PRTPO TECHNICAL ADVISORY COMMITTEE MEETING

March 21, 2024 | 10:00 – 12:00
Zoom Meeting – Login Below

1. 10:00 – 10:05 **Welcome and Introductions**

2. 10:05 – 10:10 **Consent Calendar** ACTION
   - *Approval of Agenda*
   - *Approval of Minutes from January 18, 2024 (Attachment)*

3. 10:10 – 11:10 **Transportation Alternatives – Project Review and Recommendations** ACTION
   (*Attachment)*
   In December PRTPO launched the 2024 Transportation Alternatives call for projects, to award just over $2 million in federal funds. Four proposals were received. The TAC will evaluate the projects and forward a funding recommendation to the Executive Board.

4. 11:10 – 11:15 **FMSIB Request for Regional Freight Projects** *(Attachment)* BRIEFING
   On March 6th the Freight Mobility Strategic Investment Board issued a call for freight projects to be funded over the next three biennia. The deadline is April 19th and projects must be submitted via an RTPO. This briefing will update the TAC on efforts to support local freight projects.

5. 11:15 – 11:35 **Regional Transportation Plan: Role of the RTIP in Developing an RTP Project List** DISCUSSION
   (Attachment)
   Last fall the TAC heard of plans to use the RTIP to maintain a current RTP project list. This is the first in-depth discussion of this RTIP::RTP Project List strategy. Questions and insights from this discussion will shape the approach going forward.

6. 11:35 – 11:40 **Update on SFY 2025-2030 RTIP** BRIEFING
   Agencies are beginning to think about development of their six-year Transportation Improvement Programs (TIP). Those adopted TIPs will go into the next Regional TIP, which will be developed this summer. This is an update on that process.

7. 11:40 – 11:45 **Save the Date - Planning an In-Person Meeting on June 21** BRIEFING
   In April the Board will consider a proposal to meet in person in June. TAC members will be invited to attend and participate, too. Details have yet to be confirmed, but there is interest in this being a more substantive event than a typical Board meeting.

8. 11:45 – 12:00 **Member Roundtable** ALL
   An opportunity to share information on activities and other topics of interest.

   Adjourn

NEXT TAC MEETING – May 16, 2024
RTIP::RTP Project List – Strategic Framework
RTP "Complete Streets and Main Streets" Follow-up

Join Zoom Meeting
https://us02web.zoom.us/j/84019560301?pwd=M0J5UU93QWlNUmxWWEt5UDJmK29pdz09
Or by phone: 253 215 8782 US (Tacoma). Meeting ID: 840 1956 0301 Pass Code: 4780

Peninsula Regional Transportation Planning Organization

Technical Advisory Committee (TAC) Meeting Summary

Meeting Location:

Remote Meeting via Zoom software

January 18, 2024

Attendees

Technical Advisory Committee Members

Jayme Brooke – Jefferson Transit
Melissa Mohr – Kitsap County
Steve Gray, Clallam County
Meggan Uecker, City of Sequim
Dick Taylor, Port of Shelton
Wendy Clark-Getzin, Jamestown S'Klallam Tribe
Amy Asher, Mason Transit
Ryan Jeffries, City of Port Angeles
Katie Cole, City of Sequim
Vicki Grover, City of Bremerton
Marty Allen, Skokomish Tribe
Micheal Bateman, City of Poulsbo
Steffani Lillie, Kitsap Transit
Monte Reinders, Jefferson County
Arne Bakker, Port of Bremerton
Yevette Liufau, WSDOT
Chris Hartman, Port of Port Angeles

Staff/Guests

Thera Black, PRTPO Coordinator
Edward Coviello, PRTPO Coordinator
Nazmul Alam, WSDOT
Kate Tollefson, WSDOT
Dina Geiszler, COM

Welcome & Introductions

Chair Gray opened the meeting at 10:01 AM and initiated self-introductions.

Approval of the November 16th, 2023, TAC Agenda and the September 21st, 2023, TAC Meeting Minutes (Consent Calendar)

The TAC approved, with a motion and seconded.

Election of Officers

The TAC discussed the election of a new chair and vice-chair. Chair Gray will be stepping down as Chair. Marty Allen of the Skokomish Tribe has accepted to be Vice-Chair for 2024. Jamye Brooke of Jefferson Transit will be the new Chair of the TAC.

Recommendation on RTP Biennial Currency Review

The Review is required every two years about the currency of the adopted Regional Transportation Plan (RTP). The PRTPO staff has reviewed the RTP, and it is still valid in supporting the goals of the PRTPO. An update of the RTP is underway which will enhance the Plan for future years. Member Clark-Getzin asked about the highways of regional significance and level of service in Section 1 part B of the RTP. Coordinator Black explained the history of highways of state and regional significance. The levels of service standards have not changed since the 1990s. Kate Tollefson of WSDOT asked about the multi-modal aspect of LOS. Interim guidance is available for multi-modal facilities.

DRAFT

The TAC recommended the Review be brought before the PRTPO Board in February.

Cooperative Consideration of Transportation Alternatives Call for Projects

Coordinator Black asked the TAC about the TA grant application process for 2024. Member Gray noted that Clallam County and the Jamestown S'Klallam Tribe are interested in a joint application for the Olympic Discovery Trail. Member Clark-Getzin explained some of the challenges of the joint application with multiple funding sources. The project is designed to enhance safety of the ODT among other improvements on Tribal lands. Member Uecker noted that Sequim probably will not apply because they are balancing their project load given the flush funding environment today. Member Cole explained that Sequim is focused on updating City utilities and facilities. The growth of Sequim is driving the need for these updates. Member Bateman also expressed the need for utility upgrades to meet population growth.

Draft applications should be sent to PRTPO staff by the end of February.

Member Clark-Getzin noted that there are challenges about how the Census maps were created at the Census Tract level and some low-income areas have been hidden at this scale. The PRTPO website mapping resources allow for applicants to drill down to the Block level to highlight any lost areas of low-income, etc.

Opportunities for the RTP to Support WSDOT Complete Streets Objectives

Nazmul Alam and Yvette Liufau of WSDOT Olympic Region presented how Complete Streets can be leveraged to add value to projects. Nazmul explained how the program will be funded given budget constraints at WSDOT. It assumes that non-capacity projects will have some level of requirement for safety and other Complete Streets program requirements. Cost estimates will be developed to assist in grant applications for WSDOT projects. Member Liufau explained that many projects still need to be evaluated for Complete Streets needs.

Coordinator Black highlighted that the RTP will have a project list and include Complete Streets policy towards the program. This technique may help members respond to needs in a nimble fashion. Which near term capital projects will have deferred Complete Steets elements? The approach may help get additional funding to cover the funding gaps. Members should work with their land use planners to ensure the needed Complete Streets projects are included in the Comprehensive Plans.

Member Bateman asked how Kitsap members should address the needs in the County? Will this blend with the Puget Sound Regional Council's processes? Nazmul responded that WSDOT has been in contact with PSRC about this matter. Coordinator Black mentioned how the rural RTIP is flexible and can allow for Kitsap members to work with both PSRC and PRTPO. Member Calrk-Getzin asked if timing can be discussed because Comprehensive Plans in the rural areas is challenging. More conversation should follow on the coordination. Member Liufau noted that WSDOT reviews the local plans for the area to ensure collaboration is achieved.

The RTP could be a mechanism to identify areas needing improvement in Complete Streets. Vice Chair Allen supports the concept of using the RTP to highlight areas of need. Member Gray asked if WSDOT

needs a specific policy with Complete Streets or will overarching policy work such as “Walkable Streets”. Nazmul accepted that the language would work. Should the policies be directed to WSDOT to help with the effort? Member Liufau provided detailed response about the Carlsberg area in Clallam County.

Regional Transportation Plan: Further Inquiry Into Tough Topics and Tactics

Coordinator Black provided a presentation. The presentation is available on request. It was noted that the RTP can serve as a catalyst for change in the Region as guided by the PRTPO members. Examples of progress recently include the Electric Vehicle Infrastructure, Federal revisions, etc. A word gram was developed to display the issues discussed over the last four years.



Thera Black then went through the Board questioner from December about topics for the RTP.

Member Bateman called for including lower priority topics in some fashion in the RTP discussion. The strategic agenda will need to be developed. A conversation among the TAC followed. Topics brought up include the Hood Canal Bridge, freight, etc.

Member Roundtable

Member Allen announced that a Safe Routes to School project has been completed which includes pedestrian improvements along SR 106.

The Port of Bremerton gave an update on the culvert project on SR 3 in Gorst coming up in 2026.

The City of Port Angeles received a grant for Marine drive paving. The downtown tree and sidewalk project is moving forward. A signal controllers project was awarded. Marine Drive pedestrian improvements are starting as well as 10th St Bike Blvd.

Dina Gieszler of the Department of Commerce announced a meeting about the Climate Pollution Reduction Grant Program public meeting coming up this month on the 21st.

Adjourn

12:02 p.m.

DRAFT

ACTION ITEM

To: Technical Advisory Committee
From: Thera Black, PRTPO Coordinator
Date: March 14, 2024
Subject: **Transportation Alternatives Project Review and Recommendation**

REQUESTED ACTION:
Forward to the Executive Board a recommendation on projects to receive Transportation Alternatives funding awards.

Background
In December PRTPO launched a call for Transportation Alternatives (TA) projects. PRPTO will award funding for federal fiscal years 2025-2028 plus a little more, for an estimated total of $2,016,000. The application period closed March 4th.

PRTPO received four projects. The TAC is responsible for evaluating the proposals and making a funding recommendation to the Board, for consideration in April. We expect the Board to make its funding decision at that time.

The 2024 TA Contenders
Here are the four projects under consideration.

- **SR 19 Rhody Drive Ped-Bike Improvements – North Segment** ***Jefferson County***
  The proposed work consists of constructing approximately 1021' of multi-use path for bicycles and pedestrians within the easterly side of the SR 19 right of way and approximately 550' of multi-use path within an undeveloped area of Jefferson County's H.J. Carroll Park.

- **Multi-modal Arterial Street Cohesive Investment Strategy** ***Port Townsend***
  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 set developer requirements. This study will facilitate success in securing grant funds with refined estimates and schematic drawings for each arterial street evaluated.

  Race Street Complete Street Phase 2 Construction ***Port Angeles***
  The Race Street Complete Street project reconstructs 1.15 miles of Race Street, an arterial used to access Olympic National Park and Hurricane Ridge Visitor Centers. The design includes a 12-foot shared use recreational path buffered by landscaping and street trees, stormwater retention features to the west, and an expansion of pedestrian safety measures and sidewalk on the east. Benefits from the project include transportation equity and safety for pedestrians, bicyclists, transit users, and personal vehicles. The design is also meant to provide safety and equity for all ages traveling to and from the Visitor Center, a Boys and Girls Club, Library, Fine Arts Center, two elementary schools.
- **Carlsborg Crossing – Olympic Discovery Trail** ***Jamestown S'Klallam Tribe w/Clallam County***
  Construct a safe road crossing and new ODT asphalt alignment through the Carlsborg Industrial Park with complimentary gravel buffers, landscaping, fencing, low-scale lighting, and ADA trailhead parking. These improvements will follow MUTCD, FHWA proven countermeasures, and AASHTO standards for a multi-use regional trail. Vehicle-bike and bike-bike conflicts will be reduced.

Each five-page application is attached to this briefing packet. Due to size constraints, though, I cannot include all the attachments. Complete packages are **posted online here** on the Transportation Alternatives page on PRTPO's website. I encourage you to look at the attachments to get a more complete feel for what each project proposes to do.

Prioritizing Projects

The last time PRTPO reviewed projects for TA funding was in 2020. At that time PRTPO received significantly more in funding requests than it had available to award. We used a process called a "Pairwise forced-choice model" for evaluating and ranking the projects to determine which to fund. That is the same process envisioned for the 2024 call for projects. Now that the applications are in though, the need to rank the projects is questionable.

The sum total of all funding requests received by PRTPO was $2,042,411 – just $26,411 more than is estimated will be available. For a variety of reasons, the PRTPO estimate can reasonably be considered conservative; if all four projects are deemed regional priorities, they can all be funded in full. That is why I say it may not be necessary to rank the projects.

