

2018 Regional Surface Transportation Program (STP) Grant Application - Limit One Proposal per Applicant



PROJECT TITLE:		SW MOSMAN AVENUE PHASE 2		TRPC use only	
GENERAL PROJECT INFORMATION					
Agency or Organization	City of Yelm				
Contact Person	Chad Bedlington, Public Works Director				
Phone Number	(360) 458 – 8412				
Email Address	chadb@ci.yelm.wa.us				
PRIORITY OR ALTERNATE PROPOSAL (Select preferred award type)				URBAN OR RURAL (Select one)	
	Priority	<input checked="" type="checkbox"/>		Urban	<input checked="" type="checkbox"/>
	Alternate	<input type="checkbox"/>		Rural	<input type="checkbox"/>
REGIONAL FUNDING PRIORITY (check all that apply)	Safety	<input checked="" type="checkbox"/>			
	Preservation	<input checked="" type="checkbox"/>			
	Efficiency	<input checked="" type="checkbox"/>			
ELIGIBILITY					
	Project elements meet all regional eligibility requirements				
	Project elements and administration meet all federal eligibility requirements				
	Applicant can demonstrate ability to obligate funding as proposed				
STATUS OF EXISTING FEDERAL PROJECT					
Is this proposal part of an existing project with other secure federal funding? (yes or no)				Yes	No
				<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>If yes, attach separate documentation describing status of the project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.</i>					
PROJECT OVERVIEW					
<i>Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high-level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.</i>					
<p>The project is situated in the City of Yelm, in Thurston County, 30-minute drive southeast of Olympia, WA. The project consists of extension and rehabilitation/reconstruction and preservation of SW Mosman Ave, from SW Railroad Street to Longmire Street SE, approximately 1,500 feet, with the new roadway connecting from Solberg Street to Longmire Street, approximately 600 feet. The new roadway alignment will transverse a portion of the Tahoma Valley Golf and Country Club property. This portion over the golf and country club property requires a relocation plan and ROW acquisition. This is done in accordance with the WSDOT ROW manual and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA). No persons will be required to move from the acquired dwelling, business or property.</p> <p>Improvements will typically include new pavement section with two travel lanes, various locations for turn lanes and a parking lanes, bike lanes, curbs and gutters, cement concrete sidewalks, landscaping, ADA Improvements, illumination improvements, storm improvements, demolition and haul, stockpiling and/or staging channelization and signing and miscellaneous improvements. The storm drainage improvements will include conveyance, treatment and discharge and adjusting utilities to grade along with other miscellaneous improvements. The new Mosman Avenue/Longmire Street intersection will be stop controlled with turn lanes.</p>					

PROJECT LOCATION AND DETAILS – applicants may submit a map of the project or program/service area				
Construction Projects	Project Location	City of Yelm		
	Type of Construction Project	Transportation Improvements		
	Roadway Classification	Urban Major Collector		
	Length of Construction Project	2100 ft		
Vehicle Acquisition Projects	Number of Vehicles	0		
	Type of Vehicle	0		
Transportation Programs/Services /Studies	Delivery Area of Program/Service/Study	N/A		
	Type of Program/Service/Study	N/A		
	Duration of Program/Service/Study	N/A		
PROJECT PHASING AND COSTS				
Identify project phases and costs		Phase	Cost	Applicant Notes
Construction Projects (mark the appropriate phase and enter cost)	Preliminary Engineering/Design:	1	\$ 185,300	Prev STP Funds
	Right-of-Way:	2	\$ 399,050	Curr Funding Need
	Construction:	3	\$1,076,420	Future
Vehicle Acquisition Projects	Vehicle Purchase			
Transportation Programs, Services, or Studies	Programs, Studies, or Services			
STP FUNDING REQUEST AND MATCHING REVENUES				
Federal Funding Request and Match (non-federal share)				<i>*Applicants must provide a minimum of 13.5% non-federal share to federal share.</i> Example Total Project Cost is \$100,000 Non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant*	Local funding or other sources	\$ 53,900		
	State funding	\$0		
	STP Grant Request	\$338,100		
	Total Project/Phase Revenue	\$399,050		
SUPPORT FOR THE REGIONAL TRANSPORTATION PLAN, SUSTAINABLE THURSTON OR OTHER REGIONAL INITIATIVES				
<i>Identify ways in which the proposed project supports the goals and policies of the Regional Transportation Plan, implementation of Sustainable Thurston transportation initiatives, or other regional initiatives. Examples of other initiatives include, but are not limited to, The Thurston Regional Trails Plan, Urban Corridor Communities and associated District Plans, Healthy Kids Safe Streets Action Plan, South Thurston Economic Development Initiative, Walk and Roll, Commute Trip Reduction, I-5 Action Plan, Bountiful Byways, Smart Corridors, and the Human Services Coordinated Transportation Plan.</i>				
<p>This project proposes to meet the Thurston County Regional initiatives in many ways. One of the ways is this project is currently federally funded for design, and is an existing federal project. Providing the additional funding will help promote the existing federal project and to increase the efficiency in the design to meet a target date to obligate construction funds.</p> <p>The proposed sidewalk promotes pedestrian and student safety systems. Because the project connects sidewalks and walking paths for pedestrians and students in the vicinity of Yelm Middle School, it promotes safe routes to schools. The project promotes walking and policies relating to a direct, safe, interconnected pedestrian and student network.</p> <p>The proposed rehabilitation of Mosman Ave SW promotes the preservation of the existing roadway for the project. The proposed new roadway through the country club property promotes efficiency for pedestrians as well as a more efficient transportation network throughout the City of Yelm.</p> <p>City staff worked directly with the Yelm School District to evaluate the projects proposed improvements and determine the underlying benefits to the school and surrounding neighborhoods.</p> <p>This project was first added to the City's 6-year TIP in 2007 as a potential project to fill gaps in our transportation network and extend pedestrian and school infrastructure. That process included a public comment period prior to a resolution to adopt the TIP, presentation to City Council for annual adoption of the TIP and taking public comment at City Council Meetings. The project is also currently identified in the RTIP. – See the Project Description Information on page 3 for more details.</p>				

PROJECT DESCRIPTION & SIGNIFICANCE (2 PAGES MAX, 10 POINT FONT MINIMUM)

Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it completes or lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments.

The project in the City of Yelm, consists of extension and rehabilitation/reconstruction and preservation of SW Mosman Ave, with the new roadway connecting from Solberg Street to Longmire Street. The new roadway alignment will transverse a portion of the Tahoma Valley Golf and Country Club property. This would be a new transit facility improvements to expand services and reduce congestion for air quality as well.

Improvements will typically include new pavement section with two travel lanes, various locations for turn lanes and a parking lanes, bike lanes, ADA Improvements, illumination improvements, storm improvements, and miscellaneous other improvements. The new Mosman Avenue/Longmire Street intersection will be stop controlled with turn lanes. The proposed sidewalk promotes pedestrian and student safety systems. The project promotes walking and policies relating to a direct, safe, interconnected pedestrian and student network. This additionally provides travel demand management for fringe parking in the area.

The proposed rehabilitation of Mosman Ave SW promotes the preservation of the existing roadway for the project. The proposed new roadway through the country club property promotes efficiency for pedestrians as well as a more efficient transportation network throughout the City of Yelm.

This project is already in design and providing the additional funding will help further the existing federal project through 100% design and complete ROW acquisition and will increase the efficiency in the design to meet a target date to obligate construction funds in the future. To date the City of Yelm has invested local funds to completed the Project Funding Estimate and Relocation Plans for the upcoming ROW phase of the project and those estimates are reflected in the amount of STP funds requested for phase 2 of this project. A ROW Plan (with the PFE and RP) will be submitted prior to year end 2017 for LH&P preliminary review. All environmental field evaluations, including gopher studies, have been completed. This project is well positioned to obligate funds for the ROW phase prior to 6/30/2018 as required.

Additional Information to support the Regional Transportation Plan and Sustainable Thurston


This project has a particular emphasis on Transportation and land use consistency, Multimodal Transportation, children walking to schools and intersection safety. This is in line, apply specifically to this project and supports 1a, 1b, 1c, 1d, 1e, 1f, 1g, 1i, 1j, 1l, 2a, 2b, 2c, 2d, 3a, 3b, 3d, 4a, 4b, 4c, 4e, 5a, 5c, 6a, 6b, 6d, 7a, 7b, 7e, 8a, 8c, 9a, 9c, 9f, 9g, 10e, 10f, 10g, 11a, 11b, 11c, 12a, 12c, 12d, 12f, 16a, 16b, 17b, 18e, and 18h of the 2040 Regional Transportation Plan goals and policies.

Yelm

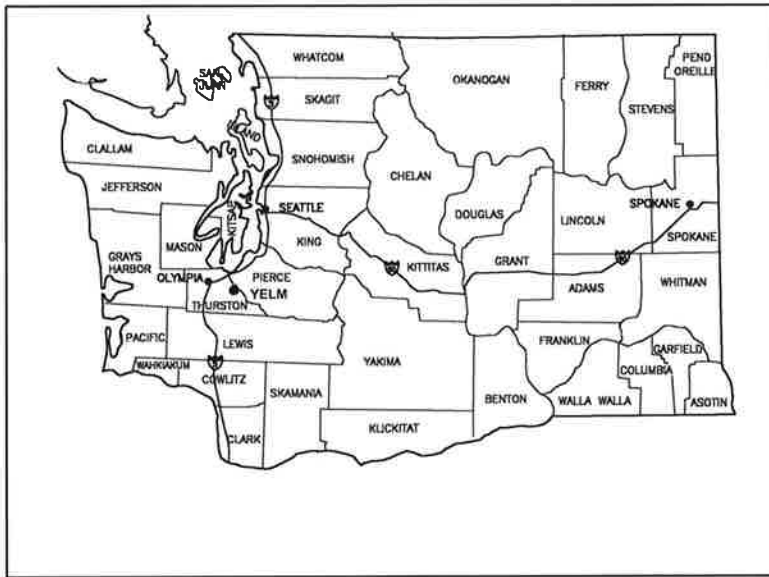
CERTIFICATION ACCEPTANCE	
CA Agency and Representative	WSDOT OR Local Programs
CA Signature and Date	Ben Marshall 10-26-17

Project Verification and Endorsement

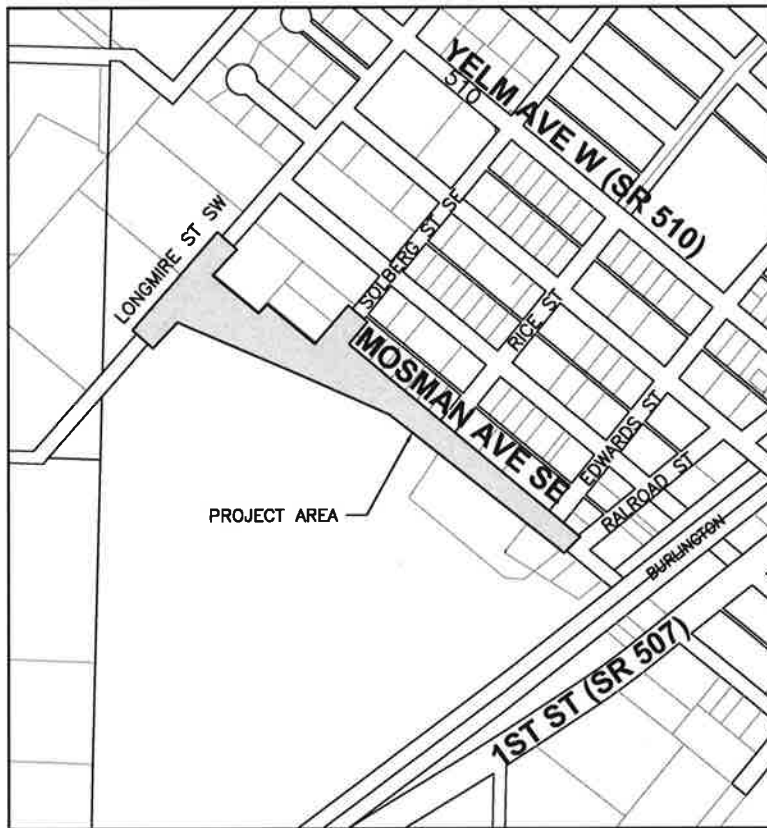
This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if TRPC awards the requested STP grant. If selected, **the project will obligate funding by June 30, 2018.** Failure to do so will result in loss of funding for the project and an alternate project will be funded instead. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

AUTHORIZATION	
Chad Bedlington	PW Director
Name of Representative Authorized to Submit Application	Title
	10/26/17
Signature	Date

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VICINITY MAP
NOT TO SCALE

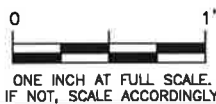


LOCATION MAP

CITY OF YELM
MOSMAN AVENUE PHASE 2
VICINITY & LOCATION MAPS



Gray & Osborne, Inc.
CONSULTING ENGINEERS



City of Yelm
Moseman Avenue - Phase 2
Project Schedule
Last Updated 10/26/2017

G&O Project # 13579

	Task	Begins On	Duration (Cal. Days)	Ends On
1	Consultant NTP			Completed
2	Survey			Completed
3	Request Field Locate for Survey			Completed
4	Environmental Documentation & Permitting			Completed
5	35% PS&E Concept Submittal (To City, WSDOT, Utilities)			Completed
6	Prepare Concepts			Completed
7	City Review of Concepts			Completed
8	Prepare APE and submit (To City)			Completed
9	City Submits APE to WSDOT			Completed
10	Draft NEPA / DCE (To City)			Completed
11	Final NEPA / DCE (To City)			Completed (12/30/2015)
12	WSDOT Approval of APE			Completed (07/21/2016)
13	NEPA / DCE (Categorical Exclusion)			Completed
14	City Council ROW Procedures approval			Completed
15	ROW Procedures to WSDOT for Approval			Completed
16	City Council Budget Adjustment			Completed
17	Cultural Resource Survey			
18	Gopher Study (By City) (Window June 1st - Oct 31st)			Completed
19	Cultural Resource Survey			Completed
20	Geotechnical Site Borings			Completed
21	City to obtain Approval for Pan Geo to access Golf Course			Completed
22	Geotechnical Pit Test			Completed
23	Geotech Prelim Geotechnical Report	August 26, 2017	60	October 25, 2017
24	ROW Project Funding Estimate (PFE)	October 25, 2017	5	October 30, 2017
25	ROW Plans Submitted for Reivew	October 30, 2017	30	November 29, 2017
26	Review by City and WSDOT	November 29, 2017	21	December 20, 2017
27	Utility Coordination Meeting	December 20, 2017	21	January 10, 2018
28	60% PS&E Submittal (To City, WSDOT, Utilities)	January 10, 2018	60	March 11, 2018
29	Review by City and WSDOT	March 11, 2018	30	April 10, 2018
30	Illumination Design by Intolight	April 10, 2018	30	May 10, 2018
31	Final ROW Plans	May 10, 2018	30	June 9, 2018
32	Stakeholder Meeting	June 9, 2018	40	July 19, 2018
33	City Council ROW Approves ROW Acquisition	July 19, 2018	30	August 18, 2018
34	Prepare PS&E	May 10, 2018	28	June 7, 2018
35	Review by City and WSDOT	July 19, 2018	10	July 29, 2018
36	QA/QC Meeting	August 18, 2018	7	August 25, 2018
37	City Council ROW Approves Consultant Contract	June 7, 2018	14	June 21, 2018
38	95% PS&E Submittal (To City, WSDOT, Utilities)	July 29, 2018	60	September 27, 2018
39	Prepare PS&E	September 27, 2018	14	October 11, 2018
40	City and WSDOT Review	October 11, 2018	14	October 25, 2018
41	WSDOT NEPA Determination / Review of DCE	October 25, 2018	30	November 24, 2018
42	Final PS&E Submittal (To City, WSDOT, Utilities)	November 24, 2018	21	December 15, 2018
43	Prepare Final PS&E	December 15, 2018	21	January 5, 2019

G&O Task

City Task

**CIP Project Form
2018 Budget**

CIP Program: Transportation
Project Number: Y8A/Y8C
Project Name: SW Mosman Ave Phase 2. - Railroad to Longmire
Lead Department: Public Works

Total Project Cost from 2017: \$ 1,653,300

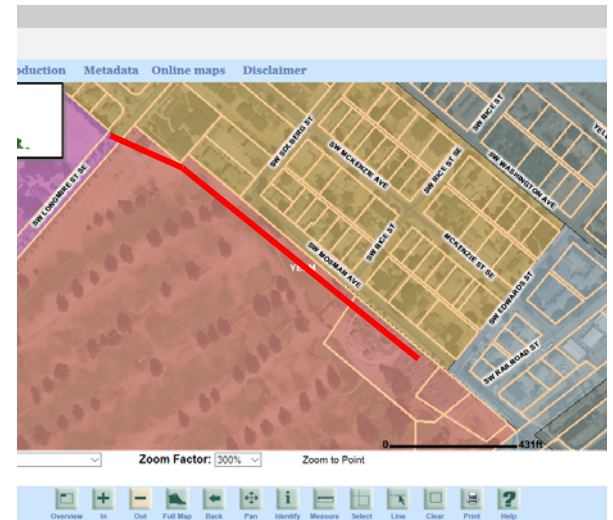
Non City Revenue PE: \$ 155,700
Non City Revenue ROW: \$ 338,100
Non City Revenue Planned Construction: \$ 861,000

Local Cost - PE: \$ 29,600
Local Cost - ROW: \$ 53,900
Local Cost with planned grants - Construction: \$ 215,000

Project Description and Justification:

This project is currently under contract (2013) for design. ROW potential acquisition areas are determined. The project received concurrence of the Area of Potential Effects (APE) from SHPO and DAHP and has completed Project Funding Estimates (PFE) and Relocation Plans (RP). The project reconstructs portions of Mosman Ave SW and constructs a new road connection to Longmire St SW. The road cross section includes two travel lanes, bike lanes, sidewalks, curbs and gutters. Other work includes storm drainage and illumination improvements and planter strips on portions of the project. The new roadway will traverse a portion of the privately owned Brookdale Golf Course LLC.

Visit our web page for project design lay out at http://www.ci.yelm.wa.us/mosman_two/



Project Financial Summary

	Prior	Total	2018	2019	2020	2021	2022	2023
	Years	2017	Budget	Forecast	Forecast	Forecast	Forecast	Forecast
Project Costs:								
Mgt & Eng	53,000	97,000	35,300	-				
Acquisition	-	53,900	338,100	-				
Construction	-	-	-	1,076,000				
Debt Service	-	-	-	-				
Total	53,000	150,900	373,400	1,076,000				
Project Funding Sources:								
Federal Grants (Secured)	46,000	83,900	25,800	-				
Federal Grants (Unsecured)	-	-	338,100	-				
State Grants TIB Planned	-	-	-	861,000				
County Grants	-	-	-	-				
Other – State DOE Planned	-	-	-	-				
Developer	-	-	-	-				
Contribution	-	-	-	-				
General Fund	-	-	-	-				
Surface Water Mgt Fund	-	-	-	-				
Street Fund (Gas Tax)	7,100	13,100	-	-				
Transportation Facility Charges	-	-	-	50,000				
Park Development Fund	-	-	-	-				
Real Estate Excise Tax Funds	-	53,900	3,500	133,000				
Transportation Benefit District Fund	-	-	-	-				
Trans. Benefit Spec. Rev. Fund State	-	-	-	-				
Infrastructure Loan Proceeds	-	-	-	-				
Water Fund	-	-	-	21,000				
Sewer Fund	-	-	-	11,000				
Total	53,000	150,900	373,400	1,076,000				

Maintenance & Operation Costs: