

PSRC's 2021 Transportation Alternatives Program Application

NOTE: This application results document contains all of the questions present within the 2021 TAP Application, including those that may have been skipped in the online application due to input provided.

A. Application Type

A1. TAP Project Category

Bicycle and Pedestrian Projects

B. General Project Information

B1. Project Title

Tanner Trail Extension Project

B2. RTP ID#

P-004

B3. Sponsor

North Bend

B4. Co-Sponsor

Snoqualmie Tribe

B5. Certification Acceptance?

Yes

B6. CA Sponsor

C. Project Contact Information

C1. Name

Dan Marcinko

C2. Phone

4258881211

C3. Email

dmarcinko@northbendwa.gov

D. Project Description

D1. Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

The proposed improvement will begin at 42901 SE North Bend Way and extending a ten foot wide recreational shared use path/trail connecting to the Snoqualmie Valley Trail system (SVT). The proposed project will provide a paved recreational trail through the City that will serve as a safe travel route for bicyclists, pedestrians, and other users away from the motor vehicle traffic. The project will improve XXX lineal feet of trail on former Burlington Northern Santa Fe (BNSF) Railroad grade right of way. Improvements will include installing of a 10 ft. wide asphalt paved trail section with a 2 ft. wide gravel shoulder, electrical conduits and handholes for future pedestrian lighting, rain garden as low impact development techniques. Trees will be planted between the trail and North Bend Way as well.

D2. Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?

The goal or desired outcome of this project is to provide an alternative form of transportation that's better for the environment and the health and wellbeing of the people who live here and the people who visit the Snoqualmie Valley. Considered one of King County's longest regional trails, the SVT sits neatly between the geographically rich regions of Puget Sound and the Cascade foothills. Located about 30 miles east of Seattle, the nearly 32-mile trail follows the Snoqualmie River downstream and boasts scenes of old-growth forest, mountain ranges and, depending on the season, wildflowers and salmon. With over 1.5 million visitors a year to the Snoqualmie Falls, this will attract visitors from all over the United States to visit North Bend's downtown business district.

E. Project Location

E1. Location

North Bend Way/ Tanner Trail Extension

E2. County/Counties

King

E3a. Beginning Landmark

Maloney Grove Ave. SE

E3b. Ending Landmark

SE Tanner Road

E4. Map and Graphics

[TannerTrail_Extension_map.pdf \(1.98 MB\)](#)

F. Plan Consistency

F1. Is the project specifically identified in a local comprehensive plan?

Yes

F2. If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

Tanner Trail Extension - proposed multiple-use trail on the Trail and Bicycle Route Map (Figure 8.2) of the Parks Element of the Comprehensive Plan, listed as a future project in the 6-year Capital Facilities Program (section H. of the Parks Element).

F3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

G. Federal Functional Classification

G1. Federal Func. Class.

Urban Functional Classification (Over 5,000 population)

G2. Rural Func.

G3. Urban Func.

14 Principal Arterial

H. Support for Centers

H1. Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?

The Tanner Trail project will connect the downtown North Bend business district along one of the city's principal arterial roadways that connects to the Snoqualmie Valley Trail system. Large economic impact to the community. The North Bend community has exceptional opportunities to tie in to hundreds of miles of county, state and federal trails. Public input consistently requests additional trail opportunities, particularly for walking and bicycling along our main transportation corridors that connect to the regional trail system meaning the Tanner Trail connection, as demonstrated through the 2012 Si View MPD Survey. This survey indicated that trails are, by far, the park and recreation facility most important to local residents, and the facility that residents wish to see more construction of.

This was echoed in the 2015 City Parks Survey, where respondents indicated the greatest use of our community was for walking/running, and the greatest need was for open space including trails. As a result of these findings, a number of trail projects have been placed on the 6-year Parks Capital Facilities Plan. In addition to City

construction projects, significant additional trail opportunities can be met by developing and/or signing existing trails found along the public roads, on dikes, and on publicly owned, abandoned railroad rights-of-way.

H2. Describe how the project supports existing and/or planned population/employment activity in the center and implements specific policies or projects identified for the center in an adopted plan.

The Tanner Trail will provide an important bicycle and pedestrian connection from many North Bend neighborhoods into our Downtown business district, providing an alternative to single-occupant vehicle use within the City for local trips to the commercial center of our community. Construction of the Tanner Trail implements a project on the City's 6-Year Parks Capital Improvement Plan.

The project also supports Economic Development Element Policy ED 1.7, which states, "Encourage a bike friendly environment throughout the City to support a multi-modal transportation network."

The project supports Parks Element Policy 3.6, which states, "Establish a pedestrian and bicycle network connected to a greenway system which links commercial areas, neighborhoods, parks, and public lands and facilities, and regional trails."

H3. Describe how the project helps the center develop in a manner consistent with the adopted policies and plans for the center. For example, implementing specific policies or projects identified for the center in an adopted plan.