Not ranking the projects does not eliminate the need for project review and evaluation. The Board simply does not have the subject matter expertise necessary to ensure the projects are feasible as presented and are sound investments of the region's limited TA revenue. The TAC review and funding recommendation provides the Board with a degree of confidence they are funding projects that can be delivered as described.

There is time on the TAC agenda to conduct a prioritization process if desired. We will confirm whether the TAC is comfortable making a funding recommendation based solely on project review and evaluation, or whether the recommendation would benefit from project ranking as well. For those interested in taking the Pairwise ranking tool for a spin, you can download a working copy of it here on the **Transportation Alternatives web page** (Excel format).

Mobility Benefits in High-Need Areas

Recent federal legislation requires PRTPO to explicitly consider "project location and impact in high-need areas…such as low-income, transit-dependent, rural, and other areas" when identifying projects to receive Transportation Alternatives funding. Each applicant speaks to the potential mobility benefits for at-risk populations on page 3. In addition, equity analysis maps provide a snapshot of select socio-economic characteristics in the general vicinity of each project.

Working with the Department of Health's **Information by Location mapping tool** and using metrics found in their Social Vulnerability Index, each project has been geolocated on maps to understand the degree of poverty in nearby areas and the degree of "household vulnerability" attributed to age, disability, and single-parent households of those same areas. This tool ranks disparity statewide. For example, a Census Tract with a poverty indicator of "8" is deemed to have a higher percentage of its population living in poverty than 80% of the other tracts across the state. The attached map packet shows relative degrees of social vulnerability in the communities most directly served by each project.

Next Steps

The TAC will conduct a review of all the projects – and possibly rank them – before forwarding a funding recommendation to the Board. Applicants will be on hand to answer any questions. There are no presentations.

Attachments: (hyperlinked)

SR 19 Rhody Drive Ped-Bike Improvements – Jefferson County application

Multi-modal Arterial Street Cohesive Investment Strategy – Port Townsend application

Race Street Complete Street Phase 2 Construction – Port Angeles application

Carlsborg Crossing-Olympic Discovery Trail – Jamestown S'Klallam Tribe application

2024 High-Needs Area Equity Mapping Packet

For More Information:

Thera Black | 360.878.0353 | TheraB@PeninsulaRTPO.org

PRTPO 2024 Call for Projects

TRANSPORTATION ALTERNATIVES (TA) APPLICATION

Project Title: SR 19 Rhody Drive Ped-Bike Improvements - North Segment

Project Sponsor: Jefferson County Public Works

Contact Person: John Wayand *Title:* Project Manager

Phone Number: (360) 385-9377 *Email Address:* jwayand@co.jefferson.wa.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 proposed work consists of constructing approx. 1021' of multi-use path for bicycles and pedestrians within the easterly side of the SR 19 right of way and approx. 550' of multi-use path within an undeveloped area of Jefferson County's H.J. Carroll Park.

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

Total Project Cost	$ 461,135		
TA Funds Requested	$ 461,135	Is this project scalable?	Yes
Matching Funds	$ 0		
Effective Local Match	0.0%	Obligation Year (FFY 2024, 25, 26, 27, or 28)	2026

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: SR 19 M.P. 9.60 to SR 19 M.P. 9.88

Total length: 0.29 miles

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

Location / Extent of Project:

Project Duration *(if applicable)*:

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.*	N48.014167, W122.776667
Is this project located in a Census urbanized area? *See maps in the Application Guide for assistance.*	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.*

This project will provide a needed safe route for pedestrians / students / bicyclists by connecting a previous Jefferson County/WSDOT Safe Route to Schools project near the Chimacum Schools campus in Chimacum, WA. to Jefferson County's H.J. Carroll Park. This multi-use path will connect to the existing H.J. Carroll Park perimeter trail, to the Rick Tollefson Memorial Trail, and to the Port Hadlock commercial & residential areas.

This project includes designing and constructing an A.D.A. compliant multi-use path for bicycles and pedestrians on the northbound side of State Route 19 within the SR 19 right of way and H.J. Carroll Park. This project will reduce the existing north-bound lane of SR 19 from 12' wide to 11'wide, reduce the existing north-bound shoulder of SR 19 from 8' wide to 4' wide, construct a 5' wide stormwater bioretention swale, construct an 8' wide paved multi-use path with a 2' wide right shoulder along SR 19, and construct an 8' wide compacted gravel multi-use path and 2' wide shoulders within H.J. Carroll Park. The project also includes construction of a raised crosswalk across H.J. Carroll Park Road, and re-striping of H.J Carroll Park Road to a narrower 11' wide lane configuration, for traffic calming purposes.

This project will provide stormwater management and water pollution prevention by constructing a stormwater bioretention swale adjacent to SR 19. NEPA CE documentation has been submitted to WSDOT Local Programs for approval.

This project has completed design review by the WSDOT Development Services Dept. A public meeting that presented the project to the public was held in August 2023. This project is fully supported by the Chimacum School District.

A PRTPO awarded Transportation Alternatives (TA) program grant for $262,000 was received for the Preliminary Engineering (PE) phase for the combined North Segment and South Segment projects in June 2020. Subsequent WSDOT Local Programs Fund Authorization allocated $127,060 ($109,907 - 86.5%) for the North Segment (TAP-0019(007)) and $175,830 ($152,093 - $86.5%) for the South Segment (TAP-0019(008)). The local match of 13.5% is provided by the Jefferson County Road Fund. Right of Way phase expenses ($40,094 Est.) for acquisition of Temporary Construction Easements only, will be covered by the Jefferson County Road Fund. Follow-on construction (CN) phase funding is now being sought from the TA program so the project can be obligated by August 2026 (latest) and proceed as planned with construction scheduled for 2026/2027.

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.*

This project is number 8 in the Jefferson County 2024 - 2029 Transportation Improvement Plan. This project is included in the Washington State 2024 - 2027 S.T.I.P.

This project is included in the "Tri-Area Active Transportation Network" listed in the Jefferson County Parks, Recreation, Trails, & Open Space Comprehensive Plan adopted Jefferson County on October 10, 2022.

Jefferson County presented this project to the public and provided opportunity for public review and input during a public meeting held on August 23, 2023 in the project-adjacent Tri-Area Community Center.

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

This project will complete a missing link in the Tri-Area Active Transportation Network by providing non-motorized facilities connecting the existing SRTS project near the Chimacum Schools campus to H.J. Carroll Park and the existing Rick Tollefson Memorial Trail, Phase I. Additionally, this project will connect to Jefferson County's SR 19 Rhody Drive Ped-Bike Improvements - South Segment project (in design phase), to the proposed Rick Tollefson Memorial Trail, Phase II, to the Port Hadlock commercial & residential areas, and to State Route 116.

This project will provide components of the PRTPO's "Peninsula Regional Non-Motorized Connectivity Study, January 2019, Section 5.2.4 Jefferson County" by completing a portion of the gap between the SR 20 and SR 19 corridors. This project will also increase safe access to three Jefferson Transit bus stops (and a potential fourth bus stop), which serve connections to Port Townsend, the Tri-Area, and the Kingston Ferry.

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 at-risk populations index rankings based on Attachment B for this project area are:
Household Composition & Disability: Index ranking 6
Percentage of Population Living in Poverty: Index ranking 6

This project will benefit the rural residents, low-income, elderly, youth, students, and transit-dependent population by providing safe non-motorized A.D.A. compliant pedestrian-bicycle facilities. This project will provide needed non-motorized facilities linking the Chimacum commercial district, the Chimacum School campus, Olympic Community Action Programs (OlyCAP - located in the adjacent Tri-Area Community Center), the Chimacum Grange #681, several Jefferson Transit bus stops, H.J. Carroll Park, the Rick Tollefson Memorial Trail, the Port Hadlock commercial & residential areas, and State Route 116.

This project increases safe and comfortable access to the Jefferson Transit bus stops which provide access to their #6A and #6B Tri Area Loops, #1 Brinnon / Quilcene / Tri Area Route, #7 Poulsbo / Port Ludlow Tri Area Route, and the #14 Kingston Express which connects to the Kingston Ferry.

Jefferson Transit is providing high quality, much needed transit services for this area and has eliminated fares for all of these transit routes in order to provide more equity for the mobility-insecure population. This project bolsters and facilitates their efforts to provide high-quality equitable transit services for the public.

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.*

Project Funding	TA Grant Request	Local/Tribal Revenue	State Revenue	Federal Revenue	Total
	$ 461,135	$ 0	$ 0		$ 461,135

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 $ 461,135

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:

Jefferson County is seeking Construction (CN) phase funding for this project and is requesting a 0% Local match rate. We have indicated that this project is scalable - meaning that if a 0% Local match rate (100% TA) is not available, Jefferson County would accept up to a 13.5% Local match rate (86.5% TA) if necessary.

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 2026

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? Yes

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

If partial TA funding (down to 86.5%) is provided, Jefferson County would complete the full scope of the project, depending on securing the remaining (up to 13.5%) Local share authorization form the Jefferson County Board of County Commissioners.

If yes, what is a lower amount of TA funds that would still be useful? $ 398,882

4. PROJECT DELIVERY INFORMATION for INFRASTRUCTURE

a. Is preliminary engineering and design complete? Yes
(Plans, Specifications, and Estimate to be prepared)

b. Does this project require right-of-way acquisition? Yes
(Temporary Construction Easements only)

c. Does this project require an environmental approval? Yes

If yes, what type of approval will be required? NEPA CE

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

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: Jefferson County

CA Agency Representative: Monte Reinders, P.E., Public Works Director/County Engineer

6. APPLICATION AUTHORIZATION AND APPROVAL

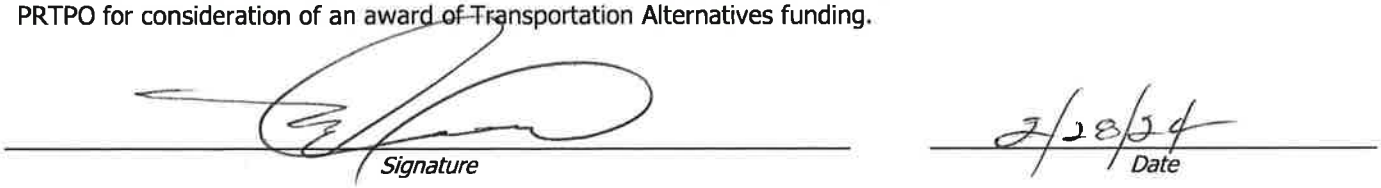
To be completed and approved by the representative authorized to bind the funding application.

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

2/28/24
Date

Monte Reinders, P.E., Public Works Director/Cou

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.

PRTPO 2024 Call for Projects

TRANSPORTATION ALTERNATIVES (TA) APPLICATION

Project Title: SR 19 Rhody Drive Ped-Bike Improvements - North Segment

Project Sponsor: Jefferson County Public Works

Contact Person: John Wayand *Title:* Project Manager

Phone Number: (360) 385-9377 *Email Address:* jwayand@co.jefferson.wa.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.	○	☐
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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 proposed work consists of constructing approx. 1021' of multi-use path for bicycles and pedestrians within the easterly side of the SR 19 right of way and approx. 550' of multi-use path within an undeveloped area of Jefferson County's H.J. Carroll Park.

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

Total Project Cost	$ 461,135		
TA Funds Requested	$ 461,135	Is this project scalable?	Yes
Matching Funds	$ 0		
Effective Local Match	0.0%	Obligation Year (FFY 2024, 25, 26, 27, or 28)	2026

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: SR 19 M.P. 9.60 to SR 19 M.P. 9.88

Total length: 0.29 miles

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

Location / Extent of Project:

Project Duration *(if applicable)*:

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. N48.014167, W122.776667

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.*

This project will provide a needed safe route for pedestrians / students / bicyclists by connecting a previous Jefferson County/WSDOT Safe Route to Schools project near the Chimacum Schools campus in Chimacum, WA. to Jefferson County's H.J. Carroll Park. This multi-use path will connect to the existing H.J. Carroll Park perimeter trail, to the Rick Tollefson Memorial Trail, and to the Port Hadlock commercial & residential areas.

