

2013 Transportation Alternatives Program PSRC Regional Application Form

****Please read this section before completing the application****

The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for regional funding may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program:

<http://www.psrc.org/transportation/tip/tracking>.

Submitting Applications

There is no set page limit for applications submitted to the regional competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary.

Attach your completed application to an email and send it to TAP@psrc.org. **Applications must be received by PSRC by 5:00 PM on Monday, August 26, 2013.** Please name the file "2013 Alternatives-[agency]-[project title]."

It is requested that two copies of the application be submitted, one in the original format (please note: there is both a Word application and an Excel spreadsheet required to be completed as part of the application materials) and one saved as a combined PDF. Electronic copies of all applications are required, as they will be posted to PSRC's website. For questions or to confirm receipt of your application, contact [Sasha Anderson](#), 206-971-3051.

Sponsors of projects that are awarded funds from this competition will be required to submit a more detailed application in order to program the funds into the State and Regional Transportation Improvement Program. Please refer to the Schedule in the Call for Projects for more information.

PROJECT IDENTIFICATION AND DESCRIPTION

1	PROJECT TITLE: Sound to Olympics Trail, Phase 2
2	<p>TRANSPORTATION 2040 ID#:</p> <p>To be eligible for federal funding, a project must be in, or consistent with, Transportation 2040, the region's long-range metropolitan transportation plan. Projects adding capacity to the regional system must be explicitly identified as projects in Transportation 2040; for the 2013 Transportation Alternatives Program, this would apply to projects such as separated regional trails. Current Transportation 2040 projects may be found at http://www.psrc.org/assets/4889/T2040_AppendixM_FINAL.pdf. Some projects may be connected to more than one Transportation 2040 project; if this is the case, sponsors may add additional ID #s.</p> <p>Projects not adding capacity to the regional system may indicate "n/a" in the ID# field above. For more information on this topic, please refer to http://www.psrc.org/transportation/t2040/projects-and-approval/.</p> <p>For assistance or questions regarding these issues, contact Kimberly Scrivner at (206) 971-3281 or kscrivner@psrc.org.</p>
3	<p>SPONSORING AGENCY: City of Bainbridge Island</p> <p>a. Co-sponsor(s) if applicable:</p> <p style="padding-left: 20px;">For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>b. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>c. If not, which agency will serve as your CA sponsor? For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to http://www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</p>
4	<p>PROJECT CONTACT: K. Chris Hammer, PE, PMP</p> <p style="padding-left: 20px;">Address: City of Bainbridge, Public Works Department, 280 Madison Avenue, Bainbridge Island, WA 98110</p> <p style="padding-left: 20px;">Phone: 206-780-2016</p> <p style="padding-left: 20px;">Email: chammer@bainbridge.wa.gov</p>
5	<p>PROJECT DESCRIPTION: Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p style="padding-left: 20px;">The project is intended to provide for the construction of approximately 0.8 miles of seperated pathway along the SR305 corridor. The extent of the new pathway is from the Winslow Way Intersection to High School Road. Work includes clearing and grubbing, excavation and fill, retaining walls, shoulder/curb/sidewalk reconstruction at intersection interfaces, landscaping, surfacing, paint striping, signage and other related work. The proposed construction will provide for a seperated pathway built to WSDOT standards for shared use pathways. This provides encourages the greatist use and best provides for accomodating a wide range of users.</p> <p style="padding-left: 20px;">Alternatively the project can be phased. The portion of the trail, approximately 0.3 miles from Winslow Way to the existing Sound to Olympics Trail Ravine Ceek Bridge located south of Vinyard Lane could be constructed first and the remaining trail constructed in future phases. The cost of this work is estimated to be \$1,120,000.</p> <p style="padding-left: 20px;">The project will also complete the preliminary design of the "first mile" of the Sound to Olympics trail. This provides leveraging of grant dollars. It is envisoined that future segments are antispated to be</p>

completed using other funding sources both public (federal, state, local) and private. Completion of the preliminary design will better position the City to acquire additional grant funding. The City of Bainbridge plans to complete several branch trails that are more suitable for local funding.

b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

The proposed project will further the construction of the Sound to Olympic Trail (STO). A separated pathway will encourage greater use and best accommodate a wide range of users.

