



2016 Regional Surface Transportation Program (STP) Grant Application

PROJECT TITLE: Main Street Rochester Strategy

TRPC use only

GENERAL PROJECT INFORMATION

Agency or Organization Thurston County Public Works

Contact Person Scott Davis

Phone Number 360-867-2329

Email Address davissa@co.thurston.wa.us

Type of Transportation Partner (Check one)

Traditional Transportation Partner

Non-Traditional Transportation Partner

Type of Regional Safety

Funding Priority Preservation

(Check all that apply) Efficiency

Threshold Criteria

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 PROJECTS

Does the applicant have any other regional STP projects underway? (yes or no)

Yes No

Does the applicant have any other state selected federal projects underway? (yes or no)

Yes 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.

PROJECT OVERVIEW

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.

State Highway 12 (SR 12), between Bailey's IGA grocery store and 183rd Ave. SW, is Rochester's Main Street. However, it is not living up to its economic potential and there are issues with safety, mobility, and access. This project will address how SR 12 functions as Rochester's Main Street. Communities where Main Street is a highway need special care to ensure highway traffic does not interfere with the community character, pride, and sense of place present in a small community. This project will engage the community to identify strategies to better balance SR 12's character as Main Street and as a regional highway: defining downtown through items such as gateways; enhancing the pedestrian space for residents, students, and visitors that stop to explore; and increase opportunities for multimodal travel. These improvements will strengthen Rochester's downtown and will lead to a thriving business center.

PROJECT LOCATION AND DETAILS – applicants may submit a map of the project or program/service area

	Project Location	_____
Construction Projects	Type of Construction Project	_____
	Roadway Classification	_____
	Length of Construction Project	_____
Vehicle Acquisition Projects	Number of Vehicles	_____
	Type of Vehicle	_____
Transportation Programs/Services /Studies	Delivery Area of Program/Service/Study	<u>Rochester Community, South County</u>
	Type of Program/Service/Study	<u>Study</u>
	Duration of Program/Service/Study	<u>Two years</u>

PROJECT PHASING AND COSTS

Identify project phases and costs

	Phase	Cost
Construction Projects (mark the appropriate phase and enter cost)	Preliminary Engineering/Design: <input type="checkbox"/>	\$ _____
	Right-of-Way: <input type="checkbox"/>	\$ _____
	Construction: <input type="checkbox"/>	\$ _____
Vehicle Acquisition Projects	Vehicle Purchase <input type="checkbox"/>	\$ _____
Transportation Programs, Services, or Studies	Programs, Studies, or Services <input checked="" type="checkbox"/>	\$ 250000

*Construction proposals that include two or more project phases spanning more than one year must include a separate application for each phase.

YEAR OF OBLIGATION

FFY 2017 – 2019 Project Obligation

	2017	2018	2019
Select the preferred federal fiscal year the project <u>will</u> obligate*	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Select an alternate federal fiscal year the project <u>could</u> obligate	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

STP FUNDING REQUEST AND MATCHING REVENUES

Federal Funding Request and Match (non-federal share)

From Project Applicant*	Local funding or other sources	\$ 16875
	State funding	\$ 16875
	STP Grant Request	\$ 216250
Total Project/Phase Revenue		\$ 250000

*Applicants must provide a minimum of 13.5% non-federal share to federal share.

Example

Total Project Cost is \$100,000
Minimum non-federal share: \$13,500
Federal STP Funds: \$86,500

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, 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.

This effort has been identified in Sustainable Thurston, Community Action C-2.9: Minimize the impact of highways on each of the historic South County community centers. This entails working with WSDOT to minimize the impacts of State Route 507 and U.S. Highway 12 on the downtowns of South County communities. Consider strategies to reduce the impacts of high traffic volumes, speeds, and truck traffic on business districts that were originally designed for pedestrians. (Continued in Project Description Section)

CERTIFICATION ACCEPTANCE

CA Agency and Representative R. Veena Tabbutt, Thurston Regional Planning Council

CA Signature and Date

R. Veena Tabbutt

10/17/2016

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 it receives the requested STP grant. If selected, **the project will obligate funding by the date indicated on the award letter**; failure to do so may result in loss of funding for the project and funds will not be restored. 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.

Scott Davis, Interim County Engineer, Thurston County

Name and Title of Designated Representative

[Signature]

Signature of Designated Representative

10/17/2016

Date

Project Title: Main Street Rochester Strategy

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 particular 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 lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.

