

Peninsula RTPO's Transportation Alternatives Program (TAP)  
GRANT APPLICATION FORM

Which TAP grant allocation year are you applying for: 2016 and 2017

Total TAP funds requested: \$380,000

**TAP Grant Allocations**

**2015: \$282,918**

**2016: \$190,000**

**2017: \$190,000**

**Part 1. PROJECT DESCRIPTION**

Project Title:	<b>Olympic Discovery Trail – Spruce Railroad Trail Segment</b>
Project Description: <i>(One to two sentences)</i>	
<p>The TAP project funding is requested to cover approximately one half of the cost of construction of the 1/2 mile segment of trail which would turn the existing non ADA accessible portion of the Spruce Railroad Trail into a fully ADA accessible shared use path.</p> <p>This project will connect to the recently funded RCO project just west of this project location that will reopen the 460 foot long McFee Tunnel on the Spruce Railroad Trail. The McFee Tunnel project was the top ranked trail project in the State of Washington. This request for TAP funding should be considered in light of the top rated priority in which completion of the Spruce Railroad Trail segment of the Olympic Discovery Trail was given by the Recreation and Conservation Office and rated in a similar fashion by the PRTPO.</p> <p>The Olympic Discovery Trail is the top non-motorized transportation priority of the Peninsula Regional Transportation Plan and this project segment is the most vital segment of the Olympic Discovery Trail that must be completed on the north Olympic Peninsula.</p> <p>The Olympic Discovery Trail is the only shared use pathway in Washington State named to the Department of Interior's Americas Great Outdoors Initiative for implementation assistance and the federal TAP program is intended to implement projects that have a high federal priority as identified by the federal transportation funding agencies. The PRTPO can follow the implementation guidance of the Department of Interior by awarding TAP grant funding to this project to implement both the PRTPO's and the Department of Interior's top trail funding priority</p>	
Project Location:	North Side of Lake Crescent
Project Contact:	Rich James
Phone Number:	360-417-2290
Email Address:	rjames@co.clallam.wa.us

<b>SPONSORING AGENCY (must have Certification Acceptance (CA) status)</b>	
CA Agency:	<u>Clallam County</u>
CA Representative:	<u>Ross Tyler, Clallam County Engineer</u>
CA Signature:	<u></u>

**Part 1. PROJECT DESCRIPTION** continued

Type of Project or Program: *(Check all that apply)*

Provision of facilities for pedestrians and bicycles	<input checked="" type="checkbox"/>	Rehabilitation and operation of historic transportation buildings, structures, or facilities, including historic railroad facilities and canals	<input checked="" type="checkbox"/>
Conversion and use of abandoned railway corridors for trails.	<input checked="" type="checkbox"/>	Archaeological activities relating to impacts for implementation of transportation projects eligible under title 23.	
Construction, planning, design of infrastructure-related projects and systems that provide safe routes for non-drivers.		Environmental mitigation activity related to highway construction due to highway runoff.	
Construction of turnouts, overlooks, and viewing areas.		Environmental mitigation to address water pollution prevention and pollution abatement activities and mitigation to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.	
Inventory, control, or removal of outdoor advertising.		Eligible projects also include any project eligible under the Recreational Trails Program and the Safe Routes to School Program. (See Transportation Alternatives Program: Eligible Activities Handout for more details).	
Historic preservation and rehabilitation of historic transportation facilities.	<input checked="" type="checkbox"/>	Vegetation management practices in transportation right-of-ways.	