The current phase of the project will connect to close in Winslow neighborhoods located off of High School Road to downtown Winslow and the Ferry Terminal. Additionally the trail will serve Bainbridge - Island Center (designated center) and points west along High School Road and New Brooklyn Road. The trail will provide for future branch trails to points east via Wing Point Way and Points West via Wyatt Way. Wyatt connects to the South end of the Island via Blakely Avenue and Lynwood Center road including Lynwood Center (designated center). The trail will serve Bainbridge through a network of branch trails leading to existing and future trails, bike lanes, and sidewalks.

Future phases of the project will connect to points north along the SR305 corridor on Bainbridge, and to the Agate Pass Bridge and on to Suquamish, Poulsbo, and Kitsap County. The Sound to Olympics trail is envisioned to connect the greater Kitsap Peninsula and beyond to Bainbridge and Seattle via ferry service.

The project furthers the Sound to Olympics trail that is identified in regional (PSRC), Kitsap County's regional trail plan, the City of Bainbridge Islands comprehensive plan.

The project will complete a segment of the STO Trail that includes the use of the existing Ravine Creek non motorized bridge. Currently the use of the bridge is underutilized.

Currently the City has received State Bike Ped program grant funding for the re-construction of Olympic Drive (SR305 corridor) between Winslow Way and the Ferry. This project will provide for non motorized improvements and funding as the first leg of the Sound to Olympics Trail. The proposed project will expand upon this work.

6 PROJECT LOCATION: SR305 Corridor.

County(ies) in which project is located: Kitsap

Answer the following questions if applicable:

- a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Winslow Way
- b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): High School Road

Map: Please include a legible project and vicinity map, if available. Photographs, diagrams, etc. may also be submitted. Please attach these materials to the email and submit along with the application.

7 PROJECT TYPE: Please select 1 or more of the following eligible Transportation Alternatives Program categories:

- Facilities for pedestrians, bicycles, and other nonmotorized forms of transportation
- Infrastructure-related projects providing safe routes for non-drivers
- Conversion and use of abandoned railway corridors for trails
- Safety and educational activities for pedestrians and bicycles (for K-8 Safe Routes to Schools program only)
- Historic preservation and rehabilitation of historic transportation facilities
- Archaeological activities relating to impacts from implementation of a transportation project (mitigation)
- Construction of turnouts, overlooks, and viewing Areas
- Inventory, control, or removal of outdoor advertising
- Vegetation management practices in transportation right of way
- Mitigation to address stormwater management, control, and water pollution prevention related to highway

- construction or highway runoff
- Reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats

PLAN CONSISTENCY

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional Transportation Improvement Program. For more information, please refer to <http://www.psrc.org/growth/planreview> or contact Yorik Stevens-Wajda, 206-464-6179.

8 The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on PSRC's web site at <http://www.psrc.org/growth/planreview>.

a. Is the project specifically identified in a local comprehensive plan?

- Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
Comprehensive Plan, Land Use Element, Non Motorized Element
- No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

- The project is located outside the designated urban growth area (refer to map of the Central Puget Sound region at <http://www.psrc.org/assets/8452/PSRCcities.pdf> for more information).
- The project is located within the designated urban growth area.
- The project is located within one or more designated regional, countywide or local centers. Please identify the center(s) in the space below; refer to <http://www.psrc.org/growth/centers> for more information on regionally designated centers.

REGIONAL PROJECT EVALUATION

Projects will be evaluated and scored based on the information provided in Parts 1 and 2 which follow. Refer to the "2013 Transportation Alternatives Program Regional Project Evaluation Criteria" in the Call for Projects for guidance and details on scoring before completing these sections of the application.

Instructions:

Part 1: Complete all three sections in Part 1 (sections A, B and C).

Part 2: Choose the one project category that best fits your project and complete the corresponding section (D1, D2 or D3).

PART 1: CRITERIA FOR ALL PROJECTS

Instructions: Complete all three sections in Part 1 (sections A, B and C) and then proceed to Part 2.

A. Support for Centers

Describe the relationship of the project to the center(s) it is intended to support. Is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?

The project supports several 2040 identified centers. The current phase of the project benefit Seattle and Bainbridge - Winslow. Future phases of the Project will benefit Bainbridge- Lynwood Center, Bainbridge -

Island Center, Bainbridge - Rolling Bay Center, Suquamish, Poulsbo, Kitsap County, and the greater Kitsap Peninsula.

