

## AGENDA

Technical Advisory Committee

Thursday, February 1, 2024, 2:00 – 4:00 p.m.

### MEETING FORMAT

Participation in the meeting will be through remote access only.

#### Teleconference Link

Zoom Meeting:

<https://trpc-org.zoom.us/j/84287862576?pwd=U3R5amFuUjVRU1VmbXNGZytFQWhSZz09>

Meeting ID: 842 8786 2576

Passcode: 478508

**Audio by phone, dial in early:**

(253) 215-8782, or (301) 715 8592

2:00 p.m.	<b>1. Welcome &amp; Introductions</b>	<b>INTRODUCTIONS</b> Paul Brewster
2:10 p.m.	<b>2. FFY 2024 Obligation Status Check In</b>	<b>Updates</b> Katrina Van Every Members
2:20 p.m.	<b>3. Congestion Management Process (CMP) – Continued – Route Network Confirmation</b> Members will provide feedback and confirm the proposed route network (Attachment).	<b>Discussion</b> Katrina Van Every
3:00 p.m.	<b>4. 2024 Call for Projects Trail Maintenance Set Aside - Continued</b> Members will continue discussing an appropriate federal grant funding set aside amount for trail pavement preservation projects as part of TRPC's 2024 Call for Projects (Attachment).	<b>Discussion</b> Paul Brewster
3:25 p.m.	<b>5. 2024 Call for Projects Evaluation Criteria Review – Continued</b> Members will continue the discussion on the project selection criteria. (Attachment)	<b>Discussion</b> Paul Brewster
3:45 p.m.	<b>6. Member Information Sharing</b>	
4:00 p.m.	<b>7. Adjourn</b>	

**NEXT MEETING**  
February 15, 2024  
2:00-4:00 p.m.

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If you need special accommodations to participate in this meeting, please call us at 360.956.7575 by 10:00 a.m. three days prior to the meeting. Ask for the ADA Coordinator.

For TDD users, please use the state's toll-free relay service, 711 and ask the operator to dial 360.956.7575.



**MEMBERS:**

- City of Lacey
- City of Olympia
- City of Rainier
- City of Tenino
- City of Tumwater
- City of Yelm
- Confederated Tribes of the Chehalis Reservation
- Nisqually Indian Tribe
- Town of Bucoda
- Thurston County
- North Thurston Public Schools
- Olympia School District
- Tumwater School District
- Intercity Transit
- LOTT Clean Water Alliance
- Port of Olympia
- PUD No. 1 of Thurston County

**ASSOCIATE MEMBERS:**

- Lacey Fire District #3
- Puget Sound Regional Council
- The Evergreen State College
- Thurston Conservation District
- Thurston Economic Development Council
- Timberland Regional Library

**MEMORANDUM**

TO: Technical Advisory Committee

FROM: Katrina Van Every, Transportation Manager


DATE: January 26, 2024

SUBJECT: Congestion Management Process – Route Network

**PURPOSE**

Continuing the discussion from January 4<sup>th</sup> and 18<sup>th</sup>, Technical Advisory Committee (TAC) members will come to a consensus on the proposed CMP route network.

**Summary:**

- A congestion management process (CMP) is a systematic and regionally accepted approach for managing congestion. It provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet State and local needs.
- Thurston Regional Planning Council (TRPC) staff will present an updated proposed CMP route network at the February 1<sup>st</sup> TAC meeting based on feedback received from TAC members.
- When reviewing the proposed CMP route network, click the “Layers” icon  found in the top-left of the page to turn layers on and off.

**REQUESTED ACTION**

Review, discuss, and provide feedback on proposed CMP route network.

kve:bl



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Executive Director

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BACKGROUND

In 2023, TRPC was designated a transportation management area (TMA) due to its growing population. As a TMA, TRPC is now required to develop a congestion management process (CMP).

The CMP is intended to serve as a systematic process that provides for safe and effective integrated management and operation of the multimodal transportation system. The process includes the following elements:

- Developing regional objectives.
- Defining the CMP Network.
- Developing multimodal performance measures.
- Collecting data and monitoring system performance.
- Analyzing congestion problems and needs.
- Identifying and assessing possible strategies.
- Programming and Implementing strategies.
- Evaluating strategy effectiveness.

DRAFT OBJECTIVES

One of the first steps in developing a CMP is to identify regional objectives for congestion management. The objectives should answer questions such as:

- What is the desired outcome?
- What does the Thurston Region want to achieve?