Rochester is a census-designated place in southern Thurston County, located between the Confederated Tribes of the Chehalis Reservation to the west, and Grand Mound to the east. Founded in 1852, it has an estimated population of 10,400 people in 2016. State Highway 12 (SR 12), between Bailey's IGA grocery store and 183rd Ave. SW is Rochester's Main Street. It carries an estimated daily volume of 14,000 vehicle trips per day. This area contains the majority of area businesses, a middle school, Rochester Organization of Families (ROOF) Community Services, the Boys and Girls Club, and drives the economic health of the community. However, it is not living up to its economic potential – there are empty store fronts and numerous vacant lots throughout the corridor. Increases in safety, mobility and access will increase economic vitality.

This project will engage the community in identifying strategies for SR 12 in order to accommodate through traffic, increase safety and access, support multimodal transportation, improve environmental health, and increase the economic vibrancy of the community. Community stakeholders include local businesses, residents, property owners, the Rochester School District, the Confederated Tribes of the Chehalis Reservation, and other community organizations. Strategies may include: defining downtown through items such as gateways; enhancing the pedestrian space for nearby residents, school children, and travelers that stop and explore; and increasing opportunities for multimodal travel including walking, biking, transit, freight, and passenger vehicles. Strategies may also include examining parallel routes for multimodal trails, and defining walking routes to schools. These improvements will strengthen the character of Rochester's downtown and better equip the area to recruit new and maintain existing businesses.

While not incorporated, the Rochester community values collaboration and has worked together on several successful projects including converting an older school property into a community center with police, school, community service, recreation, and library facilities. Most recently, the community came together to garner funding to add a walking path at the community center, which provides physical activity opportunities for the entire community. The Rochester community has also partnered with the nearby Confederated Tribes of the Chehalis Reservation on several health and economic development related activities.

Collaboration and Partnership: This project is a partnership between Thurston County, Thurston Regional Planning Council, the Washington State Department of Transportation, and Thurston Economic Development Council.

Thurston County is the project sponsor and will provide matching funds and design visualization and planning services. Thurston Regional Planning Council will be the project lead. Washington State Department of Transportation will participate in the project and provide matching funds. Thurston Economic Development Council will conduct business interviews.

PROJECT DESCRIPTION & SIGNIFICANCE (continued)

Previous Work: This project will be patterned after, and leverage, a similar project in the nearby cities of Tenino and Rainier. People from the Main Street 507 communities identified a list of improvements for the cities to undertake to improve the economic vitality and safety of their downtowns.

STEDI: The rural community participants of the South Thurston Economic Development Initiative (STEDI) have chosen the Rochester area as an especial point of focus for the 2017 work plan, including business outreach and the launching of a Rural Buy Local Campaign. Thurston EDC staff is regularly attending monthly meetings of the Rochester Chamber of Commerce, where several contact lists of area businesses have already been generated. Representatives from the rural jurisdictions of Yelm, Rainier, Tenino, and Bucoda have pledged time and resources to the effort and many creative ideas are being discussed to engage the community. Support organizations such as the Timberland Regional Library, the Visitor & Convention Bureau, Thurston WSU Extension, Lucky Eagle Casino and others have also committed time and expertise to the endeavors. Within this context and aligning with the already existing momentum through the STEDI undertakings, it would appear to be an excellent and fortuitous time for TRPC's Rochester Main Street Project.

Sustainable Thurston and Regional Transportation Plan: Please see Support for Recognized Regional Initiatives.

Obligation Commitment: As a planning project, this project will be eligible to obligate after it is amended into the State Transportation Improvement Plan.

Groundwork for Additional Work: The project will result in an investment strategy with clearly identified next steps, including infrastructure investments along the highway and key intersecting streets. The final report will include project scoping and cost estimates for infrastructure improvements.

This project will result in the following products:

- A Current Conditions Report detailing results of technical evaluation, regulatory code audit, and public outreach, including community, school, and business surveys. This report will identify safety, mobility, access, infrastructure, and regulatory concerns.
- An Action Plan outlining strategies to address the concerns outlined in the Current Conditions Report, including identifying specific infrastructure improvements and design visualization.
- Preliminary Planning Estimates for infrastructure improvements to prepare for future grant funding.
- Regulatory Changes such as changes to parking requirements, building setbacks, frontage improvements, consolidation of access points to highway 12 to increase mobility, safety, and economic vibrancy along the commercial corridor.
- A Final Report summarizing the project.

Support of Recognized Regional Initiatives (continued)

Planning for Main Street Highways has also been highlighted in the Regional Transportation Plan as an area of special interest in how we plan for our transportation system, and is listed as a supportive measure in the Transportation and Land Use Consistency goals: Minimize the impacts of highways on each of the historic South County community centers.



10140 Highway 12 SW
PO Box 312
Rochester, Washington 98579
Phone: (360) 273-6375
Fax: (360) 273-1009
www.ROOFCommunityServices.org

October 6, 2016

Dear Transportation Policy Board,

ROOF Community Services whole heartedly supports the Thurston County, Thurston Regional Planning Council, and Washington State Department of Transportation's grant proposal for Main Street Rochester (State Route 12).

Involving the community in identifying strategies for the busy travel corridor in order to accommodate through traffic, increase safety and access, support multimodal transportation, improve environmental health, and increase the economic vibrancy of the community is a long overdue and meaningful effort.

This project will result in specific infrastructure recommendations, leading to improvements in safety, mobility and access that will benefit not just our community, but the region as a whole. Thank you for considering funding this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kellie McNelly".

Kellie McNelly
Executive Director

Rochester Organization of Families

LAW OFFICES OF LAUREL SMITH, PS
ATTORNEYS AND COUNSELORS AT LAW
A PROFESSIONAL SERVICES CORPORATION

10118 Hwy. 12 SW
P. O. Box 310
Rochester, WA 98579
Phone: 360-273-5941
FAX: 360-273-6946

October 10, 2016

Dear Transportation Policy Board:

I have run a micro-business on Highway 12 for almost 40 years. The Main Street Rochester (State Route 12) grant proposal is a great idea. Rochester has long been the poor cousin of the Thurston County urban hub. Nevertheless, Rochester is a rural hub for local people to shop, buy gas, purchase services and goods, get involved in school organizations for their kids, bank, and eat. It is not pedestrian-friendly, does not have sidewalks, is not inviting for people to stop (will I get mugged?) but it is a community, and it is stable, and the same families have chosen to remain here for generations because, despite its looks, it has a lot to offer. Kids wander to and fro from the school to the Boys and Girls Club, and to ROOF Community Services; people walk to the Food Bank. It could be a much more attractive, inviting space, more in line with the actual spirit of its inhabitants.

Involving the community in identifying strategies for the busy travel corridor to better accommodate through traffic, increase safety and access, support multimodal transportation, improve environmental health, and increase the economic vibrancy of the community is a long overdue and meaningful effort.

This project purports to result in specific infrastructure recommendations, leading to improvements in safety, mobility and access. This will be great for the people who live here, and for the people who travel through here, and for the people who will be more likely to stop here.

Thank you for considering funding this project.

Sincerely,



Laurel Smith

10/10/2016

Dear Transportation Policy Board,

I, Brian Riley, owner of Riley Insurance Agency - Farmers Insurance, a business located in downtown Rochester on Highway 12 whole heartedly supports the Thurston County, Thurston Regional Planning Council, and Washington State Department of Transportation's grant proposal for Main Street Rochester (State Route 12).

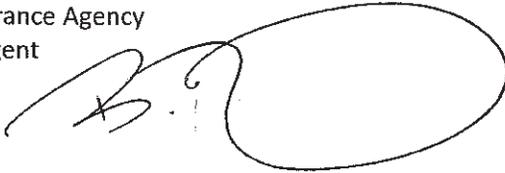
Involving the community in identifying strategies for the busy travel corridor in order to accommodate through traffic, increase safety and access, support multimodal transportation, improve environmental health, and increase the economic vibrancy of the community is a long overdue and meaningful effort.

This project will result in specific infrastructure recommendations, leading to improvements in safety, mobility and access that will benefit not just our community, but the region as a whole.

Thank you for considering funding this project.

Sincerely,

Brian Riley
Riley Insurance Agency
Owner/Agent

A handwritten signature in black ink, appearing to be 'B. Riley', written over a large, hand-drawn oval shape.

Board of Directors
Ben Elkins
Camille Haskins
Michael Langer
Glen Morgan
John Mortenson



Superintendent
Kimberly M. Fry
Director of Curriculum
Assessment & Technology
Justin J. Black
Business Manager
Jill Pratt

10-13-16

Dear Transportation Policy Board,

The Rochester School District whole heartedly supports the Thurston County, Thurston Regional Planning Council, and Washington State Department of Transportation's grant proposal for Main Street Rochester (State Route 12).

Involving the community in identifying strategies for the busy travel corridor in order to accommodate through traffic, increase safety and access, support multimodal transportation, improve environmental health, and increase the economic vibrancy of the community is a long overdue and meaningful effort.

This project will result in specific infrastructure recommendations, leading to improvements in safety, mobility and access that will benefit not just our community, but the region as a whole. Thank you for considering funding this project.

Sincerely,

Kimberly M. Fry
Superintendent

Main Street Rochester Strategy



Bailey's IGA (right) serves is the first Rochester business encountered for travelers approaching from the west.



School crossing in front of middle school.



Sidewalk in front of community center.



Vacant land across from Subway.



Mainstreet Rochester vicinity map.