**Part 2. PROJECT FUNDING SUMMARY**

Total Project Cost:	\$910,000	
Total TAP Request:	\$380,000	
Total Project Revenue:		
Will the project funds be fully obligated by June 30th of the year requested?	Yes	
Is the project open for public access?	Yes	
Is the project consistent with the Peninsula RTPO's Regional Transportation Plan?	Yes	
Is the project included in the adopted TIP?	Yes	
Is the needed right of way secure?	Yes	
Which phase is the project in?	Design	
<b>Costs by Project Phase</b>		
Physical Elements:	Preliminary Engineering/Design	\$150,000
	Right of Way Acquisition	\$0
	Construction / Restoration	\$760,000
Program or Operational Element:	Program or Service Implementation	\$
	Other Costs	\$
<b>Total Project Cost (Sum of all costs identified above):</b>		<b>\$910,000</b>

<b>Local Commitment:</b>	<i>From Project Applicant</i>	\$410,000
	<i>From Project Partner(s)</i>	\$20,000
<b>Total Project Revenue (Sum of all revenues above):</b>		<b>\$430,000</b>
<b>Proposed Timeline:</b> This project should be fully obligated by June 30 <sup>th</sup> of year requested.		
	Preferred Start Time (Month/Year)	6/15
	Estimated Completion (Month/Year)	11/15

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## Part 3. PROJECT NARRATIVE

### *SUMMARY DESCRIPTION*

*(Brief summary of proposal including partnerships and local match of 13.5% (required). Project description, not to exceed one page. Identify any measurable outcomes or indicators of success that should be considered. Applicants may include letters of community support, letters of financial commitment, vicinity maps, or applicable illustrations with this packet, as appropriate.*

**Clallam County proposes to utilize the Transportation Enhancement Program funding to complete the southwest half of Segment D of the Spruce Railroad Trail at Lake Crescent. The Spruce Railroad Trail is a 4 mile long segment of the 128 mile long, two county wide Olympic Discovery Trail. The completion of Segment D of the Spruce Railroad Trail will bring over ½ mile of the Spruce Railroad Trail into compliance with multi-user shared use path standards including full ADA compliance, replacing the current 3 foot wide natural tread trail that has grades of up to 20% which only supports hikers and mountain bikers.**

**The Olympic Discovery Trail is the PRTPPO region's primary multi-user, shared use path and is supported by multiple goals and policies of the Peninsula Regional Transportation Plan. The Olympic Discovery Trail is the only shared use pathway in Washington State named to the Department of Interior's Americas Great Outdoors Initiative for implementation assistance. Since TAP funds are federal funds, the completion of the Olympic Discovery Trail should receive the uppermost consideration for funding implementation assistance in line with its primacy under the Americas Great Outdoors Initiative. The Spruce Railroad Trail is one of 4 identified gaps in the Olympic Discovery Trail that must be closed in order for the trail to function as a seamless and contiguous non-motorized transportation system. Completion of the restoration of the Spruce Railroad Trail will remove the last major obstacle to safe bicycle travel through the Lake Crescent corridor providing a safe, multi-user, shared use path on the restored north side railroad trail instead of the extremely unsafe US 101 route on the south side of the Lake with narrow shoulders and high traffic volume of trucks and large RVs. The TAP funding committee can turn this trail obstacle into a trail break through with this funding assistance.**

### *PROGRAM GRANT CRITERIA*

*1. Does the project have a local match of 13.5%?*

**Clallam County is providing a match exceeding 40% of its grant request.**

*2. Does the project help achieve an identified/planned need; what are project benefits, including how it complies with the Transportation Alternatives Program (TAP) eligibility activities & requirements?*

**Completion of the restoration of the Spruce Railroad Trail at Lake Crescent to serve as a multi-user shared use path meeting ADA standards meets an identified need which has existed for decades for a safe non-motorized transportation route through the 10 mile long Lake Crescent corridor. A safe bicycle route connecting eastern and western Clallam County does not currently exist but the planned completion of the restoration of the Spruce Railroad Trail will create a safe, non-motorized transportation option on the north side of Lake Crescent. The restoration of Segment D of the Spruce Railroad Grade complies with multiple eligible TAP activities including provision of facilities for pedestrians and bicycles, conversion and use of abandoned railway corridors for trails, historic preservation and rehabilitation of historic transportation facilities and rehabilitation and operation of historic transportation buildings, structures, or facilities, including historic railroad facilities and canals. The 36 mile Spruce Railroad Grade and tunnels were built in 1918 by a division of the United States Army to meet the urgent need for spruce utilized in World War I biplanes. The Spruce Railroad Grade meets all criteria for designation to the National Register for Historic Preservation and its restoration will preserve the history of an important time in the development and preservation of the United States.**

## PROGRAM GRANT CRITERIA

### 3. Is the project consistent with local plans and the Peninsula RTPO Regional Transportation Plan goals and policies?