This project includes designing and constructing an A.D.A. compliant multi-use path for bicycles and pedestrians on the northbound side of State Route 19 within the SR 19 right of way and H.J. Carroll Park. This project will reduce the existing north-bound lane of SR 19 from 12' wide to 11'wide, reduce the existing north-bound shoulder of SR 19 from 8' wide to 4' wide, construct a 5' wide stormwater bioretention swale, construct an 8' wide paved multi-use path with a 2' wide right shoulder along SR 19, and construct an 8' wide compacted gravel multi-use path and 2' wide shoulders within H.J. Carroll Park. The project also includes construction of a raised crosswalk across H.J. Carroll Park Road, and re-striping of H.J Carroll Park Road to a narrower 11' wide lane configuration, for traffic calming purposes.

This project will provide stormwater management and water pollution prevention by constructing a stormwater bioretention swale adjacent to SR 19. NEPA CE documentation has been submitted to WSDOT Local Programs for approval.

This project has completed design review by the WSDOT Development Services Dept. A public meeting that presented the project to the public was held in August 2023. This project is fully supported by the Chimacum School District.

A PRTPO awarded Transportation Alternatives (TA) program grant for $262,000 was received for the Preliminary Engineering (PE) phase for the combined North Segment and South Segment projects in June 2020. Subsequent WSDOT Local Programs Fund Authorization allocated $127,060 ($109,907 - 86.5%) for the North Segment (TAP-0019(007)) and $175,830 ($152,093 - $86.5%) for the South Segment (TAP-0019 (008)). The local match of 13.5% is provided by the Jefferson County Road Fund. Right of Way phase expenses ($40,094 Est.) for acquisition of Temporary Construction Easements only, will be covered by the Jefferson County Road Fund. Follow-on construction (CN) phase funding is now being sought from the TA program so the project can be obligated by August 2026 (latest) and proceed as planned with construction scheduled for 2026/2027.

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.*

This project is number 8 in the Jefferson County 2024 - 2029 Transportation Improvement Plan. This project is included in the Washington State 2024 - 2027 S.T.I.P.

This project is included in the "Tri-Area Active Transportation Network" listed in the Jefferson County Parks, Recreation, Trails, & Open Space Comprehensive Plan adopted Jefferson County on October 10, 2022.

Jefferson County presented this project to the public and provided opportunity for public review and input during a public meeting held on August 23, 2023 in the project-adjacent Tri-Area Community Center.

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

This project will complete a missing link in the Tri-Area Active Transportation Network by providing non-motorized facilities connecting the existing SRTS project near the Chimacum Schools campus to H.J. Carroll Park and the existing Rick Tollefson Memorial Trail, Phase I. Additionally, this project will connect to Jefferson County's SR 19 Rhody Drive Ped-Bike Improvements - South Segment project (in design phase), to the proposed Rick Tollefson Memorial Trail, Phase II, to the Port Hadlock commercial & residential areas, and to State Route 116.
This project will provide components of the PRTPO's "Peninsula Regional Non-Motorized Connectivity Study, January 2019, Section 5.2.4 Jefferson County" by completing a portion of the gap between the SR 20 and SR 19 corridors. This project will also increase safe access to three Jefferson Transit bus stops (and a potential fourth bus stop), which serve connections to Port Townsend, the Tri-Area, and the Kingston Ferry.

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 at-risk populations index rankings based on Attachment B for this project area are:
Household Composition & Disability: Index ranking 6
Percentage of Population Living in Poverty: Index ranking 6

This project will benefit the rural residents, low-income, elderly, youth, students, and transit-dependent population by providing safe non-motorized A.D.A. compliant pedestrian-bicycle facilities. This project will provide needed non-motorized facilities linking the Chimacum commercial district, the Chimacum School campus, Olympic Community Action Programs (OlyCAP - located in the adjacent Tri-Area Community Center), the Chimacum Grange #681, several Jefferson Transit bus stops, H.J. Carroll Park, the Rick Tollefson Memorial Trail, the Port Hadlock commercial & residential areas, and State Route 116.

This project increases safe and comfortable access to the Jefferson Transit bus stops which provide access to their #6A and #6B Tri Area Loops, #1 Brinnon / Quilcene / Tri Area Route, #7 Poulsbo / Port Ludlow Tri Area Route, and the #14 Kingston Express which connects to the Kingston Ferry.

Jefferson Transit is providing high quality, much needed transit services for this area and has eliminated fares for all of these transit routes in order to provide more equity for the mobility-insecure population. This project bolsters and facilitates their efforts to provide high-quality equitable transit services for the public.

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	$ 461,135	$ 0	$ 0		$ 461,135

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 $ 461,135

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:

Jefferson County is seeking Construction (CN) phase funding for this project and is requesting a 0% Local match rate. We have indicated that this project is scalable - meaning that if a 0% Local match rate (100% TA) is not available, Jefferson County would accept up to a 13.5% Local match rate (86.5% TA) if necessary.

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 2026

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? Yes

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

If partial TA funding (down to 86.5%) is provided, Jefferson County would complete the full scope of the project, depending on securing the remaining (up to 13.5%) Local share authorization form the Jefferson County Board of County Commissioners.

If yes, what is a lower amount of TA funds that would still be useful? $ 398,882

4. PROJECT DELIVERY INFORMATION for INFRASTRUCTURE

a. Is preliminary engineering and design complete? Yes

b. Does this project require right-of-way acquisition? Yes

c. Does this project require an environmental approval? Yes

If yes, what type of approval will be required? NEPA CE

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

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.

DocuSign Envelope ID: 8AAB4A95-E7CE-4835-9678-1EEBD1E9347E

PRTPO 2024 Call for Projects

TRANSPORTATION ALTERNATIVES (TA) APPLICATION

Project Title: Race Street Complete Street Phase 2 Construction

Project Sponsor: City of Port Angeles

Contact Person: Jonathan Boehme *Title:* City Engineer

Phone Number: (360) 417-4803 *Email Address:* jboehme@cityofpa.us

Project Co-Sponsor: *(if applicable)*

Contact Person: *Email:*

1. PROJECT SUMMARY

*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.

Transportation Alternatives Project Type – Primary and Secondary Functions:	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 Race Street Complete Street project reconstructs of 1.15 miles of Race Street, an arterial used to access Olympic National Park and Hurricane Ridge Visitor Centers. The design includes a 12-foot shared use recreational path buffered by landscaping and street trees, stormwater retention features to the west, and an expansion of pedestrian safety measures and sidewalk on the east. Benefits from the project include transportation equity and safety for pedestrians, bicyclists, transit users, and personal vehicles. The design is also meant to provide safety and equity for all ages traveling to and from the Visitor Center, a Boys and Girls Club, Library, Fine Arts Center, two elementary schools,

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

Total Project Cost	$ 6,120,000		
TA Funds Requested	$ 500,000	Is this project scalable?	No
Matching Funds			
Effective Local Match		Obligation Year (FFY 2024, 25, 26, 27, or 28)	~~2026~~

See page 3 for full funding details.
Not all can be counted as match.

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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: The intersection of westbound 101/Race St. and Olympus Ave./Race St.

Total length: .6

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

Location / Extent of Project:

Project Duration *(if applicable)*:

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.

Is this project located in a Census urbanized area?
See maps in the Application Guide for assistance.

~~No~~ Yes

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.*

The City of Port Angeles is currently at 30% design of Race Street Complete Street Phase II with final design completion scheduled for April 2026 of the .6 mile second phase reconstructing 1.15 miles of Race Street. Phase II final design is fully funded through the recently awarded Puget Sound to Pacific Planning for Multi-use Trail RAISE Grant. Race Street is a major transportation facility and traffic generator within and through Port Angeles for local residents, commercial traffic, surrounding tourism generators (such as Olympic National Park, the Park Headquarters, Visitor Center, and beyond to Hurricane Ridge), two major public parks, Olympic Medical Center, the Olympic Discovery Trail, Roosevelt and Washington Elementary Schools, the local Boys and Girls Club, Mount Angeles View Public Housing, the Port Angeles Fine Arts Center, the Community Players Playhouse, and the Port Angeles Library.

The City of Port Angeles has worked with community members, public stakeholders, and Olympic National Park staff to develop a street corridor that will reduce lane width from 23 to 12 feet, create a 12 foot shared use recreation path which will connect the Olympic Discovery Trail to the Olympic National Park and increase non-motorized access to all the above mentioned public facilities. The first phase of the project will be completed in March 2024. Pedestrian crossing distances have been reduced, pedestrian-scale lighting has been introduced, and the number of crossings has been increased to provide for better connectivity between neighborhoods and the many destinations along the Race Street Corridor.

Visitation to Olympic National Park continues to grow. Counts show a growth of 400,000 park visitors between 2010 and 2019, with 2.9 million visitors parkwide and 109,000 vehicles counted at the fee collection station at the Hurricane Ridge entrance in 2022. Increased visitation means increased traffic and danger, especially from larger vehicles such as motorhomes and trucks with trailers. Race Street also functions as alternative route for commercial trucking traffic and is used as a downtown bypass for local traffic. The City is seeking funding from the Transportation Alternatives Program in order to increase multimodal travel safety and efficiency through this corridor and subsequently within and through the City of Port Angeles.

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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.*

The Race Street Complete Street Project is currently listed the below Plans:
2009 American Institute of Architects Sustainable Design Assessment Team (AIA SDAT) Waterfront Transportation Improvement Plan
2023 Port Angeles Comprehensive Plan Amendment
2020-2022 City Council Strategic Plan
Planned Projects in the 2024-2028 TIP
2024-2029 CFP and TIP as TR0209

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

The Race Street Complete Street project supports many purpose, goal, and policy statements within the RTP 2040 Plan. The new design will connect the regional Olympic Discovery Trail to the Olympic National Park. In reducing lane widths and the number of travel lanes, providing pedestrian scale lighting, reduced ped/bike crossing widths and adding ped signalization, and installing a 12ft recreational shared-use path, the project seeks to provide barrier free, safer accessibility using multimodal strategies that will connect both regional and local users to a large number of public facilities such as schools and the library, regional recreational activities, and private commercial activities. :
Improves accessibility for all people regardless of age, ability, or income
Makes the system safer for all users.
Builds multimodal strategies into transportation solutions providing barrier-free accessibility strategies
Make investments that add lasting value to our communities

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 neighborhoods bordering Race Street are considered high on the social vulnerability index for socioeconomic factors. Residents in the area are affected by a high level of poverty, dealing with unaffordable housing, high transportation expenses, unemployment, low education, and cardiovascular issues. Aesthetic and pedestrian safety improvements will bring a new character to the neighborhood, encouraging exercise, socialization, and ease of movement throughout the area, greatly improving the lifestyles of residents and visitors.

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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	$ 500,000	$ 100,000	$ 850,000	$ 4,670,000	$ 6,120,000

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 $ 6,120,000

Eligible Match

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	$ 100,000	Secured	
State	$ 850,000	Unsecured	
Federal, other	$ 4,670,000	Unsecured	

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

3,200,000 of federal revenue sources currently secured

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 2027

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.

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? Already com

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

If yes, what type of approval will be required?

DocuSign Envelope ID: 8AAB4A95-E7CE-4835-9678-1EEBD1E9347E

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 Angeles

CA Agency Representative: Jonathan Boehme

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.

DocuSigned by:
Jonathan Boehme
80501487B213476...

Signature

03/4/2024

Date

Jonathan Boehme, City Engineer

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.

PRTPO 2024 Call for Projects

TRANSPORTATION ALTERNATIVES (TA) APPLICATION

Project Title: Carlsborg Crossing - Olympic Discovery Trail

Project Sponsor: Jamestown S'Klallam Tribe

Contact Person: Wendy Clark-Getzin *Title:* Transportation Program Manager

Phone Number: (360) 681-5622 *Email Address:* wclark@jamestowntribe.org

Project Co-Sponsor: *(if applicable)* Clallam County

Contact Person: Steve Gray *Email:* steve.gray@clallamcountywa.gov

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.*

Construct a safe road crossing and new ODT asphalt alignment through the Carlsborg Industrial Park with complimentary gravel buffers, landscaping, fencing, low-scale lighting, and ADA trailhead parking. These improvements will follow MUTCD, FHWA proven countermeasures, and AASHTO standards for a multi-use regional trail. Vehicle-bike and bike-bike conflicts will be reduced.

