

2010 Statewide Transportation Enhancements Program PSRC Regional Application Form

****Please read all of the text in this section before completing this application****

Important notice: 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 funding may be compromised if the application is found to have omissions or inaccuracies.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2010 Statewide Transportation Enhancements Program is awarded competitively to projects, and not to the sponsoring agency itself. 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.

Email submissions are preferred: Attach your completed application to an email and send it to tipapp@psrc.org. Please name the file "**2010 Enhancements-[agency]-[project title]**". If you are unable to email the application, please mail a copy of the electronic file on diskette or CD, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's web site. Mailed materials should be sent to: Tracy Murray, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Tracy Murray. For questions or to confirm receipt of your application, contact [Tracy Murray](mailto:Tracy.Murray@psrc.org), 206-971-3277.

Deadline: Applications must be received by PSRC by **5:00 PM on Monday, July 12, 2010**. Applications should be no more than **15 pages**, plus maps and/or other required supporting documentation.

PROJECT IDENTIFICATION AND DESCRIPTION	
1	<p>PROJECT TITLE: King County Historical Archaeological Planning Project (CRPP Phase 3)</p>
2	<p>TRANSPORTATION 2040 ID# NA</p> <p>To be eligible for funding, regionally significant projects must be explicitly identified in Transportation 2040, the region's long-range Metropolitan Transportation Plan (MTP). For the 2010 Statewide Transportation Enhancements Program, this would apply to regionally significant nonmotorized projects such as separated trails. To confirm whether your project is specifically listed in Transportation 2040, refer to http://www.psrc.org/assets/3763/Appendix_M.pdf. For assistance or questions regarding these issues, contact Kimberly Scrivner, 206-971-3281.</p>
3	<p>SPONSORING AGENCY: King County Historic Preservation Program, Office of Strategic Planning and Performance Management</p> <p>Note: non-profit organizations may administer grants from the 2010 Statewide Transportation Enhancements Program <u>unless the project requires design, right of way acquisition, and/or construction</u>. In such cases, a public agency must serve as the project sponsor.</p> <p>Co-sponsor(s) if applicable:</p> <p><i>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.</i></p> <p>Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Please note: the requirement that public agencies have Certification Acceptance status has been waived for this program; however, all federal and state project requirements must still be met. Refer to the Washington State Department of Transportation Local Agency Guidelines Manual at http://www.wsdot.wa.gov/LocalPrograms/LAG/ for more information.</p>
4	<p>PROJECT CONTACT:</p> <p>Name: Julie Koler, Preservation Officer</p> <p>Email : 400 Yesler Way, Suite 510, Seattle, WA 98104</p>

Phone: 206.296.8689

5 PROJECT DESCRIPTION

Describe the proposed work and explain the nature of the entire project, including the existing and proposed conditions and type of use. Explain why the project is needed and how the project meets the eligibility requirements of the selected Transportation Enhancements categories. Attach a detailed 8 ½" by 11" vicinity map. Photographs are welcome, but not required.

The King County Historical Archaeology Planning Project (Cultural Resource Protection Plan - Phase 3) will integrate historical archaeological resource protection with transportation planning throughout King County, by:

- expanding Geographic Information System (GIS) modeling tools for historical archaeological resources;
- developing GIS data for historical archaeological resources;
- creating a context statement to identify property types and assess resource sensitivity and probable significance; and
- creating an information and outreach program.

This proposed planning project will enhance King County's transportation system by building state-of-the-art planning tools to improve and expedite review of transportation projects countywide. The King County Historic Preservation Program (HPP) will work with the Burke Museum (University of Washington), the King County Road Services Division (RSD), and other county agencies to complete the work. Project products will directly benefit transportation agencies, due to the project's attention to early transportation corridors and destinations. Ultimately, the project will benefit public agencies at all levels in King County (municipal, county, state and federal levels).

The planning tools to be developed will be unique in Washington state and will fill a gap in our ability to identify, assess and plan for historical archaeological resources. The lack of tools for historic archaeology is particularly problematic for the ethnohistoric period and in urban centers, where historical archaeological sites are more likely to occur.

This project is the third and final phase of a multi-phased effort funded by the Transportation Enhancement Program. Previous phases focused on prehistoric archaeology, which included development of basic GIS data layers for precontact cultural resources, a prehistory context statement, a database of archaeological reports, and a site sensitivity model. These practical tools are now used extensively by the RSD to screen all Capital Improvement Program projects and by the HPP to review other public and private development projects, including non-motorized transportation facilities such as bicycle trails. (Phase I of this planning effort was recognized for outstanding achievement by the National Association of Counties in 2008. Phase II, which refines and builds upon Phase I, is 95% complete and will be finished in August 2010)

The proposed project is needed to expedite planning for all types of transportation projects and to meet legal requirements to identify and protect cultural resources. The project is eligible for Transportation Enhancements funding as an archaeological planning and research project: it will produce tools to facilitate planning and resource preservation and expand readily available data on historical archaeological resources. The project is also eligible as an historic preservation activity, since numerous historical archaeological sites identified through the project are associated with above-ground historic properties, particularly sites related to transportation history, such as trails, wagon roads, railroads, depots, piers and landings. These transportation resources can be documented, preserved, and potentially restored and interpreted to the public through collaborative management efforts.

	<p>The tasks/components of the King County Historical Archaeology Planning Project include:</p> <ol style="list-style-type: none"> 1. Creating an historical archaeological context statement, establishing property types and criteria for assessing the significance of historical archaeological sites applicable to known and discovered historic archaeological resources, including those of the ethnohistoric period; 2. Assembling database/GIS layers on historical archaeology, including trail and road systems; rail lines, junctions, facilities and other desinations; docks, piers, and water transport facilities; industrial facilities; mining facilities; lumber mills, logging camps and transport routes; general land use/land cover; and historical aerial photos and maps; 3. Refining/enhancing an historical archaeological sensitivity model and base data. Tasks include supplementing existing data files, developing a site typology and site type/environmental associations, creating a framework for quickly evaluating sites that are discovered, and creating a "red flag" map of high, medium and low sensitivity areas for public agency use; 4. Performing field testing of the sensitivity model in selected probability areas; coordinating with models and data on prehistoric archaeology and ethnographic places; 5. Developing administrative procedures and guidelines addressing historical archaeological resources, and recommending new regulations for treatment of such resources; 6. Developing educational resources for King County staff, other public agency staff, and the public, including web sites for internal (agency) and external (public) use on historical archaeology; and develop workshop/training package on identification and management of historical archaeological resources; and 7. Purchasing software and hardware, as required, to support model/data production and education/training.
6	<p>PROJECT LOCATION: The scope includes all of King County, a 2,134 square mile area. County(ies) in which project is located: : King County</p> <p>Answer the following questions if applicable:</p> <ol style="list-style-type: none"> a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): NA b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): NA
7	<p>PROJECT TYPE (Please select 1 or more of the following 12 eligible Transportation Enhancements categories):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provision of Facilities for Bicycles and Pedestrians <input type="checkbox"/> Acquisition of Scenic Easements & Scenic or Historic Sites <input type="checkbox"/> Scenic or Historic Highway Programs (including tourist & welcome center facilities) <input type="checkbox"/> Landscaping and other Scenic Beautification <input checked="" type="checkbox"/> Historic Preservation <input type="checkbox"/> Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities <input type="checkbox"/> Preservation of Abandoned Railway Corridors (including conversion and use for pedestrian or bicycle trails) <input type="checkbox"/> Control and Removal of Outdoor Advertising <input checked="" type="checkbox"/> Archaeological Planning and Research <input type="checkbox"/> Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity <input type="checkbox"/> Provision of Safety and Educational Activities for Pedestrians and Bicyclists <input type="checkbox"/> Establishment of Transportation Museums

PLAN CONSISTENCY

Cities, towns and counties seeking federal funds managed by PSRC may submit an application only if their comprehensive plan has been certified by PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, nonprofit organizations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with VISION 2040 and Transportation 2040, the central Puget Sound region's long-range Metropolitan Transportation Plan. For questions on consistency and certification, contact [Rocky Piro](#), 206-464-6360.

8 CONSISTENCY WITH VISION 2040 AND TRANSPORTATION 2040

All applicants must answer the questions in this section. 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 the PSRC website at www.psrc.org/growth/planreview/statusreportppr/. For copies of VISION 2040 or Transportation 2040 documents, please contact the PSRC [Information Center](#), 206-464-7532. Regionally significant projects that expand transportation system capacity must be identified in Transportation 2040. This includes nonmotorized trails and separated pathways. For assistance refer to www.psrc.org/transportation/t2040/ or contact [Kimberly Scrivner](#), 206-971-3281.

Indicate the current certification status of the local comprehensive plan in the community where the project is located. Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

Certification Status: Certified Date of certification action (mm/dd/yy): 01/25/2007

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. (See http://www.psrc.org/assets/465/Centers_small.pdf for more information.)

- The project is located outside the designated urban growth area.
- The project is located within the designated urban growth area.
- The project is located within an identified regional growth center or town/activity center. Refer to <http://www.psrc.org/growth/centers/> for more information. For identified local city/town locations, please describe.

- Regional Growth Center(s): All centers in King County .
- Regional Manufacturing/Industrial Center(s): All centers in King County
- Local Town/Activity Center(s): All centers in King County

Is the project specifically identified in a local comprehensive plan?

Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

- 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.

The Historical Archaeology Planning Project implements specific policies of the King County Roads Strategic Plan and County Comprehensive Plan including:

- Strategic Plan ENV-5: Comprehensively inventory and assess cultural resources on lands owned and managed by the division, in conjunction with the King County Historic Preservation Program. These efforts are intended to reduce local, state and federal regulatory conflicts and improve regulatory predictability during development and maintenance, as directed by the King County Comprehensive Plan.
- Strategic Plan ENV 5-1: Develop, maintain and regularly update a comprehensive inventory of known cultural resources under the ownership and jurisdiction of King County.
- Strategic Plan ENV 5-2: Use sensitivity modeling to better predict the occurrence of as yet unidentified cultural resources that may affect division projects.

- Comp Plan P-216: King County shall encourage land uses and development that retain and enhance significant historic properties and sustain historic community character.
- Comp Plan P-217: King County shall review public and private developments and may condition them in order to protect historic properties.
- Comp Plan P-218: King County shall inventory historic properties in order to guide decision making in resource planning, capital projects, operations, environmental review and resource management.
- Comp Plan P-219: Archaeological properties shall be identified, evaluated, and protected in a consistent and coordinated manner.

In addition, the Historical Archaeology Planning Project is consistent with regional multi-county planning and transportation policies. Both VISION 2040 and Transportation 2040 emphasize accommodating growth using an expanded transportation system with responsible resource management, including cultural resource management. In particular, MPP-DP-37 advocates historic preservation as a contributor to regional quality of life, while MPP-DP-34 explicitly advocates preserving significant historic and cultural resources, including archaeological sites, as special characteristics of the region. The King County Historical Archaeology Planning Project will help achieve a balance by creating new planning tools for managed growth and transportation improvements as well as protecting significant resources.

ADDITIONAL REGIONAL PROJECT EVALUATION

Part 1: Questions for All Projects

Instructions: Once all of the sections in Part 1 have been completed (questions 9 through 13), complete the appropriate questions in Part 2 (question 14 and one only of questions 15 through 18). Refer to the Regional Project Evaluation Criteria to assist you in answering these questions.

9 RELATIONSHIP TO CENTERS

Describe the relationship of the project to a regional growth center, town/activity center or connecting corridor.

The Historical Archaeological Planning Project relates to all regional growth centers, activity centers and connecting corridors throughout King County, by facilitating and expediting motorized and non-motorized transportation and other projects that support the managed growth of all such centers. This occurs at two levels:

1. Planning for construction and expansion of the existing road network involves extensive environmental review conducted by the NW Region of WSDOT, the King County Road Services Division, and the Transportation and Public Works departments of 38 municipalities. Improved modeling, data and evaluation tools for historical archaeological resources will streamline transportation planning, reduce unpredictability in environmental expenditures, and protect cultural resources.

2. Development patterns are relatively consistent over time due to topographical and environmental factors, making today's growth centers and connecting corridors highly likely to contain significant evidence of past human activity (cultural resources). Good routes for 21st century roads were good routes for 19th century wagon roads. Other transportation systems, such as railroad corridors and maritime routes, are keys to historic and contemporary development; such routes and roadways connect regional centers that grew from earlier settlement, towns, and industrial and agricultural centers. Documentation and management of our significant historical archaeological heritage is a key factor in managing our region's growth

and resources, growth that is determined first and foremost by our surface transportation system.

10 COMMUNITY SUPPORT

Describe the public review process for the project. List all letters received or other types of support for the project; include any negative response to the project. Provide the dates, times and locations of all public presentations. If appropriate, describe how the project meets identified state, regional and/or local planning objectives.

Public review of the Cultural Resources Protection Project, of which the Historical Archaeology Planning Project is the final phase, has been extensive. The basis for the current proposal has been discussed over several years in a variety of public settings: symposia at the Northwest Anthropological Conference in 2000 and 2005; open house-format workshops for the professional archaeological community and tribal community in 2002; presentations at the Cultural Resource Summit at Suquamish in 2009, and annual briefings for King County Landmarks Commissioners, representatives of the King County Executive, and other officials in numerous public meetings. Input for the current proposal has included discussions with the King County Landmarks Commission, County archaeologists, local historical archaeologists and others. There is strong support for the project from tribes, local government agencies, preservation advocates and community organizations. Representative letters of support are available upon request. Participation and financial support for preceding phases have come from King County's Dept. of Transportation, Office of Business Relations & Economic Development, Dept. of Natural Resources and Parks, and Facilities Maintenance Division. In-kind support for preceding projects was received from Washington State's Department of Archaeology and Historic Preservation, and financial support from Washington State's Growth Management Services. All responses to the project have been positive.

The project meets state, regional and local planning objectives by facilitating the protection of historical archaeological resources while expediting transportation projects. Goal 13 of the Growth Management Act requires that cultural resources be protected. More specifically, the 2004-08 Washington State Historic Preservation Plan and the Draft 2009-13 Plan call for agencies throughout the state to use GIS and the Internet to "maintain and enhance efforts to make archaeological site data secure yet available to appropriate parties including planners, tribes and archaeologists" (2004-8 Plan Objective V B. Strategies to Protect and Preserve, page 17), and to integrate preservation planning with local land use planning, share information on such integration, and provide online resources (2009-13 Draft Plan, Goal II-B and E, Goal V-C, page 3). The project's relationship to local comprehensive and transportation planning policies is discussed above in Section 8.

11 FINANCIAL PLAN

Please fill out Tables 11A - D below and corresponding questions 11E - F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables 11A -C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table 11D). The tables require sponsors to list the Transportation Enhancements funds being requested (Table 11A), as well as ALL other sources of secured (Table 11B) and unsecured funds (Table 11C) needed to complete the project.

Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source. Totals of federal and other funds listed in Tables 11A - C should equal the total project cost in Table 11D. Funding Commitment Letters must be provided for all financial partners.

Required Match: No local match is required; projects may be funded with 100% Enhancement funds.

11A: Enhancements Funds Requested

Phase (Planning, Preliminary Engineering,	Estimated Obligation Date	Enhancements
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Right of Way, Construction, Other)	by Phase (mm/dd/yy)*	Funds Requested
Prepare historical archaeology context statement and property type descriptions	1/1/11	\$225,000
Assemble historical archaeology database/GIS layers		\$100,000
Develop and coordinate new GIS sensitivity model with pre-contact model		\$50,000
Develop administrative procedures and regulations for model and context use	6/1/12	\$10,000
Develop training and public education materials		\$40,000
TOTAL:		\$425,000

*** Note: the required obligation deadline for these funds is no later than two years from selection approval, estimated to be January 2011.**

11B: Existing Secured Funding

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
Historical Archaeology context statement	1/1/11	King County Historic Pres. Program in kind staff time	\$10,000
Administrative procedures and regulations	6/1/12	King County Historic Preservation Program in kind staff time	\$10,000
			\$
			\$
			\$
TOTAL:			\$20,000

*For tables B and C "obligation" may be defined as expenditure or other commitment of funds; for more information regarding secured and unsecured funding sources please refer to <http://www.psrc.org/assets/469/SecuredUnsecured.pdf>.

11C: Needed future funding (unsecured) Do not include the grant funds requested in Table 11A

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$

11D: Total Project Cost

Total estimated cost of each phase		Scheduled completion date by phase (mm/dd/yy)	
Planning:	\$445,000	Planning:	12/31/12
Preliminary Engineering/Design:	\$	Preliminary Engineering/Design:	
Right of Way:	\$	Right of Way:	
Construction:	\$	Construction:	
Other (Specify):	\$	Other (specify):	

Total Project Cost:	\$445,000	Estimated date of completion (i.e. open for use)	12/31/12
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11E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

The entire planning project will be fully completed if requested funding is obtained.

11F. If unable to completely fill out Table D (Total Project Cost), please explain why:

N/A

12 PROJECT READINESS

Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #12.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before 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.

Important instructions: For question 12A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where “Item not yet completed” is selected, and for any additional requirements pertaining to the project, provide details in question 12B, including the estimated schedule for completion.

12A. Check all that apply. If no ROW is required for the project, select “not needed” for sections b through g.

- Not needed a. Final FHWA approval of environmental documents including:
 - Not needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
 - Not needed - Section 106 Concurrence.
 - Not needed - FHWA Environmental Classification Summary Checklist (or EA or EIS).
- Not needed b. True Cost Estimate for Right of Way.
- Not needed c. Right of Way Plans (stamped).
- Not needed d. Relocation Plan (if applicable).
- Not needed e. Right of way certification.
- Not needed f. Certification Audit by WSDOT R/W Analyst.
- Not needed g. Relocation Certification, if applicable.
 - Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.
- Not needed h. Engineer's Estimate.
- Not needed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

12B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

The Historical Archaeology Planning Project awaits funding and can begin as soon as funding becomes available. All prerequisites for the project have been met. Because the Project is a planning project, additional approvals and certifications are not needed. Once the project has been completed, the sensitivity model for historical archaeological resources and data layers on historical archaeological resources will be made available to qualified cultural resource and planning staff. These powerful and sophisticated tools will greatly expedite Federal Section 106, state, and local review for transportation and other public works projects throughout King County.

13	<p>OTHER CONSIDERATIONS</p> <p>Please describe any additional aspects of your project not requested in the application that could be relevant to the final project recommendation and decision-making process. No points will be given to this section.</p> <p>The proposed project builds on a successful track record of collaboration between the King County Historic Preservation Program and the King County Road Services Division on two previous related grant-funded projects (Cultural Resources Protection Project, CRPP, Phases 1 and II) which focused on prehistoric archaeological resources. The CRPP created a countywide integrated system for documenting, assessing and treating prehistoric archaeological resources. This system and related environmental planning tools (including geographic information system data layers, a database of archaeological reports, a prehistoric archaeological resource context statement, and a prototype prehistoric site sensitivity model) was completed in December 2004; additional data, model refinements and implementation procedures are being finalized in 2010. These planning tools are now being used extensively by the King County Road Services Division to screen all transportation projects for cultural resource compliance, as well as by the King County Historic Preservation Program to screen public and private development projects countywide, including non-County motorized and non-motorized transportation projects. The King County Historic Preservation program also provides cultural resource screening and other services to 19 cities in King County. Data sharing agreements with tribes, the Corps of Engineers and the City of Seattle allow access to this new data by agency and tribal planners and cultural resource staff.</p> <p>In addition to accomplishing its formal goals, the CRPP has accomplished two larger goals to date: it has changed the culture of the King County Road Services Division and helped avoid calamitous surprises due to encountering unexpected archaeological resources. The RSD provided matching funds and in-kind services for Phase I of the CRPP, participated in Phase II and will participate in Phase III. The RSD management team is committed to the goals of the project, through staff training and participation, funding, policy changes, and strong leadership. Parallel to Phase II of the CRPP, the RSD has undertaken a study of historic road corridors and assembled data on historic roads in the county. The CRPP has generated numerous successes, including improved consultation with Indian tribes, a dramatic increase in the quality and quantity of cultural resource information accessible to planners, and an increase in the maintenance staff's ability to recognize archaeological resources and contact appropriate professional staff during both routine and emergency operations. No King County road construction projects were significantly impacted or stopped by cultural resource problems during or since completion of the CRPP.</p> <p>The Historical Archaeology Planning Project will complete the CRPP by addressing historical archaeological resources, heretofore often ignored, making the information and planning tools available for transportation and other planning in King County truly comprehensive.</p>
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PART 2: CATEGORY SPECIFIC QUESTIONS

14	<p>Select one of the following four categories that best fits your project and follow the corresponding instructions:</p> <p><input type="checkbox"/> Nonmotorized Projects: Complete question 15.</p> <p><input type="checkbox"/> Scenic Resources Projects: Complete question 16.</p> <p><input checked="" type="checkbox"/> Historic Resources Projects: Complete question 17.</p> <p><input type="checkbox"/> Environmental Projects: Complete question 18.</p>
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15	<p>NONMOTORIZED PROJECTS</p>
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	<p><u>Instructions: Complete this section if you selected “Nonmotorized Projects” in question 14.</u></p> <p>Please explain how your project addresses the following:</p> <ul style="list-style-type: none"> • The project extends, completes or otherwise adds to an existing nonmotorized system or network. • The project connects or links to other multimodal facilities (such as transit stations). • The project addresses current nonmotorized needs in the community, e.g., - gaps in the system; safety issues, etc. • The level of public exposure or access to the project (for example, current and future land use in the vicinity of the facility). • Explain how the project relates to surface transportation. If the project has recreational aspects, demonstrate that the purpose is primarily for transportation rather than recreation. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).
16	<p>SCENIC RESOURCES PROJECTS</p> <p><u>Instructions: Complete this section if you selected “Scenic Resources Projects” in question 14.</u></p> <p>Please explain how your project addresses the following:</p> <ul style="list-style-type: none"> • The project promotes greater public appreciation or use of the transportation system. • The project contributes to the preservation of significant scenic resources. • The level of public exposure or access to the project. • Long-term preservation plans to maintain the scenic character of the property. • Whether or not there is perpetual ownership of the property. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded. • Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).
17	<p>HISTORIC RESOURCES PROJECTS</p> <p><u>Instructions:</u> Complete this section if you selected “Historic Resources Projects” in question 14.</p> <p>Please explain how your project addresses the following:</p> <p><u>For site-specific and/or capital projects:</u></p> <ul style="list-style-type: none"> • The historic significance of the facility. • The planned use of the facility. • Whether or not the project is part of a larger historic preservation plan. • The level of public exposure or access to the project. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded. • The long-term preservation and/or maintenance plans for the facility. • Explain how the project relates to surface transportation; describe the current or former transportation use of the facility. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required). <p><u>For planning projects:</u></p> <ul style="list-style-type: none"> • The project’s relationship to the protection of historic or archaeological resources. • Whether or not the project is part of a larger historic preservation plan. • The long-term plan for ongoing management, updating and training. • The level of public exposure or access to the project. • Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded. • Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required). • • • The proposed project will support King County’s efforts to preserve and protect historical archaeological resources by improving the ability of County agencies to

identify, predict, and determine the significance of historical archaeological sites early in the transportation planning process. In addition to avoiding costly problems, early identification of culturally sensitive areas will make it more feasible to successfully protect and manage resources in place.

- The project is a key element of larger county-level and state-level preservation plans, both of which target more comprehensive and consistent management of historical archaeological resources along with other cultural resources, and identify GIS and other digital technologies as important tools to enhance the preservation of cultural resources by improving the management of relevant cultural resource data. King County's Comprehensive Plan acknowledges the strong link between transportation planning and cultural resource management in stating that historic resource protection should be considered in all transportation improvements, specifically stating "Particular care should be taken to minimize impacts where the location of such facilities [transportation improvements] could increase the pressure for development in sensitive areas or rural or resource lands." (T-302)
- The long term plan for ongoing management, updating and training for the King County Historical Archaeological Planning Project has been developed based on a cooperative agreement between the King County Historic Preservation Program and the King County Road Services Division. The HPP will provide the staff expertise for ongoing data management, updating and policy development, while the RSD staff will provide ongoing technical training for transportation planners, other County staff, and staff at other public agencies. Training materials, as well as administrative procedures, will be developed during this project. As has been the case with earlier, related projects, the Washington State Department of Archaeology and Historic Preservation will continue to provide updated archaeological site data, as newly identified sites are formally registered with the State. The Burke Museum will also continue to provide information on other identified sites.
- Public access or exposure to the project's outcomes will occur in two important ways. First, the project will protect irreplaceable heritage resources that enrich our region for all residents. The public can learn about the resources identified and protected by the project through periodic Archaeology Month (October) events, and through exhibits at cultural facilities such as the Burke Museum. Second, a new public outreach component is an element of the King County Historical Archaeology Planning Project. An educational and interpretive web site will share information about our region's historical archaeological heritage with the public (edited to prevent vandalism and looting of specific sites). The web site will be managed by HPP staff and accessible through King County's home page, which receives thousands of hits per day. This will create unprecedented access to comprehensive information about our region's archaeological heritage, such as the overview of King County's prehistory developed in earlier phases of this planning effort.
- Lack of information and awareness by public agencies is a major threat to archaeological resources. This project addresses this threat by creating state-of-the-art planning tools to identify known and potentially significant resources, and by developing a training and education program to promote awareness of the tools and resources to transportation planners and other public agency staff. Support from the Transportation Enhancements Program is critical in order to build on the accomplishments of earlier grant-funded phases of the CRPP and to strengthen and complete the tools and data already in use. Without such support, information on previously unaddressed but threatened resources, better predictive tools, better management practices, and wider training and education will be foregone.
- The project's relationship to surface transportation is clear each time a roadway or trail is proposed for construction or improvement, a road culvert is replaced, a bridge is retrofitted, and an intersection is re-configured. All of these improvements to the

surface transportation system, from small enhancements to large new projects, require environmental review that must address all cultural resource impacts. The Historical Archaeology Planning Project will ensure that this review is comprehensive, thorough and utilizes the most complete information available, minimizing expenditures and protecting all significant resources in the process. The project provides tools “over and above” those normally used for King County planning procedures, which have heretofore met minimum requirements for piecemeal project-by-project assessment of adverse impacts. Phase I and II of this effort have provided rich, diverse and integrated cultural resource information unique in Washington state and is becoming a model for other local government planning for archaeology (in Kitsap County, for example). The project will address historical archaeological resources, a largely neglected area, and provide better data and models to guide other jurisdictions.

In summary, this request for support for historical archaeological planning and research will make an important contribution to our region’s efforts to better plan for transportation and protect historical archaeological resources. The project is unique in the state and will provide a useful model for other jurisdictions. It is based on innovative planning principles, and it includes a clear plan for ongoing management and use. It provides a range of public benefits, addresses specific threats to resources, and has a clear relationship to the transportation system. Enhancement Grant funding is essential in order to meet critical needs and goals unaddressed by earlier grant-funded phases of the Cultural Resource Protection Project.

18 ENVIRONMENTAL PROJECTS

Instructions: Complete this section if you selected “Environmental Projects” in question 14.

Please explain how your project addresses the following:

- The relationship of the project to the transportation system.
- The need for the project.
- The long-term maintenance plans for the project.
- Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.
- Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).