Ultimately the Sound to Olympics Trail is envisioned to link regional non motorized trail systems (Mountians to Sound, Birk Gilman) that connect to downtown Seattle to Kitsap County and the greater Kitsap Peninsula. Please refer to the attached map.

The proposed project will improve non motorized connectivity between Seattle and Bainbridge-Winslow, and Bainbridge Island. The project will also allow for future connectivity via branch trails identified in the proposed project map.

The proposed project will benefit both Seattle and Bainbridge Island by supporting the traveling non motorized public, commuting, recreation, and tourism. The project expands upon the City of Seattle's Alaska Way reconstruction and non motorized improvements and the City of Bainbridge Island's Olympic Drive reconstruction and non motorized improvement projects. Together these projects and the future construction of the Sound to Olympics trail will provide non motorized facilities serving a wide range of pedestrians and cyclists of all abilities. The project will encourage citizens by providing an alternative facility to the existing SR305 highway and heavy trafficked urban secondary arterial roadways, such as Winslow Way, to choose non motorized alternative transportation.

This will benefit the City of Seattle by relieving automobile traffic congestion, providing desirable housing alternatives for workers, providing recreational opportunities for its residents, and increased tourism both from Bainbridge residents and attractions.

This will benefit the City of Bainbridge by reducing automobile and parking congestion, providing commuting options for its residents, providing recreational opportunities for its residents, and increased tourism. Kitsap County Housing authority has a long history of supporting low income housing projects in the Bainbridge Winslow area.

Describe how the project helps the center develop in a manner consistent with the adopted policies and plans for the center, as identified in the comprehensive plan of the local jurisdiction. For example, does the project help support or implement the center's plans and/or goals for land use, affordable housing, context sensitive design, economic development, alternative forms of transportation, environment, etc.?

The Sound to Olympics Trail is designated in the comprehensive plan. Please refer to the attached trail map showing the STO Trail and connecting trails. The proposed project furthers many City of Bainbridge Comprehensive Plan Goals.

Land Use Element Goals:

"GOAL 1 - The City of Bainbridge Island will plan for growth based on the growth targets established by the Kitsap Regional Planning Council: 7,430 additional residents from 1992 to 2012 and, at the same time, promote and sustain high standards that will not diminish the quality of life and/or degrade the environment of the Island."

Commentary: Non motorized transportation alternatives provided by the proposed project accomodating growth without dimminishing the quality of life and degrading the enviroment furthering Goal 1. 45% of growth is designated in the District of Winslow in which the project is located.

"GOAL 2 - Establish areas of urban concentration where public facility and service capacities already exist, or are being developed, and which are characterized by growth that will be served by a combination of existing and new public facilities and services."

Commentary: The proposed project will encourage development in areas where public facilities and services exist or can be provided in an efficient and effective manner, Reduce sprawl, and Provide a vibrant, pedestrian-oriented core.

Transporation Element Goals:

GOAL 1: COMMUNITY CHARACTER - Develop transportation improvements that respect the Island's natural and historic character and are consistent with both the short- and long-term vision of the Comprehensive Plan.

Commentary: The proposed project is consistant short term as it constructs a faciltiy identified in the Plan. The project is consistant long term as it provides opportunities for connectivity with future planned trails and development. SR305 is designated as a scenic bi-way. Providing for transporation alterantives to offset demand for expansion of motorized facilities will help preserve the natural character.

GOAL 2: ENVIRONMENT - Develop, operate, and maintain a transportation system that respects the natural environment, including the quality of the Island's air, water, and natural habitat.

Commentary: The proposed project provides a key arterial for the non motorized traveling public. The faciltiy will tie in to existing facilties and provide oportunties for future connectivity expanding the Island's non motorized network of trails, bike lanes, and side walks and thus encouraging non motorized use. Greater use of transportation alternatives to motor vehicles will improve air and water quality and protect habitat.

GOAL 3: NEIGHBORHOODS - Consider the special needs of neighborhood safety, pedestrian and bicycle facilities, transit use and facilities, and traffic flow in the development of transportation improvements that affect neighborhoods.

