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?

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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.

2024 PRTPO Transportation Alternatives Program

Port Angeles Race Street Complete Street Phase 2 Application Attachments

Vicinity Map: Project Overview..... Pg. 1

Vicinity Map Detail: Front Street to 2nd Street. ..... Pg. 2

Vicinity Map Detail: 2nd Street to 5th Street ..... Pg. 3

Vicinity Map Detail: 5th Street to 8th Street. ..... Pg. 4

Existing Conditions ..... Pg. 5

Roadway Sections..... Pg. 8

30% Design Example ..... Pg. 9

Typical Section/Elevation Rendering ..... Pg. 13

Phase 1 Before/After Photographs ..... Pg. 14

TR0209 2025-2029 Draft CFP..... Pg. 16



Figure 2
Race Street Multimodal Improvements Area of Potential Effect (APE) and project segments



Printed: 3/4/2024

This map is not intended for use as a legal description. Locations of features are approximate only. Topographic/Map features are +-5 feet of actual locations. This map/drawing is produced by the city of Port Angeles for its own use and purposes. Any other use of this map/drawing shall not be the responsibility of the City.

Water main
WWater main
SWater main
Electrical distribution OH
Electrical distribution UG

60
Feet

Vertical Datum = NAVD 88
Horizontal Datum = NAD 83/91

N
Area Map

CITY OF PORT ANGELES
PUBLIC WORKS & UTILITIES DEPARTMENT



Printed: 3/4/2024

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Water main
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Electrical distribution OH
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60
Feet

Vertical Datum = NAVD 88
Horizontal Datum = NAD 83/91

N
Area Map

CITY OF PORT ANGELES
PUBLIC WORKS & UTILITIES DEPARTMENT



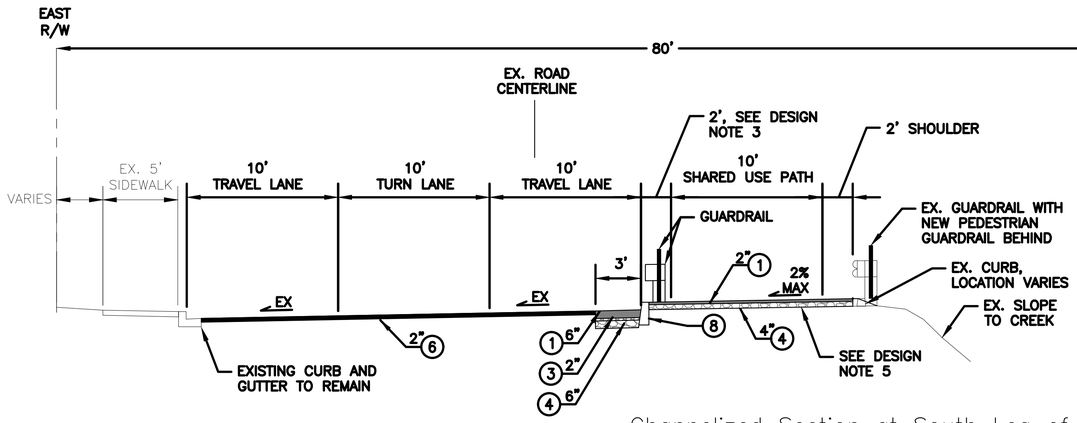
Existing Conditions: 2nd/3rd Alley looking North



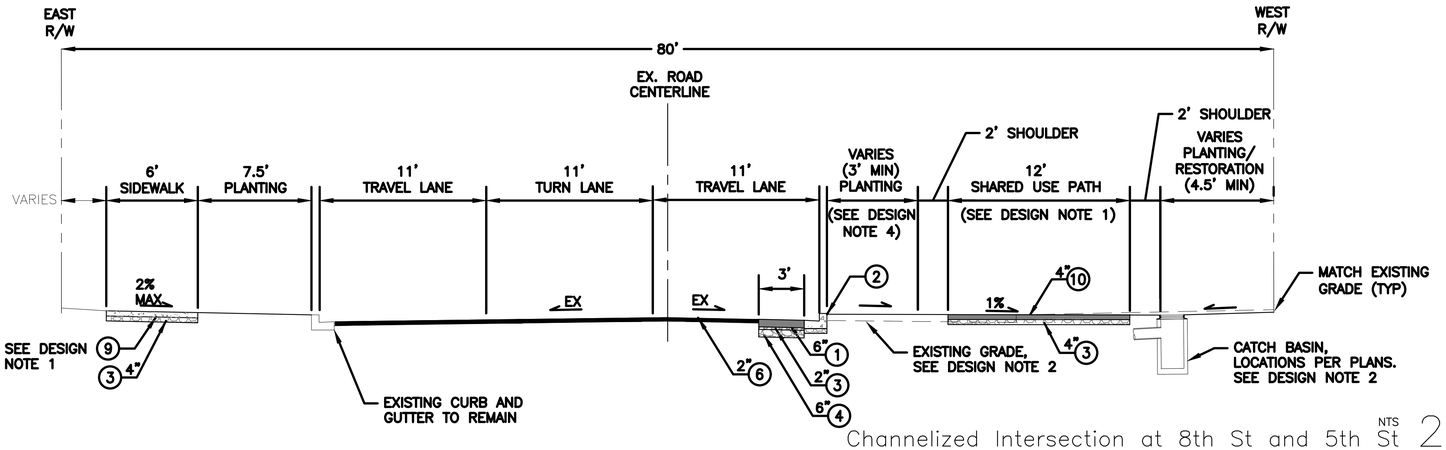
Existing Conditions: 3rd Street Looking North