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

Total Project Cost	$ 1,153,275		
TA Funds Requested	$ 901,276	Is this project scalable?	Yes
Matching Funds	$ 251,999		
Effective Local Match	21.9%	Obligation Year (FFY 2024, 25, 26, 27, or 28)	2025

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: Olympic Discovery Trail: Carlsborg Rd thru Carlsborg Industrial Park,

Total length: 1,300 feet

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

Location / Extent of Project:

Project Duration *(if applicable)*:

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. 48.09367, -123.17310. 48.09257, -123.16887.

Is this project located in a Census urbanized area?
See maps in the Application Guide for assistance. Yes

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.*

Carlsborg Crossing - Olympic Discovery Trail focuses on a regional trail of national proportions. The Trail is located near the historic railroad grade in Carlsborg and has been preserved with the efforts of Port of Port Angeles and Clallam County. The Trail has other names such as the Puget Sound to the Pacific (PSP2P), the Great American Rail Trail (GART) and Sound to the Pacific (STP). This Trail is used for the alternate access to US101 as deemed by WSDOT Level of Stress studies and Sandy Williams Connecting Communities Pilot Program. The Trail has been studied by Trust for Public Lands and WA-RCO for economic importance.

Jamestown S'Klallam Tribe and Clallam County Public Works have partnered to bring the Carlsborg Crossing Project forward to the Peninsula RTPO as a project that meets many regional priorities within context of eligible FHWA Transportation Alternatives activities. This project created synergy through tribal leadership visions for a healthy community and the concerns of the Clallam County Trails Advisory Committee. The Olympic Discovery Trail is in amazing condition in many sub-trail portions thanks to its numerous volunteers. In the Carlsborg Industrial Park, the trail is narrow and has deteriorating asphalt beyond normal repairs. It also follows a county easement with 45-degree blind curves. The Tribe intends to re-align the trail to have a safe line of sight around two curves on tribal land. In doing so, the county easement will be re-addressed for the long-term maintenance partnership with the Tribe and adjacent property owners. The county is committed to maintain the trail in perpetuity. This project will widen the trail to 10-feet and add 1.5 to 2-feet gravel shoulders for a maximum width of 14-feet. Additional landscaping for screening industrial uses, black fencing, removable bollards, low-level LED lighting and a resting area will complete the trail project.

In conjunction with this major trail enhancement is the connectivity to off-tribal lands. Carlsborg Road (Road) has a noticeably skewed unmarked crossing which has received many complaints. This project seeks to increase visibility to all Trail Users and minimize conflicts. If awarded, TTPSF would be used to install a pair of Rectangular Rapid Flashing Beacon (RRFB) signals actuated by ADA push button to signal vehicle drivers to halt at new pavement stop bars for Trail Users to enter a new mid-block crosswalk. Carlsborg Road is a 35MPH rural collector within a county urban growth area. Signage approaching the Trail is insufficient to slow down the traffic and concede the Road to pedestrians, bicyclists, and wheelchairs. The existing unmarked crossing is skewed by 30-degrees and does not meet MUTCD or AASHTO guidelines. The new pair of RRFBs, stop bars and crosswalk will require minimal work within the county right-of-way to curve the Trail into perpendicular alignment with the Road. A new ADA parking stall will be added to trailhead parking.

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.*

The Tribe has placed this project in its Tribal Transportation Improvement Program (T-TIP) and National Tribal Transportation Facility Inventory (NTTFI) for receiving federal funds under the FHWA Program Agreement for Tribal Transportation Program. Carlsborg Road and the ODT in this vicinity are listed separately. The policy intent of the Tribe's Safety Plan indicates continual improvements to the ODT. All approved by Tribal Council.

The County has developed an adopted 2008 Transportation Plan for the Carlsborg UGA. Carlsborg Road is identified as an road with increasing average daily traffic (ADT) in which vehicle conflicts are predicted from multiple driveway and local road access points. This project fits the goals of traffic safety and limiting access.

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

The Carlsborg Crossing project is a **preservation** project with major enhancements to maximize the historic railroad easement and increase safety for forecasted users and expansion of mobility options for a wider user group. The project is a **multimodal mobility** project to increase the width of the ODT with safe buffers to step/roll off the trail. Sharing Carlsborg Road is essential for **safety**. The RRFB warning signs will help prioritize crossings for all mobility devices. The nearby Railroad Bridge Park counted over 333,000 users in calendar year 2023. These **zero-emission trips** will be supported by an improved facility through a previously sketchy industrial area. Two marathons use this segment, with the major North Olympic Discovery Marathon attracting tourists every year to arrive early to the region and **stimulate the local economy**.

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 State Department of Health has identified the mobility insecurity metrics for this project's census tract as ranked the highest for Unaffordable Housing and Transportation inequity, which implies fewer households own vehicles and there is a dependency on transit and other mobility devices, like walking and bicycling. This High ranking of inequity can be ground truthed by the multiple mobile home and RV parks in the vicinity standout against mixed land use. The majority of people living in Carlsborg are over 65 years old. The Level of Stress of walking and biking on the state highway directs safe travel to the Olympic Discovery Trail to manage trips to Sequim. For example, Walmart groceries are a direct route using the ODT from Carlsborg and City of Sequim sidewalks. Boarding Transit requires crossing a 4 lane divided highway. WSDOT Level of Stress studies have qualified the (direct route) parallel segment of US101 to the Carlsborg ODT as the highest degree of Level of Stress.

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	$ 901,276	$ 97,321	$ 0	$ 154,678	$ 1,153,275

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 $ 1,153,275

Eligible Match $ 251,999 Effective Match Rate: 21.9%

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	$ 97,321	Secured	
State	$ 0	Unsecured	
Federal, other	$ 154,678	Unsecured	

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

This project is showing Federal Match, which is eligible because its Tribal Federal funds for safety projects. These are very flexible funds which can be used to support projects with safety components. Funds could be obligated in FY2024 if TTIP is amended, and TTP transfer is completed.

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 2025

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? Yes

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

The Tribe and/or County would use local forces to provide Construction Administration and Construction Management. This would imply the Cost of the project remains the same, but the Local Match would increase to $360,302 or 31.2%.

If yes, what is a lower amount of TA funds that would still be useful? $ 792,973

4. PROJECT DELIVERY INFORMATION for INFRASTRUCTURE

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

a. Is preliminary engineering and design complete? Underway

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

c. Does this project require an environmental approval? Yes

If yes, what type of approval will be required? Tribal FHWA CE Checklist

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: Jamestown S'Klallam Tribe Program Agreement with FHWA (self-determination)

CA Agency Representative: Wendy Clark-Getzin

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.

W. Ron Allen

Signature

March 4, 2024

Date

Tribal Chairman/CEO

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.

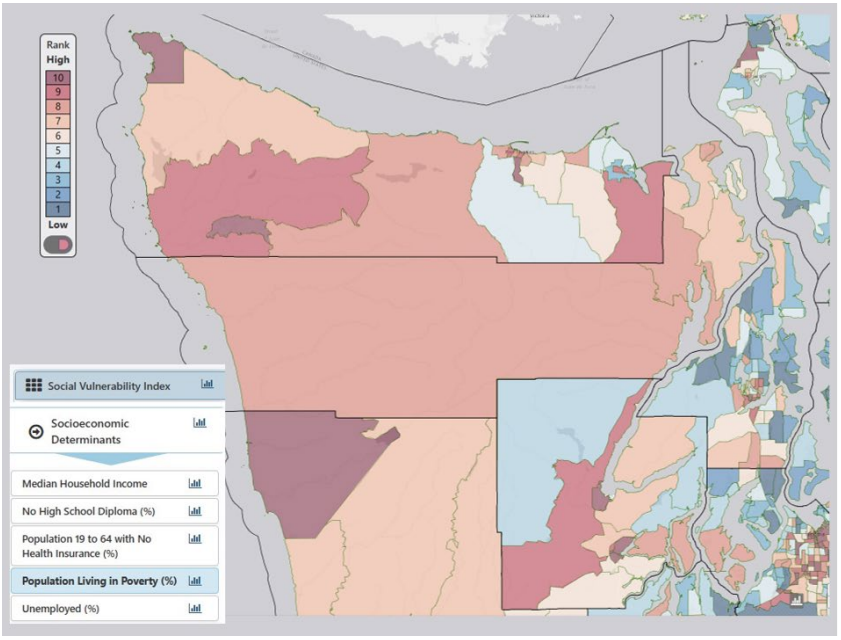
EQUITY CONSIDERATIONS

PRTPO 2024 Transportation Alternatives Call for Projects

In its 2024 call for projects, PRTPO limited eligible applicants to those from rural counties. In addition, PRTPO identified two sets of demographic characteristics as being particularly relevant to Transportation Alternatives projects and the community benefits they provide. Especially for people who are unable to drive – either due to age, disability, or limited income – Transportation Alternatives projects can increase safe and convenient travel choices and reduce mobility insecurities.

PRTPO used the Washington Tracking Network maintained by the WA State Department of Health and its Information-by-Location mapping tools to look at the prevalence of poverty in the vicinity of each project as well as a select set of key household composition indicators including people over 65, people under 18, people with disabilities, and single-parent households. IBL maps compare and rank population characteristics by Census Tract to estimate the degree of disparity in an area compared to the rest of the state.

These maps provide a snapshot of the Peninsula Region as a whole. The maps on the following pages provide project vicinity detail for each of the four projects.

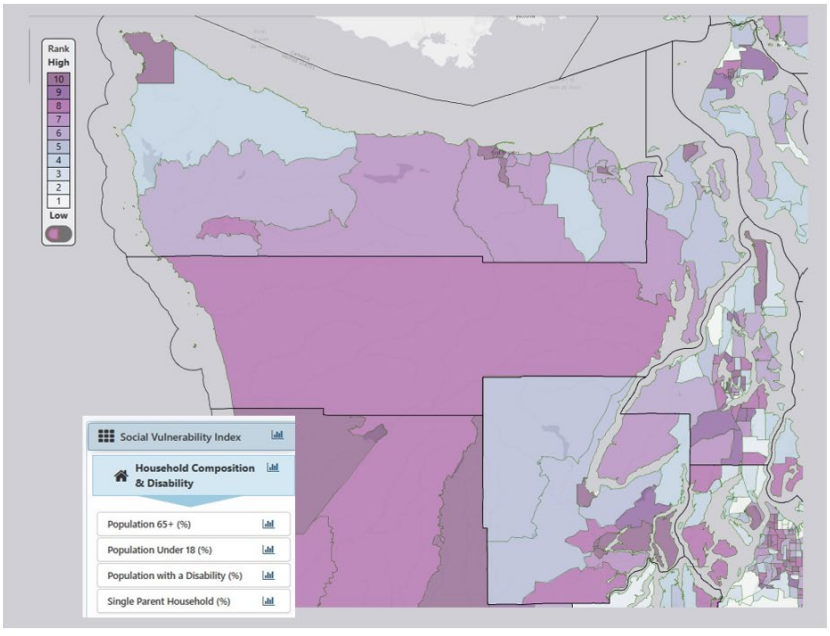


Percent of Population Living in Poverty

Statewide Rank, by Census Tract

Poverty is closely associated with HSTP considerations. It is indicative of low-income population distribution and is a major factor in mobility insecurity.

