

Applicant Certification

Certification is hereby given that the information provided is accurate and the applicable attachments are complete and included as part of the application package.

I certify that application thresholds are met at the time of application.

Signature of Official Representative

Date

**Sponsoring Agency
(If Applicable)**



Signature of Agency Representative

5/30/13

Date

Typed or Printed Name

Date

Associate Economic Development Organization Notification

The organization listed below has received notification of this project as demonstrated by the signature of the organization's representative.

Kittitas County Chamber of Commerce

Name of Organization



Signature of Representative

5/30/13

Date

Kittitas County Department of Public Works Conceptual Approval

Approval of the project feasibility, scope and estimated costs.

Signature of Kittitas County DPW Representative

Date

Typed or Printed Name

MAY 31 2013

DISTRESSED COUNTY SALES AND USE TAX INFRASTRUCTURE IMPROVEMENT PROGRAM APPLICATION

The Distressed County Sales and Use Tax Infrastructure improvement Program supports improvements to infrastructure systems that foster economic development in Kittitas County. The goal is to create economic opportunity through Infrastructure investment.

APPLICANT INFORMATION

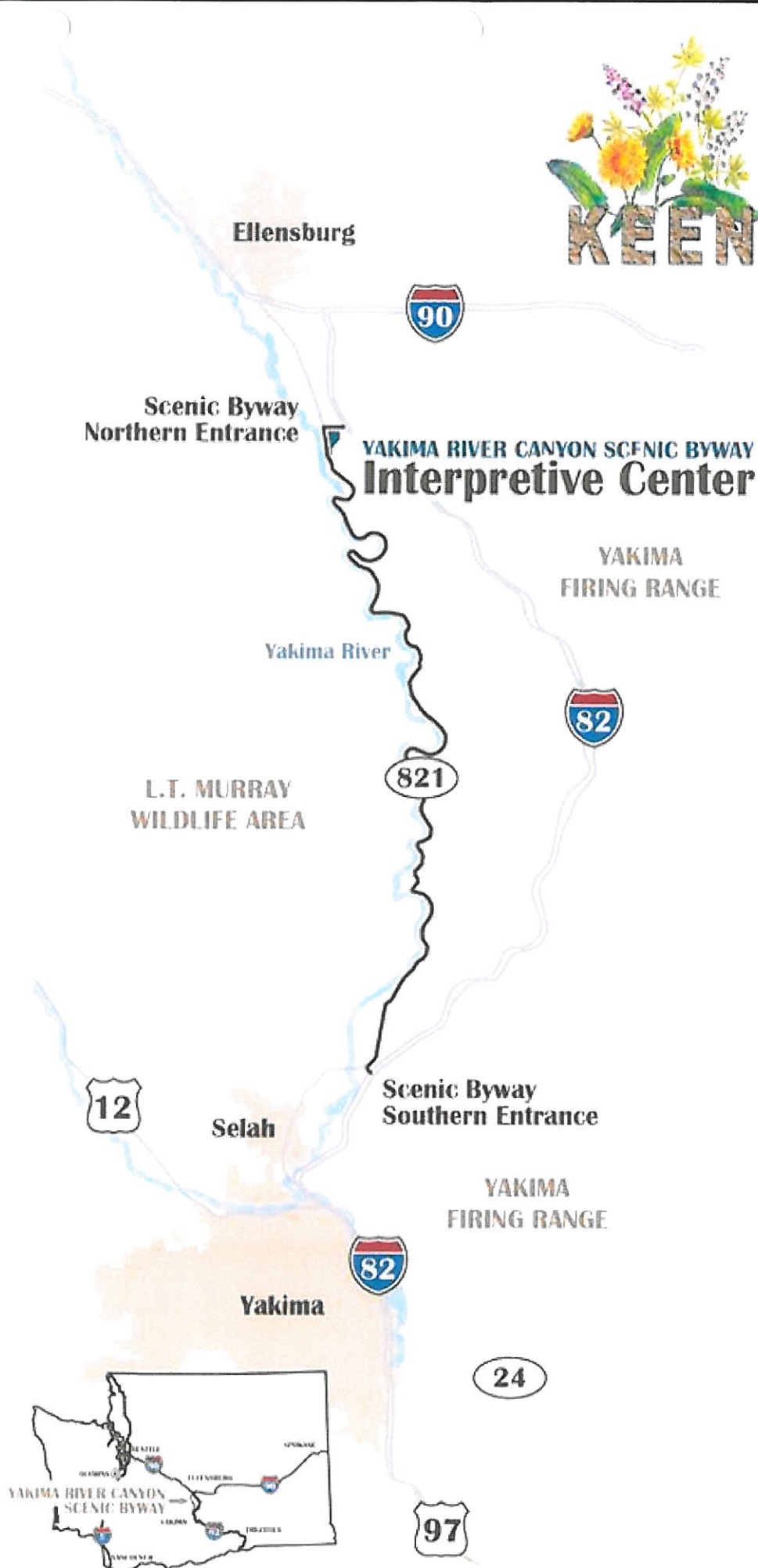
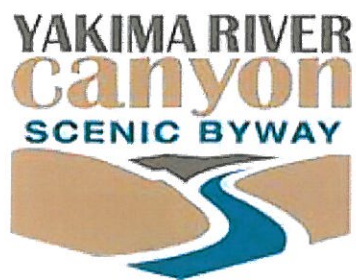
Applicant:	Kittitas Environmental Education Network		
Contact Name:	Jill Scheffer		
Address:	414 South Willow		
Address:			
City:	Ellensburg	WA Zip:	98926
Telephone:	509.551.8807	FAX:	
E-mail Address:	kittitasee@gmail.com		
Project Location:	Helen McCabe Park – Kittitas County	Jurisdiction Population:	41,600
Project Title:	Yakima River Canyon Scenic Byway Interpretive Center		

APPLICATION THRESHOLDS

Applicant Requirement:

Check-off:

- ✓ 1. The project is improvement to an infrastructure system(s) linked to economic development.
- ✓ 2. A detailed 8 ½ X 11" vicinity map that clearly shows the project is included in the application package.
- ✓ 3. Distressed County funds are not being substituted for other funds that are already secured.
- ✓ 4. The project involves traditional improvements, instead of "non-traditional" improvements eligible for "Enhancement" funding
- ✓ 5. Applicant has submitted only one application this round.
- ✓ 6. The local/regional economic development organization has been informed of the project.



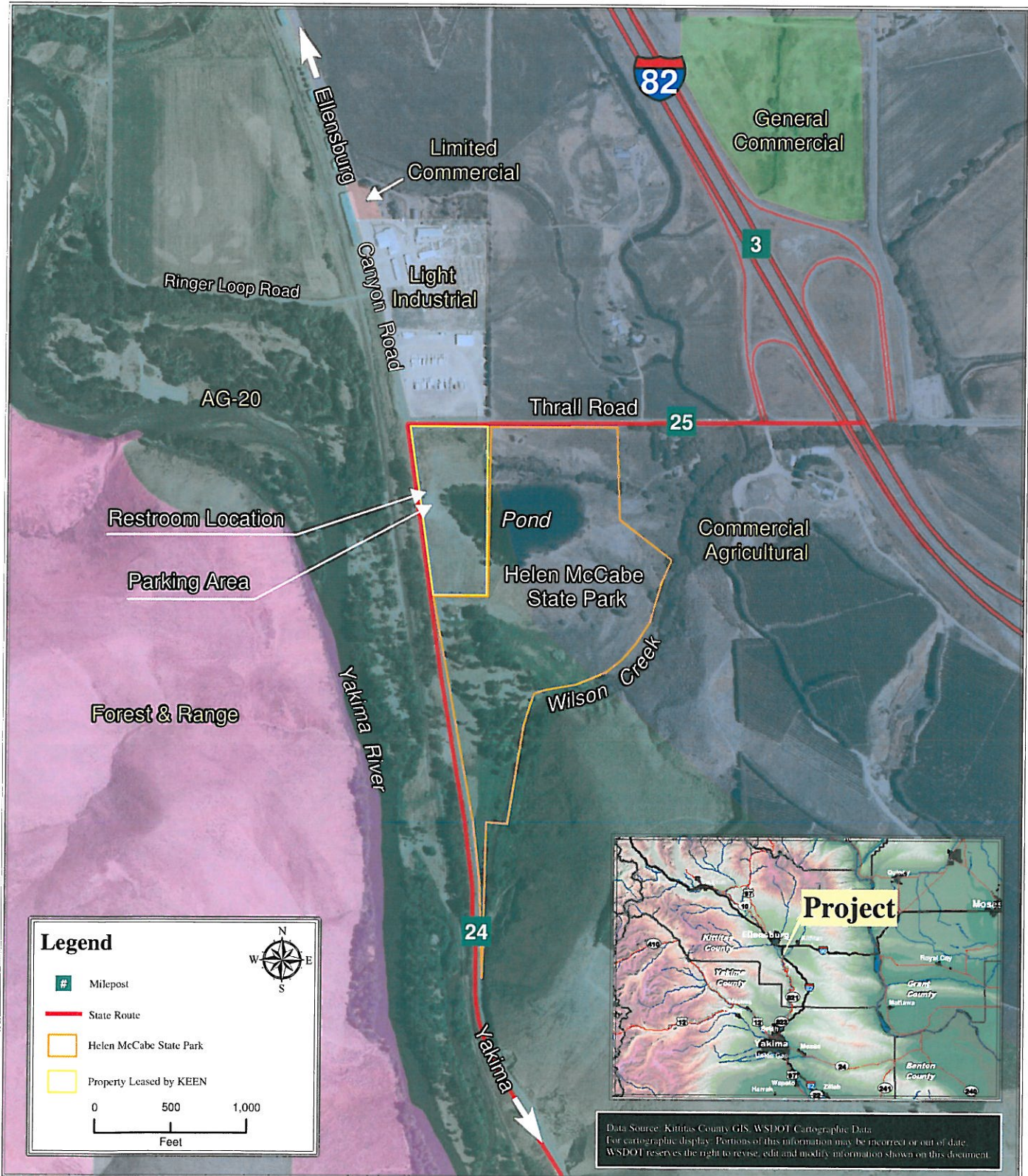
Yakima River Canyon Center - Phase 1 **Helen McCabe State Park Enhancement** **SR 821, MP 24.53**

The zoning types and absence of populated areas shown on this map, and observations made during a site survey, indicate that no minority and/or low income populations are located within the limits of the project.



Kittitas County, Washington

Zoning Map



Legend

- # Milepost
 - State Route
 - Helen McCabe State Park
 - Property Leased by KEEN
- 0 500 1,000
Feet



Data Source: Kittitas County GIS, WSDOT Cartographic Data
 For cartographic display. Portions of this information may be incorrect or out of date.
 WSDOT reserves the right to revise, edit and modify information shown on this document.

Yakima River Canyon Scenic Byway Interpretive Center
DRAFT Project Budget 2013-2016

PROJECT BUDGET	DRAFT Subject to Change						
Funding Source	Requested Amount	Preliminary Engineering Phase	Right of Way Phase	Construction Phase	Project Total	Is Funding Secured Y/N	
Distressed County Funds Requested	\$ 200,000.00	\$ 67,131.00	\$ 780.00	\$ 132,089.00	\$ 200,000.00	N	request pending
Federal	\$ 800,000.00	\$ 282,728.00	\$ 4,380.00	\$ 509,066.00	\$ 796,174.00	Y	secured
State	\$ 500,000.00	\$ 67,132.00	\$ 780.00	\$ 432,088.00	\$ 500,000.00	N	request pending
Local Government	\$ 80,000.00	\$ 67,131.00	\$ 780.00	\$ 12,089.00	\$ 80,000.00	N	request pending
Private	\$ 30,000.00	\$ -	\$ 780.00	\$ 29,220.00	\$ 30,000.00	N	\$7,000 secured to date
*Other	\$ 340,736.00	\$ 100,000.00	\$ -	\$ 244,562.00	\$ 344,562.00	N	agreements under negotiation
Project Total:	\$ 1,950,736.00	\$ 584,122.00	\$ 7,500.00	\$ 1,359,114.00	\$ 1,950,736.00		
Distressed County Fund Matching Ratio	10%	11%	10%	10%	10%		
*Other Funding Explanation	In-Kind Services	the final amount of in-kind will be determined by the total project funding raised from all other sources and may be a smaller final amount					

PROJECT NARRATIVE

1. **Project Description: Describe the scope of work. Indicate the major work involved, including a brief comparison of existing and proposed conditions.**

The Yakima River Canyon Scenic Byway Interpretive Center (the Center) will serve as a resource to visitors and community members, provide science-based education for all ages, and connect our community to nature. Located just a few miles south of Ellensburg at Helen McCabe Park, the Center will encourage community partnerships and foster an appreciation and understanding of the incredible natural and cultural wealth found in Kittitas and Yakima Counties especially emphasizing the connections represented by the Yakima River Canyon Scenic Byway - the first designated byway in Washington State (1968).

As visitors travel west toward Seattle, the Center will offer interpretation of the lands they've passed through and introduce them to the forests to come. For visitors traveling east to recreate, the Center will expand their understanding of the value of arid lands. For our local communities the Center will help increase the livability of our region, provide jobs, and promote economic development through diversity of our tourism industry. The Center will provide quality environmental education and recreational experiences while maintaining a balanced emphasis on stewardship of the land, water, wildlife, cultural, and historic resources of the Yakima River Canyon Scenic Byway. Sustainable principles and practices will guide the character and development of the Center facilities and grounds. The Center will be an example of LEED certified building practices. The design, development, and management of the Center's grounds will showcase native landscape design and maintenance.

Phase 1 of the Center project is to construct the main facility, expand the parking area, and provide trails and access to the park for visitors and local community members alike. A partnership of 30 non-profit groups, public agencies, and private businesses and individuals (membership list attached) has worked together since 2010 to secure funding to support planning for the Byway and for the Center. In 2012 nearly \$800,000.00 in Federal Highway Administration funds was secured by the Partnership. A need for an additional \$500,000.00 to \$1,000,000.00 for match and to complete the center has subsequently been identified. Partners are working on finding local sources for additional funding, including private donors and City and County lodging tax funds. A request to the state for a 2013 capital appropriation has also been submitted.

In 2004 KEEN signed a 30-year lease agreement with WA State Parks to construct an Interpretive Center at Helen McCabe State Park. Since that time, KEEN and partners have raised and invested nearly \$300,000.00 in habitat restoration and park-improvement projects at the site. Currently KEEN and close partner Forterra have been working on transferring the park from State ownership to County ownership in order to facilitate the construction of the Center. Kittitas County now "owns" the \$800,000.00 Federal grant and will be the local agency who will guide the construction of the Center with KEEN's oversight. As the project moves forward KEEN and Kittitas County will sign a maintenance and operations agreement that will provide for KEEN's role in running the Center, providing educational opportunities, and continuing to improve the park habitat and public recreation opportunities. In addition,

the County will likely take over the lease with State Parks in order to complete the right of way process for the Federal grant funds.

Helen McCabe State Park is a 64-acre park that was a former 'borrow-pond' used to mine gravel when I-82 was constructed. The Park was never developed by the State nor is it a part of the 100-year plan for Parks. Several years ago, KEEN and Kittitas County made \$50,000 in improvements to the bathroom facilities and parking lot at the Park. KEEN and partners have also invested nearly \$300,000 in plantings, park improvements, benches, trail building and interpretive signage at the Park over the last few years.

2. Explain the specific Infrastructure issues the project addresses and how they are linked to economic development improvements.

When the original 1968 Corridor Management Plan (CMP) was written for the Yakima River Canyon Scenic Byway, Helen McCabe Park was not yet a park. However, the plan clearly identified the property at the mouth of the Canyon, which would become Helen McCabe Park in 1973, as the natural location for a visitor's facility for the Byway. The original plan says this about the proposed "Wilson Creek Recreational Area":

"Wilson Creek Recreational Area, with its interpretive center, would give to the pleasure driver an insight into the scenic beauty of the Yakima River Canyon. To the tourist wishing to extend his stay in the area longer than just a few minutes, there would be picnic facilities. For an overnight stay, camping sites would also be available at Wilson Creek."

We know that need for a Center at this location has been identified for at least 45 years and over the last couple of years, in multiple community visioning sessions, KEEN and the Yakima River Canyon Scenic Byway Partnership have worked with our community to raise support for the Center and identify needed missing infrastructure needs as follows:

1. Community meeting space

- a. There is a clearly identified need a for scenic community meeting space that is available for rental and group use as there are limited choices in Ellensburg and Kittitas County.

2. Parking and bathrooms

- a. KEEN and Kittitas County secured funding to complete a new bathroom and parking facility in the Canyon. The Center will add additional parking and bathroom facilities.

3. Picnic facilities

- a. The first phase of the Center includes construction of picnic facilities including covered shelters and tables throughout the park

4. Trails

- a. KEEN has started to develop interpretive walking trails throughout the 64 acre park and will complete permanent and ADA accessible trails throughout the park.

5. Public fishing access

- a. The 8-acre pond at the park is currently used for limited public fishing access. This infrastructure resource will be expanded with a floating dock and multiple improved fishing sites that will be constructed to ADA accessible standards.

6. Tourism Information outlet

- a. The Center will serve as an information center for tourism highlighting activities, events and opportunities in Central Washington. Located at the intersection of two interstates (I-90 and I-82) the Center is ideally located to slow the traveler down and provide information about opportunities in the region. The Center will partner closely with both the Kittitas County Chamber of Commerce and the Yakima Valley Visitors and Convention Bureau for supplying this information.

7. Special Event rentals

- a. The Center will be available for special event rentals including weddings, parties and non-profit fundraisers.

8. Outdoor education and laboratory space

- a. CWU and our local schools are looking for outdoor education opportunities and programming. The Center plan identifies several programs and opportunities for use of the property for our community groups.

3. Preliminary Engineering Phase:

Estimated Start Date: July 2013

Estimated End Date: August 2013

Please explain phase status (work already completed, in progress, awaiting funding, etc., and factors that may slow phase progress).

The County, in managing the Federal grant, has laid out a preliminary schedule for engineering to start in July 2013. Because of the funding source, the County is unable to 'spend' money on the effort until the funds are obligated. So the first steps are to include this project in the Statewide Transportation Improvement Plan (STIP), a process that is underway now. KEEN and the County are also currently negotiating the management agreement and working with State Parks to transfer the lease agreement from KEEN to the County. These are all necessary steps in order to move into full construction. It is a long process which includes the following steps:

Revised scope and schedule:

Task	Responsible Agency	Schedule
1. Obtain grants for local match	KEEN	present-6/28/13
2. Enter into an agreement for local match, facility maint. & operations, and project responsibilities	County, KEEN, Parks	present-6/28/13
3. Request & obtain PE phase funds approval	County, WSDOT, FHWA	7/1/13- 8/2/13
4. Eng. & Arch. services advertise & selection	County, KEEN	8/5/13 - 9/13/13
5. Eng. & Arch. contract negotiations	County, KEEN	9/16/13 - 10/25/13
6. Prepare 30% plans	Consultant, County	10/28/13-4/25/14
7. Obtain NEPA documents/permits	Consultant, County	4/28/14-10/31/14
8. Complete long-term lease & right of way file	County, KEEN, Parks	11/3/14-1/30/15

9. Complete PS&E and bid documents	Consultant, County	2/2/15-7/31/15
10. Request & obtain CN phase funds approval	County, WSDOT, FHWA	8/3/15-9/4/15
DEADLINE FOR CONSTRUCTION OBLIGATION -----		9/15/15
11. Advertise, close bids, and award contract	County	9/7/15-11/27/15
12. Site preparation, utilities, and facility construction	Contractor, County	4/1/2016-
10/31/167		

4. Right of Way Phase: Is It Required? Yes x No _____

Estimated Start Date: November 2014

Estimated End Date: January 2015

Please explain phase status (work already completed, in progress, awaiting funding, etc., and factors that may slow phase progress).

Preliminary meetings with State Parks and WSDOT have indicated an interest in transferring the lease that KEEN holds with State Parks on Helen McCabe Park to the County. This step will not occur until 2014, but early work has been completed to ensure this is a feasible process.

5. Construction Phase:

Estimated Start Date: August 2015

Estimated End Date: October 2016

Please explain phase status (work already completed, in progress, awaiting funding, etc., and factors that may slow phase progress).

We are currently working on securing the required 20% match for the Federal grant. We would like to secure additional funding (as laid out in the budget) in order to cover the increase in costs required by the Federal grant which include having to pay prevailing wages, 'Buy American', and the significant oversight the grants will take for the County to complete construction and project management.

6. Indicate if the project is consistent with the following applicable state, regional and local plans and prioritization processes:

- ✓ Overall Economic Development Plan - the project has been submitted to the Central Washington Economic Development Plan – a process that is currently underway

 Comprehensive Land Use Plan

 Capital Facility Plan

☞ **Community Action Plan (or other community-based plan)** Yakima River Canyon Scenic Byway Corridor Management Plan (both 1968 and 2013 versions)

✓ **Six-Year Transportation Improvement Plan**

✓ **Site-specific development plans; e.g., Community Master Plan** Yakima River Canyon Scenic Byway Interpretive Center Master Plan 2011

¶

Other

7. Explain how this infrastructure project has been coordinated, or will be coordinated with other jurisdictions, such as counties, cities, state/federal agencies, and with economic development organizations during planning, design, financing, construction and/or operation phases.

As mentioned earlier, this project has been in the planning stages for several years. The Master Plan was completed in 2011 in consultation with multiple agencies, local governments, non-profit partners and interested local community members. The 24 member Yakima River Canyon Scenic Byway Partnership (listed below) signed an MOU in 2010 to work together on the Byway initiative of which the Interpretive Center is a key focus. There are also several additional partners (adding up to 30 organizations) who were unable to sign the MOU for various reasons but who are deeply engaged in the process to construct the center.

KEEN works closely with the Kittitas County Chamber of Commerce on the economic development aspects of the project and is forming a close relationship with Central Washington University to coordinate educational opportunities, job training for students, and other ways to coordinate efforts with various programs. Additionally the Construction Management Program at CWU is closely engaged with the project and will likely be engaged at a contract level with the County for project oversight and coordination with KEEN.

KEEN has a very close partnership with Kittitas County on this project and have the following agreements in place or in draft form:

1. KEEN transferred the Federal Scenic Byways grant to Kittitas County in 2012. The County now has control of the \$800,000 grant and will be the lead, in close consultation with KEEN, on construction of the Center. Kittitas County will be the owner of the Center.
2. KEEN currently holds a lease on Helen McCabe Park with State Parks. KEEN will work with Kittitas County and State Parks to transfer the ownership of that lease to Kittitas County as part of the right of way process moving towards construction.
3. KEEN and Kittitas County are currently reviewing a draft agreement for the maintenance and operations of the Center which will be signed and complete prior to federal fund obligations.
4. CWU and Kittitas County are negotiating a contractual relationship for

project oversight and management.

Yakima River Canyon Scenic Byway Partnership Members: Forterra NW, Kittitas Environmental Education Network, Washington State Department of Transportation, City of Ellensburg, Kittitas County, Washington State Department of Fish and Wildlife, Bureau of Land Management, Kittitas County Field and Stream, Canyon River Ranch Lodge, Kittitas County Chamber of Commerce, Kittitas County Conservation District, Mid-Columbia Fisheries Enhancement Group, Central Washington University, Yakima Greenway Foundation, Eaton Ranch, City of Selah, Yakima Valley Visitors and Convention Bureau Convention, Kittitas County Audubon Society, Red's Fly Shop, Washington Water Trust, Washington Department of Parks and Recreation, Cowiche Canyon Conservancy, Kittitas County Sheriff, Bicycle Alliance of Washington

8. Explain how the infrastructure project will help meet the economic development goals of your community and/or region. If this project is not done, will the anticipated private development still take place?

While construction of the Center will create 20+ construction jobs during a 2-year period, the more important economic impact of the project is its long-term enhancement of tourism. Tourism is a critical industry in both Yakima and Kittitas Counties. In Kittitas County, where the majority of the Byway is located, tourism is a \$200 million/year industry that sustains hundreds of jobs in hotels, restaurants, and retail stores. It is also the county's fastest-expanding industry and provides needed diversification from the economy's reliance on government employment.

While over a million visitors pass through the Byway every year and many take advantage of its superb opportunities for camping, hiking, biking, hunting and fishing, the Byway's tourism potential has significant room for expansion. The Yakima River Canyon Scenic Byway Interpretive Center represents a substantial investment in that expansion, helping to transform the Byway into a vital part of the two-county tourism industry. Moreover, when visitors see that an area is well managed, thoughtfully marketed, well signed and has easy information and access they are more likely to return and to consider moving or investing in the area.

Once operational, the Center will be operated by professional paid staff and Tourism and Recreation Students from Central Washington University, located in Ellensburg, and potentially by other community college or university programs. These students will gain practical experience in operating a facility, creating programming, volunteer management, grant funding management, land management, and coordination with government agencies to run the Center. This type of experience is rare and very valuable for the future work force. Were the Center to gain additional operational funding in the future additional paid staff positions would be created on an as-needed basis.

9. Describe any feasibility or predevelopment studies that demonstrate the linkage between the proposed Distressed County Infrastructure improvements and the anticipated economic outcomes.

The Kittitas Chamber of Commerce completed a careful analysis of the economic impact of the Center and they believe that it will have important economic benefits for our region. Those benefits include: 1) Presenting travelers on I-90 and I-82 (28,000 cars/day) with another compelling reason to stop in our County; 2) a dynamic and attractive new meeting space for

events and conferences, which are an economic segment the Chamber is targeting; 3) a destination for schools and organizations, especially those from Western Washington, for experiencing the shrub-steppe habitat and other aspects of Central Washington; and, 4) increasing regional tourism in the Yakima River Canyon.

10. Indicate if other needed infrastructure (e.g., sewer, water, power) is in place or if there is a plan for getting it in place.

Helen McCabe Park has a well that can be used to provide water to the Center once constructed. Sewer will need to be constructed and we will work with the architect and engineering firm to explore the use of gray water and other advanced technologies to treat waste. New utility connections will need to be installed though there is power right across Thrall Road at the freezer truck facility. The County will work with the engineers to conduct needed studies and complete permitting.

11. Indicate the Estimated Number of Businesses Created/Retained by the Project. 5

12. Indicate the Estimated Number of Jobs Created/Retained by the Project.

20+ temporary construction jobs, 2-5 full-time Center operations/maintenance, 5-10 part-time, 25 interns annually and 100+ volunteer job/training positions

Submit the original application to:

**Kittitas County Department of
Public Works
411 N. Ruby,
Suite #1
Ellensburg,
WA 98926**



Washington State
Department of Transportation
Paula J. Hammond, P.E.
 Secretary of Transportation

RECEIVED

DEC 17 2012
 December 14, 2012

ALLIANCE COUNTY
 DEPT OF TRANSPORTATION

Transportation Building
 310 Maple Park Avenue S.E.
 P.O. Box 47300
 Olympia, WA 98504-7300

360-705-7000
 TTY: 1-800-833-6388
 www.wsdot.wa.gov

Mr. Kirk S. Holmes
 Public Works Director
 Kittitas County
 411 N. Ruby St. Suite 1
 Ellensburg, WA 98926-6300

**Building Our Future: The Yakima River Canyon Scenic
 Byway Interpretive Center
 FFY 2012 National Scenic Byways Program**

Dear Mr. Holmes:

WSDOT is pleased to advise you that FHWA recently released federal funding for the above-mentioned project. The federal funding is limited to:

**Building Our Future: The Yakima River Canyon Scenic Byway \$796,174
 Interpretive Center**

Purpose: Construction of an Interpretive and Visitor's Center at the Helen McCabe Park.

Note: These funds require a 20 percent local match.

In order to meet state and federal requirements, the following are required:

- Project funding packages must include the following new federal mandatory information or your project cannot be authorized:
 - Place of performance:
 - Nearest (city) – provide the name of the nearest city to where the work is located. For projects that span multiple locations, provide the name of the city where the majority of the work is located.
 - 9 digit Zip Code – provide the zip code where the majority of the work is located.
- Project must be obligated by **August 31, 2013**.

To obligate funding for the project, please refer to the information above and your Local Agency Guidelines (LAG) manual for additional information. Projects utilizing federal funds must be included in your current Transportation Improvement Program (TIP). Once your TIP amendment is approved, WSDOT will amend the Statewide Transportation Improvement Program (STIP).

Project expenditures incurred before receiving notice from H&LP of federal fund obligation are not eligible for reimbursement. As a reminder, H&LP encourages all agencies to submit monthly progress billings to ensure timely reimbursement of eligible federal expenditures.

For assistance please contact Roger Arms, your Region Local Programs Engineer, at (509) 577-1780.

Sincerely,

Kathleen B. Davis
 Director
 Highways & Local Programs

Attachment

KBD:st:sas

cc: Roger Arms, South Central Region Local Programs Engineer

-----Original Message-----

From: Jan Ollivier [<mailto:jan.ollivier@co.kittitas.wa.us>]

Sent: Monday, April 29, 2013 9:34 AM

To: Jill Scheffer

Cc: Kirk Holmes

Subject: FW: Kittitas Co.-2012 Scenic Byways-Yakima River Scenic Byway Interpretive Center- Obligation

Jill: The extension request was approved! See email below.

Jan Ollivier

Transportation Manager

Kittitas County Public Works Department

509-962-7610

jan.ollivier@co.kittitas.wa.us

-----Original Message-----

From: Arms, Roger [<mailto:ArmsR@wsdot.wa.gov>]

Sent: Monday, April 29, 2013 7:56 AM

To: Kirk Holmes; Doug D'Hondt; Jan Ollivier

Cc: Allen, Peggy S.; Hunter, Brian

Subject: FW: Kittitas Co.-2012 Scenic Byways-Yakima River Scenic Byway Interpretive Center- Obligation

Hi All,

FHWA has approved the availability of these funds through 9/15/15 as described below. Please place this e-mail into the project file.

Have a Good One,

Roger

-----Original Message-----

From: Tax, Stephanie

Sent: Friday, April 26, 2013 8:57 AM

To: Arms, Roger

Subject: RE: Kittitas Co.-2012 Scenic Byways-Yakima River Scenic Byway Interpretive Center- Obligation

Roger

Sorry for the delay, couldn't find this email for the life of me last night.

After discussions with FHWA, the 2012 Scenic Byway funds are available through 9/15/2015. The concern H&LP has based on the proposed schedule is the CN obligation date, as there is no cushion. If the county is unable to authorize construction by the 2015 deadline, the funds lapse. The county would then be responsible to construct the project with their own funds or pay back all federal funds expended to date.

Once the county is ready to authorize the scenic byway funds, please notify us a couple months prior and we will have FHWA DC release the scenic byway funds to WA state.

Stephanie Tax
WSDOT - Highways & Local Programs
Manager, Program Management
PO Box 47390
Olympia, WA 98504-7390
360-705-7389 (work)
360-951-4136 (cell)
360-705-6822 (fax)

-----Original Message-----

From: Arms, Roger
Sent: Monday, April 08, 2013 8:51 AM
To: Tax, Stephanie
Cc: Butters, Aaron
Subject: RE: Kittitas Co.-2012 Scenic Byways-Yakima River Scenic Byway Interpretive Center- Obligation

Hey Stephanie,
Here is a revised request from the county to move the funds into 2014.
Thanks,
Roger

-----Original Message-----

From: Tax, Stephanie
Sent: Monday, April 01, 2013 2:10 PM
To: Arms, Roger; Butters, Aaron
Subject: RE: Kittitas Co.-2012 Scenic Byways-Yakima River Scenic Byway Interpretive Center- Obligation

I would suggest the county request an extension for PE authorization to 12/2013 so that we can notify FHWA immediately that the funds will not be obligated this FFY and to retain them for next FFY.

Stephanie Tax
WSDOT - Highways & Local Programs
Manager, Program Management
PO Box 47390
Olympia, WA 98504-7390
360-705-7389 (work)
360-951-4136 (cell)
360-705-6822 (fax)

2013 Legislative Session

Member Requested Local Community Project Information Form

Project Name: Yakima River Canyon Scenic Byway Interpretive Center Legislative District: 13

Address of Project Site: Helen McCabe Park, Canyon and Thrall Road, Ellensburg, WA

Geographic Information System (GIS)
Coordinate: 46° 55' 27.60" N/ 120° 30' 26.14" W

Project Contact:

Name(s) Jill Scheffer

Title Chairperson

Organization Kittitas Environmental Education

Network

Phone: 509.551.8807

E-Mail: jscheffer@forterra.org

Mailing Address: 414 South Willow Street
Ellensburg, WA 98926

Legislative Sponsor:

Representative Judy Warnick

Funding Requested: \$500,000.00

(Note: Funds are available on a reimbursement basis only and cannot be advanced.)

5/30/13
Note: This request was signed and submitted by Senator Holmgvist Newbry and Representatives Warnick and Manweiler. It is not currently in either the house or senate budgets but we continue to lobby for funding in 2013.

Project Information (attach separate page with additional details if available):

Provide a brief project summary, including the phase of the overall project, and the public benefit.

1) Describe the entire project and the phase of the overall project for which funds are requested:

The Yakima River Canyon Scenic Byway Interpretive Center (the Center) will serve as a resource to visitors and community members, provide science-based education for all ages, and connect our community to nature. Located just a few miles south of Ellensburg at Helen McCabe Park, the Center will encourage community partnerships and foster an appreciation and understanding of the incredible natural and cultural wealth found in Kittitas and Yakima Counties especially emphasizing the connections represented by the Yakima River Canyon Scenic Byway - the first designated byway in Washington State (1968). As visitors travel west toward Seattle, the Center will offer interpretation of the lands they've passed through and introduce them to the forests to come. For visitors traveling east to recreate, the Center will expand their understanding of the value of arid lands. For our local communities the Center will help increase the livability of our region, provide jobs, and promote economic development and diversity of our tourism industry. The Center will provide quality environmental education and recreational experiences while maintaining a balanced emphasis on stewardship of the land, water, wildlife, cultural, and historic resources of the Yakima River Canyon Scenic Byway. Sustainable principles and practices will guide the character and development of the Center facilities and grounds. The Center will be an example of LEED certified

NOTE: This form is to be submitted to Representative Dunshee for his consideration. He may elect to submit this form for filing in the Capital Budget Committee records. If so filed, this form will become a legislative record subject to public disclosure.

building practices. The design, development, and management of the Center's grounds will showcase native landscape design and maintenance.

Phase 1 of the Center project is to construct the main facility, expand the parking area, and provide trails and access to the park for visitors and local community members alike. A partnership of 30 non-profit groups, public agencies, and private businesses and individuals has worked together over the past several years to secure funding to support planning for the Byway and for the Center. In 2012 nearly \$800,000.00 in Federal Highway Administration funds was secured by the Partnership. A need for an additional \$500,000.00 to \$1,000,000.00 for match and to complete the center has subsequently been identified. Partners are working on finding local sources for additional funding, including private donors and City and County lodging tax funds, but State support is also needed to complete the project.

2) Public benefit of the project

The 1968 Corridor Management Plan (CMP) identified the "Wilson Creek Recreational Area", now known as Helen McCabe Park, as the site for an interpretive center for Washington State's first Scenic Byway. The description in the original CMP states: "Wilson Creek Recreation Area, with its interpretive center, would give to the pleasure driver an insight into the scenic beauty of the Yakima River Canyon." The current project clearly fulfills a key objective of the 1968 CMP and, as mentioned above, will be highlighted in the updated CMP (completed by June 2013).

A primary objective of the Center is to extend learning opportunities beyond our community and to ensure that visitors to our region have a destination experience which tells the story of the Canyon, establishes a sense of place for the byway visitor, and enhances their understanding of the natural and cultural heritage of our area. The Center will be a place-based learning center used throughout the year as an environmental education and science learning center for local residents, students, and families as well.

A central goal of the Center is to benefit the Byway users. The Center seeks to enhance the interest in our area's rich, distinctive ecology and history as well as provide unmatched recreation and tourism opportunities so that travelers can pull off the major nearby highways, stretch their legs in a natural setting, and to entice them to learn about the environment that surrounds them.

There are specific objectives and uses of the site and building facilities designed especially for the benefit of tourists and Byway travelers. The following bullets highlight several primary benefits to Byway users.

Parking Facilities: This benefits the Byway user by providing a natural setting with electric car charging station, bike and car tire inflation station, parking for RVs and busses, and support for multi-modal transportation options for byway visitors.

Restroom Facilities: This benefits the Byway user by providing modern facilities that allow for fluid balance breaks. KEEN plans to paint the interior of the bathrooms with eye-catching illustrations and interesting facts about the Byway and the Center which will further enhance the Byway user's experience of the Center and the site.

Interpretive Center Reception Area: This benefits the Byway user by providing a friendly face welcoming them to our area, providing materials highlighting recreational and cultural opportunities in our region, and detailing the resources available at the Center and site.

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Walking Paths with Interpretive Signage: This benefits the Byway user by encouraging recreation in a safe place while at the same time receiving an appreciation for the history, culture, and ecology of the region. In addition, though pets are allowed on-leash in the park in general, we will also establish a specific pet-walk area near the parking lot.

Picnic Facilities and Gift Shop: This benefits the Byway user by providing a sheltered and comfortable place to rest and have a picnic in a natural setting. The Gift Shop will offer an opportunity to purchase books and other items that will support the Center while at the same time providing the Byway visitor with mementoes of their trip. The Gift Shop is also located near the Exhibit Hall which will have permanent and traveling exhibits relating to all our interpretive themes.

Start and Completion Dates: **August 2013** to **October 2016**

☒ Attachments (Please enclose any materials that further describe the project and its financing.)

Eligible Project Type or Phase (Check all that apply to this funding request)

	% of Request
<input type="checkbox"/> Land acquisition	<u> % </u>
<input checked="" type="checkbox"/> Demolition and site preparation	<u> 10 % </u>
<input checked="" type="checkbox"/> Design	<u> 10 % </u>
<input checked="" type="checkbox"/> New Construction	<u> 80 % </u>
<input type="checkbox"/> Renovation	<u> % </u>
<input type="checkbox"/> Other (describe)	<u> % </u>
<hr/>	
	<u> 100 % </u> (should equal 100%)

What is the distance from the project to housing, restaurants, and entertainment?

Helen McCabe Park is located just shy of 5 miles south of the City of Ellensburg so this project is quite close to housing, restaurants and entertainment. Down Canyon about 13 miles from the Center is Canyon River Ranch Lodge, a premiere fishing and hunting lodge. Additionally the cities of Selah and Yakima are just 25-30 miles south of the Center and Seattle is about 112 miles to the west.

Does the project provide a new type of development to an existing neighborhood such as employment, housing, educational, cultural, recreational, or services? Please describe.

Yes, this is a new type of development. There are no similar facilities in Ellensburg. We coordinate closely with the Wildhorse Wind Farm center and the Yakima Arboretum which offer visitor learning opportunities. Both of those facilities are 30+ miles away from the Interpretive Center.

Does the project attempt to minimize the increase in vehicle miles traveled generated by the project? Please explain?

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The project is sited at Helen McCabe Park because of a long-term lease that KEEN holds on the site and the largest draw will be tourists who are already traveling through/past Ellensburg and Yakima on I-90 and I-82 so there is no increase in vehicle miles associated with tourism. There will be some increase in vehicle miles traveled for local community members visiting the center, but the facility is still closer to Ellensburg than either of the other two similar facilities in the area.

Is the project located near existing or planned transit service? Please describe?

Ellensburg is currently undergoing a transit study and planning for a transit district. There is a commuter bus that travels between Ellensburg and Yakima, but that route is via I-82. There may be some opportunities in the future to expand or engage transit to the center once constructed and once the transit service is established.

Does the project include preservation and re-use of at least 75% of an existing structure?

No, there is no existing structure at the site. The park is a former borrow-pit used during construction of the interstate system in the late 60's.

Will materials from demolition or construction waste materials be recycled?

Yes, all materials from construction will be recycled to the extent possible. There will be no demolition.

Will energy conservation equipment, systems, or programs be used in the project?

Yes, a main goal of the project is to reduce energy consumption on-site through high-efficiency windows and effective window placement (daylighting) that lessens the need for electricity during the day; demand water heaters and solar water heaters; and on-site generation of renewable energy through solar power and wind power. The Center is also situated to maximize passive solar heating. We are also exploring a partnership with Puget Sound Energy to place solar panels on the roof of the facility.

Will green building materials be used in constructing the project?

Yes. The Interpretive Center will be a premiere model for sustainable energy practices and resources in the Kittitas Valley. Interpretive panels will educate park visitors about the sustainable practices used on-site, and provide them with resources for incorporating these practices into their personal lives. Visitors will be able to learn about the green building components of the Center and how we became LEED certified. Interpretive panels will focus on our use of renewable plant materials like bamboo and certified sustainable lumber, recycled materials, and local products.

Will the project use water conservation systems (metered water, graywater, re-use)?

The Interpretive Center will depend on water that is collected, used, purified, and reused on-site. Such features may include designing a dual plumbing system that recycles water, using non-sewage and grey water for site-irrigation; using rain gardens to reduce runoff into ponds and streams; using rainwater collectors for irrigation; and using packed gravel and permeable concrete instead of conventional concrete or asphalt to enhance replenishment of ground water.

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Will the project include solar or other, non-traditional energy sources?

Yes, as noted above we will explore a partnership with Puget Sound energy for solar panels on the roof. Wind energy has already been explored on site and due to a large hill just south of the Center location wind is not a viable for energy production. Passive solar will also be a big feature of the Center.

Will on-site natural features (wetlands, riparian corridors, watersheds, steep slopes, etc) be protected, preserved, and/or restored in construction of the project or as part of the project, and will buffers around on/off-site natural areas be created or maintained?

Yes, KEEN and our partners have been working on improving the pond, wetlands, riparian and natural areas of the park for the last several years. We have collectively invested nearly \$300,000 in restoration efforts already. The Center is situated in a non-wetland portion of the park and plans for restoration of the pond and fishing access points are underway.

Is this a joint project?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

If **yes**, has a joint operating agreement been signed?

<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Is the site ☐ owned, ☐ optioned for purchase or ☒ under a lease of 5 years or more with renewal options? Currently under a 30-year lease to KEEN

<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Has the applicant initiated a capital fundraising campaign?

If **yes**, what percent of matching funds have been secured? **80%**

What other sources of matching funds are available? **City and County lodging tax are possible matching funds, private foundations are being approached and private individual donors are being cultivated.**

<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Has the project received previous state funding?

If **yes**, detail date, programs and amounts.

<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Has the project previously applied for and not received state funding?

If **yes**, detail dates, programs and amounts.

<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Is the project currently applying for or planning to apply for other sources of state funding?

If **yes**, detail dates, programs and amounts.

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If the project will not be completed after the requested state funding and matching funds are used, describe: (1) what the project will be at the completion of the portion funded by this request and how it will benefit the public; and (2) the phases and schedule for completion of the project.

The project will be completed after the requested state and matching funds are used.

What source(s) of non-state funds exist for completion of the project and its ongoing maintenance and operation?

Private donors, County and City lodging tax funds, memberships to the Center, rental fees and gift shop sales are all sources for ongoing maintenance and operations of the Center.

Organization Information

Is the requesting organization registered with the state as a non-profit organization?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Is there a current or pending 501(c)(3) IRS registration?

<input checked="" type="checkbox"/>	<input type="checkbox"/>
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If answered **no** to either of the above, is applicant a local government?

<input type="checkbox"/>	<input type="checkbox"/>
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Legislative Sponsor

(Signature) _____

Date _____

Note: **This is not a formal grant program.** This form provides information for House members to request a separate appropriation in the capital budget for this project. Funding any project is at the discretion of the Legislature. Successful past projects generally are ones in which the requested state funds: (1) are used for a facility providing an important public benefit; (2) are a small portion of the total project funding (25% or less); (3) result in a completed project or phase usable by the public for the intended purpose when the state funds are expended; and (4) are for a project that is ready for construction or renovation and will be completed within the biennium.

Please note that projects may be subject to state prevailing wage law (Chapter 39.12 RCW). Requesting organization are encouraged to consult the Industrial Statistician (David Soma: 360-902-5330 or somd235@lni.wa.gov) at the Washington State Department of Labor Industries to determine whether prevailing wages must be paid. High-performance building requirements (Chapter 39.35D RCW) may also apply.

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