of Sultan
P.O. Box 1199
Sultan, WA 98294-1199

**RE: Highway 2 / Sultan Congestion Reduction
FFY 2024 Congressionally Directed Spending (Earmarks)
Federal Funding**

Dear Mr. Morgan:

WSDOT is pleased to advise you that the above-mentioned project was identified in the Consolidated Appropriations Act, 2024, to receive FHWA earmark funds. The federal funding is limited to the amount shown below:

Highway 2 / Sultan Congestion Reduction **\$500,000**

Demo ID #: WA380

CFDA #: 20.205

Scope: Project title defines the scope of work on which the funds may be expended.

NOTE: Funds require 13.5% non-federal match. Funds must be obligated by September 30, 2027, or they expire. Also, funds must be expended by September 30, 2032, or the funds shall be cancelled and no longer available.

In order to meet state and federal requirements, the following are required:

- Project expenditures incurred before receiving notice from Local Programs of federal fund authorization are not eligible for reimbursement.
- Please refer to the Local Programs web page for detailed information, including: (<http://www.wsdot.wa.gov/localprograms/>)
 - ✓ Local Agency Guidelines (LAG) manual for the requirements regarding programming, authorization, reimbursement, etc.;
 - ✓ Projects utilizing federal funds must be included in your current Transportation Improvement Program (TIP) as a complete programmed project. Once your TIP amendment is approved, WSDOT will amend the Statewide Transportation Improvement Program (STIP);

Mr. Nate Morgan
City of Sultan
May 20, 2024

- ✓ Funding and billing forms;
- ✓ Local Project Report is required to be completed by the end of June and December each year. To access the database you will need an account name and password. Your account name is **Sultan** and your password is **Sulta305**. The password is case sensitive.
- If the project is not actively pursued, or becomes inactive (23 CFR 630), the project is at risk of being cancelled and funds repaid.
- FHWA requires that all projects are ADA compliant upon completion or the federal funds must be repaid.

As a reminder, Local Programs requires all agencies to submit monthly progress billings to ensure timely reimbursement of eligible federal expenditures.

For assistance, please contact your WSDOT Region Local Programs Engineer, Mehrdad Moini at 206.440.4734 or Mehrdad.Moini@wsdot.wa.gov.

Sincerely,



Jay Drye, PE
Director
Local Programs

JD:st:cdm

cc: Kelly McGourty, Transportation Director, PSRC
Mehrdad Moini, Northwest Region Local Programs Engineer

RESERVE FUNDS

CONTENTS:

- 108 TRANSPORTATION IMPACT FEE
- 112 PARK IMPACT FEE
- 301 CAPITAL PROJECTS – REET 1
- 302 CAPITAL PROJECTS – REET 2
- 404 C.R. SEWER SYSTEM RESERVE
- 405 C.R. WATER SYSTEM RESERVE
- 621 CEMETERY TRUST

2026 Budget Summary

Fund	Fund Name	Resources	Expenditures
108	Transportation Impact Fees	5,899,607	1,217,500
112	Park Impact Fees	527,728	-
301	Capital Project fund REET 1	2,085,516	180,000
302	Capital Project fund REET 2	2,049,402	217,709
404	CR Sewer	8,821,931	419,000
405	CR Water Fund	3,649,918	154,271
621	Cemetery Trust Fund	432,605	-
Total Reserve Funds		23,466,706	2,188,480

The City has several reserve funds that serve as a “savings account” for Operating and Capital Fund budgets. Most of the revenues received for these funds have semi-restricted uses.

Funding received for parks and streets will be considered part of the General Fund. Funding received for utility purposes will be reported under the enterprise funds.

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108 Transportation Impact Fund

The Transportation Impact Fee collects fees from developers for transportation construction and engineering costs. The fee is based on the number of cars trips a development will generate and how those trips will impact areas of the City. Impact fee revenue is dependent on the types and level of development within the City.