(2021 ACS data)



Household Composition & Disability

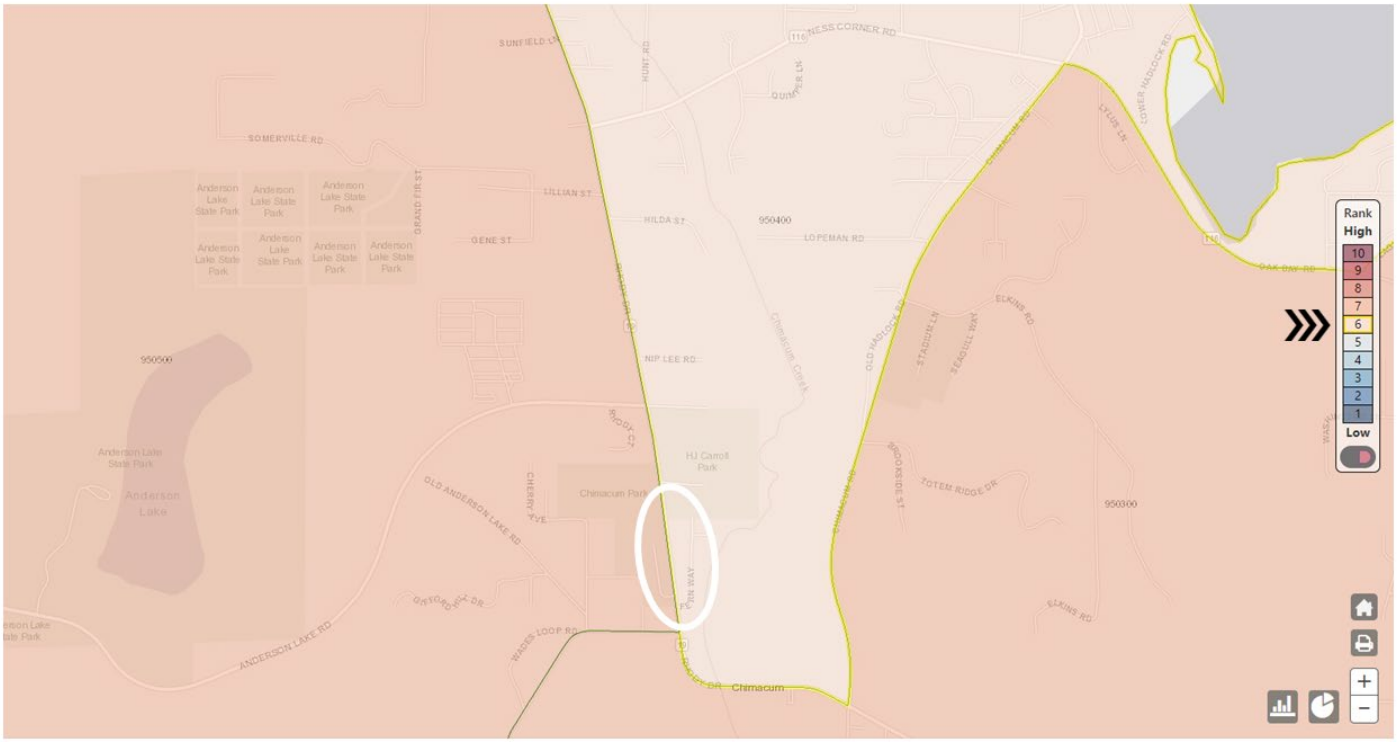
Statewide Rank, by Census Tract

Characteristics of the combined "Household Composition & Disability" metric align closely with HSTP considerations. It is indicative of transit-dependent populations and others with mobility vulnerabilities.

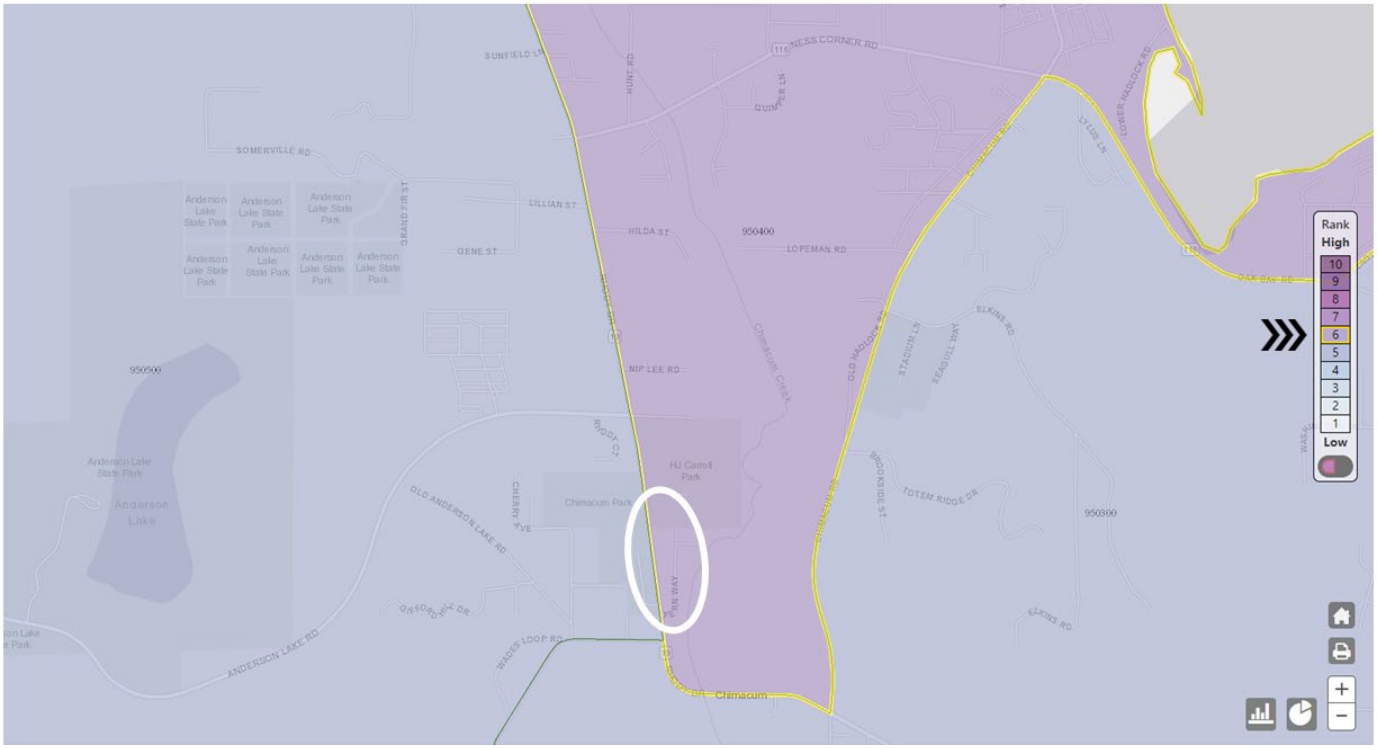
(2021 ACS data)

SR 19 Rhody Drive Ped-Bike Improvements – North Segment *Jefferson County*

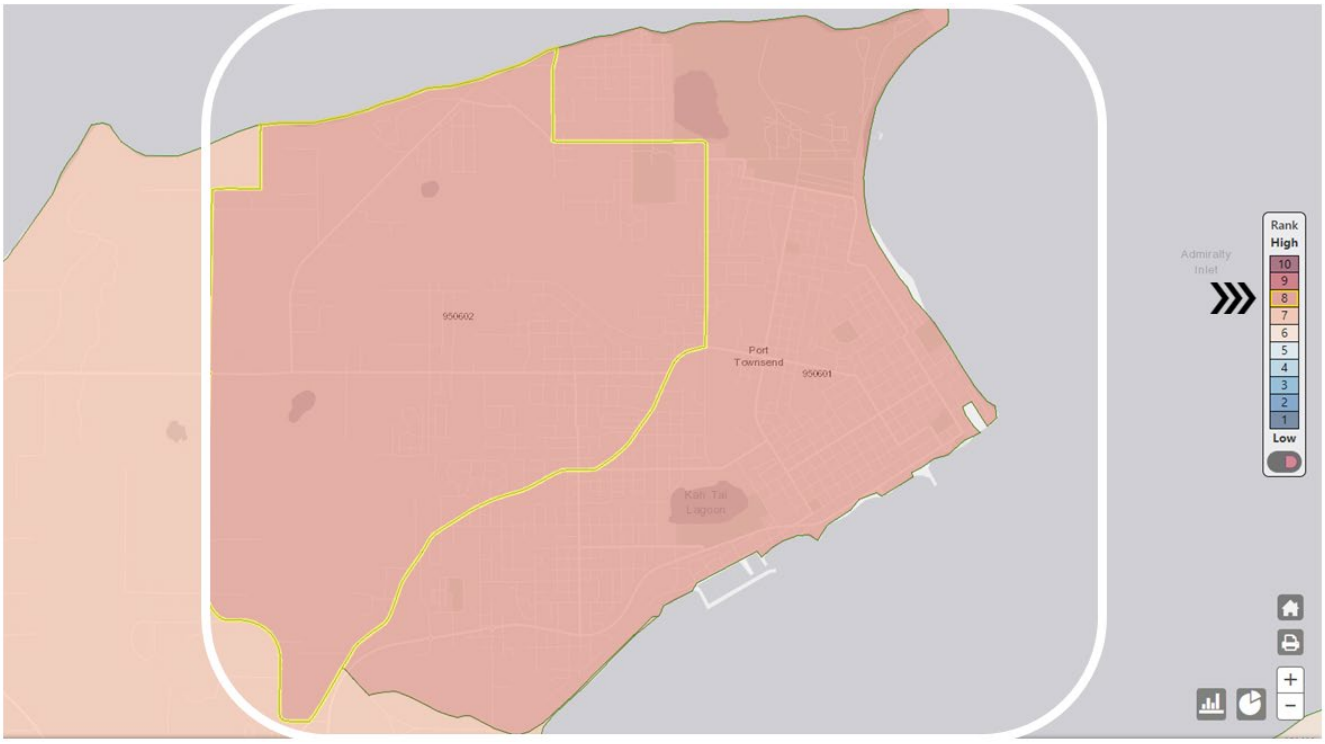
Jefferson County – SR 19 Rhody Drive Bike/Ped Improve, N Segment – Prevalence of Poverty



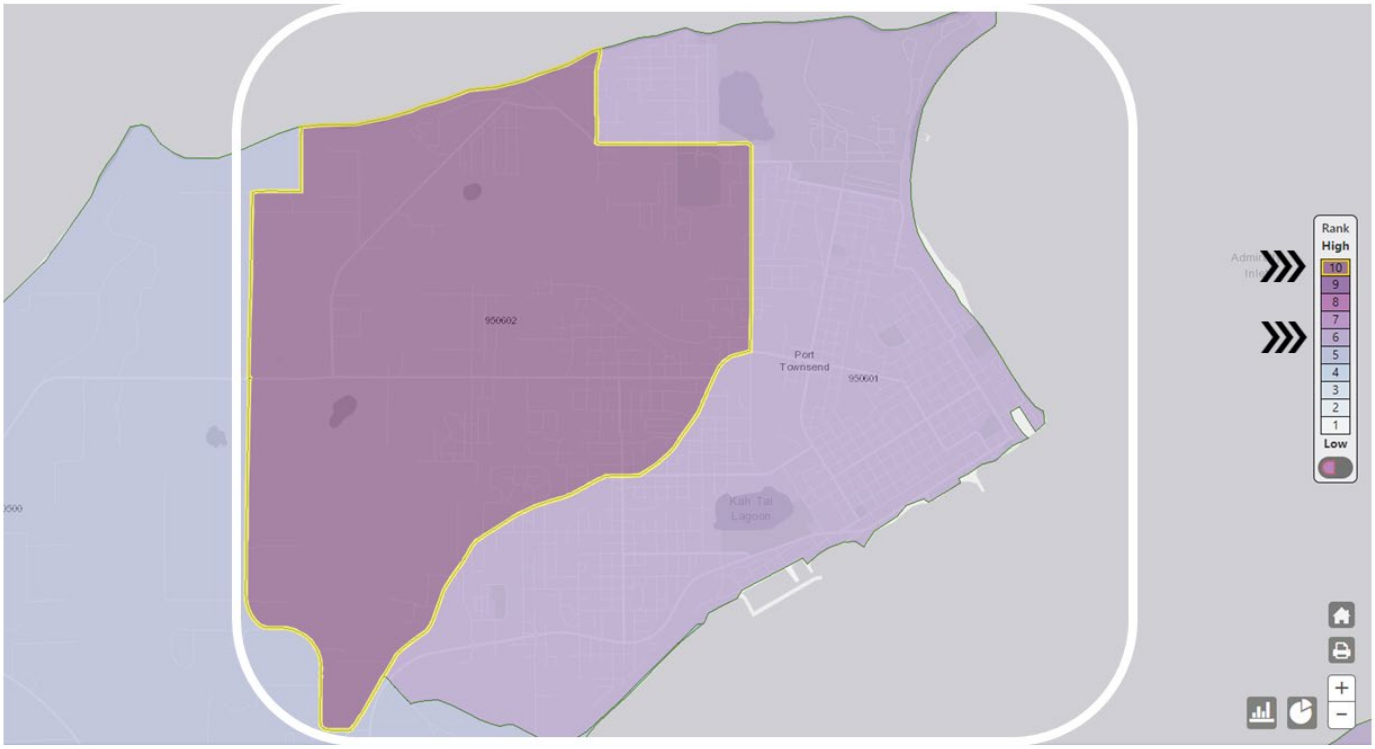
Jefferson County – SR 19 Rhody Drive Bike/Ped Improve, N Segment – Prevalence of Household Vulnerability