At the January 18<sup>th</sup> TAC meeting, TRPC staff presented the following eight objectives:

Objective	Objective
1	Increase the share of trips taken using transit, bicycling, and walking, and other alternatives to driving alone.
2	Reduce congestion and improve travel time reliability for vehicles, transit, and freight.
3	Reduce fatal and severe injury crashes for all modes of travel.
4	Plan, build, and maintain regional transportation assets to maximize their useful life while minimizing project construction and maintenance costs.
5	Increase access to jobs and community destinations in the region.
6	Engage more and a wider diversity of people in providing input on transportation decision-making.
7	Improve the resiliency and reliability of the transportation system.
8	Improve transportation connections between areas with high job concentration and areas high concentrations of low-income households.

No concerns were expressed about these proposed objectives.

DEFINING CONGESTION

The CMP network must include those areas that meet the regionally identified definition of “congested” and represents an area for data collection and monitoring activities. For the purposes of the CMP, staff suggested using the following definition:

*Congestion means at least a portion of the roadway was modeled and found to experience a LOS of E or F in 2018 or 2045 during the 2-hour PM peak.*

TAC members who provided comments between the January 18<sup>th</sup> meeting and the writing of this staff report provided additional feedback and suggestions:

- Should LOS D be included in the definition of congested?
- Does the definition of congestion suggest we should include other routes in the CMP network? For example, should minor arterials also be included in the CMP network if they experience a LOS of E or F in 2018 or 2045 during the 2-hour PM peak?

#### DRAFT CMP NETWORK

At the January 18<sup>th</sup> TAC meeting, TRPC staff presented the following factors that were used to revise the draft CMP network:

##### Primary Factors

1. Is the roadway on the NHS or a state highway?
2. Is the roadway an urban strategy corridor?
3. If one of the above, does the roadway experience congestion? For the purposes of this CMP, congestion means at least a portion of the roadway was modeled and found to experience a LOS of E or F in 2018 or 2045 during the 2-hour PM peak.

##### Secondary Factors

4. Is the roadway within the urban growth area for Lacey-Olympia-Tumwater?
5. Does the roadway offer an important connection to Pierce County?
6. Is the roadway on an Intercity Transit Route?
7. Is the roadway a T1 freight corridor?
8. Does the roadway offer important intermodal connections (airport, marine terminal, rail, transit, park & ride, etc.)?
9. Does the roadway offer an important connection/access to a major employment center in Thurston County?

Based on these factors, 21 routes were identified:

- 19 on the NHS or a state highway.
- 12 on an urban strategy corridor.
- 16 experience or are projected to experience congestion (LOS E or F).
- 10 meet all three primary factors (though this does not mean they meet them for the entire length of the route).

General feedback during the meeting was that the network seemed adequate as proposed but with a few possible tweaks. TAC members who provided comments between the January 18<sup>th</sup> meeting and the writing of this staff report provided additional feedback and suggestions:

- 6<sup>th</sup> Ave SE should be included in the network and extended to Sleater Kinney.
- Lily Rd should be included in the network given how heavily it is congested from Martin Way to Providence Ln (no mid-block left turns).
- Consider including the following:
  - Galaxy Dr NE (Martin Way to Quinault Dr).
  - Quinault Dr NE (Galaxy Dr to Marvin Rd).
  - Custer Way SW (2<sup>nd</sup> Ave to Cleveland Ave).
  - Meridian Rd (4<sup>th</sup> Ave to Martin Way).
  - All minor arterials that also meet the definition of congested.
  - Multimodal routes (ex: shared use pathways).
  - All state highway connections to neighboring counties.
  - Other roadways needed for network connectivity.

Other feedback received:

- More time should be spent on identifying the route network and ensuring multimodal facilities are represented.
- Network development should consider the nonmotorized system, freight and goods system, intercity passenger rail, and transportation demand management.



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**MEMORANDUM**

**TO:** Technical Advisory Committee

**FROM:** Paul Brewster, Senior Planner

**DATE:** January 25, 2024

**SUBJECT:** 2024 Call for Projects Trail Maintenance Set Aside

**PURPOSE**

Staff and Technical Advisory Committee (TAC) members will continue from the February 18 discussion to identify a set aside of federal funds that could be awarded to eligible shared use trail preservation projects for TRPC's 2024 Regional Call for Projects Process.

**Summary:**

- The Transportation Policy Board (TPB) wants to deliberate on a funding set aside to prioritize trail preservation projects in Thurston Regional Planning Council's (TRPC)'s upcoming 2024 Call for Projects process.
- Trail preservation is eligible with Surface Transportation Block Grant (STBG), STBG Set-Aside or Transportation Alternatives, and Carbon Reduction Program (CRP) funds.
- TRPC's federal funding allocations are apportioned to US Census geographic areas. A set aside may require more than one federal funding program to overcome funding constraints, depending on the location of projects.
- Key discussion points from the January 18 discussion are included in the staff report.
- On February 1, TAC members will continue the discussion on a funding level and the grant programs that are best suited to federalize a prospective trail preservation project.

**REQUESTED ACTION**

This topic is for discussion only.

pb:bl



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### EQUITY CONSIDERATIONS

The benefits of active transportation can be significant for people living in low-income and historically underserved areas. Such communities are often adversely impacted by highways, roads, and other transportation facilities that create barriers to mobility, contribute to poor air quality, and noise. These communities frequently lack convenient access to parks, healthcare services, and healthy food options. Developing and maintaining a conveniently accessible and safe regional trails network can play a key role in addressing these inequalities.

Equity is addressed in TRPC's Call for Projects Process through the Equity Criterion. This criterion was developed through a countywide transportation priorities survey in 2021. Transportation priorities were evaluated from a subset of survey respondents based on their income and race or ethnicity (see pages 15-21 in the [2022 Call for Projects Process documentation](#)).

### BACKGROUND

In 2024, TRPC anticipates it will program approximately \$1.5 of TA funding for 2028-2030 and \$1.56 million for CRP funding 2025-2027 or possibly 2028 (the final amounts will be confirmed when WSDOT notifies TRPC of its 2024 federal funding allocation). TRPC staff is seeking TAC input on what is an appropriate set aside amount to viably fund a standalone or package of trail pavement preservation projects. The TAC's feedback will be used to propose a funding set aside for policy makers' consideration.

On January 18, TAC members initiated a discussion about establishing a set aside. The following key points were raised:

1. Olympia and Thurston County noted that they wanted to discuss the subject with their colleagues to identify project needs.
2. Tumwater doesn't have any trail preservation needs at this time.
3. Outside the TAC meeting, Lacey communicated they also don't have trail preservation project needs for the 2024 process.
4. Intercity Transit noted they need to have an internal discussion about how a set aside could impact the competitiveness of transit proposals, such as the Walk N Roll program. Early estimates from IT suggest this program may need \$300,000 per year.
5. Thurston County believes an award of at least one million dollars is necessary to successfully implement a project with federal funding. There appeared to be general consensus among TAC members on this amount.
6. TAC members expressed a preference to omit STBG from the set aside, if possible.

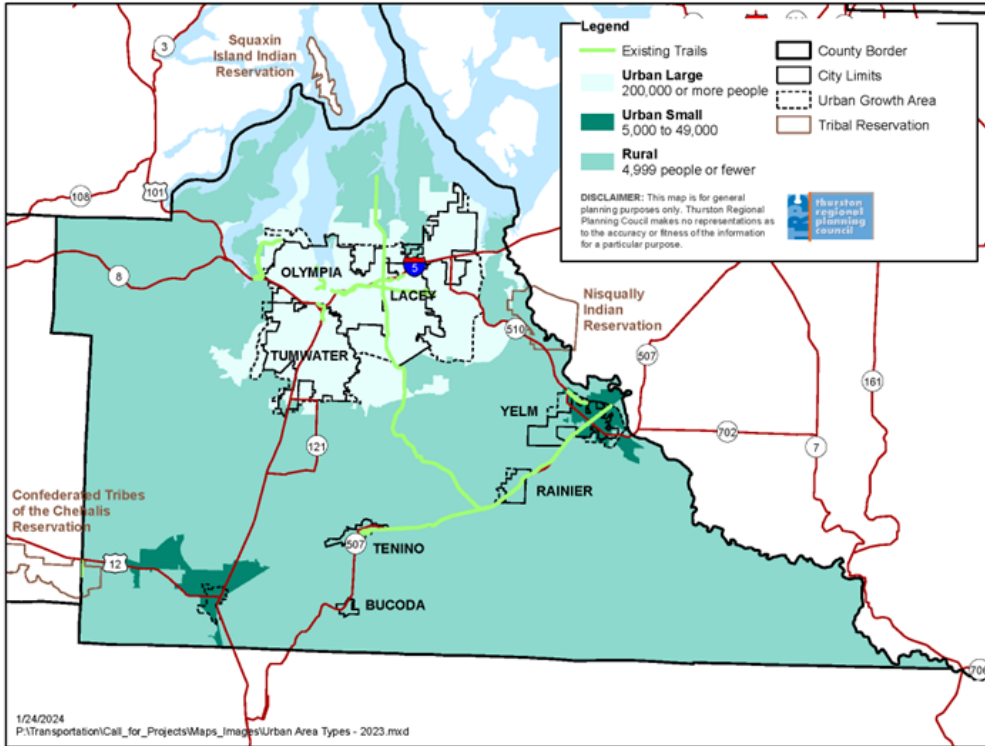
### DISCUSSION

Figure 1 shows existing shared use trails juxtaposed with the US Census geographic areas that TRPC must apportion federal awards to. This figure highlights the competitiveness of the TA flexible funds for both urban, urban small, and rural trail preservation projects. Fortunately, CRP funds can augment TA funds. However, CRP funds do not have a flexible apportionment. Not all TA projects, such as IT's Walk N Roll Program, are eligible to use CRP funds.

During the February 1 meeting, the TAC members will consider the following:

1. Does your agency have trail pavement preservation projects programmed for 2028-2030 (or possibly 2025-2027 with Carbon Reduction Program funding) that can use federal grant funds?
2. What is the minimum amount of federal funding your agency would accept for a trail preservation project?
3. What is the preferred amount?
4. What other trail preservation revenue sources does your agency have to fund trail preservation in lieu of federal funding?
5. Is there a preference that the set aside be composed exclusively of TA funds and CRP funds?
6. For applicants that do not have trail preservation needs, what are your concerns about the impacts of a priority set aside on your prospective proposals?
7. Are there other issues or concerns that should be presented to policy makers?

Figure 1: TRPC Transportation Alternatives and Carbon Reduction Program Apportionments by US Census Geographic Area



## TRPC 2024 Call for Projects Estimated TA and CRP Funding Apportionments

Area	Carbon Reduction Program (CRP)	Transportation Alternatives (TA)
Urban	39%	47%
Urban Small	27%	5%
Rural	34%	15%
Flexible	n/a	33%

Grant Program	Total	Urban	Urban Small	Rural	Flexible
2024-2026 CRP	\$1,560,204	\$606,202	\$420,855	\$533,147	n/a
2028-2030 TA	\$1,500,000	\$705,000	\$75,000	\$225,000	\$495,000



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**MEMORANDUM**

TO: Technical Advisory Committee

FROM: Paul Brewster, Senior Planner

DATE: January 12, 2023

SUBJECT: 2024 Call for Projects Process Criteria Review – Continued

**PURPOSE**

Thurston Regional Planning Council (TRPC) staff and Technical Advisory Committee (TAC) members will resume the January 18 discussion about potential amendments and new project selection criteria for the 2024 Regional Federal Transportation Grant Funding Call for Projects Process.

**Summary:**

- On January 4<sup>th</sup>, staff introduced safety, pavement preservation, and active transportation criteria to the TAC.
- On January 18, TAC members made progress on refining the new criteria. Members reached consensus on omitting the pavement preservation criteria.
- The TAC is asked to perform one more review of the safety and active transportation criteria.
- TAC members will also review the existing criteria to align with a trail preservation set aside.
- TRPC Staff would like to settle the project selection criteria with the TAC by March 7.
- TAC members will finalize their input on the 2024 Call for Projects details by March 21.

**REQUESTED ACTION**

This topic is for discussion only.

pb:bl



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EQUITY CONSIDERATIONS

- Equity is addressed in TRPC’s Call for Projects Process through the Equity Criterion. This criterion was developed through a countywide transportation priorities survey in 2021. Transportation priorities were evaluated from a subset of survey respondents based on their income and race or ethnicity (see pages 15-21 in the [2022 Call for Projects Process documentation](#)).

BACKGROUND

In 2022, TRPC created a new performance-based and transparent project selection process. [The process is detailed online](#). Four criteria were established. Each criteria includes four possible rankings ranging from a penalty of a point deduction to two points. A maximum project score of 8 points was possible (see Table 1).

**Table 1: TRPC Call for Projects Selection Criteria and Points**

Criteria	Points
<b>1. Efficient Use of Federal Funding</b>	2
<b>2. Sustainable Thurston Urban Centers/Corridors (only applicable to the urban area)</b>	2
<b>3. Greenhouse Gas Emissions Reduction</b>	2
<b>4. Equity</b>	2
<b>Maximum Possible Score</b>	<b>8</b>

On January 4, TAC members provided feedback on draft safety, pavement preservation, and active transportation Call for Projects selection criteria introduced by staff. On January 18, TAC members recommended that TRPC omit the proposed pavement preservation criteria from the 2024 Call for Projects Process as it would likely favor urban projects and not benefit rural projects. Additional refinements were offered to the safety and active transportation criteria as reflected in tables 3 and 4 in the section that follows. Additional review and discussion of the existing criteria in tables 4, 5, and 6 is necessary to align with a potential trail preservation funding set aside.

Discussions may continue up to March 7. TAC members will review the draft proposed Call for Projects details on March 21. Thereafter, TRPC staff will package a draft 2024 Call for Projects Process details, including any revisions for policy maker review. Table 2 outlines the 2024 process schedule.

**Table 2: Proposed 2024 Call for Projects Process Preparation and Implementation Schedule**

Dates	Activities
<b>March 7</b>	TRPC Staff and TAC finalize project selection criteria.
<b>March 14</b>	TAC Mailout – TRPC staff packages proposed Call for Projects Selection Criteria for TAC Review
<b>March 21</b>	Deadline for TAC Member Input on 2024 Call for Projects Process details.
<b>April 10</b>	TPB First Review: Call for Projects Process Details
<b>May 3</b>	TRPC First Review: Call for Projects Process
<b>May 8</b>	TPB Second Review: Process Recommendation
<b>June 7</b>	TRPC Action: Call for Projects
<b>June 10 - July 12</b>	Applications Accepted
<b>June 12</b>	TPB Identifies Application Review Subcommittee Members and Meeting Date
<b>July 15-19</b>	TRPC Application Review and Scoring
<b>August 1</b>	TAC Peer Review
<b>August 12-25</b>	Public Comment Period
<b>September 5</b>	TAC Public Comment Review
<b>September 11</b>	TPB First Review (In Person)
<b>TBD Sept-Oct</b>	TPB Subcommittee Review (In Person)
<b>November 1</b>	TRPC First Review
<b>November 13</b>	TPB Second Review and Funding Recommendation
<b>December 6</b>	TRPC Project Selection/Action (In Person)

### Proposed Selection Criteria

The 2022 Call for Projects debriefing discussions revealed that TAC members and Transportation Policy Board representatives expressed an interest in creating additional selection criteria to produce a greater differentiation in project scores.

Safety, preservation, and active transportation were proposed as potential new criteria. The following project priority descriptions were identified in the revised 2022 Call for Projects Process.

#### Safety

- a. Projects that help reduce the number of fatalities and serious injuries on all public roads to zero by 2030.
- b. Projects that help reduce the number of non-motorist fatalities and serious injuries on all public roads (e.g., bicyclists and pedestrians) to zero by 2030.
- c. Projects that help reduce transit-related fatalities and serious injuries and **safety incidents**.

Edit: On January 4, Members recommended removing “safety incidents” from line c in the safety description. On January 18, Intercity Transit and other TAC members preferred retaining the original language.

#### Preservation (maintenance)

- a. Projects that support a pavement “Best First” approach recognizing that regular maintenance is much more cost effective than allowing a roadway to deteriorate and then rebuilding it. No specific target set.
- b. Projects that support Transit Asset Management targets.
- c. Projects that keep bridges in a state of good repair. No specific target set.
- d. Projects that keep other portions of the transportation system in a state of good repair. No specific target set.

#### Active Transportation

- a. Projects that support active transportation such as walking and bicycling

### DISCUSSION

#### **Safety and Active Transportation Criteria**

TAC members are asked to consider any additional edits to the proposed criteria. See Tables 3 and 4.

#### **Trail Pavement Preservation Project Ranking**

Consideration should be given to how the existing criteria could be used to evaluate competing trail pavement preservation set aside proposals. If one proposal is submitted, policy makers could rank it as a high funding priority.

In the event that there two or more proposals competing for the trail preservation set aside, the selection criteria would be applied to rank the proposals. TAC members are asked to consider and discuss if any amendments should be made to the existing criteria (Tables 5-9) to evaluate trail preservation proposals.

**Table 3: Conceptual Safety Criteria Scoring as of January 18, 2024**

Project may increase risk for collisions, serious injuries, or fatalities	Less safety benefits	More safety benefits	Priority project or location
-1 Point	0 Points	1 Point	2 Points
<ul style="list-style-type: none"> <li>Projects that increase capacity or widen lanes</li> <li>New construction without multimodal features or complete streets elements</li> </ul>	<ul style="list-style-type: none"> <li>Standalone pavement preservation projects such as rehabilitation and reconstruction</li> <li>Stand-alone chip seals or overlay projects</li> <li>Vehicle procurement or replacement projects</li> <li>Stormwater projects</li> <li>TDM projects without traffic safety education</li> </ul>	<ul style="list-style-type: none"> <li>Bridge structural retrofit</li> <li>Bridge replacement with multimodal elements</li> <li>Bus stop enhancements</li> <li>Pedestrian and bicycle infrastructure</li> <li>Intersection or corridor improvements for safety reasons</li> <li>Roadway lighting</li> <li>Sight distance, clear zone improvements</li> <li>Street crossing improvements</li> <li>Pedestrian/bicycle signal improvements</li> <li>Traffic Safety Education Programs and Activities</li> <li>Speed management features (need to maintain posted speed limits)</li> </ul>	<ul style="list-style-type: none"> <li>A project identified through systemic safety analysis.</li> <li>A project included in an applicant's adopted or officially referenced safety plan.</li> </ul>

Safety Criteria Discussion

- Are there any additional suggestions for the safety criteria?

**Table 4: Conceptual Active Transportation Project Scoring as of January 18, 2024**

Project doesn't support active transportation	Project offers limited active transportation elements	Project expands active transportation	Project significantly expands active transportation
-1 Point	0 Points	1 Point	2 Points
<ul style="list-style-type: none"> <li>• New streets without multimodal features or complete streets elements</li> <li>• Roadway or interchange studies that principally address vehicular level of service.</li> <li>• Projects that widen existing vehicle lanes</li> </ul>	<ul style="list-style-type: none"> <li>• Sidewalk or bicycle infrastructure replacement as part of pavement preservation project.</li> <li>• Sidewalk or bicycle infrastructure replacement as part of an intersection reconfiguration without significant upgrades to the design of the original bicycle and pedestrian facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Bus route expansion</li> <li>• Bus stop shelters and enhancements.</li> <li>• Completing roadway gaps with bicycle and pedestrian infrastructure</li> <li>• Replacing bicycle and pedestrian infrastructure with upgraded design as part of a reconstruction or preservation project</li> <li>• Pedestrian and bicycle wayfinding signs or systems</li> <li>• Safe Routes to School Education and Encouragement Programs</li> <li>• TDM programs that encourage general public use of active transportation</li> <li>• Regional Trails Plan trail study or PE phase</li> <li>• New street connection w multimodal improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Priority projects in a local agency's adopted active transportation or bicycle/pedestrian plan.</li> <li>• Pedestrian street crossing improvements aligned with transit stops.</li> <li>• Enhanced street crossing improvements such as refuge islands or with flashing beacons.</li> <li>• Sidewalk projects on FFC classified routes that are 6+ feet with an minimum 4' enhancement or buffer zone such as a stormwater swale landscape treatment.</li> <li>• Sidewalk projects in commercial areas that are 8-12 feet with a minimum 4' wide enhancement or buffer zone.</li> <li>• Safe Routes to Schools infrastructure improvements on school walking routes</li> <li>• Regional Trails Plan ROW or construction project</li> <li>• Pedestrian and bicyclist bridges</li> <li>• Protected bike lanes and cycle tracks or similar infrastructure</li> <li>• Bike Boxes, green bike lanes, protected intersections, bicycle signal heads, bicycle-box turn lanes, etc.</li> </ul>

Active Transportation Discussion

1. Are there any additional suggestions for the active transportation criteria?

**2022 Original Project Selection Criteria Scoring Tables**

**Table 5: Project Criteria Ranking for Efficient use of Federal Funds (values are in thousands of dollars).**

Project/funding level is not an efficient use of federal funds	Acceptable use of federal funds	Reasonable use of federal funds	Best use of federal funds
-1 Point	0 Points	1 Point	2 Points
<ul style="list-style-type: none"> <li>Any construction or pavement maintenance (all phases) total project cost &lt;250k.</li> </ul>	<ul style="list-style-type: none"> <li>Standalone sidewalk construction (all phases) total project cost &gt;250k.</li> <li>Standalone Crosswalk (all phases) total project cost &lt;250k.</li> <li>Electric vehicle charging stations.</li> </ul>	<ul style="list-style-type: none"> <li>Pavement maintenance (urban streets) &gt;250k.</li> <li>Trail construction (all phases) total project cost &gt;250k.</li> <li>Signal upgrades.</li> <li>Fish passage barrier removal (all phases) total project cost &gt;250k.</li> <li>Stormwater improvements &gt;250k.</li> <li>Crosswalk (bundled) (all phases) total project cost &gt;250k.</li> <li>Trail Pavement Maintenance &gt;250K and less than &lt;500K</li> </ul>	<ul style="list-style-type: none"> <li>Add funding to a project with existing federal funds (federalized project) any funding level.</li> <li>Street/road construction (all phases) total project cost &gt;250k.</li> <li>Roundabout or signal construction (all phases) total project cost &gt;250k.</li> <li>Pavement maintenance (rural roads) &gt;250k.</li> <li>Transit building facility construction (all phases) total project cost &gt;250k.</li> <li>Transit bus stop/other facility construction (all phases) total project cost &gt;250k.</li> <li>Vehicle replacements.</li> <li>Transportation Demand Management programs.</li> <li>Planning/feasibility studies.</li> <li>Trail Pavement Maintenance &gt;500,000</li> </ul>

**Efficient Use of Federal Funds Discussion**

- Should shared use trail pavement preservation projects be included in the one and two point columns? If so, what are your recommendations for funding thresholds? (this should relate to the amount recommended for the set aside)

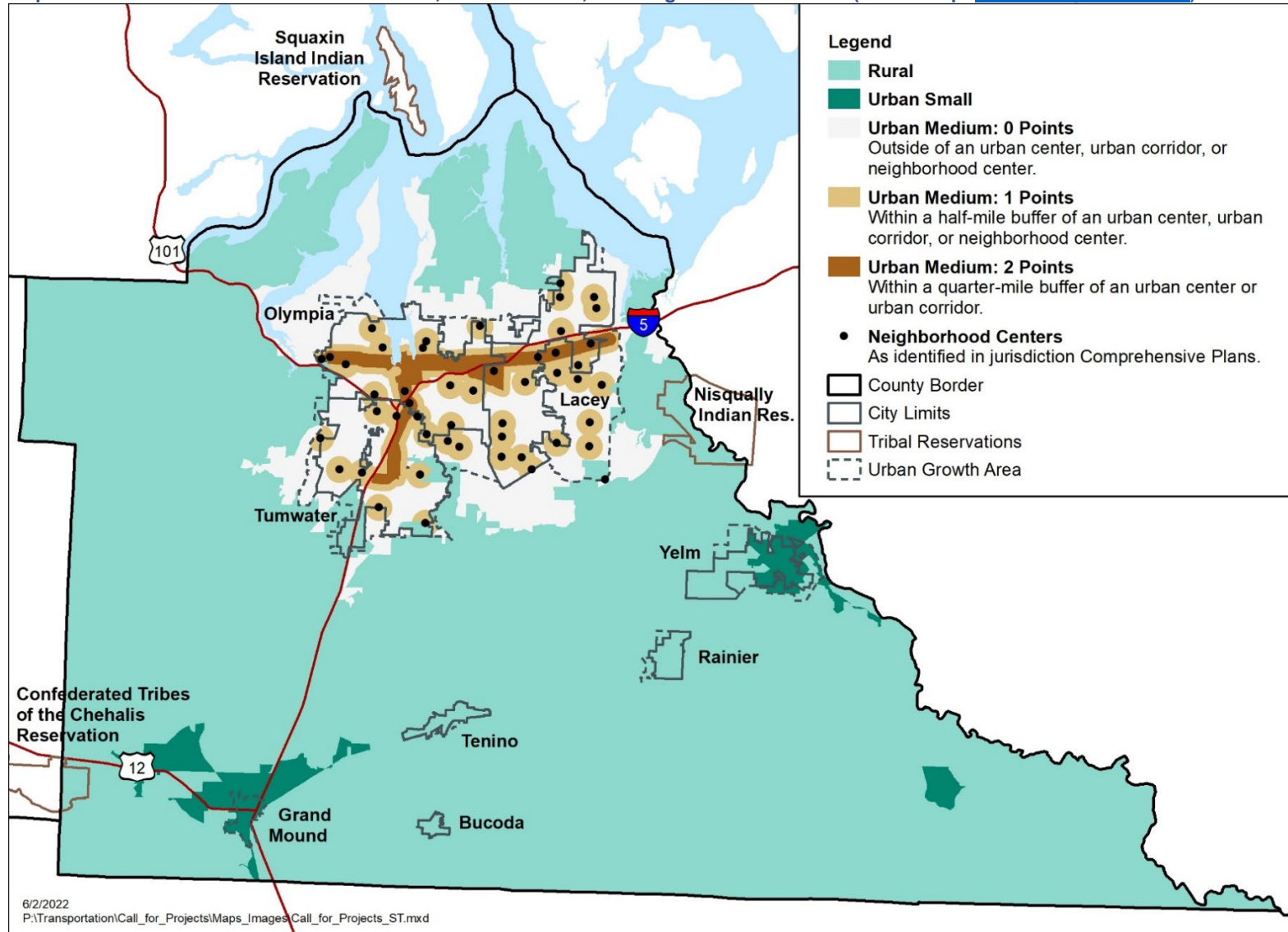
**Table 6: Project Criteria Ranking for Sustainable Thurston Land Use Goal (see Map 1).**

<b>Project does not support Sustainable Thurston</b>	<b>Project does not directly support Sustainable Thurston, but improves access to goods and services</b>	<b>Project supports Sustainable Thurston within a half mile of an urban center, urban corridor, or neighborhood center</b>	<b>Project supports Sustainable Thurston within a quarter mile of an urban center or urban corridor</b>
-1 Point	0 Points	1 Point	2 points
<ul style="list-style-type: none"> <li>The project proposal is not included as an eligible project type and the project is located outside of an urban center, urban corridor, or neighborhood center.</li> </ul>	<ul style="list-style-type: none"> <li>Project is within an urban corridor, urban center, or neighborhood center (orange or yellow area on the map) but is not a preferred project type; or the project is outside of an urban center or urban corridor but is a preferred project type.</li> </ul>	<ul style="list-style-type: none"> <li>The majority of the project* is within a half mile of an urban center, urban corridor, or neighborhood center and is a preferred project type.</li> </ul>	<ul style="list-style-type: none"> <li>The majority of the project* is within a quarter mile of an urban center or urban corridor and is a preferred project type.</li> </ul>

**Sustainable Thurston Land Use Goal Criteria Discussion**

- Shared use paths, including their maintenance are included in the list of preferred project types. However rural trail projects would not be scored using these criteria. However, a trail preservation project that is located in both urban and rural areas could benefit from this criteria. Does this require clarification?

Map 1: Sustainable Thurston Urban Corridors, Urban Centers, and Neighborhood Centers (online map: <https://arcg.is/WKTmm>)



Note: projects located in Census Urban Small (dark green) or Rural areas (light green) are excluded from the Urban Centers/Corridors criteria.

**Table 7: Project Criteria Ranking for GHG Emissions Goal.\***

<b>Project will increase GHG emissions</b>	<b>Neutral</b>	<b>Project may have GHG reduction benefits</b>	<b>GHG reduction is one of the primary intentions of project</b>
<b>-1 Point</b>	<b>0 Points</b>	<b>1 Point</b>	<b>2 Points</b>
<ul style="list-style-type: none"> <li>Street widening without multimodal elements.</li> </ul>	<ul style="list-style-type: none"> <li>Intersection improvements at non-congested areas.**</li> <li>Pavement maintenance.</li> <li>Fish passage barrier improvement.</li> <li>Studies/plans without land use element.</li> <li>Vehicle replacement without emissions reduction.</li> </ul>	<ul style="list-style-type: none"> <li>Bus stop improvements serving a corridor with &gt;15-minute headways.</li> <li>Intersection improvements in congested areas.**</li> <li>Studies/plans with land use element or with the intent to reduce GHG.</li> <li>Building facility construction that supports Transit operations and maintenance; traffic management; or other efficient travel.</li> <li>New street connections without multimodal facilities.</li> </ul>	<ul style="list-style-type: none"> <li>New street connections with multimodal elements.</li> <li><b>New Bicycle and pedestrian infrastructure.</b></li> <li>TDM projects (Walk and Roll, CTR).</li> <li>Vehicle replacement or retrofit resulting in lower emissions.</li> <li>Electric vehicle charging station.</li> <li>Vanpool/carpool investments.</li> <li>Bus stop improvements serving a corridor with &lt;=15-minute headways.</li> <li>Transit corridor infrastructure and operational improvements.</li> <li>High-capacity transportation.</li> </ul>

**GHG Emissions Reduction Criteria Discussion**

- Trail pavement preservation projects would not score points in the GHG criteria. Should there be any exceptions granted for shared use trail repaver projects?
- The two-point bicycle and pedestrian infrastructure should be credited for new or substantial improvements to the existing facilities.



**Table 8: Project Criteria Ranking for Equity**

Base Points		Bonus Point	
Disproportionate Burden	All other Projects	Priority Projects for Underserved Populations	Bonus Point: Demonstrated Benefit
-1 Point	0 Points	1 Point	+1 Point
<ul style="list-style-type: none"> <li>Projects that have a disproportionate burden on an underserved population, regardless of project type.</li> </ul>	<p><b>Efficiency</b></p> <ul style="list-style-type: none"> <li>Add turning lanes or center lanes.</li> <li>Invest in new transportation technologies (improved traffic signals, real-time travel information).</li> <li>Invest in projects that reduce the need to travel, such as encouraging working from home.</li> </ul> <p><b>Maintenance</b></p> <ul style="list-style-type: none"> <li>Replace transit vehicles or bus stop shelters.</li> </ul> <p><b>Resiliency</b></p> <ul style="list-style-type: none"> <li>Improve roads that are detour routes to Interstate 5 (I-5).</li> <li>Improve roads that are more likely to be impacted by hazards such as flooding or landslides.</li> <li>Complete missing roads/street connections.</li> <li>Help improve water quality and/or fish habitat by fixing places where roads and bridges impact natural areas.</li> </ul> <p><b>Active Transportation</b></p> <ul style="list-style-type: none"> <li>Add bicycle lanes to existing streets.</li> <li>Complete the regional trail network.</li> <li>Invest in school/public awareness programs to reduce travel trips and increase safety.</li> </ul>	<p><b>Planning and Studies with public involvement</b></p> <ul style="list-style-type: none"> <li>Safety</li> <li>Make intersections safer.</li> <li>Make crossing the street safer.</li> <li>Make bus stops more convenient and safer for bus riders, especially for people with disabilities.</li> </ul> <p><b>Maintenance</b></p> <ul style="list-style-type: none"> <li>Increase road maintenance (fix pavement).</li> </ul> <p><b>Active Transportation</b></p> <ul style="list-style-type: none"> <li>Add sidewalks and safe street crossings to existing streets.</li> </ul>	<p>Projects that have a demonstrated benefit for an underserved population</p>

\* Other projects not listed in this table will be evaluated at time of review

\*\* Bonus point can be applied to any project type. A maximum of two points is possible.

MEMORANDUM  
Page 11  
January 26, 2024

#### Equity Emissions Reduction Criteria Discussion

- The construction of shared use trails on its own doesn't earn any points in the current equity criteria.
- Should a shared use trail preservation project located in an area that serves an underserved populations be credited for one point? Does this require clarification?