The fee is \$8,787 per PM peak hour trip. Residential accessory dwelling units are charged 50% of the base fee. An administrative fee of \$35.00 or 1% of the fee is applied per unit. Transportation impact fees are used to fund transportation improvements necessitated in whole or part by economic development and growth within the jurisdiction.

There are fifty (50) single family residential building permits anticipated for 2026. Impact fees will be used for a portion of the required City match for transportation capital projects.

2026 Budget

Transportation Impact Fees						
Account	Description	2022 Actual	2023 Actual	2024 Actual	2025 Estimated	2026 Budget
Revenues						
108-000-308-31-000	Cash and Investments- Restricted- Beg	3,216,326	2,373,762	3,958,914	4,775,463	5,400,257
108-000-345-85-010	Impact Fees - Traffic	1,191,763	1,485,421	640,131	913,848	439,350
108-000-361-11-000	Investment Interest	13,173	99,731	176,418	80,000	60,000
108-000-397-10-100	Operating Transfer In	-	-	-	-	-
Revenues Total		4,421,262	3,958,914	4,775,463	5,769,311	5,899,607
Expenditures						
108-108-597-30-000	Operating Transfer Out- 303	2,047,500	-	-	-	1,217,500
Expenditures Total		2,047,500	-	-	-	1,217,500
Revenues- Expenditures		2,373,762	3,958,914	4,775,463	5,769,311	4,682,107

112 Park Impact Fund

The Park Impact Fee was established to set aside money for park facility planning, land acquisition, site improvements, construction, and engineering costs. The fee is \$3,175 per single-family dwelling unit, \$1,587.50 per accessory dwelling unit, \$2,381.25 per multifamily dwelling unit, and a park impact administrative fee is \$35.00 for each unit.

The estimated revenue from impact fees is budgeted to be \$254,000. There are fifty (50) single family residential building permits anticipated in 2026.

Funds will be used in 2026 for capital projects at City Parks.

2026 Budget

Park Impact Fees						
Account	Description	2022 Actual	2023 Actual	2024 Actual	2025 Estimated	2026 Budget
Revenues						
112-000-308-31-000	Cash and Investments- Restricted- Beg	1,307,831	1,444,871	1,278,280	132,128	348,978
112-000-345-85-300	Mitigation Fees - Parks	438,150	677,414	236,698	196,850	158,750
112-000-361-11-000	Investment Interest	8,139	55,995	67,150	20,000	20,000
112-000-397-10-100	Operating Transfer In	-	-	-	-	-
Revenues Total		1,754,121	2,178,280	1,582,128	348,978	527,728
Expenditures						
112-112-597-30-000	Operating Transfer Out- 305	309250	900000	1450000	-	-
112-112-597-30-010	Property Purchase Basin	-	-	-	-	-
Expenditures Total		309,250	900,000	1,450,000	-	-
Revenues- Expenditures		1,444,871	1,278,280	132,128	348,978	527,728

301 Real Estate Excise Tax 1 (REET 1)
302 Real Estate Excise Tax 1 (REET2)

Sultan has levied two 1/4% real estate excise taxes. The Revised Code of Washington 82.46 authorizes a real estate excise tax levy of 1/4%. The Growth Management Act authorizes another 1/4% real estate excise tax to be used primarily for financing capital facilities specified in the City's capital facilities plan.

In 2026, REET 1 funds will be used for:

