

Memorandum

To: Katrina Van Every and Paul Brewster, Thurston Regional Planning Council
From: Olivia Buban, KPG
Date: May 3, 2016
Re: City of Tenino 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 Tenino 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. 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 Tenino

The preliminary project cost estimate developed for the City of Tenino SR507/Main Street Improvements from Kiethahn Street to O’Brien Street, approximately 3,270 linear feet, came to a total of approximately \$5.7 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 (Downtown Core) Kiethahn St to Hodgden St	Approximate Cost	Possible Funding Source
Design & Right-of-Way	\$ 317,000	TIB SCSP, WSDOT Ped and Bike
Construction	\$ 1,775,000	TIB SCSP and Relight Washington, WSDOT Ped and Bike and Safe Routes to School, FHWA STP, EDA, CDBG

MIDDLE PHASE Hodgden St to Custer St	Approximate Cost	Possible Funding Source
Design & Right-of-Way	\$ 241,000	TIB SCSP, WSDOT Ped and Bike
Construction	\$ 1,490,000	TIB SCSP and Relight Washington WSDOT Ped and Bike, FHWA STP

EAST PHASE (Roundabout) Custer St to Obrien St	Approximate Cost	Possible Funding Source
Design & Right-of-Way	\$ 328,000	TIB SCAP, WSDOT Ped and Bike
Construction	\$ 1,499,000	TIB SCAP and Relight Washington, WSDOT Ped and Bike, WSDOT Safe Routes to School, 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 \$1.5 to \$1.7 million. That cost includes a 30% contingency to account for the unknowns. As the design is developed further, cost cutting opportunities can be identified. For example, these ideas were discussed in the Technical Session:

- Minimize impact to existing infrastructure that is in good condition.
- Shorten the project extents.
- Alternative design for curb extensions and crosswalk treatments.
- Identify and partner with potential private developers.
- During construction, consider using detour routes and closing SR507, so that the construction period and impacts are lessened.

West Phase (Downtown Core)

Kiethahn Street to Hodgden Street

The stretch of SR507 between Kiethahn Street to Hodgden Street is considered to be Tenino’s downtown core where there is the greatest concentration of businesses, along with public facilities such as City Hall, the US Post Office, Tenino High School and Tenino City Park. Between Kiethahn Street and Ritter Street, there are opportunities to create a gateway feature into town because of the wider right-of-way width available; encourage slower traffic speeds by installing a new median and curb extensions; and continue the sidewalk network to make businesses more accessible.

Middle Phase

Hodgden Street to Custer Street

This 3-block section connects the west entry and east entry into town. It is less dense than the other two phases. Project improvements will include curb extensions, improved crosswalks, and wider sidewalks.

East Phase (Roundabout)*Custer Street to Obrien Street*

The main feature of this phase is a new roundabout at the intersection of SR507, Old Highway 99, and Ragless Street. At the Technical Session, some participants expressed safety concerns because there is a lack of sidewalks and pedestrian crossings, especially for students at nearby Tenino Elementary School and Tenino Middle School. This phase requires the most right-of-way acquisition because of the large footprint needed for the roundabout, however, it also presents a great opportunity to create a gateway and traffic calming into town with the roundabout design.

Funding Sources

The funding sources listed below are all available for the City of Tenino 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 Tenino, 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 will need to apply for more than one grant to secure the range of \$1.5 to \$1.7 million 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. Tenino 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 Old Hwy 99. Since Tenino has a population of over 1,000, there is a 5% local match required.

Relight Washington Program

Tenino 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 Tenino 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. Based on the location of the various intersections and the school locations, there is an opportunity to fund a portion of the project with this grant. In the last Biennium Safe routes 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 Grants

HSIP/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 Tenino it was \$20,676. 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

Tenino 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.

Currently the City of Tenino appears to own a well north of the project site, south of Scatter Creek and there are several private wells located throughout the City. 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 Tenino SR 507/Main Street Improvements
Preliminary Project Estimate
May 3, 2016



DESIGN & RIGHT OF WAY COST ESTIMATE					WEST PHASE (Downtown Core) Kiethahn St to Hodgden St		MIDDLE PHASE Hodgden St to Custer St		EAST PHASE (Roundabout) Custer St to Obrien St	
Description	Quantity	Unit	Unit Cost	Total	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
ROW - Commercial	2,960	SF	\$ 15.00	\$ 44,400.00	400	\$ 6,000.00	-	\$ -	2,560	\$ 38,400.00
Construction Easement	20	EA	\$ 1,500.00	\$ 30,000.00	8	\$ 12,000.00	4	\$ 6,000.00	8	\$ 12,000.00
Settlement Costs	1	LS	\$ 20,000.00	\$ 20,000.00	1	\$ 10,000.00	-	\$ -	1	\$ 10,000.00
R.O.W. Administration	1	LS	\$ 16,050.00	\$ 16,050.00	1	\$ 4,760.00	1	\$ 1,020.00	1	\$ 10,270.00
R.O.W. Agent	4	Parcel	\$ 7,500.00	\$ 30,000.00	1	\$ 7,500.00	-	\$ -	3	\$ 22,500.00
TOTAL RIGHT OF WAY COST				\$ 140,450.00		\$ 40,260.00		\$ 7,020.00		\$ 93,170.00
Preliminary, Design, Survey (15%)				\$ 714,410.00		\$ 266,200.00		\$ 223,490.00		\$ 224,720.00
WSDOT Review Fees				\$ 30,000.00		\$ 10,000.00		\$ 10,000.00		\$ 10,000.00
TOTAL ENGINEERING / MANAGEMENT COST				\$ 744,410.00		\$ 276,200.00		\$ 233,490.00		\$ 234,720.00
TOTAL DESIGN & RIGHT OF WAY COST				\$ 884,860.00		\$ 316,460.00		\$ 240,510.00		\$ 327,890.00

