**PROJECT TITLE:** Israel Rd and Linderson Way Pedestrian and Bicycle Improvements

If the proposal is programmed in the STIP, please use the same title.

### PROJECT SPONSOR
- **Agency or Organization:** City of Tumwater
- **Contact Person:** Brandon Hicks
- **Phone Number:** 360-754-4140
- **Email Address:** bhicks@ci.tumwater.wa.us

### PROJECT CO-SPONSOR (Leave blank if not applicable)

### ELIGIBILITY (check all that apply)
- **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

Answering ‘No’ to any eligibility item above will disqualify the proposal.

### STATUS OF EXISTING FEDERAL PROJECTS
- **Does the applicant have any other federal funded projects underway?** No

If yes to either, attach separate documentation describing status of each 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.

### YEAR OF OBLIGATION (Select the federal fiscal year the project will obligate) *
- **2020:** Yes
- **2021:** Yes
- **2022:** Yes

**ADVANCE CONSTRUCTION (Select if A/C is an option)**
- **2019:** No
- **2020:** No
- **2021:** No

*Applicants are expected obligate their project on time if the proposal is selected.

### TYPE OF PROJECT (Select one “Primary” and all “Secondary” types that apply)
- **Primary**
  - Safe Routes to School project or program
  - Provision of facilities for pedestrians and/or bicycles
  - Preservation and/or conversion of abandoned railway corridors for bike/pedestrian trails
  - Construction of turnouts, overlooks, and viewing areas
  - Recreational Trails Program (Section 206 of title 23)
  - Inventory, control and removal of outdoor advertising
  - Preservation & rehabilitation of historic transportation buildings, structures, facilities
  - Vegetation management in ROW to control invasive species or control erosion
  - Archaeological activities related to impacts from transportation projects
  - Environmental mitigation to address stormwater associated with highway runoff
  - Environmental mitigation to reduce wildlife mortality or improve habitat connectivity

- **Secondary**
  - Yes

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2018 TRPC Regional Surface Transportation Program Grant Application, page: 1
**PROJECT OVERVIEW**

Brief description (~ 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 pages 4 and 5.

This project focuses on multi-modal improvements on portions of Israel Rd and Linderson Way. This proposal includes: replacement of select existing curb ramps, 4’ sidewalks and busted up steep driveways, addition of enhanced pedestrian crossing treatments (retroreflective markings and signs), installation of a new pedestrian refuge island, lane narrowing or road widening to accommodate bike lanes to an intersection, signal modifications such as addition of accessible pedestrian signals, pedestrian countdown signal heads and video detection so bikes are detected and more.

**SUPPORT FOR RECOGNIZED 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, Thurston Thrives, Walk and Roll, Commute Trip Reduction, I-5 Action Plan, Bountiful Byways, Smart Corridors, and the Human Services Coordinated Transportation Plan.

Safe and efficient connections from urban neighborhoods to activity centers including public facilities (City Hall and Library), retail, business and recreational uses for all users is a goal common to the Regional Transportation Plan, Sustainable Thurston and Thurston Thrives. This project provides an important multi-modal connection that maintains that availability with increased safety and reliability. This project also improves pedestrian and bicycle facilities utilized by students at Tumwater High School and New Market Skills Center, supporting the goals of Healthy Kids - Safe Streets Action Plan and improves access to major employment centers and existing Intercity Transit stops supporting the initiatives of Commute Trip Reduction.
PROJECT LOCATION AND DETAILS – applicants may submit a map of the project or program/service area

Construction Projects
- Project Location: Israel Rd and Linderson Way (near City Hall)
- Type of Construction Project: Multimodal improvements
- Length/Size of Construction Project: 0.5 Miles

Programs/Services
- Delivery Area:
- Duration of Program/Service:

PROJECT PHASING AND COSTS - Identify project phases and costs

<table>
<thead>
<tr>
<th>Phase</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Preliminary Engineering/Design</td>
<td>$30,000.00</td>
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<tr>
<td>Right-of-Way:</td>
<td>$0.00</td>
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<tr>
<td>Construction:</td>
<td>$465,000.00</td>
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Studies and Programs
- Studies or Program Costs: $0.00
- Other Costs: $0.00

Total Project Cost (Sum of all project phase costs identified above): $495,000.00

TAP FUNDING REQUEST AND MATCHING REVENUES

*Applicants must provide a minimum of 13.5% non-federal share to federal share. Federal share cannot exceed 86.5% of total project cost.