Commentary: See commentary for Goal 1. Additionally the project will benefit residents in the surrounding neighborhoods zoned for higher density including existing and future lower income housing developments.

GOAL 6: SR 305 / THROUGH TRAFFIC - Coordinate with WSDOT to ensure that state facility improvements meet the goals of the Bainbridge Island transportation vision and Comprehensive Plan, and minimize impacts to the local transportation system.

Commentary: WSDOT and WSF are partners. The proposed facility addresses transporation needs both locally and regionally. The project is consistant with the vision of of the City's comprehensive plan and furthers many goals in the plan.

GOAL 7: FERRY SERVICE - Coordinate with WSF and other possible providers to operate ferry service to Bainbridge Island that meets local service and commuter needs, coordinates with all travel modes, and provides equitable regional service.

Commentary: Refer to commentary for Goal 7. The project expands the STO trail that connects to the nearby Ferry Terminal.

GOAL 8: TRANSIT - Encourage the use of public transit and encourage transit agencies to operate and maintain local and regional transit service and facilities that reduce the need for single-occupant vehicles and support the needs of transit-dependent users.

Commentary: The project will connect to two Kitsap County Bus stops along SR305. Kitsap transit has expressed interest in adding an additional bus stop in the future when planned branch trails are constructed.

GOAL 9: NON-MOTORIZED - Facilitate the implementation of the goals and policies of the City of Bainbridge Island Non-Motorized Transportation Plan (NMTP).

Commentary: The proposed project constructs a facility identified in the NMTP.

GOAL 10: MULTIMODAL - Encourage the development of an integrated multimodal transportation system that provides a range of transportation alternatives and increases the through movement of people.

Commentary: The project serves many modes of travel including foot traffic, bicycle traffic, bus transit, and ferry transit. The project also will reduce congestion benefiting motorized traffic.

GOAL 11: REGIONAL COORDINATION - Coordinate with the local, regional, and state, public and private organizations that promote regional transportation improvements and services that are compatible with the community's vision as expressed in the Comprehensive Plan.

Commentary: The project is and will be developed in partnership with WSDOT, WSF, Kitsap County, Kitsap Transit, and the Bainbridge Municipal Parks District. The grant application development is being coordinated with the City's Non Motorized Transportation Advisory Committee NMTA and is supported by a wide range of advocacy groups including but not limited to Squeaky Wheels, Sustainable Bainbridge, and the North Kitsap Trails Association.

B. Community Support

Describe the public review process for the project and actions taken to involve stakeholders in the project's development. Describe the outreach and engagement of all stakeholders, including populations of minority, low-income, senior, disabled and limited English proficiency individuals.

The trail is supported by WSDOT, WSF, Kitsap County, Kitsap Transit, City of Seattle, City of Poulsbo, City of Suquamish, and the Bainbridge Island Parks and Recreation District. The trail is supported by numerous trail and bicycle advocacy groups.

Describe the public comments received (both positive and negative), letters of support, and/or other partnerships for the project. Provide the dates, times and locations of all public presentations, including to the stakeholder groups described above.

Please refer to the letters of support from agencies and advocacy groups.

C. Project Readiness / Financial Plan

There are two parts to this section, with specific questions for each part identified below: the project's readiness to obligate PSRC funds, and the project's financial plan. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.

- The amounts and sources of secured funding for the project.
- The amounts and sources of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

For assistance completing this section, contact Mark Braseth at mbraseth@psrc.org, or (206)971-3287.

Identify the amount of PSRC's Transportation Alternatives Program funding requested by phase, and identify the estimated year of obligation (2014, 2015 or 2016). Please note: a minimum required match of 13.5% is required at the time of application, and all phases for which funds are requested must be completed with the requested grant funding plus other available funds.

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
PE/Design	\$390,000.00	2014
Construction	\$1,530,000	2016

[select phase]

C1: Project Readiness

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

C1a: What is the status of Preliminary Engineering/Design?

- Is the P/E-Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
 - Environmental Impact Statement (EIS)
 - Environmental Assessment (EA)
 - Documented Categorical Exclusion (DCE) X
 - Categorical Exclusion (CE)
 - Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. April, 2015
 - At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? No
 - If not, when is this milestone scheduled to be complete? November, 2014
 - When are Preliminary Plans expected to be approved? February, 2015
 - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. A 5% conceptual design and estimate have been completed for this grant

application. WSDOT Olympic Region has reviewed concept drawings and supports the concept and use of the State ROW. Refer to the attached Map showing the design concept.