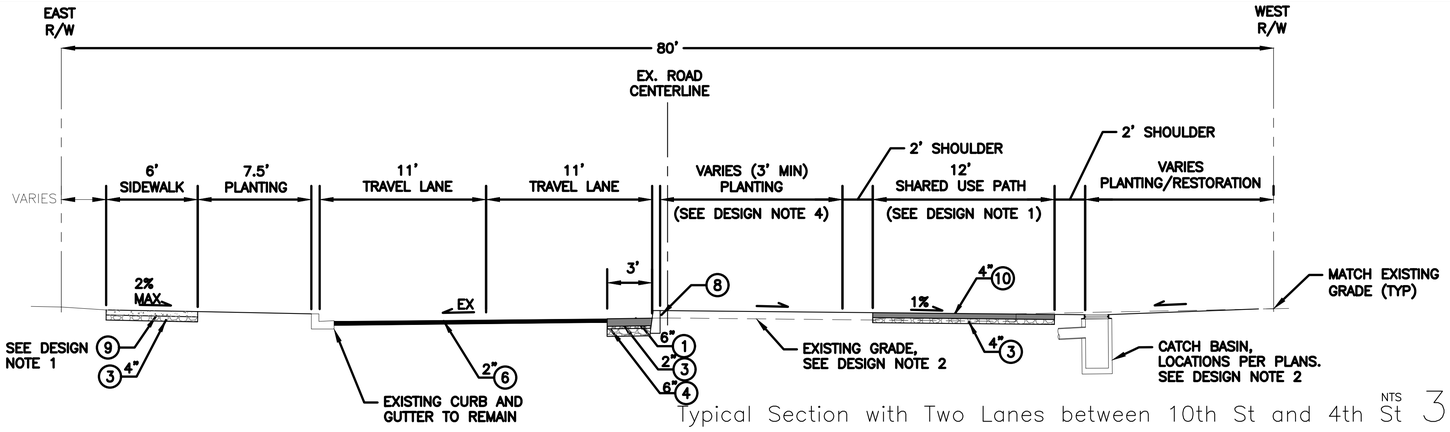
Existing Conditions: 5th Street Looking North



Channelized Section at South Leg of Lauridsen Blvd Intersection NTS 1



Channelized Intersection at 8th St and 5th St NTS 2



Typical Section with Two Lanes between 10th St and 4th St NTS 3

GENERAL NOTES

1. SEE TESC AND ROAD PREP PLANS FOR SAWCUT LOCATIONS.

811 Know what's below. Call before you dig.

CONSTRUCTION NOTES

1. HMA CL 1/2"
2. CEMENT CONC. TRAFFIC CURB AND GUTTER, WSDOT STD PLAN F-10.12-03
3. CRUSHED SURFACING TOP COURSE (PERMEABLE BALLAST FOR POROUS ASPHALT/PERVIOUS CONCRETE)
4. CRUSHED SURFACING BASE COURSE
5. CEMENT CONC. SIDEWALK, WSDOT STD PLAN F-10.12-03
6. PLANING BITUMINOUS PAVEMENT AND OVERLAY, HMA CL 1/2"
7. CEMENT CONCRETE PAVEMENT
8. CEMENT CONC. TRAFFIC CURB, WSDOT STD PLAN F-10.12-03
9. PERVIOUS CONCRETE SIDEWALK, SEE DESIGN NOTE 1
10. POROUS ASPHALT, SEE DESIGN NOTE 1