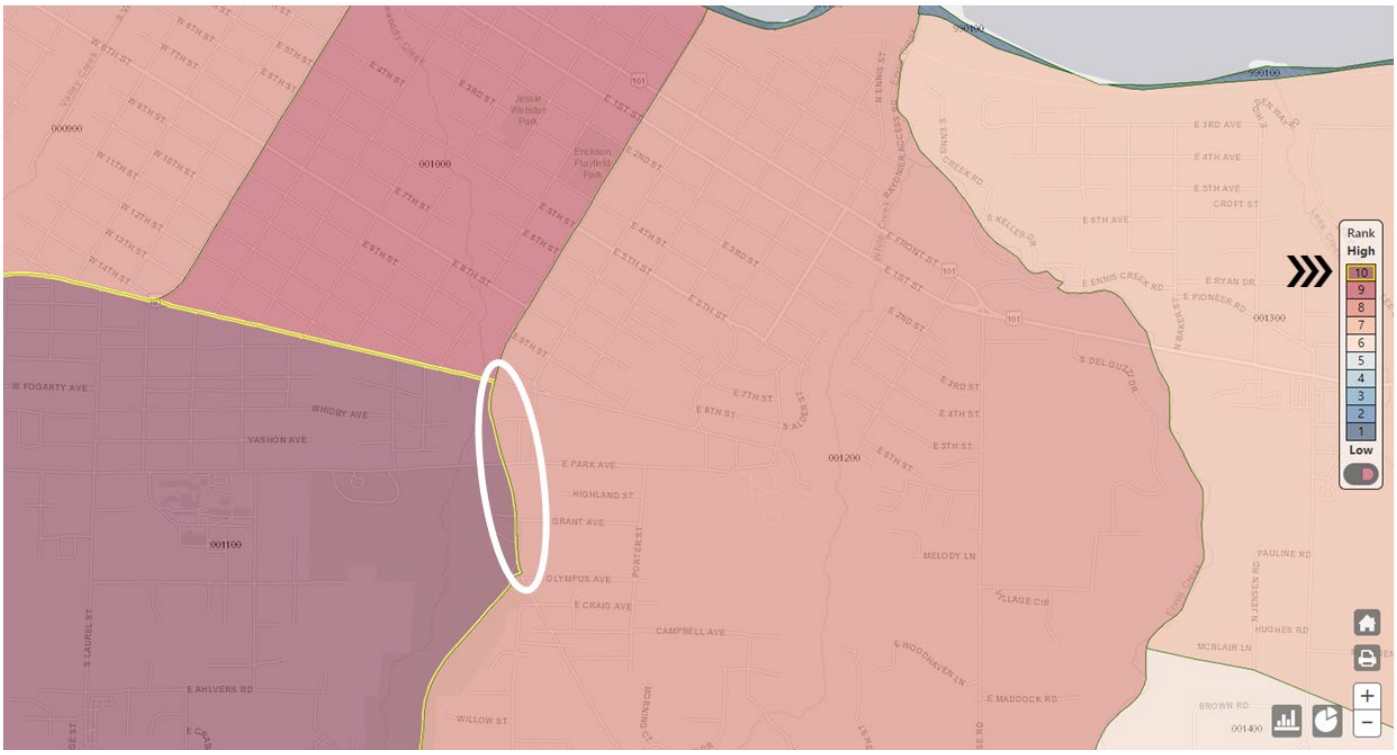
Port Townsend – Multi-modal Arterial Street Cohesive Investment Strategy– Prevalence of Poverty



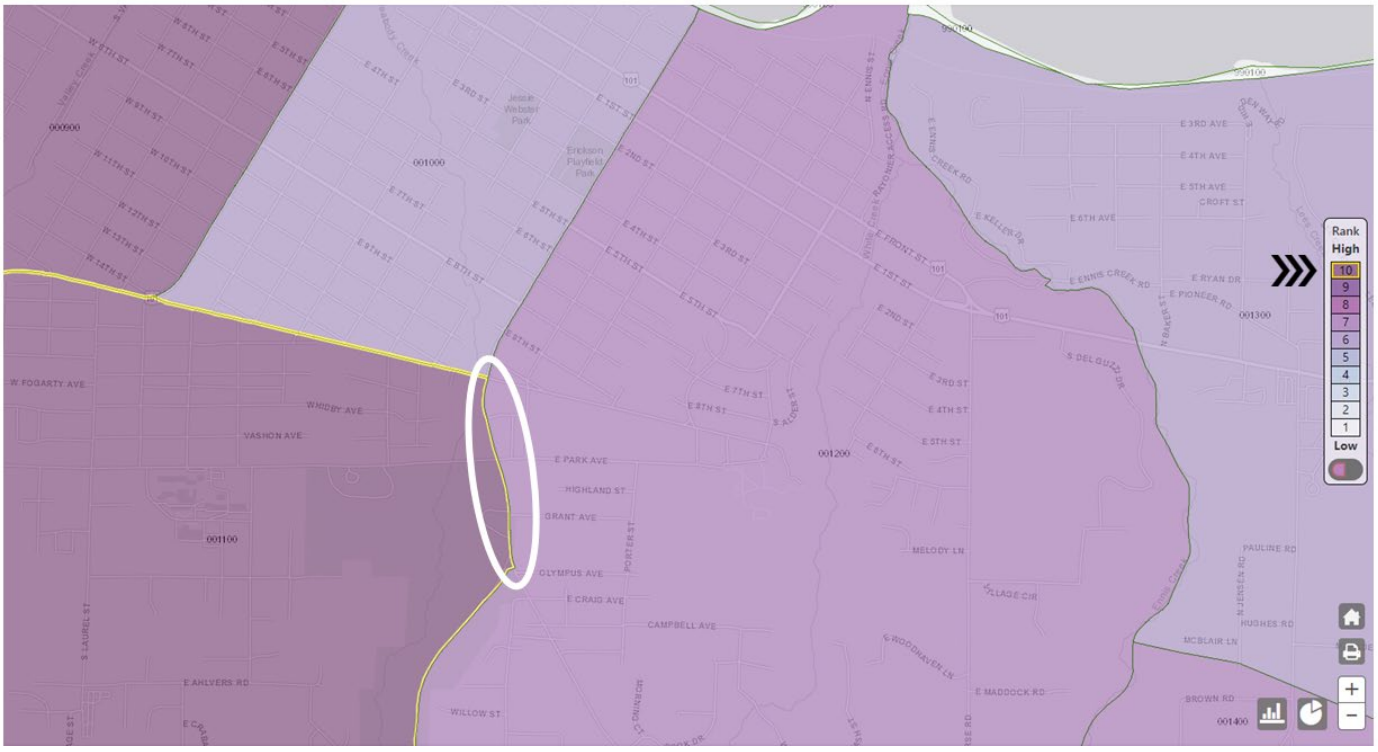
Port Townsend – Multi-modal Arterial Street Cohesive Investment Strategy– Prevalence of Household Vulnerability



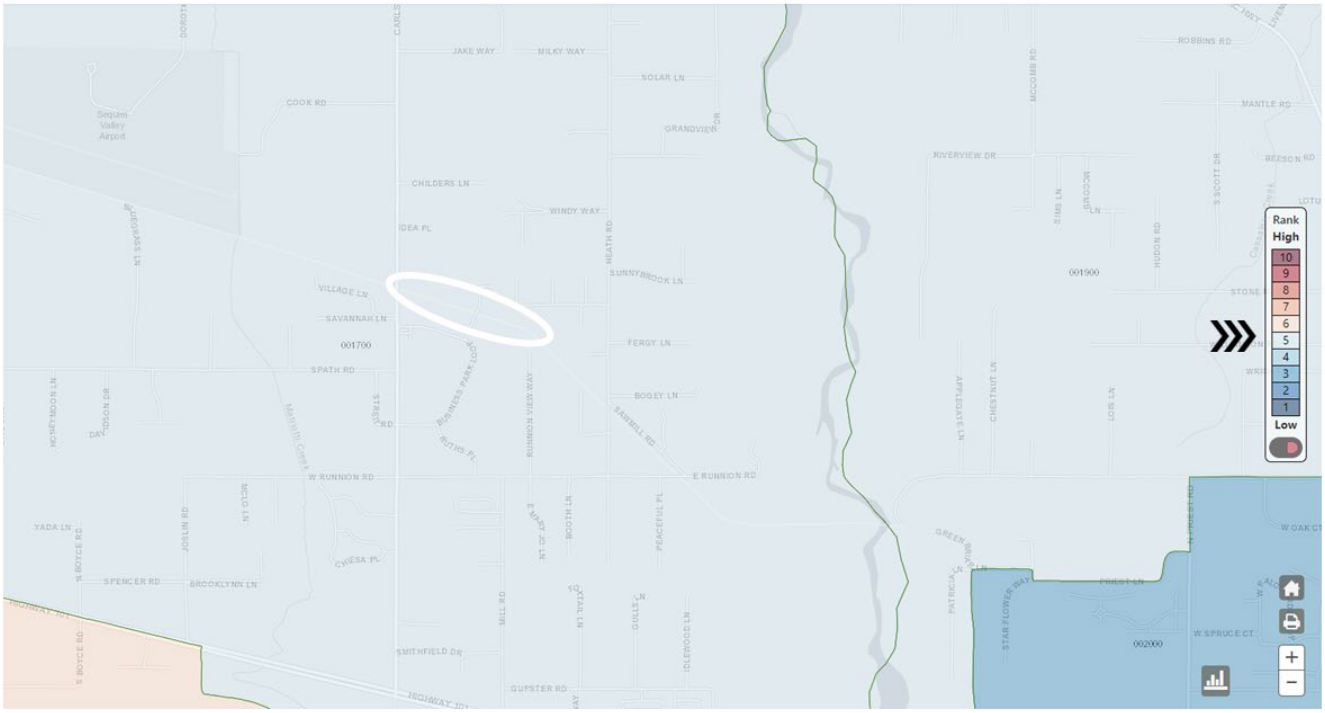
Port Angeles – Race Street Complete Street Phase 2 Construction – Prevalence of Poverty



