Introduction

1. Project title
   Yelm Prairie Line Trail Phase 3 Planning

2. T2040 ids string
   N/A

3. Sponsoring agency
   Roy

4. Cosponsors
   ForeverGreen Trails

5. Sponsoring agency certification acceptance status
   No

6. Ca sponsoring agency
   N/A

Contact Information

1. Contact name
   Debbie Dearinger

2. Contact phone
   (253) 843-1113

3. Contact email
   roycityhall@cityofroywa.us

Project Description

1. Project scope
   The City of Roy, in cooperation with the City of Yelm, is seeking to construct a bicycle and pedestrian trail to connect the two jurisdictions via an existing, unused former railroad right-of-way (ROW). Yelm purchased the ROW in 1998 as a rail operator but has abandoned the
pursuit of rail operations on this line and has been actively pursuing construction of this trail.

This grant would fund the planning of the Pierce County section of the trail (from downtown Roy all the way to the Nisqually River). It will determine the best alignment of the trail and work with adjacent businesses and stakeholders to maximize benefit and minimize impact.

Project Location

1. Project location

The overall project is between the City of Roy in Pierce County and the City of Yelm in Thurston County. This Phase entails only the Pierce County portion.

2. Project counties

Pierce

3. Crossroad or milepost beginning

Former Prairie Line RR at the Nisqually River

4. Crossroad or milepost end

Downtown Roy where the RR crosses Higgins Greig Road

Plan Consistency

1. Identified in local comprehensive plan

Yes

2. In comprehensive plan explanation

The Citations are attached in a separate document accessible via DropBox at: https://www.dropbox.com/s/3duldnfoqzxko5i/Local%20Plan%20Consistency.pdf?dl=0

3. Not in comprehensive plan explanation

N/A

Federal Functional Classification

1. Functional class name

00 Not applicable (transit, enhancements, Etc.)

Local and Regional Policy Support

1. Improvements or strategies

The project will ultimately provide an off-street bicycle and pedestrian trail between the downtown cores of the rural small cities of Roy and Yelm. Currently, the only way to bike or walk between these two cities is via State Highway 507, which has high traffic volumes, vehicle speeds from 35-50 mph, and almost no dedicated bicycle or pedestrian facilities.

Less affluent people in the region will benefit from this trail as cycling and walking are more affordable modes of mobility. This project will provide Roy-area residents access to shopping, employment and transit access in Yelm (Pierce Transit does not serve Roy).

2. Multimodal improvements
This trail will provide a safe route alternative (to Highway 507) for users of all ages and abilities. This attractive facility will draw active transportation users away from the highway and help reduce modal conflicts which, due to the posted and actual vehicle speeds, are particularly deadly to vulnerable users such as cyclists and pedestrians. Such users have very low survivability rates when struck by vehicles at speeds above 30MPH, which entails most of this stretch of highway. A larger discussion of this issue can be found on the Institute of Transportation Engineers website at: http://bit.ly/2EXr9z9

3. Pedestrian improvements

The study will address the major issue facing pedestrian (and bicycle) travel in the corridor — creating a safe and inviting route for users of all ages and abilities.

4. Transportation management improvements

This project will help provide alternatives to drive-alone commutes to Joint Base Lewis McChord (JBLM), a major employer in the region. The City of Roy is impacted by commute traffic traveling through its core on Highway 507 from Yelm and other points south and west. The trail will provide access to East Gate Road, the major access point to JBLM via Warren Street. Additionally, the City of Roy Comprehensive plan (pages 2-2 & 2-3, 5-3, Policy T6.4 on 5-14, Policy T-10.1 on 5-17, 5-27, 5-29) speaks to having a park-and-ride facility in a town center park adjacent to where the trailhead for this project is envisioned. This trail project will provide direct and safe access to a future park and ride facility in this area, encouraging multimodal travel in the region.

System Performance and Innovative Solutions

1. Improvements increase reliability

Reducing modal conflicts between higher-speed vehicle traffic on Highway 507 and lower-speed active modes (by providing an attractive bicycle and pedestrian alternative route) will reduce friction along the roadway. Additionally, Highway 507 is the only publicly-accessible route across the Nisqually River in the area — the Mounts Road/I-5 corridor is over 13 miles away. This trail can help provide some transportation system redundancy should Highway 507 and its bridge over the river be impacted by a natural or man-made disaster. Furthermore, the development of this trail is made possible via railbanking the ROW, preserving the corridor for future mobility options.

2. Planning study timeframe

The planning study is anticipated to be completed before June 2022. The study will address the trail alignment within the 100-foot-wide right-of-way and outline other issues to be addressed in the later design phase.

3. Innovative concepts studied

The planning study will evaluate the possibility of providing side-by-side hard and soft surfaces, the latter to allow the use of horses on this right of way. A similar concept has been used along the northern section of the Chehalis Western Rail Trail in Thurston County. Horseback riding is popular in the area and Roy is particularly known for its annual rodeo and equestrian community and examining such a shared trail would reinforce Roy's rural character and identity.

Social Equity, Environmental Justice, and Public Health

1. Social groups being served

This trail will address significant social justice issues. Pierce Transit does not serve Roy, making access to shopping and employment for lower-income residents particularly difficult and burdensome. This trail would provide a safe route to Yelm for these needed destinations and services. The distance to Yelm along the trail will be 4.8 miles. The
distance along Highway 507 to the nearest Pierce County Transit (at the "Roy Y Park and Ride" in Spanaway) is 7.6 miles and entails high-speed auto traffic.

The trail will provide a safe and inviting facility for active transportation users of all ages and abilities. This is particularly important for youth, disabled and senior members of the community who are at higher risk of injury and death due to lower perceptive and motor skills when negotiating busy roadways. Seniors are documented in collision data as having lower survivability rates when struck (https://www.ncbi.nlm.nih.gov/pubmed/2735985). If additional public access to the trail can be provided, it may also serve as a Safe Route to School for youth in the area.

Roy struggles with economic development for many reasons, including its relative isolation from much of the rest of Pierce County due to its proximity to JBLM. There is little incentive for employers to locate in Roy and little reason for people from outside the immediate area to patronize the few businesses there. Developing the trail will establish a trailhead anchor for the future town commons park in the heart of Roy, attracting trail users from both Pierce and Thurston Counties. Economic benefits of trails are discussed in many resources, such as: https://www.railstotrails.org/resourcehandler.ashx?id=4618

2. Study adopts or accepts

Roy's Comprehensive plan provides clear guidance about the importance of trails for mobility and community-building focus in its rural town center. The trailhead will also help anchor a town commons park, transit facilities, and preserve some important historic elements for the City (e.g. the railroad water tower landmark). Citations follow:

Chapter 2 of Roy's Comprehensive Plan is the Community Character element and contains the following relevant material:

“A centrally located town commons developed on land between the BNSF railroad line and McNaught Street (SR 507) accommodates a children’s play area, farmers market, display area for artwork, staging area for a variety of events, restrooms, a ride share/transit park and ride, and other amenities.”

GOAL CC1
Secure BNSF Railroad property for a new Town Commons to be developed between the railroad line and SR507.

GOAL CC2
Facilitate the success of public places that foster community cohesiveness by ensuring well-designed spaces that support activity and community interaction.

