

Peninsula RTPO's Transportation Alternatives Program (TAP)

GRANT APPLICATION FORM

Which TAP grant allocation year are you applying for: 2015

Total TAP funds requested: \$201,628

TAP Grant Allocations

2015: \$282,918

2016: \$190,000

2017: \$190,000

Part 1. PROJECT DESCRIPTION

Project Title:	Highway 101 Olympic Discovery Trail Diamond Point West
Project Description: <i>(One to two sentences)</i> Construction of 0.7 miles of Olympic Discovery Trail from Diamond Point Road west to milepost 273.8 (the western boundary of the Tribe's Knapp Road property). The project includes preliminary engineering, TEPA and cultural resources review, clearing, grubbing, construction staking, installing a hard-pack gravel path base, erosion control, and an arch culvert for Eagle Creek. This project includes construction up to a hard-pack gravel pathway, but not paving. Paving will be funded at a later date.	
Project Location:	Clallam County, WA
Project Contact:	Annette Nesse, Chief Operations Officer Jamestown S'Klallam Tribe
Phone Number:	360-681-4620
Email Address:	anese@jamestowntribe.rog
SPONSORING AGENCY (<i>must have Certification Acceptance (CA) status</i>)	
CA Agency: WSDOT Olympic Region Local Programs	
CA Representative: Neal Campbell, Engineer	
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.	x
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:	\$230,000	
Total TAP Request:	\$201,628	
Total Project Revenue:	\$ 31,050	13.5% match from the Tribe
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?	Engineering and Construction	
Costs by Project Phase		
Physical Elements:	Preliminary Engineering/Design	\$48,100
	Right of Way Acquisition	\$0
	Construction / Restoration	\$153,528
Program or Operational Element:	Program or Service Implementation	\$
	Other Costs	\$31,050
Total Project Cost (Sum of all costs identified above):		\$230,000

Part 2. PROJECT FUNDING SUMMARY continued

Local Commitment:	<i>From Project Applicant</i>	\$31,050
	<i>From Project Partner(s)</i>	\$0
Total Project Revenue (<i>Sum of all revenues above</i>):		\$31,050
Proposed Timeline: This project should be fully obligated by June 30 th of year requested.		
Preferred Start Time (<i>Month/Year</i>)		Jan. 1, 2015
Estimated Completion (<i>Month/Year</i>)		October 1, 2015

Part 3. PROJECT NARRATIVE

This project will complete 0.7 additional miles of Olympic Discovery Trail (ODT) on the east end of Clallam County with a hard-packed gravel surface, leaving only the final paving to be done at a later date. The project is entirely on Tribal land ranging from Diamond Point Road (the eastern Clallam County line), proceeding west to approximately mile post 273.8 (the western edge of the Knapp Road parcel of Tribally owned land). This new section will provide access to many more miles of relatively safe low traffic volume roads and the trail network in Jefferson County to bicycle and pedestrian travelers.

This section of trail will be constructed on land contributed by the Jamestown S’Klallam Tribe. As such there are no ROW needs, engineering is very straight forward and, once the design is complete, this project is ready to go to construction.

The project consists of: Preliminary engineering; Tribal environmental review and cultural resources survey; advertise contract(s); construct 0.7 miles of shared use path meeting AASHTO standards up to and including hard-pack gravel; and install directional/informational signage.

Once our agreement is signed, we will proceed with initiating environmental review under the Tribal Environmental Policy Act (TEPA) and perform a cultural resources survey before finalizing the route. We will adjust the route as necessary to avoid any identified impacts. Also, the design will accommodate the trail as it passes over Eagle Creek, as restoration of that waterway is in progress by Tribal Natural Resources staff. Tribal staff time for TEPA review and cultural resources survey is counted as match for the project. Once the cultural resources survey is complete we can issue an RFQ for engineering services. Upon completion of the engineering we will issue an RFQ for construction. Contract funds will be obligated by June, 2015. Prior to completion (and as part of our match), we will install directional and/or informational signage to identify the existence of the ODT and points of access to it. The Tribe will provide a 13.5% match, as described above.

The Olympic Discovery Trail (ODT) is a shared use path identified in the RTPO Regional Transportation Plan as having multi-modal benefit. The basic concept of the ODT is a 120+ mile non-motorized route from Puget Sound (Port Townsend) to the Pacific (La Push) that links the population centers of the North Olympic Peninsula. The ODT has always embraced and designed for a wide user community, including road cyclists, mountain bikers, pedestrians, equestrians, mobility impaired users, and others. The ODT route passes through numerous jurisdictions and enhances connections to: tribal, federal, state, county, and city services and systems.

It meets these goals (and many others):

- (a) Promoting healthy communities that support walking, bicycling and using public transportation.
- (b) Improving safety by designing major arterials to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees where appropriate.

The Olympic Discovery Trail will improve mobility for the pedestrian and cyclists in Blyn and beyond. The cross-sectional design meets the full AASHTO Guide for the Development of Bicycle Facilities requirements. The cross-sectional design meets full WSDOT Design Manual cross sectional requirements for a shared-use path.

- (c) Protecting the environment and reducing congestion by providing safe alternatives to single occupancy driving.

- (d) Preserving community character by involving local citizens and stakeholders to participate in planning and design decisions. Stakeholders and communities all along the route of the ODT have been involved for the last 15 years of implementation, including groups such as the Peninsula Trails Coalition and Backcountry Horsemen. The ODT engenders broad public support. The Tribe has been an integral part of the planning and design of the existing segment of the path through the Tribal campus, and in developing the concept for this continuing eastern route that passes through Tribal properties.

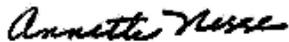
Project Verification and Endorsement

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 PRTPPO 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.

Annette Nesse, Chief Operations Officer

Name and Title of Designated Representative



9/15/14

Signature of Designated Representative

Date

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