The project is consistent with and meets the highlighted goals and policies of the Peninsula RTPO Regional Transportation Plan as follows:

#### **VISION STATEMENT**

The Olympic Peninsula enjoys a visionary transportation system that efficiently and safely connects people, goods and places, offering choices and ensuring accessibility. This vision emphasizes a long-term quality of life for our generation and those to come by promoting economic growth, recreational resources, community services, **non-motorized transport** and public transit.

**Non-motorized travel options along state highway and regional corridors are also supported through design treatments like safe shoulder widths on the highway for bicyclists, sidewalks in urban areas, or traffic separated trail corridors in rural areas for pedestrians and bicyclists of all ages and abilities.**

#### **2. Multimodal transportation system**

**Goal: Move toward an integrated multimodal transportation system that increases travel options, reducing the need to drive alone and vehicle miles traveled.**

Policies:

2.a **Maximize quality transportation choices including walking, biking, public transportation, marine transportation and motor vehicles.**

#### **12. Biking**

**Goal: Increase the share of all trips made safely and conveniently by biking.**

Policies:

12.a **Complete a safe and convenient regional bicycle network that functions as an integral part of the overall transportation system.**

12.b **Provide safe and convenient bicycle routes to all schools in the region.**

12.c **Invest in a regional network of contiguous and connected north-south and east-west dedicated corridors to serve as the backbone of the non-motorized system.**

### 4. Does the project enhance connections to local or regional system?

The Olympic Discovery Trail is the regions only non-motorized transportation system. The Olympic Discovery Trail crosses two counties east to west and passes through and connects three tribal nations. This project connects 65 miles of existing non-motorized trail east of the project location with 18 miles of completed trail west of the project location. Completion of the Spruce Railroad Trail restoration will bring the Olympic Discovery Trail within 12 miles of Forks. The Olympic Discovery Trail closely parallels US101 and crosses many regionally important county and city roads allowing for many locations and trailheads where the trail connects to the regional road system. The trail connects to three cities, 10 communities and more than 20 parks and can be accessed by Clallam Transit and Jefferson Transit buses at many locations that are only a short walk to the trail.

**Project Verification and Endorsement**

*Note: Funding will be removed and reallocated from projects not obligated by June 30 of the allocation year. Construction phases must advertise for bids within six weeks of obligation.*

Costs identified above represent accurate planning level estimates needed to accomplish the work described herein. Local commitments identified above are available and will be applied to the project if it receives the requested Transportation Alternatives Program (TAP) grant. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which the PRTPO has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

Ross Tyler, County Engineer

Name and Title of Designated Representative

Ross Tyler, P.E.

