Peninsula RTPO's Transportation Alternatives Program (TAP)

GRANT APPLICATION FORM

Which TAP grant allocation year are you applying for: 2015

Total TAP funds requested: $60,550

TAP Grant Allocations

2015: $282,918
2016: $190,000
2017: $190,000

Part 1. PROJECT DESCRIPTION

Project Title:	Pedestrian and Bicyclist Underpass Enhancements for SR101@ Owl Creek
Project Description : *Enhance Owl Creek pedestrian/bicyclist tunnel with safety features and a paved surface ADA-compliant access ramps to existing (2014) bus stops on SR101.*	
Project Location:	US Highway 101 at East Owl Creek, Clallam County
Project Contact:	Wendy Clark-Getzin, P.E., General Manager, Clallam Transit System
Phone Number:	(360) 417-1350
Email Address:	wendycg@clallamtransit.com

SPONSORING AGENCY (*must have Certification Acceptance (CA) status*)

Clallam Transit System will flex federal TAP funds to FTA 5311 program to manage CA status. The proposed project budget does not support additional Local Program fees.

CA Agency: _____

CA Representative: _____

CA Signature: _____

Part 1. PROJECT DESCRIPTION continued

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

Provision of facilities for pedestrians and bicycles	X	Rehabilitation and operation of historic transportation buildings, structures, or facilities, including historic railroad facilities and canals	
Conversion and use of abandoned railway corridors for trails.		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.	X	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.		Vegetation management practices in transportation right-of-ways.	

Part 2. PROJECT FUNDING SUMMARY

Total Project Cost:	$70,000	
Total TAP Request:	$60,550	
Total Project Revenue:	$70,000	
Will the project funds be fully obligated by June 30th of the year requested?	yes	
Is the project open for public access?	no	
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?	CN	
Costs by Project Phase		
Physical Elements:	Preliminary Engineering/Design	$
	Right of Way Acquisition	$
	Construction / Restoration	$70,000
Program or Operational Element:	Program or Service Implementation	$
	Other Costs	$
Total Project Cost *(Sum of all costs identified above)*:		$70,000

Part 2. PROJECT FUNDING SUMMARY continued

Local Commitment:	*From Project Applicant*	$9,450
	From Project Partner(s)	$
Total Project Revenue *(Sum of all revenues above)*:		$70,000
Proposed Timeline: This project should be fully obligated by June 30th of year requested.		
Preferred Start Time *(Month/Year)*	04/2015	
Estimated Completion *(Month/Year)*	09/2015	

Part 3. PROJECT NARRATIVE

SUMMARY DESCRIPTION

The Washington State Department of Transportation (WSDOT) is widening US 101 between milepost 256.9 near Shore Road and milepost 260.3 near Kitchen-Dick Road in Clallam County from two lanes to four. This segment of US 101 had twice the statewide average fatality rate between 2005 and 2008. The posted speed limit is 55 mph. The closest stoplight is at Carlsborg, 1.3 miles to the east. There are no sidewalks in the area and bicyclists ride on the highway shoulders. There are no formal pedestrian crossings on this segment, so pedestrians accessing the transit stops have to cross four lanes of busy traffic at grade. WSDOT stated in the Environmental Assessment that "Because of the high traffic volume and high speed on US 101, it is against WSDOT policy to provide any at-grade pedestrian crossings as part of the proposed action."

WSDOT did agree to construct a pedestrian access route that will be continuous through an 8' by 8' 130' long concrete pedestrian structure under US 101 at East Owl Creek at milepost 259.9. This is approximately 350 feet west of the transit stop at Kitchen-Dick Road and 450 feet west of the transit stop at Kirk Road. This route will expand access to public transit by allowing passengers and bicyclists to safely cross four lanes of US 101 and its 40' median to reach each transit stop. WSDOT will also install the concrete pads required to support the Clallam Transit System (CTS) bus shelters. This is Phase 1 of the project and is being constructed by the WSDOT contractor completing the highway widening and will be completed in late 2014. It is fully funded.

Phase 2 of the undercrossing remains unfunded. It includes installation of lighting and security cameras, application of anti-graffiti paint, and paving of the pedestrian access paths. CTS is responsible for funding this phase, but does not have the funds to do so. WSDOT will not allow the undercrossing to be open to the public until Phase 2 is completed. This grant request is for the amount required to complete the project to allow transit passengers to safely cross under the highway for bi-directional travel on US 101. It will help the local residents connect to housing, employment, recreation, medical, and shopping opportunities.

PROGRAM GRANT CRITERIA

1. Does the project have a local match of 13.5%? Yes, the project meets the minimum match requirement.

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? The project enhances bike and pedestrian safety and mobility on a state highway of regional significance.

3. Is the project consistent with local plans and the Peninsula RTPO Regional Transportation Plan goals and policies? Yes, regional mobility for commuter ridership and bicycle connections is identified in the RTP goals and policies. The project is currently in the STIP and CTS's TDP.

4. Does the project enhance connections to local or regional system? Yes, the Olympic Discovery Trail and the Clallam Transit System Bus network connects with Jefferson Transit and adjacent counties.

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.

CLINTON WETZEL, OPERATIONS MANAGER
Name and Title of Designated Representative

FOR WENDY CLARK-GETZIN, GENERAL MANAGER
Signature of Designated Representative

9/30/2014
Date

Please submit your signed grant application by Sept. 30, 2014, via email to clemend@wsdot.wa.gov