Policy CC2.1
Provide community gathering places in recreation facilities and park sites throughout the city and encourage development of new community gathering places, especially in underserved areas of the community.

Policy CC2.3
Ensure that public places such as a Town Commons are designed and managed to encourage high levels of activity by including:

- Multiple entrances;
- Flexible spaces;
- Linear urban park facilities;
- Focal points that create activity throughout the space;
- A signature attraction that provides a compelling identity;
- Multi-seasonal attractions; and
- Active management of space and activities.

GOAL CC3
Promote activities and events that enliven public spaces, build community, and enrich the lives of Roy citizens.
Policy CC3.1
Provide links to public places to encourage their use through such means as:
• Providing safe and convenient pedestrian walkways;
• Providing bikeways; and
• Designing for visual access to and from the site.

ENTRANCES AND LANDMARKS
People orient themselves by remembering certain features that include unique public views, defined entries and landmarks. These features also can set apart one community from another and are part of what defines the unique character of a place. Preserving key features and creating new ones can help define Roy and its neighborhoods.

GOAL CC4
Preserve and enhance key features and create new ones that can help define Roy and its neighborhoods.

Policy CC4.1
Identify and establish distinctive gateways or entryways into the city, support neighborhood efforts to identify and maintain unique neighborhood entryways, and emphasize these locations with design elements, such as landscaping, signage, art or monuments.

Discussion: Key entry points to the community include the northern and southern approaches to Roy via SR507. Development and enhancement of gateway features at these locations will help to define the sense of arrival for those entering Roy.

HISTORIC RESOURCES
Historic resources offer a way to connect with the city’s past and provide a sense of continuity and permanence. Those resources represent development patterns and places associated with Roy’s notable persons and community events. The historic fabric, together with unique qualities of new development patterns, defines the character of a community. It is essential to preserve some historic resources to maintain the character of Roy and to continue to honor its past. Adaptive reuse of historic structures also helps reduce the need to obtain additional resources for new building construction.

Roy has a deep sense of history, and many of its older buildings are still standing – in spite of a major fire that wiped out most of the downtown businesses just before the depression began in 1929. Its general store and other buildings were built in the early 1900s, and the water tower that supplied the steam trains still stands as a reminder of the community’s pioneering past. Public and private projects can help foster this connection and build community awareness by incorporating elements of Roy’s history into design features.

GOAL CC10
Support the preservation and active use of cultural and historic resources to enhance Roy’s quality of life, economic vibrancy and environmental stewardship.

Policy CC10.1
Encourage preservation, restoration, and appropriate adaptive reuse of historic properties to serve as tangible reminders of the area’s history and cultural roots.

Policy CC10.2
Incorporate features, such as interpretive signage and other elements reflecting original historic designs into park projects, transportation projects and buildings on historic sites, when feasible, as a means of commemorating past events, persons of note and city history.

Policy CC10.5
Emphasize the preservation of historic properties through methods such as adaptive reuse for promoting economic development and/or public use.

Chapter 3 of Roy’s Comprehensive Plan is the Land Use element and contains the following relevant material:
Designate the Roy town center as a Center of Local Importance (CoLI) under VISION 2040 and the Pierce County Countywide Planning Policies.

Discussion. The Roy Town Center CoLI (Figure 3-1) includes a mix of commercial uses including retail, office, service and restaurant uses. The center also includes a number of residences and public and quasi-public uses such as the community’s city hall, fire station, library, post office and religious institutions. The city's largest undeveloped tract of land planned and zoned for mixed use development is located within this center. The Roy Town Center CoLI is centered on SR 507 (McNaught Street South and Water Street South) and includes vacant land owned by the BNSF Railroad where the community would like to establish a town commons. The Town Center CoLI represents the historic core area of the Roy community.

Policy LU6.1
Ensure that development standards, design guidelines, level of service standards, public facility plans and funding strategies support focused development within the Roy Town Center CoLI.

Policy LU6.2
Recognize the Town Center CoLI in all relevant local, regional policy, planning and programming forums.

Chapter 5 of Roy's Comprehensive Plan is the Transportation element and contains the following relevant material:

GOAL T1
Develop, maintain and operate a multimodal transportation system that provides for the safe, efficient and reliable movement of people, goods and services.

Policy T1.1
Create a transportation network that includes vehicle, pedestrian and bicycle components located throughout the City -- and transit connections to adjacent communities -- to provide for the safe, efficient, convenient and reliable movement of people, goods and services.

Policy T1.3
Employ Context-Sensitive Design techniques in transportation projects that take into consideration aesthetics, historical and cultural elements, the environment, and other aspects of community character, while ensuring safety and accessibility.

"ACCESSIBILITY TO TRANSPORTATION
Approximately one-third of the region’s population does not drive or have access to an automobile. This group includes people who choose not to drive, people without licenses or with disabilities, people who are not able to afford a car, and young people under the driving age. These people rely on others to provide them private automobile mobility, public transit, walking and cycling. Providing facilities for all modes of transportation will help enable these individuals to meet their transportation needs and more fully participate in society."

GOAL T2
Transportation improvements within the City should ensure alternative transportation choices are available to the community and provide mobility choices for people with special needs including persons with disabilities, the elderly, young and low-income populations.

Policy T2.2
Design and build complete streets with facilities for all modes of transportation. Connect residential neighborhoods to commercial and mixed use areas with sidewalks, paths and
bike lanes to provide greater access to transportation choices for those who do not drive and those who have limited mobility resources.

GOAL T3
Improve the safety of the transportation system, reduce speeds and protect the quality of life in residential neighborhoods.

Policy T3.2
Protect the quality of life in residential neighborhoods by monitoring traffic volumes and developing comprehensive, integrated and cost-effective traffic, bicycle and pedestrian safety improvements in residential areas. Such improvements may include sidewalks and pathways to connect to schools, parks, and transit stops -- should transit service become available in the community. Additional improvements may include signage, bicycle facility and street improvements that include traffic calming design elements.

Policy T3.8
Avoid the construction of sidewalks next to street curbs or highway shoulders and provide physical separation between traffic lanes and sidewalks to enhance pedestrian safety, add to sidewalk users’ comfort, and encourage higher pedestrian usage. Wherever possible, separate pedestrians from traffic lanes by installing landscaped planter strips that include street trees.

GOAL T4
Improve vehicular and pedestrian traffic circulation within the City to enhance the quality of life.

Policy T4.2
Seek opportunities to obtain private easements or use existing public rights-of-way or public easements to develop alternative routes or improved linkages between residential areas or from residential to parks and commercial or mixed use areas. Work with property owners to create well-lighted pedestrian paths in established areas with poor connections. New pathways should tie into a network of walking trails and help improve pedestrian facility connectivity, thereby encouraging physical activity and overall health and well-being.

GOAL T6
Develop facilities for pedestrians and cyclists to achieve a walkable community to support active and independent living, health, environmental quality and cost savings for travel.

Policy T6.1
Require sidewalk facilities on all new and substantially redeveloped public streets to enhance public safety. Ensure the provision of sidewalks in close proximity to schools to offer protection for children who walk to and from school. Assign high priority to projects that complete planned pedestrian facilities or trails. Support the provision of pedestrian facilities on non-arterial streets to supplement principal pedestrian facilities located on arterials. Ensure that crosswalks, signing, and pedestrian-activated signals conform to the Manual on Uniform Traffic Control Devices (MUTCD).

Policy T6.2
Develop a system of bicycle routes, pathways and other facilities that allows people to conveniently travel between and within neighborhoods and local parks, commercial and mixed use areas. Coordinate the planning, design, and construction of these facilities with the Washington State Department of Transportation when developing improvements, including park and ride facilities, along SR 507. Base the design and type of bicycle facilities on the design standards for the functional classification of the roadway.

Policy T6.4
Explore opportunities to secure BNSF ROW for development of pedestrian and bicycle facility improvements, ideally in conjunction with adjoining jurisdictions that could support the construction and maintenance of a regional-scale trail system to serve the larger community.
GOAL T8
Develop an adequate and equitable funding program to make transportation improvements in a timely manner, as mandated by the Growth Management Act.

Policy T8.1
Use regional, state, and federal funding sources for arterial street and other major improvements serving the City of Roy to ensure implementation of the City’s transportation plan in an efficient, timely manner, concurrent with development. Ensure that the funding program recognizes and accommodates not only existing and future development in the City, but also regional traffic.

Policy T8.4
Secure grants available for sidewalk and bicycle lane improvements to implement alternative transportation action strategies and meet multi-modal and complete street goals and objectives.

GOAL T10
Implement Demand Management Strategies to achieve efficient use of transportation infrastructure, increase the person-carrying capacity, Roy’s land use accommodate and facilitate future growth, and achieve objectives.

Policy T10.1
Support the use of Transportation Demand Management (TDM) strategies to reduce congestion, emissions, fuel consumption and the need for new transportation facilities – especially new roads and capacity improvements. Actively pursue the establishment of a park and ride facility on SR 507. Work with WSDOT to develop street improvements along SR 507, including bike lanes, sidewalks and pedestrian crossings that provide a safe, convenient alternative to the use of the automobile. Support the development of vanpool and ride match programs, and promote commute trip reduction practices, including complying with the requirements of the State Commute Trip Reduction (CTR) Act, if applicable. Coordinate with Joint Base Lewis McChord on TDM strategies that benefit Roy residents who commute to the base.

GOAL T11
Integrate land use and transportation planning to support active communities through the provision of a variety of travel choices, improve accessibility and mobility.

Policy T11.2
Design and construct complete streets, bicycle-friendly facilities, secure bicycle racks or lockers, and pedestrian pathways.

Policy T11.3
Ensure Comprehensive Plan consistency with the Regional Transportation Plan, Transportation 2040, by supporting the development of a safe and efficient transportation network that supports a healthy environment and strong economy, encouraging increased utilization of clean and renewable energy and a reduction in greenhouse gas emissions, and promoting sustainable funding programs.

Policy T11.4
Coordinate with state, regional and local transportation efforts to develop a highly efficient multimodal system that supports the Regional Growth Strategy. Coordinate with the State Department of Transportation, Puget Sound Regional Council, Sound Transit, the Pierce County Regional Council, Joint Base Lewis McChord, Pierce Transit, BNSF, Pierce County and surrounding cities and towns to integrate transportation systems for easy and efficient mobility of people, freight and services.

GOAL T13
Consider benefits and impacts to health of all population segments in the design of transportation infrastructure by providing opportunities for exercise, and reducing exposure to air, water and noise pollution.
Policy T13.1
Identify opportunities for bike lanes, sidewalks, pathway and trail connections between neighborhoods and to parks and schools to encourage greater pedestrian facility use and reduce reliance on automobiles. Support the construction of improvements to trail systems to provide connections between parks and neighborhoods for walkers and cyclists.

Policy T13.2
Design, build and maintain bike lanes, sidewalks, paths and trails to expand opportunities for walking and biking to improve individual and community health. Provide transportation facilities that are walkable and bicycle friendly to improve economic and living conditions so that businesses and skilled workers are attracted to the City.

CURRENT AND PROJECTED NON-MOTORIZED FACILITY DEMAND
It is likely that the current recreational demand level for pedestrian and bicycle facilities will continue indefinitely. One of the challenges facing Roy is to increase the demand for non-motorized facilities transportation. However, the city’s distance from as employment centers in Pierce and Thurston counties greatly increases the difficulty of achieving success in this regard. Future demand depends on the success of Roy and other jurisdictions and agencies in cooperatively providing continuous pedestrian and bicycle facilities that link conveniently with travel destinations and with public transit. Roy’s transportation goals and policies support the development of convenient, contiguous pedestrian and bicycle facilities along newly developed streets and existing streets, especially along SR 507.

TRANSPORTATION DEMAND MANAGEMENT
Transportation demand management (TDM) strategies can help create or preserve existing capacity of roadways by reducing demand, thereby deferring or negating the need for capacity improvements. TDM strategies focus on increasing the availability of alternative transportation modes, discouraging single-occupancy-vehicle (SOV) use, and reducing time of travel. Given Roy’s relatively remote location, small size, low population density and low employment levels, there are practical limitations on how effective certain TDM strategies may be in managing the capacity of roadways to meet projected growth. In addition, chronic funding limitations have led to Pierce Transit reducing its service area and the number of routes and frequency of service within the reduced service area. This has reduced the availability of bus service in more rural areas of Pierce County, making it an even less viable option for residents of Roy. Nonetheless, given the community’s close proximity to Joint Base Lewis McChord (JBLM), where numerous Roy residents are employed, TDM opportunities should be identified and implemented. As conditions change within the community and surrounding region over the planning horizon, an increasing number of the following examples of TDM strategies may warrant consideration:
Providing a more continuous system of sidewalks, walkways and bikeways servicing the community;

Chapter 6 of Roy’s Comprehensive Plan is the Park, Recreation and Open Space element and contains the following relevant material:

GOAL P1
Work with public and private entities to develop a high quality, diversified system of parks, recreation facilities, and open spaces that are attractive, safe, functional, conveniently accessible, and available to all segments of the population.

Policy P1.1
Provide a mix of passive and active parks, open spaces and activities that fulfill the recreational needs of the City’s residents.

Policy P1.2
Develop new, or improve existing, multi-use facilities to increase flexibility of use for new activities, or other new trends, when there is a demonstrated need in the community.

Policy P1.3
Design and manage park facilities and recreational trails to offer universal accessibility for
Policy P1.6
A community-wide trail system should be developed that serves the recreational needs of pedestrians and bicyclists as well as the need for local transportation alternatives to the automobile. The trail system should incorporate links to all neighborhood parks and other recreational facilities.

Policy P1.8
To ensure walkability and accessibility, the city should support the provision of convenient access to a park with a play structure, an open space area, or a trail within .5 mile of all residents.

GOAL P2
Provide adequate recreational opportunities to meet the leisure needs for all age and interest groups that engage a broad cross-section of the community.

Policy P2.3
Work with other public and private entities to provide programs, special events and facilities that promote a sense of community and stimulate socialization for individuals and families.

GOAL P5
Conduct appropriate long range and current planning analyses that will support the preservation, development, maintenance and expansion of park, recreation and open space facilities to meet the long-term needs of the community.

Policy P5.1
Park planning and use of facilities should be coordinated with other city projects and not-for-profit, private or public groups to ensure maximum use of recreational facilities. The city should cooperate and coordinate with other jurisdictions in the planning and development of regional parks and recreational facilities.

Policy P5.3
Park planning and use of facilities should be coordinated with other City projects and not-for-profit, private or public groups to assure maximum use of recreational facilities. Roy should encourage a variety of uses in public school facilities to efficiently help meet the recreational needs of the community. The City should cooperate and coordinate with other jurisdictions in the planning and development of regional parks and recreational facilities.

3. How project fits character

The policy guidance in Roy's Comprehensive plan will greatly inform the planning process and help foster the public outreach we have planned. There are ample opportunities to provide interpretive signage along the trail to inform users of the rich natural and human history (both Native and European) of the area as well as support the conservation efforts of coalition partners such as the Nisqually Land Trust and the Nisqually River Council. The Nisqually Indian Tribe has been invited to join our coalition and has expressed interest in participating in the creation of interpretive signage to ensure accurate depiction of Native perspectives. The trail also provides an opportunity to involve the significant equestrian community as well. A grant through the National Park Service's Rivers, Trails, and Conservation Assistance Program is being sought to provide conceptual planning and public outreach for context-sensitivity in design and to ensure that aesthetic, cultural and environmental resources of Roy and the surrounding prairie land through which the trail leads is preserved.

4. Interjurisdictional partners

This project is part of a larger inter-jurisdictional effort to connect the City of Yelm in Thurston County with Roy in Pierce County. It is supported by the following coalition of organizations and entities:
Foothills and TWBC have made official pledges to cover 100% of the local match funds that will be required of Roy for this grant application (Foothills has pledged $4023 and TWBC has pledges $3000). Letters attesting to these pledges are attached to this application.

The Nisqually Indian Tribe has also been contacted regarding this project and has been invited to become a coalition partner. Tribal planning staff indicated a desire from the Tribe to contribute to the interpretive signage envisioned for the trail. Their official process for endorsing the project at the Tribal Council is currently underway.

JBLM, another major stakeholder in the area, is being involved in this project in two ways: through its transportation planning and programs to enhance multimodal commute access to the base, and also through its Community Connector Program which will help engage Roy and Yelm's two liaison battalions in aspects of trail construction.

**Mobility, Accessibility, and Safety**

1. **Issues being addressed**

Roy’s downtown is bisected by the Prairie Line Railroad tracks and the adjacent Highway 507. The abandonment of this section of the railroad is the first major opportunity to address such impacts on safety for all modes. Roy has made some streetscape improvements on the east side of Highway 507 to help create the proper character for a downtown that is safe and inviting for all. The trail will help provide further streetscape improvements on the west side of the highway at the envisioned trailhead. The importance of these issues is evidenced by the numerous “complete streets” policies in Roy’s Comprehensive Plan and the discussion of the importance and challenges posed by the highway (aka “SR 507” and “McNaught Street”) for the downtown. As stated elsewhere in this application, the project will provide a safe and inviting route alternative to Highway 507 for active transportation (and recreation) users. The resulting facilities will help provide TDM solutions through transit and multimodal mobility options.

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Total Request: $45,000.00

**PSRC Funding Request**

**Planning**

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**Expected year of completion for this phase:** 2021

**Summary**

1. Estimated project completion date
2. Total project cost

$52,023.00

PSRC Funding Request (cont’d)

1. Documents

Yelm_Prairie_Line_Grant_Local_Match_Letters.pdf

2. Funds description

Local match funds of $7023 have been secured from two of our coalition partners: Tacoma Washington Bicycle Club ($3000) and Foothills Rails-to-Trails Coalition ($4023). Letters from both of those organizations are attached as one single PDF document. Alternately, these letters can be accessed at: https://www.dropbox.com/s/t5c3n8gv4xaxthe/Yelm%20Prairie%20Line%20Grant%20Local%20Match%20Letters.pdf?dl=0

Project Readiness

1. Requesting funds for planning or pe

Yes

2. Preliminary engineering complete

N/A

3. Preliminary engineering completion date

N/A

4. Preliminary plans submitted to wsdot

N/A

5. Preliminary engineering plans other

N/A

6. Preliminary engineering plans estimated completion date

N/A

Other Considerations

1. Additional aspects description

N/A

2. Included innovative components

N/A

3. Determining benefits process

N/A
4. Final documents

City_of_Yelm_Letter.pdf, Yelm_Prairie_Line_Trail_Supporting_Documents.pdf,
Yelm_Prairie_Line_Trail_Supporting_Documents.pdf
Yelm Prairie Line Trail

“Connecting Yelm and Roy with 4.8-miles of Prairie Pride”

**Benefits:**

- Provides an entirely new way to cross the Nisqually River for people on bike and foot
- Important facility for all ages and abilities instead of relying on busy Hwy 507
- Crucial future connection for Cross-State and National Rail Trails
- Enables a bike commute option for those living in Yelm and working at JBLM
- Preserves the right-of-way for future mobility options in the region
- Stimulates Roy’s downtown businesses by providing access for hungry trail users
- Provides an anchor point for future park/community-gathering space in the heart of Roy’s downtown
- Provides Roy-area residents access to:
  - Shopping and employment in Yelm
  - Thurston County’s extensive 47.5-mile-long trails system
  - Intercity Transit Route 94, which also serves Amtrak, Olympia, and the greater regional network. (a social justice issue for lower-income people as Pierce Transit does not serve Roy)
- Connects more Yelm neighborhoods to trails for Safe Routes to Schools and active lifestyles
- Provides mobility network redundancy in the event of disaster or emergency
- Offers opportunities for greater natural and local history education and awareness
- Attracts telecommuting workers preferring a rural communities with outdoor activities and amenities

**Conditions:**

- The City of Yelm acquired the right-of-way in 1998, but is no longer pursuing a rail customer
- The rail bridges over the Nisqually River and Centralia Canal are intact
- The trail is consistent with Thurston and Pierce regional and countywide planning policies, parks plans, and Yelm and Roy Comprehensive Plans
- This cross-jurisdictional project, requires cooperation and coordination of multiple entities

The Yelm Prairie Line Trail is endorsed by:
April 4, 2019

Anthony McDaniel, Mayor
City of Roy, Washington
216 McNaught Road South
Roy, WA  98580

Mayor McDaniel:

On behalf of the Yelm City Council and the community of Yelm, I am pleased to support Roy’s application for design of the Prairie Line trail connecting Yelm in Thurston County and Roy in Pierce County.

As you know, the Prairie Line trail, a proposed non-motorized bike/pedestrian/equestrian trail connecting the Yelm-Tenino trail to the City of Roy within the former Prairie Line Railroad right of way. Yelm purchased this right of way from Burlington Northern with the express intent of development a non-motorized trail.

The Prairie Line trail has been part of Yelm’s transportation planning for over 20 years and is included in the Thurston Region Transportation Plan and Six Year Transportation Improvement Plan. As recently as 2018, Yelm applied, unsuccessfully, for design and construction funding for the Prairie Line trail.

Yelm would welcome a partnership with the City of Roy to develop the Prairie Line trail. We view the trail as both a recreational opportunity, eventually linking the Thurston County regional trail system with that of Pierce County (and eventually beyond!), and an economic development tool for our region.

Thank you for the opportunity to support your efforts, which mirror those of Yelm. We look forward to working with you in the future on the development of this important regional project.

Sincerely,

JW Foster, Mayor
City of Yelm
April 9, 2019

ForeverGreen Trails is a nonprofit organization supporting development of a network of trails connecting all the communities in Pierce County. We are contacting you today in support of efforts to plan and develop the Yelm to Roy Trail.

The Yelm to Roy trail is an important link from Pierce County to the Chehalis Western Trail in Thurston County. Future Pierce County trails such as the Roy to McKenna Trail could expand this further into Pierce County. The trail would also provide safe non-motorized access to Joint Base Lewis McChord. A trailhead in Roy would be close to a planned Pierce Transit Bus Rapid Transit stop at the Roy Y.

The Yelm to Roy trail will complete a missing link in the countywide system of trails that is ForeverGreen Trails vision. It might also fill a gap in a planned cross-state trail.

We enthusiastically support all efforts to obtain funding for the Yelm to Roy trail and a trailhead in Roy.

Sincerely,

Jane A. Moore, M.D.
Executive Director
Mayor Anthony McDaniel  
City of Roy  
216 McNaught Road South  
Roy, WA 98580  

Mayor McDaniel:

The Woodland Trail Greenway Association (WTGA) is pleased to support your application for a grant through Puget Sound Regional Council for planning of the Pierce County portion of the Yelm Prairie Line Trail.

WTGA is based in Thurston County and is akin to ForeverGreen Trails in Pierce County. We work with public and private entities to promote and develop trails accessible to the public for active recreation and transportation. We are particularly excited about the Yelm Prairie Line Trail because it is a rare opportunity to knit together regions by providing a safe and appealing route for trail users of all ages and abilities.

Mobility between our two counties is particularly difficult for active modes due to the combined obstacles of the Nisqually River and Joint Base Lewis McChord. The few existing roadways are uninviting and involve high-speed vehicle traffic. This trail will be a welcome addition to the region and provide Pierce residents direct access to the 47+ miles of connected trails in Thurston County. Additionally, it will establish Roy as a major trailhead for a growing regional trail system, similar to its role when your community was founded as a major access point to the original Prairie Line Railroad.

Trails encourage healthy, active lifestyles among residents, and generate economic and cultural benefits to communities. Roy is fortunate that the trail will lead directly to the civic center to stimulate the current and future businesses in your downtown.

We are committed to being a partner with you and the City of Yelm in the planning and development of the Yelm Prairie Line Trail and are proud to be a member of the coalition of governments, organizations, and community leaders supporting this great project.

Sincerely,

Jack Horton  
WTGA President  
jack_horton@hotmail.com  
(360) 789-0944
Nisqually River Council
12501 Yelm Highway • Olympia WA 98513 • (360) 438-8715

Council Membership

Pierce County
Thurston County
Lewis County
Cities/Town of Yelm, Roy & Eatonville
Tacoma Public Utilities
Puget Sound Partnership
UW Pack
Experimental Forest
WA Dept. of Natural Resources
WA Dept. of Fish & Wildlife
WA Dept. of Ecology
WA Parks & Recreation Commission
WA Conservation Commission
WA Dept. of Agriculture
WA Dept. of Transportation
WA Dept. of Commerce
WA Secretary of State
Nisqually Indian Tribe
Department of Defense, Joint Base Lewis-McChord
Billy Frank Jr. Nisqually National Wildlife Refuge
Gifford Pinchot
National Forest
Mount Rainier
National Park
Nisqually River Citizens Advisory Committee

May 30, 2019

To Whom It May Concern:

The Nisqually River Council strongly supports the development of the Yelm Prairie Line Trail as proposed by the Woodland Trail Greenway Association and its coalition partners. The trail, which would make use of an abandoned railway crossing over the Nisqually River between Yelm and Roy, will enhance cultural and economic values for core watershed communities, while providing sustainable transportation alternatives and healthy outdoor recreation opportunities. The River Council is pleased to support the implementation of this planned multi-use trail, in line with our mission to promote environmental, economic, and social sustainability in the Nisqually watershed.

The River Council’s 2011 Nisqually Watershed Stewardship Plan identifies protecting and enhancing the network of trails and recreational opportunities in the watershed as one of twelve key goals. The Stewardship Plan calls for the linking of communities with multi-use accessible trails in line with existing local and municipal planning frameworks, including the 2007 Thurston Regional Trails Plan and the City of Yelm’s 2017 Parks and Recreation Plan, of which the Yelm-Roy trail is a component. The trail also furthers multiple Stewardship Plan goals for healthy, connected, conservation-minded, and economically robust communities:

- Promoting health and wellness
- Promoting local community identities, cultures, arts, and heritage
- Supporting integrated communities with a full complement of services, including sustainable transportation alternatives
- Promoting the development of sustainable businesses and increasing market access for watershed-based businesses
- Supporting sustainable tourism and recreation
- Facilitate the appreciation, protection, and enhancement of the watershed through education and participation

The Yelm Prairie Line Trail is a prime opportunity to develop a community resource that will bring traffic to local businesses, offer healthy and accessible transportation and recreation opportunities, and connect both members of our communities and visitors to the unique lands and waters of the Nisqually valley. We encourage robust funding and support for its implementation.

Sincerely,

[Signature]

David A. Troutt
Chair
Hi Larry,

Nice to talk to you today. As I mentioned, Cascade is willing to support this project moving forward. You can definitely mention that we would likely use the trail for STP, which would bring 8-10 thousand people through each year.

Also, connecting with the city council woman from Yelm, Molly Carmody, could be a great next step.

Attached is our logo.

Thanks for reaching out. Stay in touch. Good luck!

-Gabe

On Mon, Mar 18, 2019 at 4:36 PM Larry Leveen <larryleveen@gmail.com> wrote:

Hi Gabe,

I’m working with Bob Myrick of Tacoma WA Bicycle Club and several other organizations on a project to connect Yelm with Roy via an old RR right of way that Yelm bought several years ago. This is a great project for a number of reasons (that I’d like to go over with you) but what’s in it for Cascade mostly is that the STP route, which currently uses Highway 507 between the two cities could instead use this trail.

I’ve attached a draft one-sheet on the project so you can see how I’d like to use Cascade’s logo/name/endorsement.

I’d like to know what if any process you’d need for us to use Cascade’s name in our outreach on this project.

Thanks.

Larry Leveen
360.357.3871
http://linkedin.com/in/larryleveen

--

--

Gabe Meyer
Policy Director
Pronouns: he/him/his
206.939.4328 (O)
Hi Larry –

I apologize for the delay. I have reviewed the information and website you provided with Bruce Dees. You are correct in that it is difficult to assign a fee/cost without a defined scope of work. We went back and looked at the feasibility study we did for the City of Bonney Lake for the Fennel Creek Trail in 2005. It was 5.1 miles, with similar elements. The first segment is complete and the second segment is currently under construction, both sections partially funded with federal grant money. We received a fee of $44,250 to provide that study in 2005. For additional fees, we provided assistance with IAC and WSDOT grant applications, mostly graphic support material.

We tailor our scope of work to fit the funds allowed if available funds are in the range for the work/deliverables expected (less meetings, less graphics, minor report, etc). One thing we notice is that the grant requires a match. Past award winners for engineering preliminary design studies ranged $25,000 - $50,000 awarded. I would think your project would be at the higher end since it is more involved than replacement of existing utilities, curb, gutter and sidewalk.

The key is going to be how much the city has to put up for their match, but we think you are looking at $45,000+ fee for the feasibility study.

I hope that provides with enough information to assist in completing your application.

We wish you the best of luck at getting selected!

Best Regards,

Sherryl A. Sales, Associate | Business Manager

Bruce Dees & Associates, LLC
222 East 26th Street | Suite 202 | Tacoma, WA  98421 | P (253) 627-7947 | F (253) 627-6661
www.bdassociates.com
ssales@bdassociates.com
### Functional Class

<table>
<thead>
<tr>
<th>Functional Class</th>
<th>Priority Number</th>
<th>PIN/Project No.</th>
<th>C. Project Title</th>
<th>D. Road Name or Number</th>
<th>E. Begin &amp; End Termini</th>
<th>F. Project Description</th>
<th>G. Structure ID</th>
<th>Hearing</th>
<th>Adopted</th>
<th>Amendment</th>
<th>Resolution No.</th>
<th>Improvement Type</th>
<th>Utility Codes</th>
<th>Total Length</th>
<th>Environmental Type</th>
<th>RW Required</th>
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</thead>
<tbody>
<tr>
<td>00</td>
<td>00</td>
<td>Yelm 16 09</td>
<td>07/11/17</td>
<td>07/11/17</td>
<td>578</td>
<td>28</td>
<td>C G O P S</td>
<td>T W</td>
<td></td>
<td></td>
<td></td>
<td>4.000</td>
<td>CE</td>
<td>No</td>
<td></td>
<td></td>
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</table>

#### Rail Trail - Power Canal to Roy
- Yelm Prairie Line Trail
- Canal Road Yelm to City of Roy
- Project Number Y7B
- Extend the Yelm Prairie Line Trail to the City of Roy.

### Funding

<table>
<thead>
<tr>
<th>Status</th>
<th>Phase</th>
<th>Phase Start Year (YYYY)</th>
<th>Federal Fund Code</th>
<th>Federal Funds</th>
<th>State Fund Code</th>
<th>State Funds</th>
<th>Local Funds</th>
<th>Total Funds</th>
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<tbody>
<tr>
<td>P</td>
<td>ALL</td>
<td>2022</td>
<td>OTHER</td>
<td>0</td>
<td>5,880,000</td>
<td>1,470,000</td>
<td>7,350,000</td>
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<tr>
<td>Totals</td>
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<td></td>
<td></td>
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### Expenditure Schedule

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<tr>
<th>Phase</th>
<th>1st</th>
<th>2nd</th>
<th>3rd</th>
<th>4th</th>
<th>5th &amp; 6th</th>
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<tbody>
<tr>
<td>ALL</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,800,000</td>
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<tr>
<td>Totals</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,600,000</td>
</tr>
</tbody>
</table>
Project Application Report

Project #18-1321, Yelm Prairie Line Trail Extension - Phase I
Current Status: Wastebasket

Project Details

Primary Sponsor: City of Yelm
Primary Contact: Grant Beck
(360) 458-8408
GrantB@yelmwa.gov

Funding Program: WWRP - Trails
Project Type: Development

Project Description

The City of Yelm, in partnership with the Nisqually Land Trust, will use this grant to design and construct an extension of the Yelm Prairie Line Trail. The grant will extend the non-motorized multi-use trail 1.2 miles of the trail to the Nisqually river where non-consumptive public access is allowed on Nisqually Land Trust property. The grant will also be used to assess feasibility and design of renovating the railroad bridge over Nisqually River to a trail. The Yelm Prairie Line Trail connects to the eastern terminus of the Yelm Tenino Trail. The project is located on the right of way of the former Burlington Northern Prairie Line rail, which is now owned by the City of Yelm. Yelm's right of way runs from the City Center at Yelm Avenue (SR 507) to Roy, Washington.

Project Overall Metrics (Outcomes, Benefits)

<table>
<thead>
<tr>
<th>Category / Work Type / Metric</th>
<th>Application Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Trail Overview</strong></td>
<td></td>
</tr>
<tr>
<td>Primary trail name</td>
<td>Yelm Prairie Line Trail</td>
</tr>
<tr>
<td>Alternate trail name</td>
<td>None</td>
</tr>
<tr>
<td>Total length of trail developed/renovated in the project</td>
<td>1.20</td>
</tr>
<tr>
<td>How many new trail miles will be created as the result of this project</td>
<td>1.20</td>
</tr>
<tr>
<td>Total length of continuous trail after this project is complete</td>
<td>44.00</td>
</tr>
<tr>
<td>Designed trail use</td>
<td>Pedestrian</td>
</tr>
<tr>
<td>Managed trail uses</td>
<td>Bicycle, Equestrian, Hiking/walking</td>
</tr>
<tr>
<td>Trail plan</td>
<td>Yes, 2017</td>
</tr>
<tr>
<td><strong>Sites Improved</strong></td>
<td></td>
</tr>
<tr>
<td>Project acres developed</td>
<td>0.00</td>
</tr>
<tr>
<td>Project acres renovated</td>
<td>2.03</td>
</tr>
<tr>
<td><strong>Completion Date</strong></td>
<td></td>
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<tr>
<td>Projected date of completion</td>
<td>09/01/2020</td>
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Project Funding

<table>
<thead>
<tr>
<th>Funding Request</th>
<th>Funding %</th>
<th>Min Match Required</th>
<th>Sponsor Match Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>WWRP - Trails (FY2020)</td>
<td>$376,550</td>
<td>50.00 %</td>
<td>Appropriation \ Cash</td>
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<tr>
<td>Sponsor Match</td>
<td>$376,550</td>
<td>50.00 %</td>
<td>Cash Donations</td>
</tr>
<tr>
<td>Total Project Funding</td>
<td>$753,100</td>
<td>100.00 %</td>
<td>Donated Materials</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Cost Summary</th>
<th>Project %</th>
<th>Admin/A&amp;E %</th>
<th>Maximum for Selected Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>DEVELOPMENT COSTS</td>
<td></td>
<td></td>
<td>$125,620 (20%)</td>
</tr>
<tr>
<td>Development</td>
<td>$628,100</td>
<td>19.90 %</td>
<td></td>
</tr>
<tr>
<td>A&amp;E</td>
<td>$125,000</td>
<td>10.00 %</td>
<td></td>
</tr>
<tr>
<td>Subtotal</td>
<td>$753,100</td>
<td></td>
<td>$125,620 (20%)</td>
</tr>
<tr>
<td>Total Cost Estimate</td>
<td>$753,100</td>
<td>100.00 %</td>
<td></td>
</tr>
</tbody>
</table>

Worksites and Properties

General Area: City of Yelm
County: Thurston
Legislative Districts 2012: 02
Congressional Districts 2012: 10
Sections: 17
Township: T17N0R02E
Coordinates: 46.95475342
-122.58471414
Worksite #1: Yelm Prairie Line Trail
Coordinates from Mapped Point: Latitude: 46.95475342 Longitude: -122.58471414

Worksite Description: The Yelm Prairie rail line right of way. A 100 foot corridor running from 105 Yelm Avenue West to the City of Roy, approximately 5 miles in length.

Site Access Directions: At the intersection of SR 510 from Lacey and SR 507 at the center of Yelm, turn left on 1st Street. The trailhead parking lot is on the left just past Yelm Creek.

Worksite Address:

Development Metrics (Outcomes, Benefits)

<table>
<thead>
<tr>
<th>Category / Work Type / Metric</th>
<th>Application Answer</th>
<th>Work Type Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General Site Improvements</strong></td>
<td><strong>Install signs/kiosk</strong></td>
<td><strong>$55,900.00</strong></td>
</tr>
<tr>
<td>Total cost for Install signs/kiosk</td>
<td>$55,900.00</td>
<td></td>
</tr>
<tr>
<td>Enter the number of signs / kiosks - Directional / wayfinding signs</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>Enter the number of signs / kiosks - Informational signs</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Enter the number of signs / kiosks - Interpretive signs</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Enter the number of signs / kiosks - Kiosks</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td><strong>Install site furnishings</strong></td>
<td><strong>Total cost for Install site furnishings</strong></td>
<td><strong>$14,300.00</strong></td>
</tr>
<tr>
<td>Total cost for Install site furnishings</td>
<td>$14,300.00</td>
<td></td>
</tr>
<tr>
<td>Select the site furniture / amenities</td>
<td>Other, Picnic tables, Recycling/Trash receptacles</td>
<td></td>
</tr>
<tr>
<td><strong>Site Preparation</strong></td>
<td><strong>General site preparation</strong></td>
<td><strong>$101,700.00</strong></td>
</tr>
<tr>
<td>Total cost for General site preparation</td>
<td>$101,700.00</td>
<td></td>
</tr>
<tr>
<td>Acres of site preparation</td>
<td>19.20</td>
<td></td>
</tr>
<tr>
<td>Number of trail miles for site preparation</td>
<td>1.20</td>
<td></td>
</tr>
<tr>
<td>Buildings / structures to be demolished</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Select the site preparation activities</td>
<td>Demolition, General site prep activities, Mobilization, Surveying, Traffic control</td>
<td></td>
</tr>
<tr>
<td><strong>Trails</strong></td>
<td><strong>Trail development</strong></td>
<td><strong>$392,500.00</strong></td>
</tr>
<tr>
<td>Total cost for Trail development</td>
<td>$392,500.00</td>
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</tr>
<tr>
<td>Miles of hard surfaced trail developed / renovated by surface type - Asphalt</td>
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<td></td>
</tr>
<tr>
<td>Miles of hard surfaced trail developed / renovated by surface type - Boardwalk</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>Miles of natural surfaced trail developed / renovated by surface type - Natural surface</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>Miles of natural surfaced trail developed / renovated by surface type - Other natural surface</td>
<td>0.00</td>
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</tr>
<tr>
<td>Miles of natural surfaced trail developed / renovated by surface type - Wood chip / engineered wood fiber</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>Is this a dual tread trail</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Trail design profile - Running slope (percent)</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Trail design profile - Shoulder width (feet)</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Trail design profile - Tread width (feet)</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Select the trail structures</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Number of at-grade road / street crossings in this project</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Controls used for road / street crossings</td>
<td>No road / street crossings</td>
<td></td>
</tr>
<tr>
<td>Project involve painting, striping, or other trail/pavement marking (yes/no)</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>Trail bridge development</strong></td>
<td><strong>Total cost for Trail bridge development</strong></td>
<td><strong>$63,700.00</strong></td>
</tr>
<tr>
<td>Total cost for Trail bridge development</td>
<td>$63,700.00</td>
<td></td>
</tr>
<tr>
<td>Number of trail bridges</td>
<td>0 new, 1 renovated</td>
<td></td>
</tr>
<tr>
<td>Select the bridge types</td>
<td>Railroad trestle</td>
<td></td>
</tr>
<tr>
<td>Provide the length and width of each bridge (feet)</td>
<td>40 feet by 25</td>
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</tr>
<tr>
<td><strong>Architectural &amp; Engineering (A&amp;E)</strong></td>
<td><strong>Total cost for Architectural &amp; Engineering (A&amp;E)</strong></td>
<td><strong>$125,000.00</strong></td>
</tr>
<tr>
<td>Trail design standards used</td>
<td>Yelm Parks Plan Standard Details</td>
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</tr>
<tr>
<td>Total cost for Architectural &amp; Engineering (A&amp;E)</td>
<td>$125,000.00</td>
<td></td>
</tr>
</tbody>
</table>

Development Questions

1 of 7 Is the worksite(s) located within an existing park, wildlife refuge, natural area preserve, or other recreation or habitat site? If yes, name the area and specify if the land is owned by local, state or federal government.
No

2 of 7 Identify the source of funds (i.e. federal grant, Conservation Futures, local appropriations, private land donation, etc.) that was originally used to
acquire the property.

The City of Yelm purchased a segment of the Yelm Prairie Line Railroad from Burlington Northern Railroad Company in 1998 with Federal Surface Transportation Program (STP) grant funds. Yelm owns the railroad ROW fee simple. This purchase acquired the railroad ROW and its underlying property from State Route 510 northeast to the Town of Roy in Pierce County. As a condition of acquiring this ROW with STP funds, the Federal Highways Administration required that a shared-use trail must be built along the length this corridor. The City of Yelm’s Comprehensive Plan identifies the Yelm Prairie Line Trail as a Class 1 shared-use trail facility from State Route 510 to the Town of Roy.

3 of 7 Cultural Resources: Has the worksite been investigated for historical, archeological, or cultural resources? If yes, when did this occur and what agencies and tribes were consulted? Attach related documents (letters, surveys, agreements, etc.) to your project in PRISM.

Unknown, The rail line was destabilized in the late 1890’s and no investigations have been conducted since.

4 of 7 Describe existing worksite site conditions. The answer to this question will be used in cultural resource consultation so please provide detailed information.

Existing railroad bed built in the late 1890s.

5 of 7 Cultural Resources: Describe any proposed ground disturbing activities that will take place as part of your project. This includes work conducted by hand or mechanized tools. Provide specific information including length, width, and depth of the ground disturbance. Ground disturbing work includes all restoration activities, geotech, fencing, demolition, etc. Avoid subjective phrases such as “ground disturbing activities will be minor”.

All work will be confined to the existing railroad bed and will include removing rails and ties, leveling the bed, and paving.

6 of 7 Give street address for this worksite if available.

No address. The project begins at the current terminus of the Yelm Prairie Line Trail at the Centralia Power canal and ends at the Nisqually River.

7 of 7 Cultural Resources: Are there any structures existing on the property (including tidegates, dikes, residential structures, bridges, rail grades, etc.)? If so, please list all existing structures. Indicate if any of these structures will be altered or demolished as a result of the project, and provide the following for each structure that could be altered or demolished: identifying name, year constructed, year(s) remodeled/renovated. Attach at least one photo of each altered structure.

Yes, A bridge over the Centralia Power canal and a bridge over the Nisqually River. Both bridges will not be disturbed other than to remove rails and pave or plank for bicycles.

Property for Yelm Prairie Line Trail Worksite #1: Yelm Prairie Line Right of Way

Activity: Development

Landowner Type: Local Government

Control and Tenure

Instrument Type: Sponsor owned property (deed)

Purchase Type:

Term Length: Perpetuity

Expiration Date:

Note:

Overall Project Questions

1 of 18 Does the project site or project boundary lie within the urban growth area boundary of a city or town with a population of 5,000 or more? If yes, name the community and attach one map called Population Proximity Map under the Attachment Tab in PRISM.

The southern terminus of the trail is within the City of Yelm and the trail will cross a portion of the Yelm Urban Growth Area. The northern terminus is within the City of Roy and will cross its Urban Growth Area.

2 of 18 Describe any ground disturbing work that will be necessary as part of the design process, such as geotech work. Include anticipated number of test sites, depth of disturbance, location, etc.

None.

3 of 18 When will the project be completed and made available to the public for outdoor recreation uses? Please note that funding may not be awarded for about one year from application submittal and it may take one or more years for you to complete the project.

September of 2020

4 of 18 Describe any required mitigation as a result of the action in this proposal. Will mitigation occur on this site or another location?

None required.

5 of 18 Are overhead utility lines present at the site, and if so explain how they will be relocated or buried.

No.

6 of 18 Will this proposal create a new public park/recreation area where none presently exists? If yes, what will the area be named?

Yes, Yelm Prairie Line Trail.

7 of 18 Will this proposal renovate or expand an existing public park/recreation area? If yes, what is the name of the existing area?

Yes, the trail will connect the Thurston County Trail system to the Pierce County system.

8 of 18 How does this proposal implement goals in your agency’s planning document and/or the Statewide Comprehensive Plan (include references)

The Yelm Comprehensive Plan contains a number of goals and policies relating to extending the Yelm Prairie Line Trail and connecting it with other trails within the region. The Yelm Parks Plan includes this project as a capital improvement.

9 of 18 Is this project scope part of a larger effort not reflected in the project application? If so, briefly describe the larger effort, funding amount(s) and source(s).

No.

10 of 18 Describe the nature of any existing rights-of-way, easements, reversionary interests, etc. to the project area.

The City of Yelm owns the 100 foot wide rail corridor between Yelm and Roy.
11 of 18 Is the project on State Owned Aquatic Lands? Please contact the Washington State Department of Natural Resources to make a determination. (www.dnr.wa.gov/Publications/aqr_land_manager_map.pdf)

No

12 of 18 Does your project address or accommodate the anticipated effects of climate change? If yes or maybe, please describe how.

Yes, The railroad grade is elevated from the surrounding landscape.

13 of 18 When this project is completed, what are the projected economic benefits to the community or region? Consider factors such as employment, tourism, environmental improvements, property values, tax revenues, and benefits to human health and wellness. The economic benefits may be realized by government, private businesses, or the general public. Reference existing studies or data. (750 characters max)

The Yelm-Tenino trail and Chelalis Western are a significant tourist draw to Thurston County and it is expected that the Yelm Prairie Line trail will increase the use of the Thurston and Pierce regional trail systems by tourists and locals.

14 of 18 Who will be responsible for administration, design, and/or implementation of this project (i.e. in-house staff, paid consultants, contractors, volunteers, other agency staff, etc.)? Explain.

The Nisqually Land Trust will provide their expertise in the administration and design of the project by a combination of volunteers, paid consultants, contractors, and staff from Yelm, Thurston County, and Pierce County.

15 of 18 Do you plan to restrict or limit general public availability or use of the site in any way? If yes, describe the type of restriction, the portion of the project area that will be restricted (an illustrative map may be requested), and the reason(s) the public will be restricted.

No

16 of 18 Does this application contain state, federal or other grants as part of the “sponsor match”? If “yes,” name the grant(s) and date grant will be available.

No

17 of 18 Does this application contain elements required for mitigation for other project(s)? If yes, explain:

No

18 of 18 Is this project a subsequent phase to a previously funded RCFB project? If yes, please identify the grant project number(s) if known.

No

Project Permits

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<th>Permit Type</th>
<th>Applied Date</th>
<th>Received Date</th>
<th>Expiration Date</th>
<th>Permit Number</th>
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<tr>
<td>None - No permits Required</td>
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Permit Questions

1 of 1 Will this project require a federal permit? If this project requires a federal permit, will the scope of that permit cover ALL proposed ground disturbing activities included in this project? You may need to request a pre-application meeting with the permitting agency to answer this question.

No

Project Attachments

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<tr>
<th>Attachment Type</th>
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<td>Control &amp; Tenure</td>
<td>YelmPrairieLineDeeds.pdf</td>
<td>02/28/2018</td>
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<tr>
<td>Documentation</td>
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<tr>
<td>Map: Boundary map – Draft</td>
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<td>04/26/2018</td>
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<tr>
<td>Map: Trail and or Facility</td>
<td>RegionalTrailsPlanMap.pdf</td>
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Application Status

Application Due Date: 05/01/2018

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<th>Status</th>
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<td>Grant Beck</td>
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<tr>
<td>Application Returned</td>
<td>06/26/2018</td>
<td>Dan Haws</td>
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To whom it may concern:

On May 21, 2019 the Tacoma Washington Bicycle Club Board voted to provide the Town of Roy up to $3,000 to assist in providing matching funds for a grant from the Puget Sound Regional Council.

We understand a Feasibility Study would be performed to assess the practicality of building the Trail and a Trailhead in Roy. This future Trail may be part of the Cross State Trail and it would be used by commuters and recreational Cyclists in our estimation. It would also bring some economic benefits to the Town of Roy.

It is interesting to note the Tacoma Wheelmen used a trail parallel to the railroad tracks in the 1890s on rides from Tacoma to Roy and beyond.

Very truly yours,

Bob Myrick
Director of Community and Government Relations
May 28, 2019

Larry Leveen  
Woodland Trail Greenway Association  
POB 7054  
Olympia, WA 98507-7054

RE: Yelm Prairie Line to Roy Trail

Larry:

After your presentation to the Board Members of the Foothills Rails-to-Trail Coalition on May 23, 2019, we voted on and approved to grant your request for local match funding for the Yelm Prairie Line to Roy Trail segment in the amount of $4,023.

This is for the local match funding which is required before applying for a $45,000 grant from the Puget Sound Regional Councils’ Rural Town Centers and Corridors Program.

This program grant would help provide the conceptual planning-level detail needed to compete in state and federal competitions for design and construction funds for this project.

I know our previous president Buzz Grant was very supportive of your project.

Please include acknowledgement of the Foothills Rails-to-Trails Coalition’s support in your printed material for this project.

Let us know if there is anything else we can provide you related to this request.

Sincerely,

[Signature]

Stuart Scheuerman  
President  
Foothills Rails-to-Trails Coalition  
253-405-5129