The project supports Parks Element Policy 3.6, which states, "Establish a pedestrian and bicycle network connected to a greenway system which links commercial areas, neighborhoods, parks, and public lands and facilities, and regional trails."

Also, to repeat from above the project also supports Economic Development Element Policy ED 1.7, which states, "Encourage a bike friendly environment throughout the City to support a multi-modal transportation network."

NOTE: "I. Category-Specific Criteria" will only be filled out for the project category being applied to (question A1).

I. Category-Specific Criteria: Bicycle and Pedestrian Projects

I1. Describe how the project extends or completes a regional or local bicycle and pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

The Tanner Trail project will connect a trail system beginning at the North Bend City Hall and extend approximately one mile to the Snoqualmie Valley Regional trail system that ultimately connects all the way up to Duval, WA.

The Tanner Trail & Snoqualmie Valley Trail, designated as a National Recreation Trail, is a 36-mile, trail that follows an abandoned railroad right-of-way from Duvall to North Bend. The trail is designated for non-motorized use, and is primarily used for walking and bicycling aka multi-modal transportation use. The trail passes through or connects/ties-in to several key area destinations, including Meadowbrook Farm, Tollgate Farm, Three Forks Park, downtown North Bend business district, North Bend Outlet Mall, Torguson Park, Two Rivers Alternative School (trail parking available on the weekends), North Bend Elementary School, and the North Bend Library. The Snoqualmie Valley Trail ties into an unused railroad right-of-way that connects to the City's Tanner Trail, trails in the City of Snoqualmie, the John Wayne Trail at Rattlesnake Lake, and to much of King County's 300 mile regional trail system.

I2. Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

The acquisition of this right of way will allowed the City to create a local multi modal pedestrian-bicycle trail that connects to the Regional Snoqualmie Valley Trail. This trial will connect high density housing neighborhoods with the downtown activity and employment center in North Bend. The proposed trail along North Bend Way will provide a dedicated corridor for pedestrian, bicyclists, wheelchair users, and users of other forms of non-motorized transportation. Currently there is no such corridor east of SE Cedar Falls Way in the area proposed by this project. The trail will have one terminus at the historic center of North Bend thus providing the users from the east of the city with a method of reaching the city center by non-motorized means. This will also allow all users access to the City's new Park & Ride facility for access to Issaquah/Seattle. The facility will be designed for accessibility to all these types of users.

I3. Describe how the project addresses safety and security.

This trail design will follow all federal nd state requirements pertaining to the shared use multi-modal movement, pedestrian safety and site visibility. The proposed speed limit will be 40 mph. Pedestrian sidewalk and shared multiuse path will raise and where possible a landscape strip installed to separate from the traveled roadway.

This project is separated from the North Bend Way arterial roadway by approximately 15 feet in most areas and has a drainage way in certain areas as well separating the trail from the traveling public and as part of this project, trees will be installed between the trail and roadway.

I4. Describe the connections to other multimodal facilities the project provides. For example, high capacity or other transit stations, ferry terminals, etc.

This will directly connect to the Snoqualmie Valley Regional trail system. This phase will complete acquisition of the trail east to its terminus at the junction with the Snoqualmie Valley Trail, providing links to other regional facilities statewide.

The proposed project will include a multiuse trail that will be available to bikes, joggers, and pedestrians. This trail is part of North Bend's Complete Street and Comprehensive Plan and will be joined to a larger trail network that will allow users to reach all neighborhoods of North Bend and to access King County's main N-S trail, Snoqualmie Valley Trail.

15. Describe how the project will project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

This trial connection will tie together the North Bend downtown business district, the Eastside Fire District and City Hall and provide an alternate means of transportation for residents to get to work.

This specific junction of the Tanner Trail Extension and North Bend Way is an important junction for both local and regional trail users and is also an important corridor for elk and other wildlife crossing under I-90 at this location. Improvements would be made to make the Snoqualmie Valley Trail crossing of North Bend Way more visible and safe for pedestrians and motorists. A small parking lot would be built for trail users with formalized trailheads to the Tanner Trail as well as the Snoqualmie Valley Trail. Native landscape improvements would be provided to enhance wildlife cover for the crossing area as well.

16. Describe how the project will benefit populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

This project benefits the growth of the Downtown Business District as well as the Outlet Mall and the light Industrial zoning property - a place where businesses will develop with good wage paying jobs. The City of North Bend zoning policy has fostered the development of multiple multifamily housing complexes located along this route and approximately within one mile of this jobs center mentioned above.

The goals and policies of the light industrial Center plan provides for a supportive business environment for startup light manufacturing and assembly businesses in or within this zoned area. While this is designated as a light industrial center, one 20 acre parcel this will allow for expanding the center for additional development. Another large developer is proposing a construction of a 121 room hotel on the Outlet Mall property site that will promote additional development within this zone.

The trial construction itself will also follow all ADA compliant regulations and include adequate pedestrian lighting on all facets of this project.