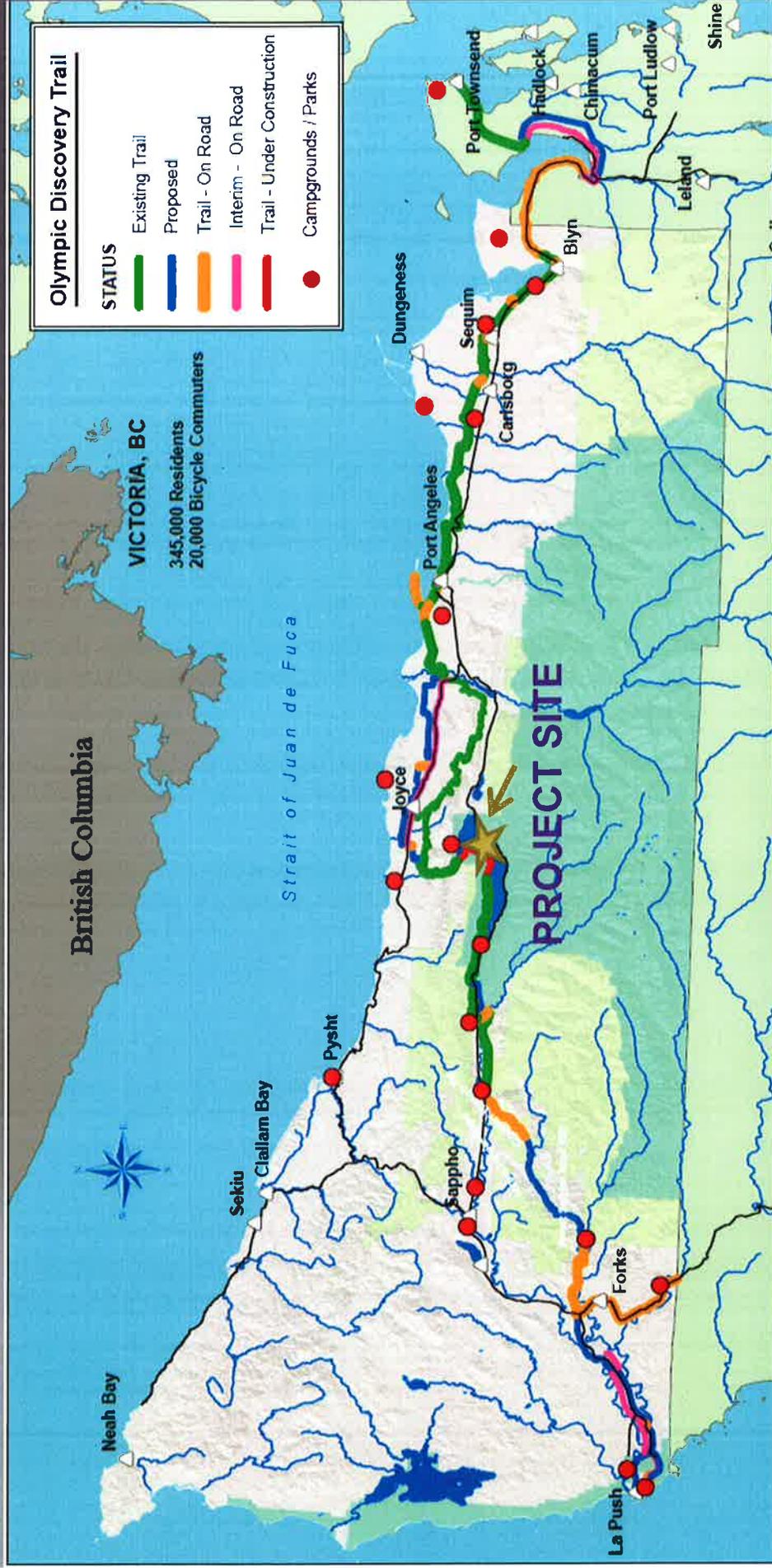
Signature of Designated Representative

9-25-14

Date

Please submit your signed grant application by Sept. 30, 2014, via email to [clemend@wsdot.wa.gov](mailto:clemend@wsdot.wa.gov)

# McFEE TUNNEL AND SPRUCE RAILROAD TRAIL RESTORATION PROJECT



The 134 Mile Long Olympic Discovery Trail (ODT) Traverses the Olympic Peninsula from Puget Sound to the Pacific Ocean