DESIGN NOTES

1. DURING 60% DESIGN CONDUCT GEOTECHNICAL TESTING TO DETERMINE INFILTRATION FEASIBILITY OF THE EXISTING SOILS FOR THE USE OF PERVIOUS CONCRETE (SIDEWALK) AND POROUS ASPHALT (SHARED USE PATH). FOR 30% POROUS ASPHALT FOR SHARED USE PATH BETWEEN 9TH STREET AND FRONT STREET.
2. EXISTING STREET CROSS SLOPES SHOWN AT 1% BASED ON PROJECT SURVEY. LOCATE CATCH BASIN AT BACK SIDE OF SHARED USE PATH TO COLLECT RUNOFF FROM SHARED USE PATH AND PLANTING AREAS AND RUN-ON FROM PRIVATE PROPERTY.
3. PROVIDE VEHICULAR BARRIER AND PEDESTRIAN GUARDRAIL BETWEEN TRAVEL LANE AND SHARED USE PATH, WHERE 5' SEPARATION CANNOT BE OBTAINED BETWEEN THE SHARED USE PATH AND ROADWAY DUE TO INTERSECTION CHANNELIZATION AND EXISTING SITE CONSTRAINTS.
4. 3' MINIMUM PLANTING COMBINED WITH 2' TRAIL SHOULDER TO PROVIDE REQUIRED 5' SEPARATION BETWEEN THE SHARED USE PATH AND ROADWAY.
5. EXPLORE FEASIBILITY TO CONSTRUCT THINNER (6") PAVEMENT SECTION FOR SHARED USE PATH ON EXISTING PAVEMENT TO MINIMIZE DISTURBANCE TO EXISTING SOILS AT TOP OF SLOPE ADJACENT TO PEABODY CREEK. 6" PAVEMENT SECTION TO MATCH HEIGHT ON NEW CURB.
6. COORDINATE WITH CITY TO VERIFY PAVEMENT SECTION FOR ASPHALT PATCH AND/OR POTHOLE TO VERIFY EXISTING PAVEMENT SECTION.

30% DESIGN
NOT FOR CONSTRUCTION

Plotted: Mar 01, 2018 - 4:11:23pm By jennifern
File: P:\15\08\15108 Port Angeles Race Street\CAD\Current\PARS_D1-X_Sections.dwg Layout: D1.2

DATE:	NO.	REVISIONS	BY:

DESIGNED BY: NP
DRAWN BY: JA
CHECKED BY: TvS

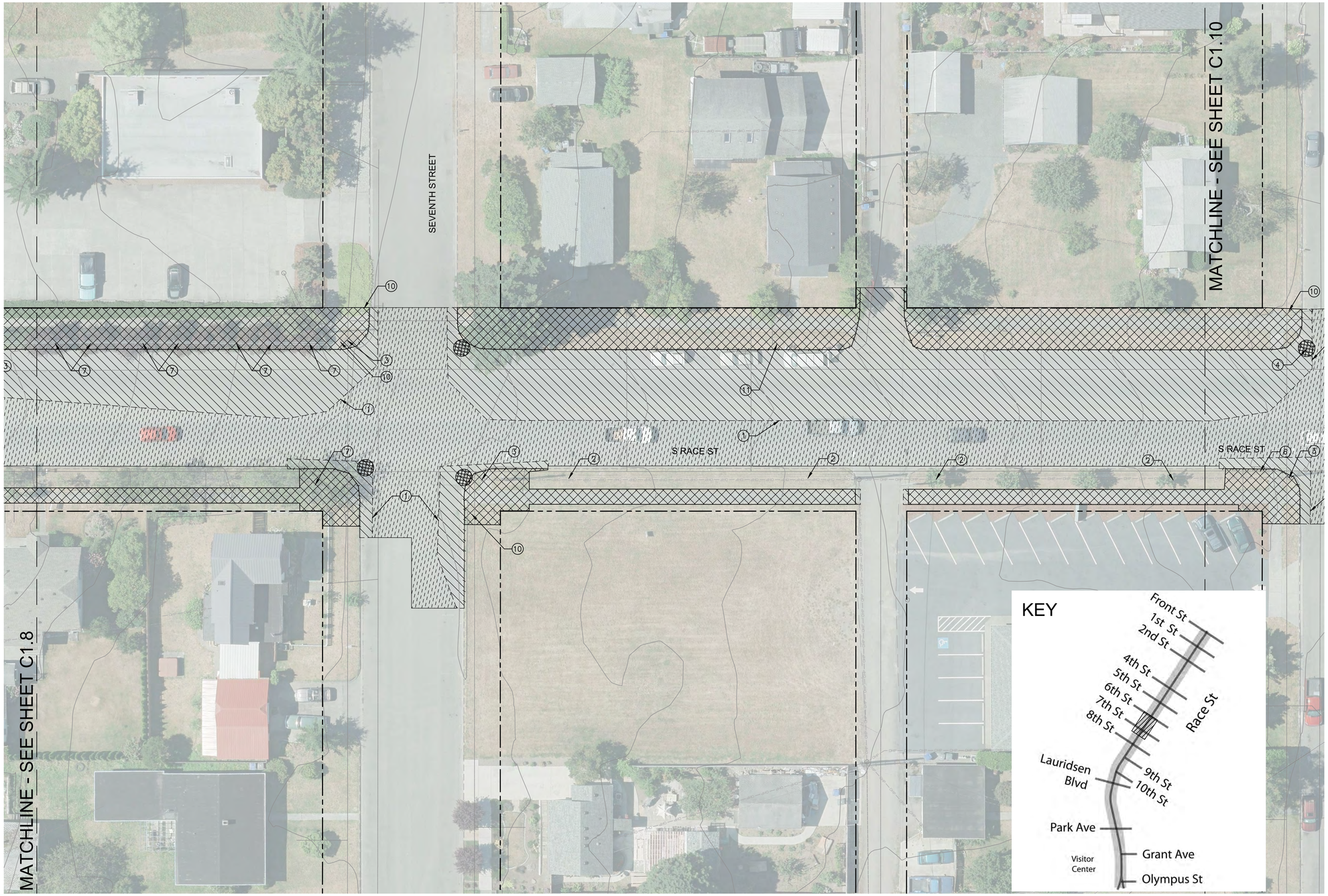
PLANNING + DESIGN

RACE STREET COMPLETE STREET PROJECT

TYPICAL SECTIONS

SHEET NO. D1.2

SCALE: AS NOTED | DATE: XX/XX/18 | DWG. FILE NO. | SHEET X OF XX



Know what's **below.** **Call** before you dig.

N

20' 10' 0 20' 40'

Scale In Feet

LEGEND

- RIGHT OF WAY LINE
- 2' CONTOUR (GIS)
- INLET PROTECTION
- STRAW WATTLE
- SAWCUT
- PLANING BITUMINOUS PAVEMENT
- REMOVING ASPHALT CONC. PAVEMENT
- REMOVING CEMENT CONC. PAVEMENT/SIDEWALK, SEE DESIGN NOTE 1
- REMOVING CEMENT CONC. CURB AND GUTTER
- ABANDON/REMOVE EXISTING UTILITY

CONSTRUCTION NOTES

1. SAWCUT
2. CLEAR AND GRUB EXISTING PLANTING STRIP
3. RELOCATE UTILITY POLE, SEE DESIGN NOTE 2
4. REMOVE/ABANDON DRAINAGE STRUCTURE
5. REMOVE SIGNAL POLE/CABINET
6. REMOVE/RELOCATE FIRE HYDRANT
7. REMOVE TREE
8. RELOCATE UTILITY
9. REMOVE UTILITY POLE FOR UNDERGROUNDING
10. RELOCATE SIGN
11. RELOCATE MAILBOX

DESIGN NOTES

1. HATCHED AREA ON THE WEST SIDE OF RACE ST INCLUDES CLEARING AND GRUBBING EXISTING PLANTING STRIP AND VEGETATION.
2. COORDINATE UTILITY POLE RELOCATION WITH CITY TO CONFIRM LIMITS OF IMPACT AND POTENTIAL FOR ADDITIONAL POLE RELOCATIONS DUE TO ALIGNMENT OF OVERHEAD DISTRIBUTION.
3. LIMITS OF PLANING BITUMINOUS PAVEMENT AT FIRST ST AND FRONT ST TO BE COORDINATED WITH WSDOT.

30% DESIGN
NOT FOR CONSTRUCTION

Plotted: Mar 01, 2018 – 1:37:34pm By: jennifero
File: I:\1510\S\1508 Port Angeles Race Street\CAD\Current\PARCL_C1-X_TESC.dwg Layout: C1.9

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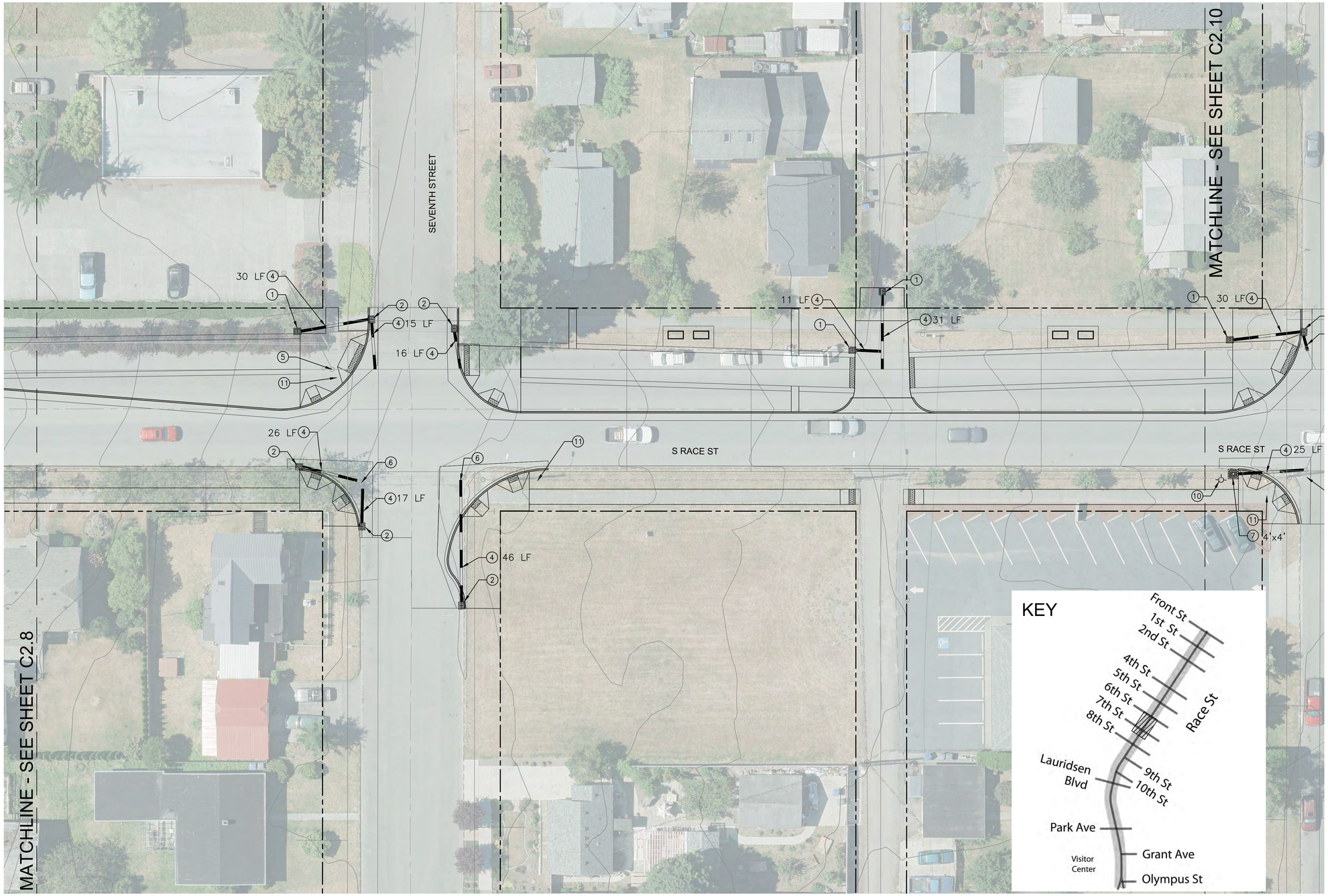
DESIGNED BY: NP
DRAWN BY: JA
CHECKED BY: TvS

PLANNING + DESIGN

RACE STREET COMPLETE STREET PROJECT
TESC AND ROAD PREPARATION PLAN

SHEET NO. C1.9

SCALE: AS NOTED | DATE: XX/XX/18 | DWG. FILE NO. | SHEET X OF XX



Know what's below. Call before you dig.

N

20' 10' 0 20' 40'

Scale In Feet

LEGEND

RIGHT OF WAY LINE

2' CONTOUR LINE (GIS)

GENERAL NOTES

1. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF ALL EXISTING STORM DRAINS, UTILITY CROSSINGS, AND POINTS OF CONNECTION PRIOR TO CONSTRUCTION.

CONSTRUCTION NOTES

1. CATCH BASIN TYPE 1
2. CATCH BASIN TYPE 1 WITH THROUGH CURB INLET (COPA STD DETAIL)
3. MANHOLE, TYPE PER PLANS
4. SOLID WALL PVC STORM SEWER PIPE, 12" DIAM U.N.O.
5. ADJUST CATCH BASIN/MANHOLE TO FINISHED GRADE
6. LOCKING FRAME AND SOLID COVER FOR EXISTING STRUCTURE
7. FILTERRA WATER QUALITY TREATMENT STRUCTURE, SIZE PER PLANS
8. ADJUST JUNCTION/SIGNAL/WATER METER BOX TO GRADE
9. CURB CUT INLET
10. FIRE HYDRANT ASSEMBLY
11. RELOCATED UTILITY POLE
12. UNDERGROUND POWER/FRANCHISE UTILITY TRENCH

DESIGN NOTES

1. RELOCATE UTILITY POLES WITH N/S OVERHEAD DISTRIBUTION BETWEEN 9TH ST AND 7TH ST AND WITH E/W OVERHEAD DISTRIBUTION BETWEEN CIVIC FIELD AND FRONT STREET.

30% DESIGN
NOT FOR CONSTRUCTION

Plotted: Mar 01, 2018 - 2:25:31pm By: jenniferp
File: P:\51083 | 51083 Port Angeles Race Street\CAD\Current\PARC_C2-X_UTIL.dwg Layout: C2.9

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DRAWN BY: JA
CHECKED BY: TvS

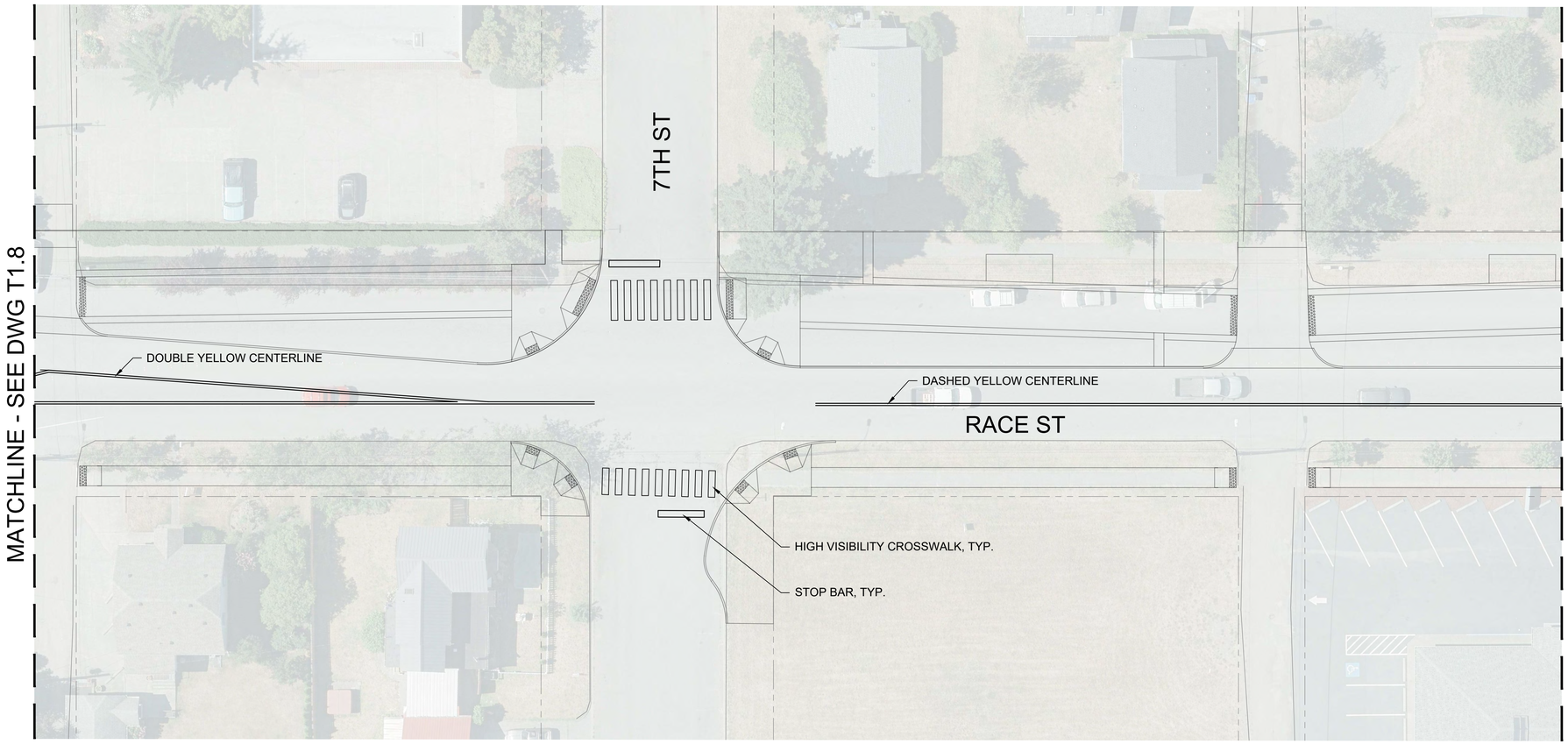
PLANNING + DESIGN

RACE STREET COMPLETE STREET PROJECT

UTILITY AND DRAINAGE PLAN

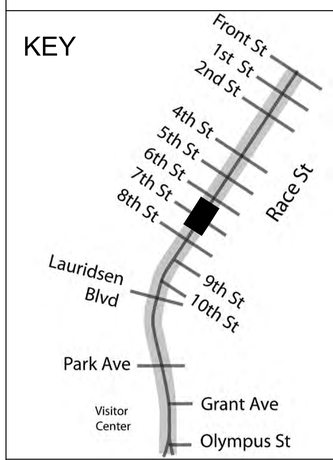
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20' 0 20' 40'
SCALE PLAN SCALE FEET

KEY



30% DESIGN
NOT FOR CONSTRUCTION

DATE:	NO.	REVISIONS	BY:

DESIGNED BY: CS
DRAWN BY: VK
CHECKED BY: SD

PLANNING + DESIGN

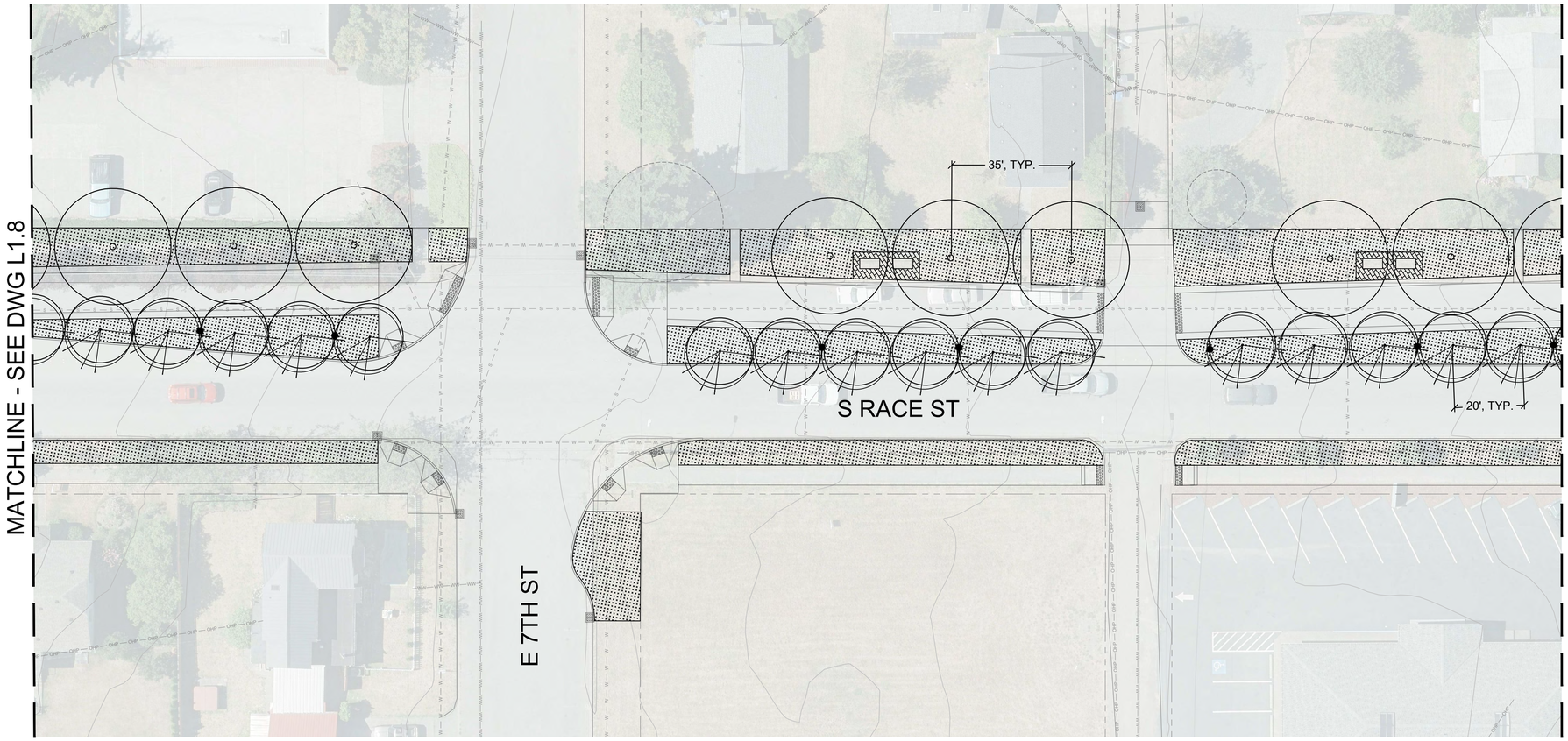
RACE STREET COMPLETE STREET PROJECT

CHANNELIZATION PLAN

SHEET NO. T1.9

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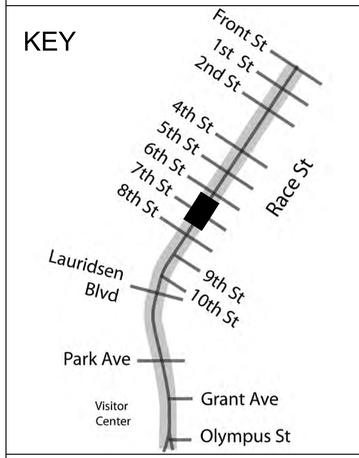
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LEGEND

- RESIDENTIAL PLANTING STRIP (GRASS)
- SPECIALTY PAVING
- STREET TREE TYPE #2
- SMALL STREET TREE
- EXISTING TREE (TO BE PRESERVED)
- PEDESTRIAN LIGHT
- BENCH

KEY



20' 0 20' 40'
SCALE PLAN SCALE FEET

30% DESIGN
NOT FOR CONSTRUCTION

DATE:	NO.	REVISIONS	BY:

DESIGNED BY: CS
DRAWN BY: RM
CHECKED BY: SD

RACE STREET COMPLETE STREET PROJECT

LANDSCAPE / STREETSCAPE PLAN

SHEET NO. L1.9

SCALE: AS SHOWN | DATE: 3/2/2018 | DWG. FILE NO. | SHEET - OF ----

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-270
-263
5'
24'
10'
11'
EXISTING CONDITION
SIDE WALK
RACE STREET
BUFFER
MULTI-USE PATH
EXISTING CONDITION



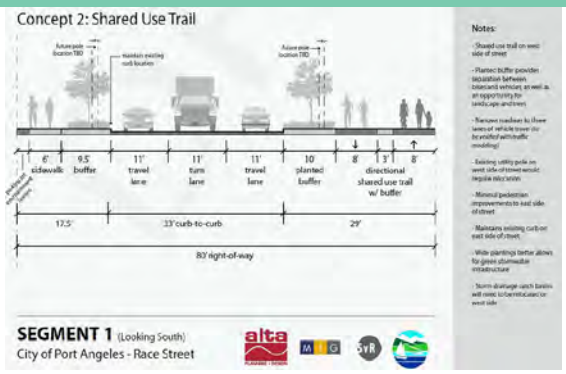
Lauridsen Blvd prior to Phase 1 Construction



Lauridsen Blvd after Phase 1 construction

Race Street Complete Design & Construction Phase 2

TR0619



Project Status: Design
Condition: Fair
Latitude / Longitude: 48.109905298, -123.421770572
Project Manager:
Shannen Cartmel/Jonathan Boehme
Estimated Life: 80 years
Type: Civic Improvement

ABOUT THE PROJECT:

Improvements include the installation of a shared-use trail, pedestrian safety enhancements, plantings and pavement restoration along Race Street between the project extents of Front Street south to the Olympic National Park Visitor and Wilderness Information Center. A Federal Lands Access Program (FLAP) design grant was used in phase 1. A FLAP construction grant has also been secured for phase 2 in the amount of $2.0 million. Other grants are under consideration: Surface Transformation Program Funds (STP) for design and Washington State Recreation and Conservation Office Washington Wildlife Recreation Program Trails (RCO WWRP Trails) grant for construction to cover the matches of the previously mentioned federally dispersed funds. Additional funds to complete the project through grants is necessary and anticipated. The total cost of Phase 2 Design and Construction is about $6 million. The project will be constructed in phases, with the first phase being completed in 2023, phase 2 being completed in 2025 and phase 3 being completed in 2027. Phase 3 construction is currently unfunded and estimated to be about $3 million.

JUSTIFICATION:

The Race Street Corridor is an important gateway for the City of Port Angeles and Olympic National Park, and one of the City's most active arterials. The second phase of a three-phase project will continue work on link between Olympic National Park Visitor Center and the Waterfront and Olympic Discovery Trail to facilitate cyclists traveling in this corridor.

FUNDING SOURCES	PRIOR YEARS	BUDGET 2024	CAPITAL FACILITIES PLAN 2025	2026	2027	2028	2029	2030
Reserves Utilities Fund Grants Bonds General Fund Donations/Insurance Reim. REET		750,000	3,270,000					
TOTAL	$ 0	$ 750.000	$ 3.270.000	$ 0	$ 0	$ 0	$ 0	$ 0

EXPENDITURES	Prior	2024	2025	2026	2027	2028	2029	2030
Capital Costs		850,000	3,270,000					
TOTAL	$ 0	$ 850.000	$ 3.270.000	$ 0	$ 0	$ 0	$ 0	$ 0

OTHER OPERATING COSTS	Prior	2024	2025	2026	2027	2028	2029	2030
Other								
TOTAL OTHER COSTS	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0

Estimated Total Project Cost: $6,120,000 **Estimated Total Design Cost: $850,000**

Estimated Personnel Hours for Project: 4,285 **Estimated Personnel Costs for Project: $288,400**