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

The loss of opportunity would be significant for the downtown business district for North Bend community and the residents who live, work and play within our community. The connection will allow various modes of traffic to connect the regional trail system to the downtown business district.

North Bend is a weekend destination for thousands of people who travel here for hiking, biking, community getaway(s).

I. Category-Specific Criteria: Historic Resources Projects

11. Describe the current or former transportation use of the facility.

12. Describe the historic significance of the facility. This could include designation as a local, state or national landmark; listing as a contributing part of a local, state or National Register historic district; or a determination of eligibility for listing in the National Register.

I3. Describe the planned use of the facility and the project's relationship to the transportation system.

I4. Describe how the project is part of a larger historic preservation plan.

I5. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

I6. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

I7. Describe the long-term preservation and/or maintenance plans for the facility.

I8. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

I. Category-Specific Criteria: Environmental Projects

I1. Describe the relationship of the project to the transportation system.

I2. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

I3. Describe how well the project goes over and above what is normally required.

I4. Describe the long-term maintenance plans for the project.

I5. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

16. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

J. PSRC Funding Request

J1. Has this project received PSRC funds previously?

No

J2. Please provide the project's PSRC TIP ID.

K. PSRC Funding Request (cont.)

Phase	Year	Amount
PE/Design	2022	\$182760
Construction	2024	\$1218400
		\$

Total PSRC Funding Request:

\$1401160

Total Estimated Project Cost and Schedule

L. Planning Phase

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

Total Planning Phase Cost:

\$0

Expected year of completion for this phase:

M. Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$182760
			\$
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost:

\$182760

Expected year of completion for this phase:

2022

N. Right of Way Phase

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

Total Right of Way Phase Cost:

\$0

Expected year of completion for this phase:

O. Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$1218400
			\$
			\$
			\$
			\$

Total Construction Phase Cost:

\$1218400

Expected year of completion for this phase:

2023

P. Other Phase

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

Total Other Phase Cost:

\$0

Expected year of completion for this phase:

Q. Project Summary

Total Estimated Project Cost:

\$1401160

Estimated Project Completion Date (month and year):

2024

R. Financial Documentation

R1. Please enter a description of your financial documentation in the text box below.

The source of local matching funds for the phase for which PSRC/TAPP funds are requested, the CN phase will come from the City of North Bend local Transportation fund already approved by the City Council. Once this project has been awarded PSRC/TAPP funding. Public Works staff will work with the City Finance Department to begin securing/documenting the already approved in the budget funds for various projects and/or phases in Public Works (PE, ROW, CN matching)

The City Council budget has allocated/approved up to \$200,000 in the 2021/2022 budget for the Tanner Trail Extension Project as well.

R2. Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

[finance_doc.2.pdf \(122 KB\)](#)

[finance_doc.1.pdf \(87 KB\)](#)

[finance_doc.3.pdf \(7.82 MB\)](#)

Project Readiness

S. Preliminary Engineering/Design

S1. Are you requesting funds for ONLY a planning study or preliminary engineering?

No

S2. What is the actual or estimated start date for preliminary engineering/design?

June 2022

S3. Is preliminary engineering/design complete?

No

S3a. What was the date of completion (month and year)?

S4. Have preliminary plans been submitted to WSDOT for approval?

No

S3b. 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.

S5. When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

January 2023

T. Environmental Documentation

T1. What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).

Categorical Exclusion (CE)

T2. Has NEPA documentation been approved?

No

T3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

N/A

U. Right of Way

U1. Will Right of Way be required for this project?

No

U2. What is the actual or estimated start date for right of way (month and year)?

U3. 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.

U4. 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.

U5. What is the zoning in the project area?

U6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

U7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

U7a. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

U8. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

V. Construction

V1. Are funds being requested for construction?

Yes

V2. Do you have an engineer's estimate?

Yes

V3. Please attach the engineer's estimate.

V4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.

N/A

V5. Are Plans, Specifications & Estimates (PS&E) approved?

No

V6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

Fall 2022

V7. When is the project scheduled to go to ad (month and year)?

Spring 2023

W. Other Considerations

W1. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

The North Bend Outlet Mall area, light Industrial park and the downtown NB business district is all redeveloping/ growing and creating jobs, we need to continue to support this growth even with a projected ominous economic short-term. The city of North Bend is investing back into our community, \$36 million in wastewater plant improvements along with \$9.2 million in National Guard I-90 Emergency Armory station. We need a partner to assist with the non-motorized shared use path infrastructure.

W2. Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

The City of North Bend will post on our website and advertise in the local online resources for public knowledge and time for Q & A directly to the City on any issues that may/may not arise. The bid opening will also be public and allow residents open comments at the Committee mtgs & City Council mtgs to bring any concerns, if any to our attention.

The City also has prepared and has an approved Comprehensive Plan under the Growth Management Act.

W3. Please upload any relevant documents here, if they have not been uploaded previously in this application.

[Tanner Trail Extension Grant NBDF Support Letter.docx \(13 KB\)](#)

End of the Application

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