- Building Capital Projects

2026 Budget- Capital Project Fund REET 1

Capital Project fund REET 1						
Account	Description	2022 Actual	2023 Actual	2024 Actual	2025 Estimated	2026 Budget
Revenues						
301-000-308-31-000	Cash and Investments- Restricted- Beg	730,742	1,171,723	1,521,002	1,855,516	1,955,516
301-000-318-34-000	Real Estate Excise (REET1)	565,169	323,544	376,578	225,000	100,000
301-000-361-11-000	Investment Interest	6,136	40,734	68,542	33,000	30,000
301-000-397-10-100	Operating Transfer In	-	-	-	-	-
Revenues Total		1,302,047	1,536,002	1,966,122	2,113,516	2,085,516
Expenditures						
301-301-597-20-000	Operating Transfer Out- 203	130,324	-	-	-	-
301-301-597-20-100	Operating Transfer Out- 113		15,000	110,605	158,000	60,000
301-301-597-20-111	Operating Transfer Out- 303			-	-	100,000
301-301-597-20-112	Operating Transfer Out- 101			-	-	20,000
Expenditures Total		130,324	15,000	110,605	158,000	180,000
Revenues- Expenditures		1,171,723	1,521,002	1,855,517	1,955,516	1,905,516

REET 2 (second 1/4% real estate excise tax revenue) funds are restricted and may only be used for the following:

- 1) The planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation or improvement of streets, roads, sidewalks, street and road lighting systems, and storm and sanitary sewer systems, and
- 2) The planning, construction, reconstruction, repair, rehabilitation, or improvement of parks and recreation facilities.

In 2026, REET 2 funds will be used for:

- Bond payments on the LTGO bonds for capital street improvements.

2026 Budget- Capital Project Fund REET 2

Capital Project fund REET 2						
Account	Description	2022 Actual	2023 Actual	2024 Actual	2025 Estimated	2026 Budget
Revenues						
302-000-308-31-000	Cash and Investments- Restricted- Beg	973,187	1,409,862	1,651,624	1,879,111	1,919,402
302-000-318-35-000	Real Estate Excise (REET 2)	565,169	320,836	371,869	225,000	100,000
302-000-361-11-000	Investment Interest	7,505	51,041	73,320	33,000	30,000
302-000-397-10-100	Operating Transfer In	-	-	-	-	-
Revenues Total		1,545,862	1,781,739	2,096,813	2,137,111	2,049,402
Expenditures						
302-302-597-30-000	Operating Transfer Out- 113	136,000	-	-	-	-
302-302-597-30-100	Operating Transfer Out- 203		130,115	217,702	217,709	217,709
Expenditures Total		136,000	130,115	217,702	217,709	217,709
Revenues- Expenditures		1,409,862	1,651,624	1,879,111	1,919,402	1,831,693

404 Cumulative Reserve Sewer Fund

The Reserve Sewer Fund was established to fund construction, reconstruction, and expansion of sewer lines, treatment plants, and other related facilities and to reduce infiltration and inflow into the sewer treatment plant.

The Reserve Sewer Fund receives revenues from connection fees (General Facilities Charge) and transfers from the Sewer Operation Fund. Prior to 2025, debt service was fully funded from the sewer operating fund. The Department of Ecology Loan payments will be paid in part from reserves. Any connection fees collected in 2026 will be receipted into the reserve fund.

There are fifty (50) family residential units anticipated to connect to the sewer system in 2026. The current connection fee is \$15,885 per unit and \$7,942.50 per accessory dwelling unit.

In 2026, reserve funds will be used to fund:

- Capital improvements to the Wastewater Plant if needed by amendment
- Department of Ecology Loan Repayment for the WWTP upgrade

2026 Budget

Cumulative Reserve Sewer Fund						
Account	Description	2022 Actual	2023 Actual	2024 Actual	2025 Estimated	2026 Budget
	Revenues					
404-000-308-51-000	Cash and Investments- Assigned-	2,513,707	869,185	3,619,752	4,926,025	5,633,119
404-000-361-11-000	Investment Interest	27,143	98,619	178,139	100,000	50,000
404-000-379-20-000	Sewer General Facility Charge	2,328,335	2,593,064	1,128,134	984,870	794,250
404-000-397-10-100	Operating Transfer In- 207	-	58,883	-	37,224	-
404-000-397-10-110	Operating Transfer In - 401	-	-	-	-	2,344,562
	Revenues Total	4,869,185	3,619,752	4,926,025	6,048,119	8,821,931
	Expenditures					
404-404-597-20-020	Operating Transfer Out- 413			-	415,000	419,000
404-404-597-40-030	Operating Transfer Out- 407	4,000,000	-	-	-	-
	Expenditures Total	4,000,000	-	-	415,000	419,000
	Revenues- Expenditures	869,185	3,619,752	4,926,025	6,048,119	8,821,931

405 Cumulative Reserve Water Fund

The Reserve Water Fund is used for the construction, extension, repair and betterment of the municipal water system, headworks, reservoir, and for the purchase of rights-of-way, and/or necessary land.

The City collects a water connection fee of \$6,147 per unit to cover the cost of capital improvements made to the system in the past five years.

The City owns a 360-acre watershed which includes Lake 16 – the major water source for the City. The City contracts with a professional forester to maintain the watershed and annual thinning is completed. The annual thinning produces \$50,000 to \$150,000 in revenues.

Revenues from the watershed are restricted by ordinance and can only be used for capital improvements to the water system. There are fifty (50) single family residential units anticipated to connect to the water system in 2026.

In 2026, reserve funds will be used to fund the following projects:

- Water Plant Construction Project
- Department of Health Loan Repayment for the WTP facility

2026 Budget

Cumulative Reserve Water Fund						
Account	Description	2022 Actual	2023 Actual	2024 Actual	2025 Estimated	2026 Budget
	Revenues					
405-000-308-51-000	Cash and Investments- Assigned-	2,059,325	2,197,060	3,344,986	1,472,168	653,361
405-000-361-11-000	Investment Interest	17,126	92,520	98,621	45,000	33,395
405-000-362-00-000	Cell Tower Lease	2,327	9,449	13,445	9,350	9,350
405-000-367-00-200	Water General Facility Charge	-	-	-	-	-
405-000-379-10-000	Water General Facility Charge	927,028	1,045,957	442,984	381,114	307,350
405-000-395-10-000	Sale of Fixed Assets	30,142	-	-	-	-
405-000-397-10-100	Operating Transfer In - 400				-	2,646,463
	Revenues Total	3,035,948	3,344,986	3,900,036	1,907,632	3,649,918
	Expenditures					
405-405-597-30-000	Operating Transfer Out- 409	838,888	-	2,427,869	1,100,000	
405-405-597-30-010	Operating Transfer Out- 400	-	-	-	-	-
405-405-597-30-020	Operating Transfer Out- 412				154,271	154,271
	Expenditures Total	838,888	-	2,427,869	1,254,271	154,271
	Revenues- Expenditures	2,197,060	3,344,986	1,472,167	653,361	3,495,647

621 Cemetery Trust Fund

The Cemetery Trust fund accumulates funds for future maintenance of the Sultan Cemetery. The funding source is perpetual care charged on the sale of cemetery lots.

In 2020, the City sold surplus cemetery property. Proceeds will be used for some capital improvement projects and future maintenance of the cemetery.

The council has concerns regarding the feasibility of long-term maintenance of the cemetery based on the reserve funds available in the trust fund. The annual maintenance cost for the cemetery is approximately \$67,000.

2026 Budget

Cemetery Trust Fund						
Account	Description	2022 Actual	2023 Actual	2024 Actual	2025 Estimated	2026 Budget
	Revenues					
621-000-308-41-000	Cash and Investments- Committed-	375,517	371,904	387,921	406,605	419,605
621-000-361-11-000	Investment Interest	2,138	12,005	15,684	8,000	8,000
621-000-395-10-000	Proceeds - Sale of Fixed Asset	-	-	-	-	-
621-621-343-60-000	Perpetual Care	4,250	4,012	3,000	5,000	5,000
	Revenues Total	381,904	387,921	406,605	419,605	432,605
	Expenditures					
621-621-597-00-000	Operating Transfer Out- 103	10,000	-	-		-
	Expenditures Total	10,000	-	-	-	-
	Revenues- Expenditures	371,904	387,921	406,605	419,605	432,605