# Washington State's Premier Trail

## The Only Shared Use Path in the State Named to the Presidential America's Great Outdoors Initiative



**Department of the Interior**  
**America's Great Outdoors**  
Fifty-State Report

### Washington

**Pacific Northwest Trail - Olympic Discovery Trail Convergence**  
AUGUST 2011

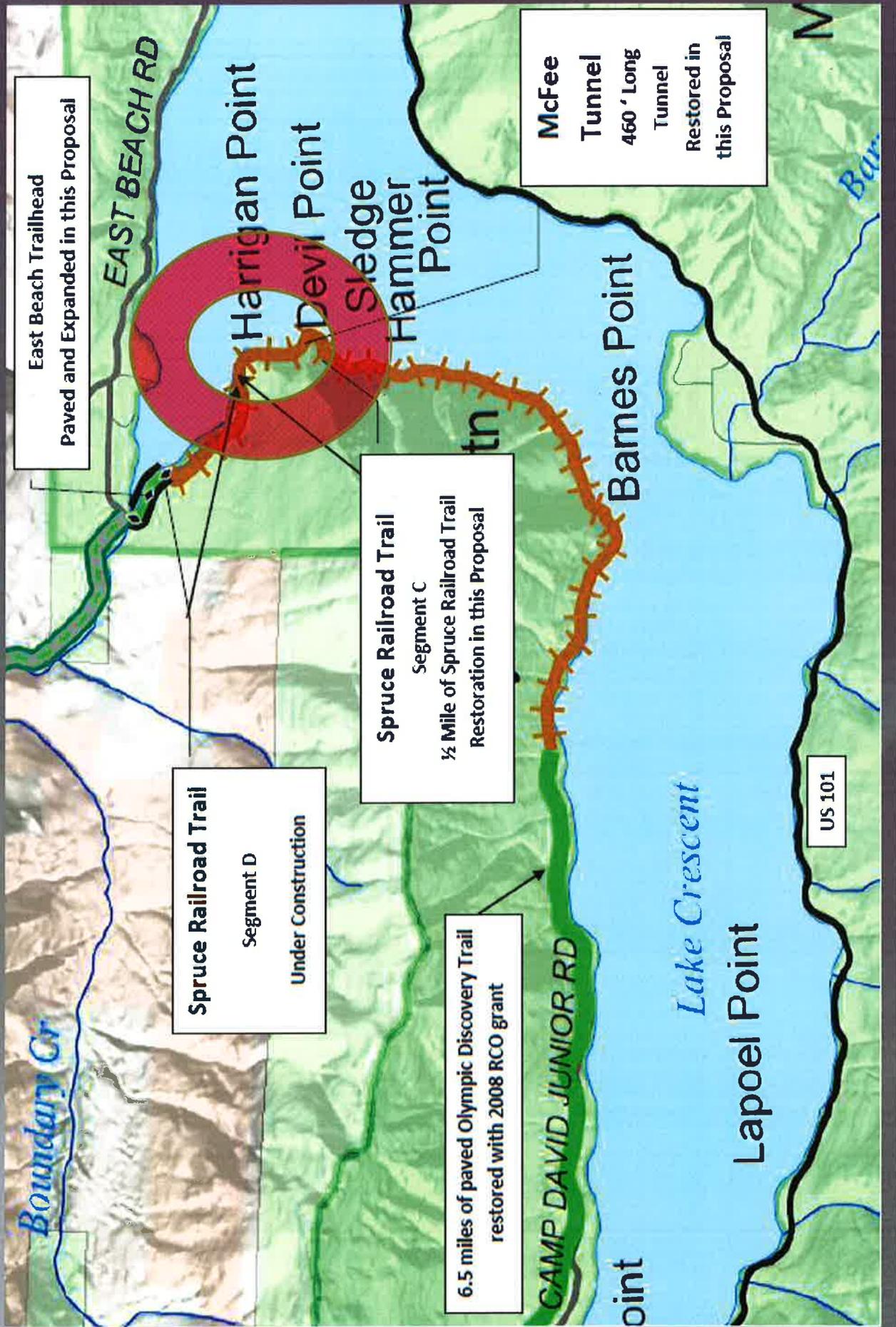
*Graphic courtesy of the Pacific Coast Trail Association*

The Pacific Northwest Trail (PNT) is a 10,000-mile recreational path that begins in Glacier National Park and continues on the Pacific Coast to the Olympic Peninsula. The trail is a multi-use path that will provide a shared-use path for hikers, bikers, and equestrians. The trail is a multi-use path that will provide a shared-use path for hikers, bikers, and equestrians. The trail is a multi-use path that will provide a shared-use path for hikers, bikers, and equestrians.

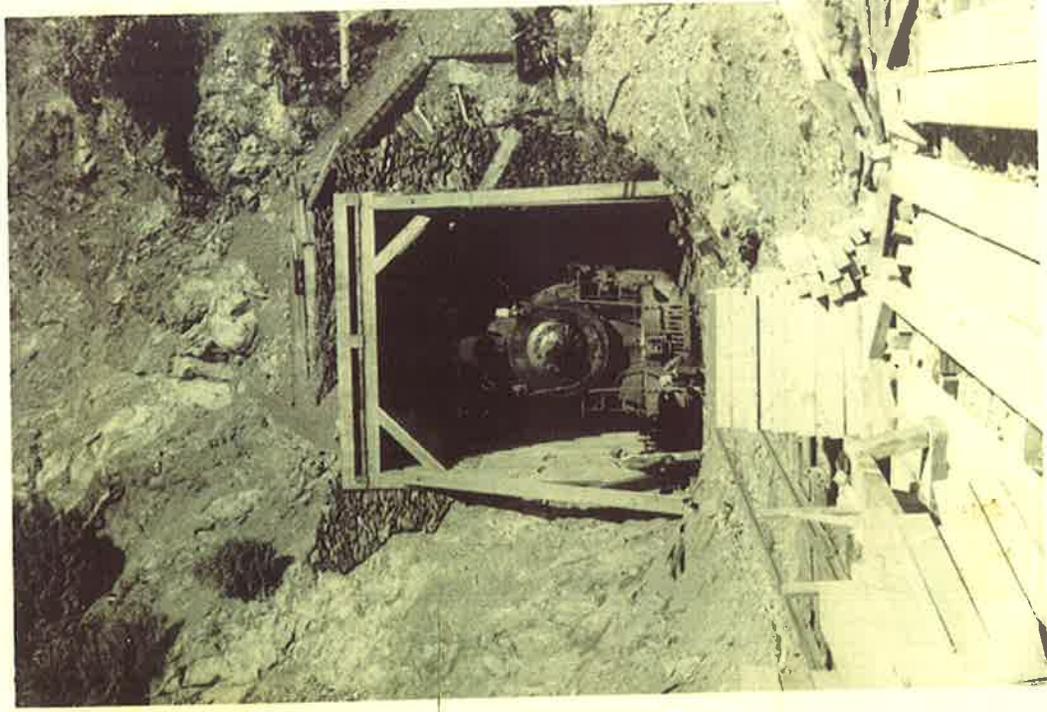
**Report Objectives:** Provide an overview of trail conditions in the Washington Department of Fish and Wildlife, Washington State Department of Transportation, and conservation organizations, and tribes to define, design, and acquire key segments of the trail.

**Partners:** DFW, State of Washington, local tribes, and non-profit organizations.

# Detailed Project Location



# Construction of Two Tunnels and 36 Miles of Railroad Grade Completed in a Record Short Span of 6 Months



1. NEED - POTENTIAL TRAIL USE  
US101 at Lake Crescent - Narrow Shoulders and Heavy Traffic  
Safe Trail Bypass Removes this Cycling Bottleneck and  
Unleashes a Huge Potential Ridership



# 1. NEED - Physical Condition Restored Trail Condition is Excellent



▣ RCO Phase 1 Trail Completed in 2010