

Memorandum

To: Katrina Van Every and Paul Brewster, Thurston Regional Planning Council
From: Olivia Buban, KPG
Date: May 19, 2016
Re: **City of Rainier SR507/Main Street Improvements – Phasing Strategy and Funding Sources**

KPG completed a preliminary layout plan and cost estimate for the SR507/Main Street Improvements for the City of Rainier in July, 2015. And on March 7, 2016, this information was presented in a Technical Session held at the Tenino Quarry House, hosted by Thurston Regional Planning Council (TRPC). Comments and input from stakeholders were obtained. From that meeting, it was determined that the project needs to be completed in several phases in order to be economically feasible for the City. This memo summarizes a phasing strategy, and a list of several state and federal funding sources available for this type of roadway improvement project, so that the City can continue to pursue design and construction of the SR507/Main Street Improvements.

[Phasing Strategy for Rainier](#)

Binghampton Streetscape Project (Phase 1)

Minnesota Street to Dakota Avenue

This first phase of improvements is currently under construction. The City acquired grant funding from the 2015 Regional TAP program from TRPC. The project includes curb, gutter, planter, and sidewalk improvements on the north side of SR 507 (except at driveway entrances), and the curb return on the southwest corner of SR 507 and Dakota Avenue. The grant was obtained around the time when KPG developed the preliminary layout plan and cost estimate, so these Phase 1 improvements and costs were not included in KPG's analysis. This means that there is potential overall cost savings from KPG's cost estimates because Phase 1 would already have been completed.

The preliminary project cost estimate for the City of Rainier SR507/Main Street Improvements from Alaska Street to Idaho Avenue, approximately 2,100 linear feet, came to a total of approximately \$3.9 million (see attached Preliminary Project Estimate). Recognizing that the total project cost is too high for the City to undertake as one big project, the project was divided into phases. Three possible phases were identified and summarized in the tables below with costs rounded up to the nearest thousand, along with a list of possible funding sources for each task. The cost estimates presented here reflect what is shown on the preliminary layout plan from July, 2015.

WEST PHASE Alaska St to Dakota Ave	Approximate Cost	Possible Funding Source
Design & Right-of-Way	\$ 163,000	TIB SCSP, WSDOT Safe Routes to School
Construction	\$ 1,218,000	TIB SCSP and Relight Washington, WSDOT Safe Routes to School, and WSDOT Ped and Bike

CENTRE STREET ROUNDABOUT Dakota Ave to Montana Ave	Approximate Cost	Possible Funding Source
Design & Right-of-Way	\$ 282,000	TIB SCAP, FHWA STP, WSDOT Safe Routes to School, WSDOT Ped and Bike
Construction	\$ 1,367,000	TIB SCAP and Relight Washington WSDOT Safe Routes to School and WSDOT Ped and Bike, FHWA STP

EAST PHASE Montana St to Idaho Ave	Approximate Cost	Possible Funding Source
Design & Right-of-Way	\$ 102,000	TIB SCSP, WSDOT Ped and Bike, FHWA STP
Construction	\$ 732,000	TIB SCSP and Relight Washington, WSDOT Ped and Bike, FHWA STP

According to the Transportation Improvement Board (TIB) representative at the Technical Session meeting, the typical award amount for Small City projects has been between \$350,000 and \$750,000. It is a prudent strategy to first apply for a grant to complete the design and right-of-way for each phase and then separately apply for one or more construction grants as the project is nearing design completion. The project will be more competitive and likely to receive funding if design is complete and right-of-way has been acquired.

The construction for each phase currently falls in the range of approximately \$732,000 to \$1.4 million. That cost includes a 30% contingency to account for the unknowns. However, these cost estimates do not include the cost to underground the existing overhead aerial utilities, nor relocation of existing power poles. That cost has to be taken into consideration as the City decides how to handle potential conflicts with the existing poles.

West Phase

Alaska Street to Dakota Street

Alaska, Minnesota, and Dakota Streets are the main access roads into Rainier’s Elementary, Middle, and High Schools. The preliminary plan shows installation of sidewalk on the south side of SR507 from Alaska to Minnesota, and sidewalk on both sides of SR 507 from Minnesota to Dakota.

Since some these improvements overlap with the Binghampton Streetscape Project Phase 1, the actual costs may be less than what is listed here.

Based on the Technical Session discussions, it would be desirable from a connectivity standpoint, to formalize the crossing at SR 507/Michigan Street, connect with the Yelm-Tenino trail, and install new sidewalks from Michigan Street to Alaska Street. This would allow community members to use the Yelm-Tenino trail to access the schools.

Centre Street Roundabout

Dakota Avenue to Montana Avenue

SR 507 and Centre Street are both busy truck routes. The roundabout option at this intersection offers the benefits of improving traffic circulation, reducing speeds, and improving pedestrian crossing safety. WSDOT has provided a preliminary layout for the roundabout which avoids impacts to existing utility poles and the gas station.

East Phase

Montana Avenue to Idaho Avenue

This phase will include new curb, gutter, planter and sidewalks, on-street parallel parking, and curb bulb-outs at the intersections.

Funding Sources

The funding sources listed below are all available for the City of Rainier to pursue for the design and construction of the SR507/Main Street Improvements project.

The most common and applicable grants for this type of roadway improvement project are those administered by the Transportation Improvement Board, Washington State Department of Transportation, and Thurston Regional Planning Council.

When applying for grants, identifying local match money is very important. Though some grants may not require a local match for small cities like Rainier, having local match money always makes the project competitive and likely to win a grant above others. For the construction phase, it is very likely that the City may need to apply for more than one grant needed for each phase.

Federal funds have many more requirements and procedures to follow throughout the design, permitting, right-of-way acquisition, and construction phases, as compared to state funds. It is advised if federal funding is pursued, that the City is aware of these requirements. For example, once a federal grant has been acquired for a project, it must be ready for construction within 10 years.

Transportation Improvement Board (TIB) Grants

Small City Sidewalk Program

The Small City Sidewalk Program (SCSP) provides funding for projects that address safety, access to generators and system continuity. All projects must be transportation related on a federally classified route. This is a competitive grant process, with award amounts ranging typically from

\$350,000 to \$750,000. The requirement for local match varies based on the City's population. Rainier has a population of over 1,000, so there is a 5% local match required.

Small City Arterial Program

The Small City Arterial Program (SCAP) is funded with the intention of rehabilitating TIB-classified arterials. This program fits well with the proposed roundabout at the intersection of SR507 and Centre Street. Since Rainier has a population of over 1,000, there is a 5% local match required.

Relight Washington Program

The City of Rainier is eligible to receive funds under the Relight Washington Program. This program's goal is to move small cities to the front of the line in cost saving LED streetlight replacement.

Federal Match Program

If the City obtains a federal grant which requires a 13.5% local match, TIB can cover this match requirement with their Federal Match Program. There is approximately \$1 million available each year, and it is distributed statewide on a first come first served basis until funds are depleted.

Washington State Department of Transportation (WSDOT) grants

Safe Routes to School Program

Safe routes to school is a competitive grant offered by WSDOT with the purpose to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school. Funding is for projects within two-miles of primary, middle and high schools which the Rainier SR507/Main Street project falls within. This would require coordination with the school district to determine the student travel tally, as well as district administration support. The portion of the project would also need to be located on the school walk route plan. The West Phase has great potential to be funded by this program with its benefits of providing connectivity and access to Rainier's public schools.

In the last biennium, the Safe Routes Program funded \$13 million dollars and a variety of projects throughout the state with funding amounts varying from \$100,000 to almost \$1 million. There is no required match, however providing a match does help in the project's competitiveness in getting the grant. This program is funded with either state or federal funds.

Pedestrian and Bicycle Program

This program's purpose is to reduce pedestrian and bicycle collisions and increase the number of people who choose to walk and bike for transportation. This program funds both design only and construction projects. While the proposed improvements do not include bicycle facilities (because of the proximity of the Yelm-Tenino Trail), the project does provide for sidewalk connectivity and accessibility, as well as improving pedestrian safety with traffic calming elements.

Federal GrantsHSIP/MAP-21 or Surface Transportation Funds (STP)

Highway Safety Improvement /Moving Ahead for Progress in the 21st Century Act (HSIP/MAP-21) are federal funds provided to the state to distribute to jurisdictions to use engineering countermeasures to reduce fatal and serious injury collisions. To receive these grants the project must meet specific crash criteria to apply for funding. While we do not have specific crash data for the project at this time, this is readily available from WSDOT.

These funds are distributed to Municipal Planning Organizations (MPO) in the form of Surface Transportation Program (STP) funds; this is one of the most flexible of highway construction funding mechanisms and provides the most financial support to local agencies.

Economic Development Administration

This process would involve applying to the Economic Development Administration (EDA) for a grant for Economic Adjustment Assistance. EDA's programs provide economically distressed communities and regions with comprehensive and flexible resources to address a wide variety of economic needs, and are designed to lead to the creation and retention of jobs and increased private investment. EDA's programs support local and regional economic development efforts to establish a foundation for vibrant economies throughout the United States. Through these programs, EDA supports bottom-up strategies that build on regional assets to spur economic growth and resiliency. EDA encourages its grantees throughout the country to develop initiatives that present new ideas and creative approaches to advance economic prosperity in distressed communities.

To meet the hardship/distress criteria of the EDA grant, the municipality must show with third party data that the unemployment rate is for a 24 month period at least one percentage point higher than the national average unemployment rate, per capita income that is eighty percent or less of the national average per capita income or a special need as determined by the EDA. Between the years 2008 to 2012, the per capita income for Rainier was \$24,803. For the United States the per capita income was approximately \$40,725. So we believe that these projects could fall under the economic hardship rule.

Community Development Block Grants

Rainier is located within Thurston County, which is considered an Entitlement County, which means the City is not eligible for the state Community Development Block Grant (CDBG) program. However, the City can apply for CDBG funds directly available from the U.S. Department of Housing and Urban Development (HUD). HUD CDBG grants can be used for infrastructure improvements including but not limited to streets, curbs, water and sewer lines and streetscapes including safe and secure street lighting, signage and landscaping, as well as parks and recreational facilities. This is done under a grant used in creating a suitable living environment, as well as creating economic opportunities. This program requires that the project be within a low to moderate income (LMI) area. An LMI service area does not need to have coterminous boundaries with Census tract borders or other officially recognized boundaries, but must be primarily

residential in nature and the project must benefit all residents of an area where at least 51% of the residents are LMI. More research and information would be necessary to determine if the City would fall within these limits, but there could possibly be grant opportunities within this funding mechanism.

Washington State Department of Ecology Grants*Stormwater Financial Assistance Program*

The Stormwater Financial Assistance Program is for projects that address existing pollution problems and provide a high level of water quality benefit. Based on the soil conditions, some green techniques could be implemented that are low maintenance and would fit. The requirement for this grant is a 25% match or a 15% match for communities that meet hardship criteria.

In Rainier, there appears to be 4 wells operated by the City, 1 each by the fire department and school district, as well as several private wells throughout the area. This Ecology grant could be used to pay for construction of green infrastructure or a storm drain system that outfalls to a Low Impact Development (LID) treatment facility which results in the protection of these wells.

Thurston Regional Planning Council
City of Rainier SR 507/Main Street Improvements
Preliminary Project Estimate
May 11, 2016



DESIGN & RIGHT OF WAY COST ESTIMATE					WEST PHASE Alaska St to Dakota Ave		CENTRE ST ROUNDABOUT Dakota Ave to Montana Ave		EAST PHASE Montana Ave to Idaho Ave	
Description	Quantity	Unit	Unit Cost	Total	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
ROW - Commercial	-	SF	\$ 15.00	\$ -	-	\$ -	-	\$ -	-	\$ -
Construction Easement	3,390	EA	\$ 1,500.00	\$ 5,085,000.00	-	\$ -	3,390	\$ 50,850.00	-	\$ -
Settlement Costs	1	LS	\$ 15,000.00	\$ 15,000.00	-	\$ -	10	\$ 15,000.00	-	\$ -
R.O.W. Administration	1	LS	\$ 20,000.00	\$ 20,000.00	-	\$ -	1	\$ 20,000.00	-	\$ -
R.O.W. Agent	1	Parcel	\$ 7,500.00	\$ 7,500.00	-	\$ -	1	\$ 14,600.00	-	\$ -
TOTAL RIGHT OF WAY COST				\$ 100,450.00		\$ -		\$ 100,450.00		\$ -
Preliminary, Design, Survey (15%)				\$ 414,400.00		\$ 152,160.00		\$ 170,830.00		\$ 91,410.00
WSDOT Review Fees				\$ 30,000.00		\$ 10,000.00		\$ 10,000.00		\$ 10,000.00
TOTAL ENGINEERING / MANAGEMENT COST				\$ 444,400.00		\$ 162,160.00		\$ 180,830.00		\$ 101,410.00
TOTAL DESIGN & RIGHT OF WAY COST				\$ 544,850.00		\$ 162,160.00		\$ 281,280.00		\$ 101,410.00

CONSTRUCTION COST ESTIMATE					WEST PHASE Alaska St to Dakota Ave		CENTRE ST ROUNDABOUT Dakota Ave to Montana Ave		EAST PHASE Montana Ave to Idaho Ave	
No. Description	Quantity	Unit	Unit Cost	Total	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
1 Mobilization (8%)	1	LS	\$ 140,100.00	\$ 140,100.00	1	\$ 48,900.00	1	\$ 59,400.00	1	\$ 31,800.00
2 Construction Surveying (2%)	1	LS	\$ 35,200.00	\$ 35,200.00	1	\$ 12,300.00	1	\$ 14,900.00	1	\$ 8,000.00
3 Project Temporary Traffic Control (8%)	1	LS	\$ 140,100.00	\$ 140,100.00	1	\$ 48,900.00	1	\$ 59,400.00	1	\$ 31,800.00
4 Roadway Excavation Incl Haul	2,190	CY	\$ 28.00	\$ 61,320.00	660	\$ 18,480.00	1,070	\$ 29,960.00	460	\$ 12,880.00
5 Removals	101,390	SF	\$ 0.50	\$ 50,695.00	36,030	\$ 18,015.00	43,730	\$ 21,865.00	21,630	\$ 10,815.00
6 Sidewalk	4,390	SY	\$ 35.00	\$ 153,650.00	1,870	\$ 65,450.00	1,180	\$ 41,300.00	1,340	\$ 46,900.00
7 Planter Strip	1,210	SY	\$ 40.00	\$ 48,400.00	650	\$ 26,000.00	420	\$ 16,800.00	140	\$ 5,600.00
8 Hot Mix Asphalt	1,200	TON	\$ 110.00	\$ 132,000.00	290	\$ 31,900.00	710	\$ 78,100.00	200	\$ 22,000.00
9 Crushed Surfacing Top Course	1,320	TON	\$ 32.00	\$ 42,240.00	320	\$ 10,240.00	770	\$ 24,640.00	230	\$ 7,360.00
10 Crushed Surfacing Base Course	1,720	TON	\$ 30.00	\$ 51,600.00	470	\$ 14,100.00	860	\$ 25,800.00	390	\$ 11,700.00
11 Cement Conc. Traffic Curb and Gutter	5,680	LF	\$ 22.00	\$ 124,960.00	2,020	\$ 44,440.00	2,400	\$ 52,800.00	1,260	\$ 27,720.00
12 Cement Conc. Traffic Curb	170	LF	\$ 18.00	\$ 3,060.00	-	\$ -	170	\$ 3,060.00	-	\$ -
13 Cement Conc. Driveway Entrance	730	SY	\$ 80.00	\$ 58,400.00	330	\$ 26,400.00	200	\$ 16,000.00	200	\$ 16,000.00
14 Cement Conc. Sidewalk Ramp	30	EA	\$ 3,000.00	\$ 90,000.00	10	\$ 30,000.00	10	\$ 30,000.00	10	\$ 30,000.00
15 Back of Walk Restoration & Landscaping	2,100	LF	\$ 110.00	\$ 231,000.00	1,050	\$ 115,500.00	450	\$ 49,500.00	600	\$ 66,000.00
16 Roundabout at SR 507 and Old Hwy 99 SE	1	EA	\$ 125,000.00	\$ 125,000.00	-	\$ -	1	\$ 125,000.00	-	\$ -
17 Miscellaneous Utilities	108,200	LS	\$ 0.75	\$ 81,150.00	54,100	\$ 40,575.00	23,100	\$ 17,325.00	31,000	\$ 23,250.00
18 Storm Drainage - New	101,390	LS	\$ 3.00	\$ 304,170.00	36,030	\$ 108,090.00	43,730	\$ 131,190.00	21,630	\$ 64,890.00
19 Urban Design Features	1	LS	\$ 150,000.00	\$ 150,000.00	1	\$ 40,000.00	1	\$ 70,000.00	1	\$ 40,000.00
20 Channelization and Signage	2,100	LF	\$ 20.00	\$ 42,000.00	1,050	\$ 21,000.00	450	\$ 9,000.00	600	\$ 12,000.00
21 School Crossing RRFB	2	EA	\$ 30,000.00	\$ 60,000.00	2	\$ 60,000.00	-	\$ -	-	\$ -
Subtotal Construction Cost				\$ 2,125,045.00		\$ 780,290.00		\$ 876,040.00		\$ 468,715.00
Construction Management, Administration, and Inspection (20%)				\$ 425,009.00		\$ 156,058.00		\$ 175,208.00		\$ 93,743.00
30% Contingency				\$ 765,030.00		\$ 280,910.00		\$ 315,380.00		\$ 168,740.00
TOTAL CONSTRUCTION COST				\$ 3,315,084.00		\$ 1,217,258.00		\$ 1,366,628.00		\$ 731,198.00

TOTAL PROJECT COST				\$ 3,859,934.00		\$ 1,379,418.00		\$ 1,647,908.00		\$ 832,608.00
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