PRTPO 2024 Call for Projects

TRANSPORTATION ALTERNATIVES (TA) APPLICATION

Project Title: Multi-modal Arterial Street Cohesive Investment Strategy

Project Sponsor: City of Port Townsend

Contact Person: Steve King *Title:* Public Works Director

Phone Number: (360) 531-1631 *Email Address:* sking@cityofpt.us

Project Co-Sponsor: *(if applicable)*

Contact Person: *Email:*

1. PROJECT SUMMARY

Transportation Alternatives Project Type – Primary and Secondary Functions:

*Select one box in **Column 1** that best reflects the **primary project type.***

*Select all boxes from **Column 2** reflecting **other TA elements** of the project.*

See Appendix A of the Application Guide for description of eligible project types.

	1	2
A. Provision of facilities for pedestrians and/or bicycles.	○	☑
B. Infrastructure projects that support safe routes for non-drivers	●	☐
C. Conversion and use of rail corridors for non-motorized travel	○	☐
D. Construction of turnouts, overlooks, and viewing areas	○	☐
E. Community improvement activities (explain details later)	○	☑
F. Mitigation to address stormwater, wildlife mortality, or habitat connectivity	○	☑
G. Recreational Trails Program defined under 23 USC 206 of Title 23	○	☐
H. Safe Routes to School infrastructure project	○	☑
I. Safe Routes to School non-infrastructure project	○	☐
J. Creation of boulevards within ROW of divided highway	○	☐
K. Installation of electric vehicle charging infrastructure (incl. bikes)	○	☐
L. Measures to protect transportation facilities from cyber threat	○	☐
M. Projects to increase tourism	○	☑
N. Wildlife collisions mitigation	○	☐
O. Resiliency improvements	○	☑
P. Vulnerable road user safety assessment as defined in 23 USC 148(a)	○	☑

Summary Description: *Provide a short blurb about the proposal and what it will accomplish. This will be used in future summaries of the project and process. Detailed description is provided later.*

The City of Port Townsend proposes evaluating fifteen key arterial streets to identify the appropriate non-motorized facilities and limits of improvements needed to facilitate a cohesive non-motorized network. This evaluation will be vetted through extensive public outreach and coupled with the City's Non-motorized Transportation Plan update to prepare for future grant applications as well as sets developer requirements. This study will facilitate success in securing grant funds with refined estimates and schematic drawings for each arterial street evaluated.

Summary Financial Information: *Detailed financial information is found in Section 3.*

Total Project Cost	$ 180,000		
TA Funds Requested	$ 180,000	Is this project scalable?	No
Matching Funds	$ 0		
Effective Local Match	0.0%	Obligation Year (FFY 2024, 25, 26, 27, or 28)	2024

2. DETAILED PROJECT DESCRIPTION

Project Location: *Complete for appropriate project type. Attach an 8 ½ x 11 map depicting the project location and vicinity.*

Infrastructure Projects

Facility and termini: Study limits will include the Census designated urban area.

Total length: N/A

Non-Infrastructure Projects *(e.g. Safe Routes to School, safety assessments, etc)*

Location / Extent of Project: Citywide

Project Duration *(if applicable)*: 1 year

Is this project located in a rural county in the Peninsula Region? Yes

Provide the geographic coordinates for the project
See page 6 of the Application Guide for assistance. City of Port Townsend - City wide

Is this project located in a Census urbanized area?
See maps in the Application Guide for assistance. Yes / No

Project Narrative: *Briefly describe the proposal, the need it addresses, and anticipated benefits it is expected to provide. If appropriate, describe the role of project co-sponsors or other partners or community involvement. Provide sufficient detail to ensure compliance with project eligibility requirements specified in 23 USC 133(h)(3), found in Appendix A of the Application Guide.*

Fifteen streets have been identified that make up the key routes of the City's network. These streets are currently deficient at various levels. Many streets are missing bike facilities, have sidewalk gaps, and are more rural nature. Clarity on what the ultimate street section and type of non-motorized facility will be a huge step forward for realizing enhanced outcomes for the community. See attached map of the City identifying Streets to be evaluated. The current very high level estimate for the City's STIP is approximately $120 million which is based on a guess of the facilities needed. Most of the time after a project is funded, the public process and a refined needs assessment results in improvements that may not be cohesive within the entire network. This can also result in differing outcomes than committed to in a grant agreement. This cart before the horse process needs to be reversed such that the cohesive plan and improvements are well understood before grant applications are submitted. In addition, as development occurs, many times half-street improvements do not fit the ultimate street form and function resulting in wasted investments. A cohesive plan ensures incremental improvements make sense and work together. This plan will develop a cohesive strategy that is fundable and balances unique features of each street such as right of way, topography, existing improvements, land-use, etc.

This study proposal will set forth public process and identify the appropriate street section for each unique classified arterial street especially from a non-motorized facility standpoint. For example, questions always arise around bike lanes, cycle tracks, shared use paths, sidewalks, etc. Developing a cohesive multimodal street study will refine these options for each street and result in a schematic layout as well as a grant level estimates.

The outcomes desired for this project are as follows: 1) A cohesive plan for non-motorized improvements on arterial streets fitting with the overall context of the City's non-motorized plan; 2) Engagement of the public will create better outcomes prior to submittal of grant applications. This will better and safer street improvement outcomes focusing on connection of non-motorized facilities and continuous routes to key locations throughout the City. This outcome also helps predictability and certainty of what will be built; 3) Produce grant level estimates for each street to facilitate grant applications in the future; 4) Provide clarity for half street improvements required of developers as well as a basis for fee in lieu or impact fee programs.

Finally, staff is currently updating the City's Non-Motorized Plan with a Climate resiliency grant as part of the 2025 Periodic Comprehensive Plan update. This study will support implementation of Non-motorized improvements for each street in balance with other Comprehensive Plan goals.

Evidence of Project Standing: *Identify public plan(s), program(s), or process(es) from which this project was drawn. Examples include the RTP or the Human Services Transportation Plan, a TIP or CFP, a sub-area or corridor plan, a Transit Development Plan, or any other plan or program developed with public input or review opportunities.*

Most of these fifteen streets are included in the 1997 Non-notorized plan which is currently under review. Most recently, the City finished a Comprehensive Streets Program to prioritize investments from the recently passed Transportation Benefit District (TBD). Pavement rehabilitation/preservation and furthering a walkable and bike-able community were clearly identified priorities. This study will help leverage grant investments as the City works on betterment of the street system using limited TBD resources. Additionally, the City recently adopted an ADA Transition plan that calls for developing an accessible routes plan for which this study will address. Finally, the streets to be evaluated are included in the City's STIP and Capital Facilities Plan.

Support for Regional Transportation Plan: *Briefly explain how project supports the RTP policy intent.*

The Regional Transportation Plan (RTP) identifies a holistic approach to betterment of all cities transportation network through public engagement, strategic community planning, and efficient investment of resources. The RTP recognizes "Complete Streets" as a fundamental necessary to make streets usable and safe for all modes of transportation while fitting increasing the split of non-motorized users compared to motor vehicles. The RTP also supports transportation planning in context of each City's Comprehensive Plan for land use, economic development, and other goals identified through public input, local planning, and land use decisions. This project proposal for a cohesive non-motorized improvement strategy is intended to create better connections to facilitate resident choices of non-motorized and transit over motor vehicle transportation.

Mobility Benefits in High-Need Areas: *Briefly explain what impacts, if any, your project will have on at-risk populations in this vicinity. This includes low-income residents, those who are transit-dependent, and other households with a high degree of mobility insecurity. Equity analysis maps in the Appendix illustrate statewide ranking by census tract for priority Social Vulnerability characteristics associated with mobility insecurity. Applicants may provide a finer grain assessment of nearby conditions that are not evident at the census tract level.*

The City of Port Townsend has higher levels of poverty than 70% of the census tracts across the State. Port Townsend housing cost burden is also one of the most challenged in the State given high housing costs and very low income levels. The housing affordability index for Jefferson County is 43 relative to 57 for Washington State. Port Townsend is likely even lower given housing prices are generally higher than in the County. This strain on the most vulnerable households is the City's greatest challenge. This plan will address equity relative to the provision of safe infrastructure in terms of non-motorized transportation facilities.

Furthermore, the City of Port Townsend has a median age of 59.5 making the City one of the oldest cities in the Nation in terms of demographics. A higher percentage of disabilities and poverty is present in the city. According to Census data, 17.8% of persons under 65 have a disability. The likelihood of disability climbs significantly for persons over the age of 65. As a result, the Disability Awareness Starts Here (DASH) advocacy group and the City work closely together to improve accessibility for wheel chair and vision disabled as well as other disabilities. The current update of the Non-motorized Plan will focus creating accessible connections consistent with the recently adopted ADA Transition Plan.

The City Council stresses investments to serve the most vulnerable populations first. This cohesive study allows the City to prioritize and make these meaningful investments to help high-need areas which will also be the focus of the periodic comprehensive plan update.

3. DETAILED FINANCIAL INFORMATION

Project Costs & Revenues: *Provide financial information only for the project phase directly associated with this funding request. Do not include costs or revenues from prior or future work.*

	TA Grant Request	Local/Tribal Revenue	State Revenue	Federal Revenue	Total
Project Funding	$ 180,000	$ 0	$ 0	$ 0	$ 180,000

TA Matching Funds: *A match is not required but an applicant may choose to provide additional funds, either to complete the funding package for a larger project or to demonstrate local commitment and priority. Note that while they can be used to augment project funding, most federal funds are restricted in their use as eligible match for Transportation Alternatives grants.*

Total Project Funding $ 180,000

Eligible Match $ 0 Effective Match Rate: 0.0%

Source and Availability of Other Project Funds *If match includes revenues from a project partner, please provide a letter of funding commitment from that organization.*

Revenue Source	Amount	Funding Status	
Local/Tribal	$ 0	Unsecured	
State	$ 0	Unsecured	
Federal, other	$ 0	Unsecured	

If there are any constraints or special considerations about the matching funds or project revenue, please explain:

Note: While there is no match identified, this project accompanies a $150,000 State Climate Change Grant to update the City's Non-motorized Plan. This proposed study leverages this effort to take the non-motorized study to the next level by identifying the type of non-motorized facility needed for each arterial street,

Year of Obligation Commitment: *Applicant commits to obligating the project by August 1 of indicated year.*

This project will obligate no later than August 1 of 2024

Note: any project applicant failing to meet the Obligation Deadline committed to above risks having awarded funds transferred to another regional project that is ready to proceed, delaying or possibly jeopardizing project funds. Applicants should present realistic obligation timeframes in this proposal and keep PRTPO apprised of any unexpected issues that may cause future schedule delays.

Project Scalability: *This refers to the ability of the applicant to accept partial funding and still complete functional segments or elements of this project as described.*

Is this project scalable? No

If yes, explain how it can be scaled and what would be delivered instead.

The project is somewhat scaleable, although most of the cost for the project is public outreach. Thus, it is not directly scaleable by the number of streets evaluated. Some costs could be reduced in reducing schematic figures and estimates.

If yes, what is a lower amount of TA funds that would still be useful?

4. PROJECT DELIVERY INFORMATION for INFRASTRUCTURE

a. Is preliminary engineering and design complete? No

b. Does this project require right-of-way acquisition? No

c. Does this project require an environmental approval? No

This section is just for infrastructure projects. Non-infrastructure projects skip this section.

If yes, what type of approval will be required?

5. CERTIFICATION ACCEPTANCE (CA) STATUS

All projects must have a designated CA representative who will oversee project delivery. This is a federal requirement over which PRTPO has no control. An agency without CA status itself must secure approval from an agency that does have CA status to administer the project. See page 3 in the Application Guide for information on how to obtain a CA administrator. ***Non-CA applicants must include a letter or email confirmation from their CA administrator.***

CA Agency: City of Port Townsend

CA Agency Representative: Steve King, PE

6. APPLICATION AUTHORIZATION AND APPROVAL

To be completed and approved by the representative authorized to bind the funding application.

This proposal accurately represents a high priority project that is consistent with and supports the PRTPO Regional Transportation Plan. The project is derived from a prior local or regional plan or process in which the public was invited to participate.

Costs reflect the most current planning level estimates of what is needed to accomplish the work described. The project as described is financially feasible. Match revenue as described will be committed to the project if it is awarded TA funds. The obligation commitment reflects a realistic schedule that we will adhere to. I am aware that failure to meet the obligation deadline may result in funds being reprogrammed to a different project, possibly resulting in delays or a loss of funding to this project.

I realize the use of federal funds entails administrative and project compliance requirements over which PRTPO has no control. The costs and schedule for this proposal were developed with this awareness of federal requirements and are deemed to be feasible in light of those requirements. PRTPO is not responsible for cost overruns or delays that may be attributed to the use of federal funds.

This project has the full support of the governing / leadership body of this organization. I approve its submittal to PRTPO for consideration of an award of Transportation Alternatives funding.



Signature

3.4.2024

Date

John Mauro, City Manager

Name, Title

Please email completed application packets to Thera Black at TheraB@PeninsulaRTPO.org
Applications are due by 5:00 pm on Monday, March 4, 2024.

City of Port Townsend
John Mauro | City Manager | 360.379.5043 | jmauro@cityofpt.us

March 4, 2024

Peninsula Regional Transportation Planning Organization
60 Washington Ave, Suite 200
Bremerton, WA 98337
Attention: Thera Black, PRTPO Coordinator

RE: Transportation Alternatives Application for Cohesive Investment Strategy

Dear Ms. Black:

The City of Port Townsend is pleased to submit the enclosed Multi-modal Arterial Street Cohesive Investment Strategy application for funding under the Transportation Alternatives Program. The City is thankful for this opportunity to apply for funding to further enhance a cohesive network of multi-modal transportation in Port Townsend. The City Council unanimously supported this application at their January 16, 2024, business meeting.

Understanding how and where multimodal facilities need to be constructed to further improve resident accessibility for all has become a realization this last couple of years given the myriad grant resources the City is pursuing. These grant programs provide an amazing opportunity to develop infrastructure. This study will help the City be more successful in securing and implanting grants based on developing a cohesive strategy of linking and prioritizing investments within the City's arterial street network. The timing couldn't be more perfect as the City is updating the 1997 Non-motorized plan coincident with the periodic update of the Comprehensive Plan. We know that multimodal connections are the key to success in serving the whole community and especially those areas of the City that are disproportionately disadvantaged.

Please do not hesitate to contact me or the Steve King (sking@cityofpt.us), our City Public Works Director, with any questions you may have.

Sincerely,



John Mauro, City Manager

Transportation Alternatives Grant Application
15 Arterial Streets to Evaluate