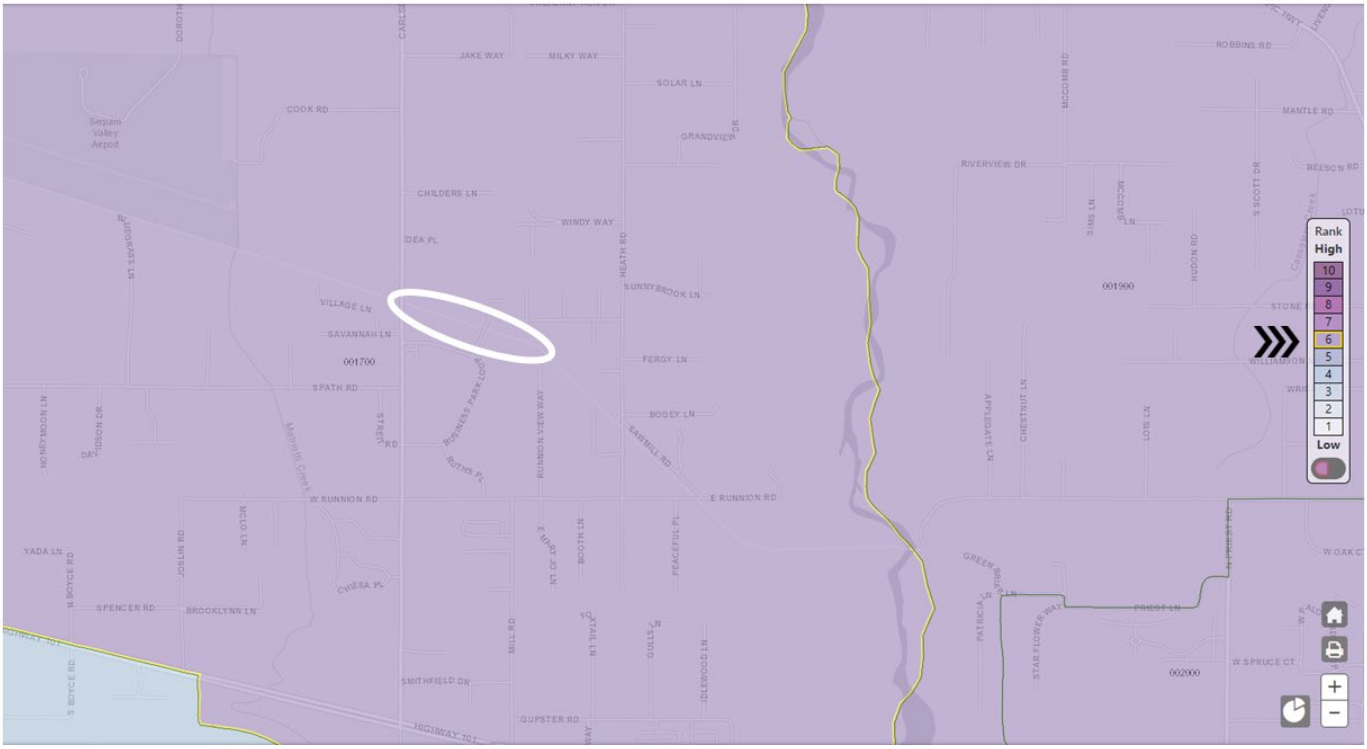
Port Angeles – Race Street Complete Street Phase 2 Construction – Prevalence of Household Vulnerability



Jamestown S'Klallam Tribe – Carlsborg Crossing, Olympic Discovery Trail – Prevalence of Poverty



Jamestown S'Klallam Tribe – Carlsborg Crossing, Olympic Discovery Trail – Prevalence of Household Vulnerability



INFORMATION ITEM

To: PRTPO Technical Advisory Committee
From: Thera Black, PRTPO Coordinator
Date: March 14, 2024
Subject: **FMSIB Request for Regional Freight Projects**

REQUESTED ACTION:

No action is requested. This is a notice of funding opportunity from the Freight Mobility Strategic Investment Board. Freight project proposals are due to PRTPO by close of business on April 3rd.

Overview

The Freight Mobility Strategic Investment Board (FMSIB) is soliciting funding proposals for freight projects. This includes projects that improve freight mobility by truck, rail, or water. As in 2022, FMSIB is requesting that RTPOs across the state work with their members to develop a list of projects and submit them by April 19th. FMSIB will then evaluate all the projects received to develop a six-year funding package for the legislature to consider in 2025.

PRTPO invites all eligible entities in the Peninsula Region to submit project proposals for consideration by FMSIB. The attached letter and application form provide insights as to the kind of projects FMSIB is likely to consider high priorities for funding. This includes projects located on T-1 or T-2 arterials and strategic freight corridors designated as such by the state. FMSIB is also interested in projects that can proceed to construction within six years. As with every other funding program today, FMSIB is also looking at equity factors in its prioritization process.

Entities in all four counties are eligible to submit projects for this process. Kitsap partners may choose to submit projects for inclusion on both the PRTPO and the PSRC project lists. FMSIB may consider the same project differently when it comes from a rural region instead of a major metropolitan region.

The application form is fairly simple and should not take too much time to complete, as long as your project details are well defined. **Completed application forms are due back to me by April 3rd.**

Because FMSIB launched its call on March 6th and submittals are due April 19th, the TAC will not be directly involved in reviewing and recommending proposals for the Board. All projects received by April 3rd will be compiled into a single list of projects for review and approval by the Board when it meets on April 19th.

Next Steps

Complete freight proposals received by April 3rd will be presented to the Board for consideration and submittal approval on April 19th.

Attachments

MPO RTPO Letter from FMSIB

FMSIB Fillable Application Form

For More Information:
Thera Black | 360.878.0353 | TheraB@PeninsulaRTPO.org

FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

505 Union Avenue SE, Suite 350 • PO Box 40965 • Olympia, WA 98504-0965 • (360) 586-9695

Temple Lentz,
Chair

Kjristine Lund
Interim Executive Director

Board Members
Leonard Barnes

Peter Bennett

Matthew Ewers

Al French

Erik Hansen

Johan Hellman

John McCarthy

Anne McEnerny-Ogle

Roger Millar

Arthur Swannack

Ben Wick

Website
www.fmsib.wa.gov

March 6, 2024

RE: High Priority Freight Mobility Project Funding Needs Request for State of Washington Six-Year Freight Mobility Strategic Investment Program

To Washington MPO and RTPO Partners:

The State of Washington's Freight Mobility Strategic Investment Board (FMSIB) is inviting you to submit your highest priority freight mobility project funding needs for consideration to be included in a Six-Year Freight Mobility Strategic Investment Program. The Washington State Legislature (Legislature) charged FMSIB to develop a Six-Year Freight Mobility Strategic Investment Program of the highest priority freight mobility projects for funding consideration by the state and to submit a proposal to the Legislature by December 1, 2024. The Legislature fully funded the $28.5 million in project recommendations submitted by FMSIB for the current biennium. The proposed investment program is for the six-year period beginning July 2025 – June 2031. (Three biennia: FY July 2025 - June 2027; FY July 2027 - June 2029; FY July 2029 - June 2031).

Attached to this message is a short application form to participate in this program. To be eligible for consideration, the proposed project or project phase(s) must be located on or directly connected to a Designated Strategic Freight Corridor and ready for construction within six years. Designated Strategic Freight Corridors are high volume truck, rail, and waterway routes in the State's Freight Good and Transportation System: T-1 and T-2 truck routes, R-1 rail routes, and W-1, W-2, W-3, W-4 waterways. Page 4 of the attached application describes the prioritization criteria FMSIB will use to rank projects. Applications for multiple projects and/or project phases can be submitted for consideration.

FMSIB will hold a Question & Answer (Q&A) Session on Tuesday, March 26th at 1:30 PM to help agencies respond to this request. This will be an opportunity to ask questions regarding the application process and gather information needed to support submittal of projects. Please use the following link to access the Q&A Session: https://attendee.gotowebinar.com/register/4620605694317667416 We recommend that you sign in early as you will need to register.

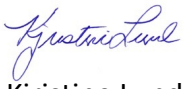
Applications and supporting documentation must be submitted via email to Sally See (Sally.See@fmsib.wa.gov) by 5:00 p.m. on April 19, 2024. Please submit any questions to Sally See in advance of the March 26 Q&A Session.

RE: High Priority Freight Mobility Project Funding Needs Request for State of Washington Six-Year Freight Mobility Strategic Investment Program
March 6, 2024

FMSIB's mission is to support a competitive, resilient, sustainable, and equitable freight system that grows jobs and the economy, bolters Washington's role as a leader in international trade, and mitigates the impacts of freight on communities.

We look forward to coordinating with your agency to develop the Six-Year Freight Mobility Strategic Investment Program to be submitted to the Legislature in December 2024.

Sincerely,



Kjristine Lund
Executive Director
Washington State Freight Mobility Strategic Investment Board

cc: All Washington Local Agencies and Partners

FMSIB Six-Year Freight Mobility Strategic Investment Program

2024 Funding Request Form

The Freight Mobility Strategic Investment Board (FMSIB) is charged by the Washington State Legislature to develop a Six-Year Freight Mobility Strategic Investment Program of the highest priority freight mobility projects for the state. FMSIB will recommend funding for the program using the eligibility and prioritization criteria in this application (See page 4 for eligibility and prioritization criteria). The Legislature fully funded the $28.5 million in project recommendations submitted by FMSIB for the current biennium. Freight projects should support a competitive, resilient, sustainable and equitable freight system that grows jobs and the economy, bolsters Washington's role as a leader in international trade, and mitigates the impacts of freight on communities.

This application is a request for agencies to submit information identifying freight projects to be funded by the Washington State Legislature for the next three biennia (FY July 2025 - June 2027; FY July 2027 - June 2029; FY July 2029 - June 2031). This funding program will be updated each biennium. The FMSIB Board Members will use the information collected through this funding request to prioritize a list of freight investments. To the extent possible, FMSIB will balance the prioritized list to achieve geographic representation across the state. FMSIB may reach out to agencies for additional information.

The FMSIB Six-Year Freight Mobility Strategic Investment Program builds on the 2022 Washington State Department of Transportation (WSDOT) Freight Investment Plan. Unfunded phases of projects that are included in the WSDOT Freight Investment Plan are eligible for FMSIB consideration and prioritization as described on page 4 of this application.

Please fill out this form with as much detail as possible for each project and/or project phase that you would like to be considered for the Six-Year Freight Mobility Strategic Investment Program, noting the biennium for which funding is being requested. To be eligible for consideration, the proposed project or project phase(s) must be located on or directly connect to a Designated Strategic Freight Corridor, which are high volume truck, rail and waterway routes in the State's Freight Good and Transportation System: T-1 and T-2 truck routes, R-1 rail routes, and W-1, W-2, W-3, W-4 waterways. Projects must also be ready for construction within six years. Projects that are awarded funding must be included in a regional Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) to proceed. Please coordinate with your Metropolitan Planning Organization or Regional Transportation Planning Organization for inclusion.

Please submit applications to Sally See (Sees@fmsib.wa.gov) by 5:00 p.m. on April 19, 2024.

CONTACT INFORMATION

Lead Agency | **Contact Person**

Phone Number | **Email Address**

GENERAL PROJECT INFORMATION

Project Title

Project Location*

**Please include a map showing the project boundaries and location if available.*

Begin Termini
MP or major cross streets

End Termini
MP or major cross streets

Legislative District

Construction within 6 years ◯ **Yes** ◯ **No**

Located on Designated Strategic Freight Corridor* **Yes** **No** *Click here for link to information regarding Designated Strategic Freight Corridors*

If no, does it directly connect to a Designated Strategic Freight Corridor?* **Yes **No**

Project Type* [select one]

FMSIB has set the following categories for preferred funding outcomes, indicated in bolded text below. FMSIB's goal investment targets for project categories is indicated in percentages. Please select the project type that best fits your project based on the example descriptions below.

Asset Preservation and Safety
- *Bridge Preservation (20%): projects that prevent, delay, or reduce deterioration of bridges or bridge elements and extend their service life; or restore the function of existing bridges.*
- *Road Preservation (15%): surface treatments or overlays.*
- *Bridge and Road Replacement (15%): complete road or bridge replacement.*

Improving Operations of Existing System (5%)
- *Transportation Systems Management and Operations (TSMO): improve the quality, effectiveness, resilience, and efficiency of the current system without adding capacity (e.g., more pavement).*

Expanding the Existing System
- *Grade Separations (15%): conversion of at-grade railroad crossings.*
- *Expansion of Freight Corridors (15%): improve first and last mile connections and parallel routes to increase capacity of freight corridors, reducing congestion and emissions.*

Achieving the Freight System of the Future (15%)
- *Truck Parking: construction of or improvements to truck parking.*
- *Land Banks: Land acquisitions that border waterways and airways that will help mitigate impacts of future projects on a particular area.*
- *Zero Emissions: construction of hydrogen fueling station, electrification, or other zero emissions improvements.*

GENERAL PROJECT INFORMATION, CONTINUED

Project Description *Describe the geographic boundary and improvements the project includes.*

Project Importance *Describe how this project supports the preferred funding outcomes (noted in the gray box on page 1). If applicable, include information on how this project supports a larger freight investment priority (i.e. is this a component of a larger freight investment or project).*

PROJECT COST AND FUNDING *Please complete the table below.*

Phase	Est. Total Cost	Federal Funds		State Funds		Other Funds		Unfunded Amount
		Requested	*Secured*	*Requested*	*Secured*	*Requested*	*Secured*	
PE								
RW								
CN								
Total								

Funding Source(s): *Please list all secured funding sources.*

Federal

State

Other

Have you previously received FMSIB funding for this project? ◯ **Yes** ◯ **No**

If yes, what amount, when, and for which phase (if applicable)?

FMSIB FUNDING REQUEST

FMSIB is requesting project applications for a Six-Year Freight Mobility Strategic Investment Program recommendation to the Legislature. Please indicate the amount of funding being requested from the Legislature as well as the timing for which funding is requested. Multiple applications can be submitted for multiple phases of one project. The Six-Year Freight Strategic Investment Program will fund projects for the following biennia:

FY July 2025-June 2027 *FY July 2027-June 2029* *FY July 2029-June 2031*

FMSIB Request Amount

Timing *When is funding needed?*

[select one]

Phase(s)

FMSIB will update the Six-Year Freight Mobility Strategic Investment Program during each biennium through additional calls for funding requests. The prioritization criteria included on page 4 may change during future calls. If the prioritization criteria change, FMSIB will communicate those changes during future calls for funding requests.

PROJECT STATUS

Project Status Category* [select one]

Examples of projects that fit within each category is provided below.

Implementation:
- ✓ Design is at least 60% complete
- ✓ Significant progress has been made towards right-of-way
- ✓ Environmental approvals are underway
- ✓ Project is identified in a local, regional, and/or state plan

Development:
- ✓ Design is at least 30% complete
- ✓ Right-of-way needs are identified
- ✓ Environmental has been initiated
- ✓ Project is identified in a local, regional, and/or state plan

Initiation:
- ✓ Project has, at a minimum, been identified in a planning study
- ✓ Limited investment has been made towards further developing the project

Construction Start Year

Design Status [select one]

Right-of-Way Required? ◯ Yes ◯ No

Right-of-Way Status [select one]

# of Remaining Parcels to be Acquired

Timing for when Right-of-Way will be complete?*

please indicate when acquisitions are anticipated to be complete.

Environmental Review Type [select one]

Environmental Review Status [select one]

please indicate where the project is in the environmental review process.

Is the project included in any local, regional, or state plans or studies?* ◯ Yes ◯ No

If yes, please list any plans or studies the project is in; include links to the documents.

PROJECT BENEFITS AND IMPACTS

Project Benefits *Please describe how this project will advance freight mobility and support the Washington State economy.*

Project Impacts *Please describe potential project impacts, such as impacts to the built and natural environments, that could influence obtaining permits or that pose a schedule risk. Examples include potential impacts to floodplains, wetlands, geological hazards, forest/agricultural lands, transportation impacts to other modes, construction impacts, business and/or residential displacements, etc. Please also describe impacts to overburdened communities.*

PROJECT EVALUATION CRITERIA

The following criteria will be used to prioritize projects and determine alignment with FMSIB's mission to identify the highest priority freight investments for the state. The legislature has identified approximately $30 million for each biennium but FMSIB is building an unconstrained plan for statewide freight needs. The Six-Year Freight Mobility Strategic Investment Program may identify more projects than can be funded during the next three biennia.

Eligibility criteria includes projects that are 1) on or connects to a Designated Strategic Freight Corridor and 2) under construction within six years. Projects will be prioritized to ensure the plan is geographically balanced across the state.

Statewide Freight Importance

8 points possible, each question worth between 3 and 5 points.

Scoring Guide

1. Tonnage (based on FGTS Classification)* — **Up to 5 points**

**if project is located on facility directly connecting to a designated strategic freight corridor, please indicate the FGTS classification of the facility to which the project connects.*

FGTS Truck Corridors [select one]

FGTS Rail Freight Corridors [select one]

FGTS Waterway Freight Corridors [select one]

2. Truck Percentage or Volume* — **Up to 3 points**

**please include medium (Class 4-6) and heavy (Class 7-13) freight truck volumes separately when reporting truck percentage. Also indicate when counts were collected.*

Project Funding

11 points possible, each question worth between 3 and 5 points.

Scoring Guide

3. Non-state match (% of total cost) — **Up to 3 points**

4. Percentage of funding 'committed' — **Up to 5 points**

5. Project listed in Regional Plan* ◯ **Yes** ◯ **No** — **Up to 3 points**

**If yes, please list.*

Cost Considerations

2 points possible.

Scoring Guide

6. Cost effectiveness — **Up to 2 points**

Please provide information on how least cost solutions were considered.

Overburdened Communities

5 points possible, each question worth between 2 and 3 points.

Scoring Guide

7a. Engagement with Overburdened Communities — **Up to 3 points**

Please describe any equity policies, outreach plans, outreach materials, translation into multiple languages, and/or other engagement work that has been done or that you anticipate to be done.

7b. Project alternatives and measures that address impacts, particularly to overburdened communities — **Up to 2 points**

Please describe actions taken to address potential impacts to overburdened communities, including consideration of project alternatives and mitigation measures.

ADDITIONAL QUESTIONS

9. Has this application been reviewed by the sponsoring agency's project manager or project development team for the proposed project? ◯ Yes ◯ No

10. Do you have a team in place to implement the project?* ◯ Yes ◯ No

i.e. engineering staff to finalize design, construction management staff to build the project, etc.

**If no, please provide a description of the anticipated process to implement the project.*

FMSIB is interested in learning from our partners if they are considering conducting any planning studies or research related to the freight system that could be considered for FMSIB funding in the future. If you would like to provide any information related to this, please answer the optional question below. This information will be used by FMSIB to identify needs for future funding opportunities.

11. OPTIONAL: Does your agency have any upcoming freight planning efforts or studies that need funding?* ◯ Yes ◯ No

**If yes, please describe those planning efforts.*

DISCUSSION ITEM

To: Technical Advisory Committee
From: Thera Black, PRTPO Coordinator
Date: March 14, 2024
Subject: **Regional Transportation Plan: Role of the RTIP is Developing RTP Project List**

REQUESTED ACTION:
No action is requested. The TAC is asked to provide feedback on a proposed approach for developing the RTP project list.

Background
The TAC talked briefly last fall about how the RTIP can be used to develop the RTP project list and keep it current with a minimal amount of effort. This is the first of several discussions that dive into the logistics of how this approach could work. The intent at this point is to apply it to the next update of the RTIP, which occurs this fall.

Attached to this memo is a working concept outlining the general approach for marrying the RTIP and the RTP project list and keeping it current on an annual basis. It addresses concerns that such a list would exclude Kitsap partners. It is likely to raise lots of questions for TAC members.

This discussion in March is to provide some detail on the proposed concept, answer what questions we can, and identify follow-up questions and issues that we will come back to in May after we have a little time to work through them.

Please think through the TIP updates many of your agencies are about to undertake and consider which of those projects it may be helpful to have in the RTP because you plan to apply for grants in the next couple of years. This will be helpful as we start talking about how this can play out and what we will need to resolve in order for it to work.

Next Steps
We will work on this with the TAC at the next few meetings in an effort to present a solid proposal to the Board in August.

Attachments:
RTIP::RTP Project List – Working Proposal March 2024

For More Information:
Thera Black | 360.878.0353 | TheraB@PeninsulaRTPO.org

RTIP :: RTP Project List

This is a working proposal for how to approach the RTP project list for this long-range plan update, for discussion with the TAC on March 21st.

Purpose:
Develop an RTP project list that can be easily maintained and updated to keep it current, and which supports members in their efforts to demonstrate regional consistency and obtain project funding.

Intent:
Adapt PRTPO's RTIP for dual use as the RTP project list. This can be done in a way that efficiently satisfies the legislative requirements for both the rural RTIP and the rural RTP project list. This will guarantee consistency between local and regional efforts and ensure the RTP reflects the most current thinking of its members about project need, cost, and timing. All RTP projects will come from adopted TIPs that have gone through due public process and formal adoption.

Implications for Members:

- WSDOT: Nothing changes for Olympic Region. WSDOT will continue to use the RTIP as it has. The difference in outcome will be that their projects will also be on the official RTP project list and not just in the RTIP.
- Everyone else - cities, counties, tribes, transit, ports: Individual members will be responsible for submitting to the RTIP any projects they want to see included in the RTP. Projects for the RTIP come from adopted six-year TIPs that each agency is certifying to be consistent with their underlying planning requirements. Walking those projects straight across to the RTP project list means the RTP and local plans are consistent. This will provide a simple mechanism for demonstrating consistency between local TIPs and the RTP. The RTP project list will be updated every year when each new RTIP is adopted.
    - **Kitsap members:** For agencies in both PSRC and PRTPO, it doesn't matter if projects are in both RTIPs. The two RTIPs have no relation to each other. PRTPO's RTIP and financial plan – as well as its RTP - can include projects that are also in PSRC's. Though we use the same nomenclature, the RTIPs and RTPs that PRTPO and PSRC produce are governed by different rules. Like everyone else, it will be up to Kitsap members to determine if there is a strategic advantage to having any of their projects included in PRTPO's RTIP and RTP project list. We will find a way to minimize any duplication of effort for Kitsap partners, who have to comply with PSRC info needs that far exceed what is required by PRTPO or the STIP.

Value Proposition for PRTPO and Members:
Every year when PRTPO completes its required RTIP adoption process it will also refresh its RTP project list at the same time. This will keep the RTP project list current and relevant without undue effort.

This in turn supports members in their pursuit of project funding since inclusion in a Regional Transportation Plan is often a factor in project ranking or eligibility. Project inclusion in the RTP is a regular criterion on state grant applications as an eligibility factor or for points. This is from the FMSIB application for freight projects on the street right now.



No one knows better than individual agencies what the most pressing needs and timing considerations are in managing their Capital Facilities Plans and service plans. This approach will ensure that whatever is showing up in your agency TIPs is what will also show up in the RTP.

This approach can also be used to demonstrate consistency between local and regional plans in a clear, concise way. Consistency will be baked into PRTPO's process without requiring a separate documentation performance. PRTPO can

include a statement in the adopting resolution certifying consistency and which will be easy to reference or cite. This is intended to be a simple process that is appropriate for the scale of PRTPO's plan and authorities while at the same time providing more value to PRTPO members than the current approach.

Demonstrate Financial Feasibility:

PRPTO must show how the projects included on the RTP list can be funded. The standard RTIP financial table will serve as the financial constraint table for the RTP project list. The funding summary table PRTPO is required to provide for the RTIP is good enough to demonstrate financial feasibility of the Transportation Improvement Program, making it suitable for demonstrating feasibility of the RTP project list.

Proposed Approach for Developing the RTIP::RTP Framework:

- March TAC - open discussion of rough concept. What issues or questions need to be addressed?
- May TAC - Work through the details of those earlier questions and concerns. Next, what kind of process does PRTPO need in order to formalize this as a part of the RTP update? We will go through the first application of it this fall and can fine tune it where needed.
- July TAC – finalize details of the whole concept and make a formal recommendation to the Board on this approach for developing an RTP project list. (Board will be apprised along the way)
- July-August – Agencies submit their RTIP::RTP projects to PRTPO for inclusion in the draft SFY 2025-2030 RTIP. Agencies will either submit as they always have (or haven't), or they will modify their RTIP submittals in light of the new dual-use format. We will talk more about how to approach this strategically, but it should entail very little additional effort.
- August Board – Receive TAC recommendation on RTIP::RTP project list strategy.
- Sept TAC – In its review and recommendation of the SFY 2025-2030 RTIP the TAC will also recommend the first RTIP::RTP Project List for adoption.
- Oct Board – When it adopts the RTIP the Board will also be adopting the first official RTP project list in this new format. This is the list that will be included in the draft RTP we take out next March.
- June 2025 Board – adopts the whole of the RTP update.
- Sept 2025 TAC – Recommend SFY 2026-2031 RTIP::RTP Project List to the Board.
- Oct 2025 Board – Demonstrating how smooth and administrative the amendment process is, the Board will amend the RTP it just adopted in June to change out the old list with the updated project list and any other tweaks they want to make. At that point PRTPO is then on an annual update cycle so it never has to "stop everything" to undertake an RTP update, nor do member agencies have to live with outdated project lists that have no value to anyone.