C1b: What is the status of Right of Way? (If Right of Way is not required for this project, this section may be left blank)

- How many parcels do you need? 0
- What is the zoning in the project area (e.g., commercial, residential, etc.)? Residential and Commercial
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. N/A
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way
 - Right of Way Plans (stamped)
 - Relocation Plan (if applicable)
 - Right of Way Certification
 - Right of Way Acquisition
 - Certification Audit by WSDOT Right of Way Analyst
 - Relocation Certification, if applicable

C1c: What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available. February, 2015
- Identify the environmental permits needed for the project and when they are scheduled to be acquired. February, 2015
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. February, 2015
- When is the project scheduled to go to bid? April, 2015

Note: for projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Quarterly Progress Report for future monitoring, as part of PSRC's project tracking program.

C2: Financial Plan – Project Budget and Schedule

Using the Excel spreadsheet provided in the Call for Projects, please provide information on the project's complete financial budget and schedule, including all phases. Attach the completed spreadsheet along with this application to the email submitted to PSRC by the deadline of August 26, 2013. **Please note:** this spreadsheet must be included in the application materials or the application will be considered incomplete.

PART 2: CATEGORY SPECIFIC CRITERIA

Instructions: Choose the one project category that best fits your project and complete the corresponding section (D1, D2 or D3).

D1. Bicycle and Pedestrian Projects

Describe how your project addresses the following criteria:

- The project extends or completes a regional or local bicycle and pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.
- The project addresses a need in the community and reduces key barriers to use and functionality – i.e., safety, distance, slope, gaps, etc. The facility connects to other multimodal facilities (for example, high capacity or other transit stations, ferry terminals, etc.).
- The level of public access to the project (for example, current and future land use in the vicinity of the facility such as schools, residences, commercial, retail, tourist areas, etc. that would be expected to provide utilization of the facility).

- The user groups that will benefit from the project, including commuters, residents, commercial users, minority and low-income populations as identified in the President's Order for Environmental Justice, seniors, people with disabilities, and limited English proficiency populations.
- The resource is threatened; there will be a loss of opportunity if this project is not funded.

Bullet #1: The project extends the Sound to Olympics Trail.

Bullet #2: The project provides a south to north separated non motorized facility that is an alternative to the SR305 highway. This removes a barrier to users who are uncomfortable using shoulders on a highway and provides a more inviting/ safer experience to encourage non motorized use. The project will be constructed to state standards for separated pathway providing accommodation of a wider range of users. Heading north from Winslow way there is a moderate grade. The new facility will better address grades w/ refuge/ rest area, etc.

Bullet #2: The Sound to Olympics trail starts at the Washington State Ferry Terminal located 0.3 miles from the start of the project. The State's 2011 Traffic Statistics Rider Segment Report indicates 2,848,998 passenger trips and 181,188 bicycle trips are generated at the Bainbridge Ferry terminal annually. The proposed trail will connect to two Kitsap Transit stops (Ferry Terminal, High School Road intersection). The Sound to Olympics trail will through branch and connecting trails will improve access to transit stops along the SR305 corridor.

Bullet #3: The proposed facility and connecting facilities will connect the Bainbridge - Winslow area to downtown Winslow (Winslow Way) and the Bainbridge Ferry Terminal. The system will improve access to residential and commercial areas for many users. Users will include both residents and visitors (tourists). The facility will better connect older retail developed area of Winslow along Winslow Way to newer retail developed area along Winslow Way. The project will serve island residents and visitors by providing transportation alternatives to goods and services. The project will serve recreational users both residents and visitors using the Sound to Olympics Trail and Bainbridge Islands network of trails, sidewalks, and bike lanes.

Bullet #3: The project is located within the District of Winslow on Bainbridge Island. Current zoning in the vicinity is Commercial (CORE, FTD, GATE, ERICK, HS-1, & HS-2) and Residential (R-8, R4.3, & R3.5). The City's comprehensive plan targets 45% of growth in the Winslow area. There are two large undeveloped parcels with high density potential along the SR305 corridor that will likely be developed as commercial retail and or higher density residential.