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Non-federal share</td>
<td>$13,500</td>
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<tr>
<td>Federal TAP Funds</td>
<td>$86,500</td>
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<tr>
<td>Total Project Cost</td>
<td>$100,000</td>
</tr>
</tbody>
</table>

Local funding or other sources: $95,000
State funding: $0.00
Federal TAP Grant Request: $400,000.00 *
Total Project/Phase Revenue: $495,000.00

*TAP request is scalable from $300,000 to $958,000 and any amount below max request could be a backup for TAP, CMAQ and STP as this project will be a no-risk obligation project (see last paragraph of Project Description & Significance) that meets the requirements of all three funding programs.

**This project is scalable in that we envision a much larger project but have scaled down to fit within the constraints of the funding available to the region and anticipated fund requests from other members of the region. If the City receives State funding for the larger project, it will be combined with any funds awarded from TRPC along with additional City funds into a single project with a larger scope. All of the exhibits provided with this application show both the larger scope work and the work specifically included in this request. We have provided a potential project phasing and revenue scenario below for what the project may look like if all requested funds are received:

Project Phasing and Costs
- Design: $80,000
- Right-of-Way: $0
- Construction: $1,080,000

TAP Funding Request and Matching Revenus
- Local funding or other sources: $335,000
- State funding: $525,000
- Federal TAP Grant Request: $300,000
- Total Project/Phase Revenue: $1,160,000

2018 TRPC Regional Transportation Alternatives Program Grant Application, page: 3
**Project Title:**

**Israel Rd and Linderson Way Pedestrian and Bicycle Improvements**

<table>
<thead>
<tr>
<th><strong>PROJECT DESCRIPTION &amp; SIGNIFICANCE (2 PAGES MAX, 10 POINT FONT MINIMUM)</strong></th>
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</thead>
<tbody>
<tr>
<td><strong>Using the space provided below, please address the following in your narrative:</strong> 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.</td>
</tr>
</tbody>
</table>

**Street Description, Significance, Connectivity, Supported Transportation Modes**

Israel Road and Linderson Way are both Major Collectors that serve as main east-west or north-south connections respectively in the heart of Tumwater. Tumwater High School, Timberland Regional Library, Washington State Department of Financial Institutions, Tumwater City Hall, the Police Department and the Fire Department are all located in the vicinity of Israel Rd included in this application. Labor and Industries and Tumwater High School are located on the stretch of Linderson Way included in this application. Several other state agency offices including WSDOT, DOC, State Parks, DOR, AGO, DRS, DSHS, State Patrol, DOH, and the Washington State Library are within a half mile of this segment of road and staff from those agencies frequently walk this segment daily.

New Market Skills Center, which acts as a sort of labor force skill based extension of Tumwater High School, is located at the south end of New Market St at the center of the Israel Rd segment and students travel back and forth between the schools using the sidewalks on Israel Rd. Peter G Schmidt Elementary School is less than a half mile from the project limits and the entire project is within the designated school walk route area. The Tumwater Boys and Girls Club of Thurston County is within the project limits on the Tumwater High School campus. There are also three Intercity Transit bus stops with 15-minute service in the project vicinity. Simply put, although Capitol Blvd is the most prominent street in Tumwater, Israel Rd is the closest thing we have to a City center and that statement could be expanded to include the area encompassed by Israel Rd, Linderson Way, Tumwater Blvd and Capitol Blvd. Our Independence Day Parade occurs within the project limits, our tree lighting ceremony takes place at City Hall, our Easter Egg dash is held at Tumwater High School, and the list goes on.

There are existing pedestrian facilities within the project limits; however, there are some stretches of sidewalk narrower than 4 feet, non ADA compliant curb ramps, sub-standard driveways and sub-standard crossings. The NB bike lane on Linderson Way drops south of the Israel Road intersection and this segment acts as a main bike corridor for Tumwater given the lack of facilities on Capitol Blvd. There is also frequent accident history at one of the existing crosswalks near New Market Street (two pedestrian involved collisions in 5-year period and multiple rear-end collisions from close calls with pedestrians at the Israel Rd crossing at New Market, pedestrian flags and custom street lighting installed but near misses continue). Prevailing vehicle speeds are over 30 mph on the 25 mph, 20 mph when children present, posted street section.

We believe this project should be considered as a regional priority because it meets many of the goals of the TAP program while providing or enhancing safe and efficient multi-modal connections in the heart of Tumwater. This project accomplishes goals common to the Regional Transportation Plan, Sustainable Thurston, Thurston Thrives, Healthy Kids Safe Streets Action Plan and Commute Trip Reduction. This project, specifically funding from the TAP program, has the potential to leverage significant local and State funding to expand on the improvements included in this application.

-----CONTINUED NEXT PAGE -----
Project Description & Significance (continued)

-----CONTINUED FROM PREVIOUS PAGE-----

Project Description

The scaled down portion of this project as submitted with this application includes widening of Linderson Way (or re-channelization if possible) for a portion south of Israel Rd to extend bike lanes through the intersection, signal modifications at the intersection (add APS, countdown pedestrian heads and replace loops with cameras to detect bikes), curb to curb mill and inlay (Linderson/Israel intersection only) and curb ramp replacement. We would also plan to work with DES and Intercity Transit to see if there is interest in partnering to provide for improved bus stop features on Linderson Way near L&I (bus pullout and shelter, not needed for this project and would likely not pursue if ROW required to insure obligation commitments are certain).

The scaled down project would also include enhanced pedestrian crossing treatments (retroreflective markings and signs) at an existing crossing with a pedestrian refuge island near Tumwater High School and installation of a new pedestrian refuge island at an existing crossing on Israel Road near New Market Street which is frequented by students traveling between Tumwater High School and New Market Street or Timberland Regional Library or City Hall to the Intercity Transit Bus Stop.

If additional funds are secured from the State, the revised scope would also include installation of a new crossing near the Fire Station to include construction of a new refuge island and high emphasis markings and signage, lane narrowing for traffic calming and to accommodate 5' to 6' marked bike lanes (Israel Rd from Tyee Drive to Linderson Way will include marked bike lanes following planned 2019 chip-seal so these facilities will connect to extensive bike lanes on Linderson Way, Tyee Drive and Littlerock Road).

Obligation Commitment

The City of Tumwater is fully committed to taking every possible step to honor our obligation commitments. Our grant request is for construction funds only as the City intends to complete design for this project with local funding so that if the project is awarded TAP funds, we can fully obligate the entire award at any time needed for regional obligation commitments. Our project also does not require any ROW, further insuring obligation commitments will be 100 percent satisfied on demand. This is a no-risk project from an obligation standpoint that can be timed as needed for regional fund programming.
**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 TAP grant. If selected, the project shall obligate by the date specified on the award letter. 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.

<table>
<thead>
<tr>
<th>Authorization</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Pete Kmet</td>
<td>Mayor</td>
</tr>
<tr>
<td>Name of Representative Authorized to Submit Application</td>
<td>Title</td>
</tr>
<tr>
<td>[Signature]</td>
<td>4/23/18</td>
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<table>
<thead>
<tr>
<th>Co-Authorization</th>
<th></th>
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<tbody>
<tr>
<td>Name of Representative Authorized to Submit Application</td>
<td>Title</td>
</tr>
<tr>
<td>Signature</td>
<td>Date</td>
</tr>
</tbody>
</table>
Non-State Agency Facilities of Interest or Employment Centers in General Vicinity
- Tumwater High School
- New Market Skills Center
- Peter G Schmidt Elementary School
- Boys & Girls Club of Thurston County
- Tumwater Timberland Library
- Tumwater City Hall
- Tumwater Public Works Shop
- Tumwater Fire Station
- Tumwater Parks Facility
- Port of Olympia
- Mountain View Church

State Agency Office Index
6) DOT Olympic Region
7) DRS and DSHS
8) Dept. of Financial Institutions
9) Washington State Library
10) DSHS
11) Dept. of Health
12) Dept. of Health and Vital Records
13) Attorney General
15) State Parks
16) Dept. of Labor & Industries
17) DOT and DOC
19) State Patrol
21) Dept. of Revenue
Red Shading means not included in application (park of potential expanded scope)
Picture 1: View looking south at Israel / Linderson Intersection

Picture 2: View looking east near New Market at high accident rate crossing

Picture 3: View looking north on Linderson Way, south of Israel Rd

Picture 4: View showing existing refuge island at Tumwater HS we plan to enhance and duplicate at two other crossings
Federally Funded projects Underway

Project 1

Project Name: Desoto Street Stabilization and Rehabilitation
Funding Source: STP (granting agency, TRPC)
Year of Award: 2016 and 2018
Progress to Date: The City has completed a bulk of the preliminary engineering activities, no-ROW verification, completed NEPA and submitted SEPA. Our consultant has submitted 60% design for review and we anticipate 100 percent review by early May 2018.

Future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding:
This project has zero risk and will obligate as the City committed, perhaps early.

Project 2

Project Name: Deschutes Valley Trail, Tumwater Historical Park to Falls Park
Funding Source: CMAQ (granting agency, TRPC)
Year of Award: 2016
Progress to Date: The City has completed all preliminary engineering activities, we have 100 percent design submittal from consultant in hand for review, we have completed all environmental and permitting documentation (cleared SEPA and NEPA) and have made offers to all property owners with acquisition areas. We have verbal acceptance on two acquisition areas, but little progress on the other two due to unforeseen circumstances (extensive research for death records and information to clear vesting, expired corporation issues, and other obstacles that could not have been foreseen).

Future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding:
The City of Tumwater is fully committed to taking every possible step to honor our obligation commitments and that is a contributing factor to significant costs the City has incurred on this project. At this time, we are still doing everything within our ability to obligate construction funds for this project as we committed by June/August 2018, however there is a possibility this one will not make commitment date due to unforeseen circumstances (extensive research for death records and information to clear vesting, expired corporation issues, and other obstacles that could not have been foreseen). The City has already begun the process of working with TRPC to resolve regional funding target constraints related to this topic. We are working with our consultant to explore possession and use.
Project 3

Project Name: Capitol Blvd – M Street to Israel Road Feasibility and Pre-Design
Funding Source: STP (granting agency, TRPC)
Year of Award: 2013
Progress to Date: 100% of the project funding has been obligated. The conceptual plans for the corridor improvements have been completed. Work continues on refining the preliminary design for right-of-way, stormwater and utilities. The work has also resulted in the development of a preferred strategy for managing the vehicular and non-motorized traffic at the Capitol Blvd and Trosper Road intersection and surrounding area. The City has completed an Interchange Justification Report, cleared NEPA and started the design and right of way phases for the I-5 / Trosper Rd / Capitol Blvd Reconfiguration project which stemmed from this feasibility and pre-design project.

Future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding:
Obligation commitments fulfilled, will be closing Summer 2018.

Project 4

Project Name: Deschutes Valley Trail Design – Tumwater Historical Park to Pioneer Park
Funding Source: STP (granting agency, TRPC)
Year of Award: 2013
Progress to Date: 100% of the project funding has been obligated and design completion is anticipated by June 2018.

Future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding:
Obligation commitments fulfilled and design wrapping up, will be closing project June 2018.

Project 5

Project Name: E Street Extension Corridor Study
Funding Source: STP (granting agency, TRPC)
Year of Award: 2014
Progress to Date: 100% of the project funding has been obligated. Alignment alternatives for the extension between Capitol Boulevard and Cleveland Avenue were developed and a preferred alternative has been selected. Conceptual layouts have been developed for the intersection control at the intersections at Capitol Boulevard and at Cleveland Avenue. Conceptual plan development for E Street/Deschutes Parkway is complete. An additional geotechnical exploration is currently being completed. The project work is approximately 95% complete.

Future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding:
Obligation commitments fulfilled, will be closing Summer 2018.