CONSTRUCTION COST ESTIMATE					WEST PHASE (Downtown Core) Kiethahn St to Hodgden St		MIDDLE PHASE Hodgden St to Custer St		EAST PHASE (Roundabout) Custer St to Obrien St	
No. Description	Quantity	Unit	Unit Cost	Total	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
1 Mobilization (8%)	1	LS	\$ 206,990.00	\$ 206,990.00	1	\$ 77,130.00	1	\$ 64,750.00	1	\$ 65,110.00
2 Construction Surveying (2%)	1	LS	\$ 51,760.00	\$ 51,760.00	1	\$ 19,290.00	1	\$ 16,190.00	1	\$ 16,280.00
3 Project Temporary Traffic Control (8%)	1	LS	\$ 206,990.00	\$ 206,990.00	1	\$ 77,130.00	1	\$ 64,750.00	1	\$ 65,110.00
4 Roadway Excavation Incl Haul	2,640	CY	\$ 28.00	\$ 73,920.00	900	\$ 25,200.00	810	\$ 22,680.00	930	\$ 26,040.00
5 Removals	50,640	SF	\$ 0.50	\$ 25,320.00	19,420	\$ 9,710.00	19,810	\$ 9,905.00	11,410	\$ 5,705.00
6 Sidewalk	6,760	SY	\$ 35.00	\$ 236,600.00	2,850	\$ 99,750.00	2,770	\$ 96,950.00	1,140	\$ 39,900.00
7 Planter Strip	2,950	SY	\$ 35.00	\$ 103,250.00	1,500	\$ 52,500.00	550	\$ 19,250.00	900	\$ 31,500.00
8 Hot Mix Asphalt	2,160	TON	\$ 100.00	\$ 216,000.00	740	\$ 74,000.00	660	\$ 66,000.00	760	\$ 76,000.00
9 Crushed Surfacing Top Course	1,130	TON	\$ 30.00	\$ 33,900.00	350	\$ 10,500.00	400	\$ 12,000.00	380	\$ 11,400.00
10 Crushed Surfacing Base Course	3,310	TON	\$ 28.00	\$ 92,680.00	1,150	\$ 32,200.00	1,030	\$ 28,840.00	1,130	\$ 31,640.00
11 Cement Conc. Traffic Curb and Gutter	7,800	LF	\$ 25.00	\$ 195,000.00	3,070	\$ 76,750.00	2,800	\$ 70,000.00	1,930	\$ 48,250.00
12 Cement Conc. Traffic Curb	1,190	LF	\$ 20.00	\$ 23,800.00	320	\$ 6,400.00	-	\$ -	870	\$ 17,400.00
13 Cement Conc. Driveway Entrance	250	SY	\$ 75.00	\$ 18,750.00	120	\$ 9,000.00	90	\$ 6,750.00	40	\$ 3,000.00
14 Cement Conc. Sidewalk Ramp	50	EA	\$ 2,000.00	\$ 100,000.00	16	\$ 32,000.00	20	\$ 40,000.00	14	\$ 28,000.00
15 Back of Walk Restoration & Landscaping	3,100	LF	\$ 110.00	\$ 341,000.00	1,200	\$ 132,000.00	1,200	\$ 132,000.00	700	\$ 77,000.00
16 Remove and Reinstall Existing Lighting	23	EA	\$ 4,000.00	\$ 92,000.00	8	\$ 32,000.00	7	\$ 28,000.00	8	\$ 32,000.00
17 Wiring for Existing Lighting	3,200	LF	\$ 40.00	\$ 128,000.00	1,200	\$ 48,000.00	1,200	\$ 48,000.00	800	\$ 32,000.00
18 Roundabout at SR 507 and Old Hwy 99 SE	1	EA	\$ 125,000.00	\$ 125,000.00	-	\$ -	-	\$ -	1	\$ 125,000.00
19 Miscellaneous Utilities	1	LS	\$ 65,000.00	\$ 65,000.00	1	\$ 25,000.00	1	\$ 15,000.00	1	\$ 25,000.00
20 Storm Drainage - New	1	LS	\$ 445,000.00	\$ 445,000.00	1	\$ 185,000.00	1	\$ 160,000.00	1	\$ 100,000.00
21 Urban Design Features	1	LS	\$ 150,000.00	\$ 150,000.00	1	\$ 60,000.00	1	\$ 30,000.00	1	\$ 60,000.00
22 Channelization and Signage	3,100	LF	\$ 20.00	\$ 62,000.00	1,200	\$ 24,000.00	1,200	\$ 24,000.00	700	\$ 14,000.00
23 School Crossing RRFB	2	EA	\$ 30,000.00	\$ 60,000.00	1	\$ 30,000.00	-	\$ -	1	\$ 30,000.00
Subtotal Construction Cost				\$ 3,052,960.00		\$ 1,137,560.00		\$ 955,065.00		\$ 960,335.00
Construction Management, Administration, and Inspection (20%)				\$ 610,592.00		\$ 227,512.00		\$ 191,013.00		\$ 192,067.00
30% Contingency				\$ 1,099,090.00		\$ 409,530.00		\$ 343,830.00		\$ 345,730.00
TOTAL CONSTRUCTION COST				\$ 4,762,642.00		\$ 1,774,602.00		\$ 1,489,908.00		\$ 1,498,132.00

TOTAL PROJECT COST				\$ 5,647,502.00		\$ 2,091,062.00		\$ 1,730,418.00		\$ 1,826,022.00
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