Bullet #4: The project will serve commuters traveling by ferry or bus. The project will provide transportation alternatives for residents and visitors (tourists).

Bullet #4: The project will better serve low income, senior, and disabled residents. Many of those folks choose to live in the Bainbridge - Winslow area due to the availability of smaller and more affordable homes, condos, and apartments. The project will provide improved connectivity to Kitsap County subsidized housing. Most subsidized housing on Bainbridge is located in Winslow along or near High School road.

Bullet #5: Currently there are two large undeveloped parcels west of SR305 and another currently being developed. The proposed project will be located within the SR305 right of way. The construction of the trail today will encourage future development to be designed to provide connectivity to the Sound to Olympics Trail.

D2. Historic Resources Projects

Describe how your project addresses the following criteria:

- The current or former transportation use of the facility.

- The historic significance of the facility. This could include designation as a local, state or national landmark; listing as a contributing part of a local, state or National Register historic district; or a determination of eligibility for listing in the National Register.
- The planned use of the facility; the project's relationship to the transportation system.
- The project is part of a larger historic preservation plan.
- The level of public access to the project, including for minority and low-income populations as identified in the President's Order for Environmental Justice, seniors, people with disabilities, and limited English proficiency populations.
- The resource is threatened; there will be a loss of opportunity if this project is not funded.
- Long-term preservation and/or maintenance plans for the facility.

D3. Environmental Projects

Describe how your project addresses the following criteria:

- The relationship of the project to the transportation system.
- The level of public access to the project, including for minority and low-income populations as identified in the President's Order for Environmental Justice, seniors, people with disabilities, and limited English proficiency populations.
- The need for the project.
- How well the project goes over and above what is normally required.
- Long-term maintenance plans for the project.
- There will be a loss of opportunity if this project is not funded.

Other Considerations

Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. No points will be given to this section.

The project will support several aspects of Environmental Projects criteria. Greater non motorized use reduces congestion and improves air quality. A rain garden (low impact development - LID) is planned on the east side of SR305 south of the High School Road intersection. This and potentially other improvements will improve water quality at Ravine Creek.

Project Budget and Schedule

Complete all entries below; identify sponsor and title, and answer questions C2a, b and c.

Project Sponsor:	City of Bainbridge Island
Project Title:	Sound to Olympics Trail, Phase 2

C2a. Project Budget and Schedule

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified in the application must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

You may add additional rows as needed; if a phase is not required for the project, indicate "n/a." If you need assistance completing this section, contact Mark Braseth at (206) 971-3287 or mbraseth@psrc.org.

Phase	Funding Source(s)	Secured / Unsecured	Amount	Schedule
Planning			\$ -	Estimated Phase Completion Date: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Planning			\$ -	
Planning TOTAL:			\$ -	
Preliminary Engineering / Design	Federal		\$ 337,350	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">April, 2016</div>
Preliminary Engineering / Design	Local	Secured	\$ 52,650	
Preliminary Engineering / Design TOTAL:			\$ 390,000	
Right of Way			\$ -	Estimated Phase Completion Date: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Right of Way			\$ -	
Right of Way TOTAL:			\$ -	
Construction	Federal		\$ 1,323,450	Estimated Phase Completion Date: <div style="border: 1px solid black; padding: 2px;">November, 2016</div>
Construction	Local	Secured	\$ 206,550	
			\$ -	
Construction TOTAL			\$ 1,530,000	
Other				Estimated Phase Completion Date: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Other				
Other TOTAL:			\$ -	
TOTAL Estimated Project Cost, All Phases:			\$ 1,920,000	Estimated Project Completion Date: <div style="border: 1px solid black; padding: 2px;">November, 2016</div>

C2b. Provide documentation and/or an explanation of the secured funds identified above.

For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:

www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

The City of Bainbridge Island City Council passed a motion on June 7, 2013 to allow the grant application to go forward and commit to budget matching funds in the 2013 budget update.

C2c. Provide additional information on any funds identified in the table above as unsecured. For example, identify the estimated approval date of funds for the project into the local 6-year program; if applying for future grants, indicate when you will apply and to what program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required; etc. For more information on the definition of secured/unsecured funds, refer to :

www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf