

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



PROJECT TITLE: BINGHAMPTON STREETScape PROJECT PHASE 1		<i>TRPC use only</i>	
GENERAL PROJECT INFORMATION			
Agency or Organization	City of Rainier		
Contact Person	Charmayne Garrison		
Phone Number	(360) 446-2265		
Email Address	rainier@ywave.com		
PRIORITY OR ALTERNATE PROPOSAL (Select preferred award type)			URBAN OR RURAL (Select one)
	Priority	<input checked="" type="checkbox"/>	Urban
	Alternate	<input type="checkbox"/>	Rural
			<input checked="" type="checkbox"/>
REGIONAL FUNDING PRIORITY (check all that apply)	Safety	<input checked="" type="checkbox"/>	
	Preservation	<input type="checkbox"/>	
	Efficiency	<input checked="" type="checkbox"/>	
ELIGIBILITY			
Project elements meet all regional eligibility requirements		Yes	
Project elements and administration meet all federal eligibility requirements		Yes	
Applicant can demonstrate ability to obligate funding as proposed		Yes	
STATUS OF EXISTING FEDERAL PROJECT			
Is this proposal part of an existing project with other secure federal funding? (yes or no)		Yes <input checked="" type="checkbox"/>	No <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>This project was initially funded under the 2015 Transportation Alternatives Proposal to design and construct sidewalk improvements in the downtown core – the first step of the Main Street 507 project. The goal for this project is to address traffic and pedestrian safety concerns while enhancing pedestrian space and improving community character and aesthetics. The project includes wider sidewalks on the north side of SR 507, bulb-outs at two crosswalk locations, pedestrian-activated flashing beacons, and landscaping.</p> <p>The project design, which has already been completed and approved for construction by WSDOT, was sent out to bid in September of 2017. Only two bids were received at the bid opening with the low bid \$54,500 over the engineer’s estimate and the second bid well beyond that. The City is also concerned that the current budget will not cover the construction management activities required by a WSDOT federal aid project and is hoping to acquire additional funding to cover those costs as well. If additional STP funding is obligated in the first quarter of 2018 the City will rebid and the project in the spring of 2018 and substantially complete the improvements within four months of issuing the notice to proceed.</p>			

PROJECT LOCATION AND DETAILS – applicants may submit a map of the project or program/service area			
Construction Projects	Project Location	SR 507 (Binghampton St.) from Minnesota to Dakota	
	Type of Construction Project	Sidewalk improvement & pedestrian crossing signs	
	Roadway Classification	Rural minor arterial	
	Length of Construction Project	Approximately 600 feet of sidewalk improvements	
Vehicle Acquisition Projects	Number of Vehicles		
	Type of Vehicle		
Transportation Programs/Services /Studies	Delivery Area of Program/Service/Study		
	Type of Program/Service/Study		
	Duration of Program/Service/Study		
PROJECT PHASING AND COSTS			
Identify project phases and costs			
Construction Projects (mark the appropriate phase and enter cost)	Preliminary Engineering/Design:	Phase	Cost
	Right-of-Way:		\$
	Construction:		\$110,000
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)			
From Project Applicant*	Local funding or other sources	\$14,850	*Applicants must provide a minimum of 13.5% non-federal share to federal share. Example Total Project Cost is \$100,000 Non-federal share: \$13,500 Federal STP Funds: \$86,500
	State funding	\$	
	STP Grant Request	\$95,150	
	Total Project/Phase Revenue	\$110,000	
SUPPORT FOR THE REGIONAL TRANSPORTATION PLAN, SUSTAINABLE THURSTON OR OTHER REGIONAL INITIATIVES			
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.			
The Binghampton Streetscape Project (Phase 1) implements several regional initiatives including the Sustainable Thurston Plan, the 2025 Regional Transportation Plan, the Thurston Bountiful Byway, the South Thurston Economic Development Initiative (STEDI), and the Main Street 507 project. This regional support is perhaps best summarized in the Sustainable Thurston Plan, which states, "Create safe and vibrant South County city and town centers that foster entrepreneurship, active transportation, civic pride, and a sense of place." (Goal C-2)			

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.

Project Description: The Binghampton Streetscape Project (Phase 1) is intended to enhance pedestrian space in downtown Rainier and improve crossing opportunities for residents, shoppers and area students. The project would install two pedestrian-activated flashing beacons, landscaping strips, and sidewalk extensions (i.e., bulb-outs) along Binghampton Street (SR 507) in the business district. The project is located between Minnesota Street and Dakota Avenue, both of which connect directly to the high school and middle school facilities located directly to the south of the project. The crosswalks being improved by this project have the highest pedestrian use for accessing the school facilities. Improved crosswalk signage and bulb outs shorten the crossing distance for pedestrians and increase both pedestrian and driver visibility. The new section of sidewalk on the north side of Binghampton provides safer access to businesses and significantly increases the separation of pedestrians and vehicles with the use of limited driveways and landscape strips. The design of this project has been completed and approved for construction by WSDOT.

Regional Significance: This project has grown out of several regional initiatives including Sustainable Thurston, the Thurston Bountiful Byway, the South Thurston Economic Development Initiative (STEDI) and the Main Street 507 project.

The project is reflected in Rainier’s preferred alternative from the Thurston Regional Planning Council-led Main Street 507 project, a planning effort previously funded by Surface Transportation Program funding, and is a priority of regional plans including Sustainable Thurston and the 2025 Regional Transportation Plan.

Leveraging Previous Work: The Binghampton Streetscape Project (Phase 1) is the first implementation step of the Main Street 507 project, a project conducted by the Thurston Regional Planning Council and the communities of Bucoda, Rainier and Tenino, in partnership with Washington State Department of Transportation (WSDOT). This project sought to determine how best to balance the roles of State Route 507 as a “Main Street” and a state highway in the various South County communities. Funding stakeholders for this project include TRPC, the Port of Olympia the City of Rainier.

The Main Street 507 project resulted in four primary goals for Rainier:

- Addressing traffic concerns;
- Improving pedestrian safety;
- Enhancing pedestrian space; and
- Improving community character and aesthetics.

Construction of this project would specifically fill in key gaps in pedestrian infrastructure, and in the process help to improve aesthetics and community character. The project would also create a more inviting pedestrian space in downtown Rainier.

CA Agency and Representative <u>WSDOT O.R.L.P.</u>	
CA Signature and Date <u>Bin Mounhel</u> <u>10-19-17</u>	

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.

City Administrator	
Charmayne Garrison	City Administrator
Signature of Representative/Authorized Official	
<u>Charmayne Garrison</u>	<u>10-18-2017</u>
Date	

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**CITY OF RAINIER
TRPC EXISTING FEDERAL FUNDS PROJECT SUMMARY**

Project Name: Binghampton Streetscape Project Phase 1
Federal Funding Source: TRPC Transportation Alternatives Project (TAP-0507(033))
Year of Award: 2015

Project Chronology:

2015:

- City of Rainier secures initial TAP grant of \$151,375.
- WSDOT staff indicates concern of needing additional ROW or easements.
- City performs additional evaluation and seeks additional funding.
- City advertizes for professional engineering services in June.
- City secures additional funding from Port of Olympia in June.
- City enters into LA agreement with WSDOT and contracts with design engineer in September.
- 60% design plans completed in December.

2016:

- Design plans submitted for WSDOT review in February.
- WSDOT review comments received in March.
- NEPA documents signed and SEPA categorical exemption obtained in May.
- Plans, specifications, and PS&E checklist re-submitted to WSDOT in May.
- Incorporated additional WSDOT comments and re-submitted in July.
- Construction funding obligation received in August.
- City was informed the TIB Federal aid matching grant was no longer funded in August (City could not submit an application until project construction funds were obligated).
- Construction bids opened on 9/6/17.
- All bids rejected due to lack of funds on 9/11/17.

The City of Rainier's originally anticipated funding for this project was:

1. 2015 TAP Grant	\$151,375
2. TIB Fed Match Grant	\$23,625
3. WSDOT State Funding	\$33,332
4. Port of Olympia	\$20,000
5. City of Rainier	<u>\$19,838</u>
Total	\$248,170

The City's current TRPC funding request would provide the following funding scenario for completing Binghampton Streetscape Project, Phase 1.

1. 2015 TAP Grant	\$151,375
2. 2018 STP Grant	\$95,150
3. WSDOT State Funding	\$27,333
4. Port of Olympia	\$20,000
5. City of Rainier	<u>\$38,475</u>
Total	\$332,333

The project design cost was \$44,340 and there is currently over \$220,000 of local, state and federal funds obligated for the construction of this project (low bid on 9/11/17 was \$252,000 and construction management costs are estimated at \$35,000). Award of the additional funds through the 2018 STP Grant would allow this very important project to be completed.