

Public Comment:

The following is not acceptable as either written or oral public comment and is considered disruptive behavior.

- Promoting or advertising commercial services, entities, or products.
- Supporting or opposing political candidates or ballot propositions.
- Distributing obscene content.
- Engaging in illegal activity or encouragement of illegal activity.
- Promoting, fostering or perpetuating discrimination on the basis of creed, color, age, religion, gender, gender identification, marital status, status with regard to public assistance, national origin, physical or mental disability or sexual orientation information that may tend to compromise the safety or security of the public or public systems.
- Threatening or intimidating language, including cyber bullying.
- Otherwise engaging in disruptive behavior.

Members of the public engaging in disruptive behavior may have their emails blocked (for written comments) or be removed from the meeting (for oral comments).

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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.

MINUTES OF MEETING

Regular Meeting TRANSPORTATION POLICY BOARD Wednesday, February 11, 2026 In-person meeting with a remote option.

Call to Order

Chair Ryder called the meeting to order at 8:30 am.

Attendance

Members Present:

City of Lacey	Andy Ryder, Chair
City of Olympia	Robert Vanderpool, Council member
City of Rainier	Ron Kemp, Council member
City of Tenino	Dave Watterson, Mayor
City of Yelm	Tracey Wood, Council member
Intercity Transit	Justin Belk, Authority member
Port of Olympia	Krag Unsoeld, Commissioner
Thurston County	Rachel Grant, 2 nd Vice Chair
Town of Bucoda	John Wood, Council member
Business Rep	Renee Radcliff Sinclair, Vice Chair
Business Rep	Jessica McKeegan-Jensen
Community Rep	Michelle Murray
Community Rep	Travis Millar
WSDOT	JoAnn Schueler, Staff

Members Absent:

Nisqually Indian Tribe	Heidi Thomas, Staff
Confederated Tribes of the Chehalis Reservation	Amy Loudermilk, Staff
City of Tumwater	Peter Agabi, Council member
North Thurston Public Schools	Garrett Kendall, Staff
State Government Rep	Mark Barkley

Staff Present:

Elissa Gertler, Executive Director
Burlina Lucas, Executive Assistant
Sarah Selstrom, Communications & Outreach Specialist
Scott Carte, GIS & Modeling Manager
Katrina Van Every, Transportation Manager
Jennifer McCall, Finance Manager
Paul Brewster, Senior Planner
Theressa Julius, Senior Planner
Veronica Jarvis, Senior Planner
Aaron Grimes, Senior Transportation Modeler
Chelsea Embree, Associate Planner
George Castillo, Assistant Planner

Others Present:

Sara Develle, Office of Representative Marilyn Strickland
Emily Bergkamp, Intercity Transit
Thera Black, Intercity Transit
Jon Howe, City of Lacey
Michelle Swanson, City of Olympia
Jeffrey Cook, City of Tumwater
Warren Hendrickson, Port of Olympia
Carolina Mejia, Thurston County
Becky Conn, Thurston County
Jennie Foglia-Jones, Jennie Foglia-Jones, LLC

Agenda Item 1
INFORMATION

Introductions

All present were introduced.

Agenda Item 2
INFORMATION

Executive Director's Report & Announcements

Executive Director Elissa Gertler announced that (1) starting in March, TRPC will be live streaming the Council and TPB meetings to TRPC's YouTube Channel instead of Facebook; (2) February is the Winter Bicycle Community Challenge; and (3) the March Policy Board meeting will be primarily in-person will have a remote option.

Agenda Item 3
ACTION

Approval of Agenda

Board member McKeegan-Jensen moved, seconded by Board member Kemp, to approve the agenda. Motion carried.

Agenda Item 4
ACTION

Approval of Consent Calendar

- a. Approval of Meeting Notes – January 14, 2026.

Board member McKeegan-Jensen moved, seconded by Board member Kemp, to approve the consent calendar. Motion carried.

Agenda Item 5

Public Comment

There was no public comment.

Agenda Item 6
ACTION

2026 Election of Officers

At the Policy Board's January meeting, Chair Ryder called for written nominations for Chair, Vice Chair, and Second Vice Chair. The current Chair, First Vice Chair, and Second Vice Chair indicated they are willing to continue serving in their current roles.

- Chair: Andy Ryder
- First Vice Chair: Renee Radcliff Sinclair
- Second Vice Chair: Rachel Grant

Chair Ryder asked for nominations from the floor three times for the position of Chair, First Vice Chair, and Second Vice Chair. Hearing of no more nominations, Chair Ryder asked for a motion to approve appointing Andy Ryder as Chair, Renee Radcliff Sinclair as First Vice Chair, and Rachel Grant as Second Vice Chair.

Chair Ryder moved, seconded by Board member Watterson, to approve the appointing of Andy Ryder as Chair, Renee Radcliff Sinclair as First Vice Chair, and Rachel Grant as Second Vice Chair. Motion carried.

Agenda Item 7
PRESENTATION

Local World Cup Events and Transportation

Jennie Foglia-Jones, Jennie Foglia-Jones LLC, and Emily Bergkamp, Intercity Transit, provided an overview of the Olympia-Lacey Fan Zone in regard to the FIFA World Cup 2026 which occurs from June 11, 2026 – July 19, 2026.

Agenda Item 8
PRESENTATION

2026 Call for Projects – Rural Community Support Program

Senior Planner Paul Brewster briefed the TPB on proposed changes to the Rural Community Support Program (RCSP) as part of the Thurston Regional Planning Council's (TRPC) 2026 Call for Projects.

Agenda Item 9

Adjournment

There being no further business, Chair Ryder adjourned the meeting at 9:50 a.m.

Andy Ryder, Chair



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: Transportation Policy Board

FROM: Paul Brewster, Senior Planner

DATE: March 4, 2026

SUBJECT: 2026 Call for Projects Process

PURPOSE

To brief the Transportation Policy Board (TPB) on the proposed 2026 Call for Projects framework and seek feedback on evaluation criteria revisions, funding set-asides, and the TPB Subcommittee structure.

Summary:

- Staff will brief the Board on the 2026 Call for Projects, focusing on the federal grant program details.
- Thurston Regional Planning Council (TRPC) will award a combined \$16 million in federal Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds for projects obligating in FFYs 2028-2032.
- Staff recommend iterative changes to the project selection criteria and scoring framework. Minor revisions are proposed for the following criteria:
 - Sustainable Thurston Urban Corridors and Centers.
 - Equity.
 - Active Transportation.
 - Safety.
- Additional information can be found in the attached Draft 2026 Regional Federal Transportation Grant Program and Rural Community Support Program Call for Projects Process Guidance and Application Instructions document

REQUESTED ACTION

This agenda item is for information and discussion only. Staff requests feedback from the Board on the Call for Projects process.

pb:bl

Attachment



Elissa Gertler
Executive Director

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EQUITY CONSIDERATIONS

The proposed revisions to the Equity criterion align the evaluation framework with TRPC's adopted Title VI Plan and federal nondiscrimination requirements. The updated criterion clarifies how impacts to protected populations and individuals experiencing transportation barriers are evaluated within the existing performance-based scoring system.

BACKGROUND

As the Metropolitan Planning Organization (MPO) for Thurston County, Thurston Regional Planning Council (TRPC) coordinates and programs the region's allocation of federal transportation funding. In 2026, TRPC will award federal funds through a competitive, point-based process to projects that advance adopted regional transportation priorities. The 2026 Call for Projects is the third and final cycle (2022, 2024, and 2026) under the Council-adopted prioritization framework established in 2022. This staff report outlines the process for the 2026 Call for Projects.

Regional Funding Priorities

The 2026 Call for Projects will invite proposals that advance TRPC's adopted Regional Funding Priorities. While projects are not required to address multiple priorities, proposals that demonstrate alignment with more than one priority are encouraged.

The priorities are:

1. **Active Transportation** – Projects that support walking and bicycling and improve connectivity to public transportation services.
2. **Efficiency** – Projects that support adopted vehicle level-of-service standards; support Transportation Demand Management (TDM) goals; and decrease annual per-capita vehicle miles traveled in the Thurston Region.
3. **Maintenance** – Projects that support cost-effective preservation (e.g., a pavement “Best First” approach), meet Transit Asset Management targets, keep bridges in a state of good repair, and maintain the transportation system in a state of good repair.
4. **Planning** – Planning activities that identify recommendations and project lists, support regional coordination, or provide data to inform project development and efficient system operations.
5. **Resiliency** – Projects that improve operational and structural resiliency of the transportation system to natural and technological hazards and disruptions.

Funding Programs and Amounts to be Programmed

In 2026, TRPC anticipates awarding approximately \$16 million in federal funds administered by the Federal Highway Administration (FHWA) through two programs: Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant.

1. Congestion Mitigation and Air Quality Improvement Program (CMAQ)

- Total Available: \$5,000,000.
- Programming Window: FFYs 2028–2030.

- Program Purpose: Supports projects that reduce emissions, improve air quality, and reduce traffic congestion.
- Key Eligibility Requirement: Projects must be located within Thurston County's PM10 Air Quality Maintenance Area (see hatched pink area on Map 1).

CMAQ Project Eligibility

- Public transit capital improvements.
- Bicycle and pedestrian facilities.
- Alternative fuel vehicles and fueling/charging infrastructure.
- Ridesharing, vanpooling, and Transportation Demand Management strategies.
- Traffic signal synchronization and Intelligent Transportation Systems (ITS).
- Congestion pricing/tolling initiatives.
- Planning activities are eligible only if they directly lead to construction of a CMAQ project.

2. Surface Transportation Block Grant (STBG)

- Total Available: \$11,000,000
- Programming Window: FFYs 2030–2032.
- Key Eligibility Requirement: Projects generally must be on federal-aid routes, with limited exceptions for certain active transportation projects and planning studies. Projects on federally classified rural minor collectors and local roads are ineligible.

STBG Project Eligibility

STBG funds a broad range of transportation investments, however general-purpose capacity expansion projects are excluded.

Eligible project types include:

- Highway, bridge, and tunnel construction.
- Pavement preservation and asset management.
- Transit capital projects.
- ITS capital improvements.
- Safety infrastructure and traffic management systems.
- Bicycle and pedestrian infrastructure including shared-use trail projects.
- EV charging and vehicle-to-grid infrastructure.
- Wildlife crossing structures and strategies to reduce wildlife-vehicle collisions.
- Resilience and protective features (including natural infrastructure) and measures to protect from cybersecurity threats.

Programming Flexibility

To maximize funding, meet federal obligation targets, and support the highest-priority regional projects, TRPC reserves the right to award funds from either CMAQ or STBG based on project eligibility and program fit. This may include awarding CMAQ funds in place of a requested STBG allocation when appropriate.

Geographic Distribution of Funds

The Washington State Department of Transportation (WSDOT) allocates federal funds to TRPC based on population-defined geographic areas established by the U.S. Census. As a result, (STBG) funds must be programmed within designated Urban Large, Urban Small, and Rural areas, with a portion reserved as flexible funding that may be awarded in any geographic area.

Table 1 summarizes the estimated geographic distribution of STBG and CMAQ funds for the 2026 Call for Projects.

The RCSP includes both a proposed \$800,000 STBG set-aside to be awarded to Lacey and previously committed \$600,000 set aside awarded to Thurston County in 2024.

Table 1. 2026 Call for Projects Percent Distribution of Grant Funds by Geographic Area

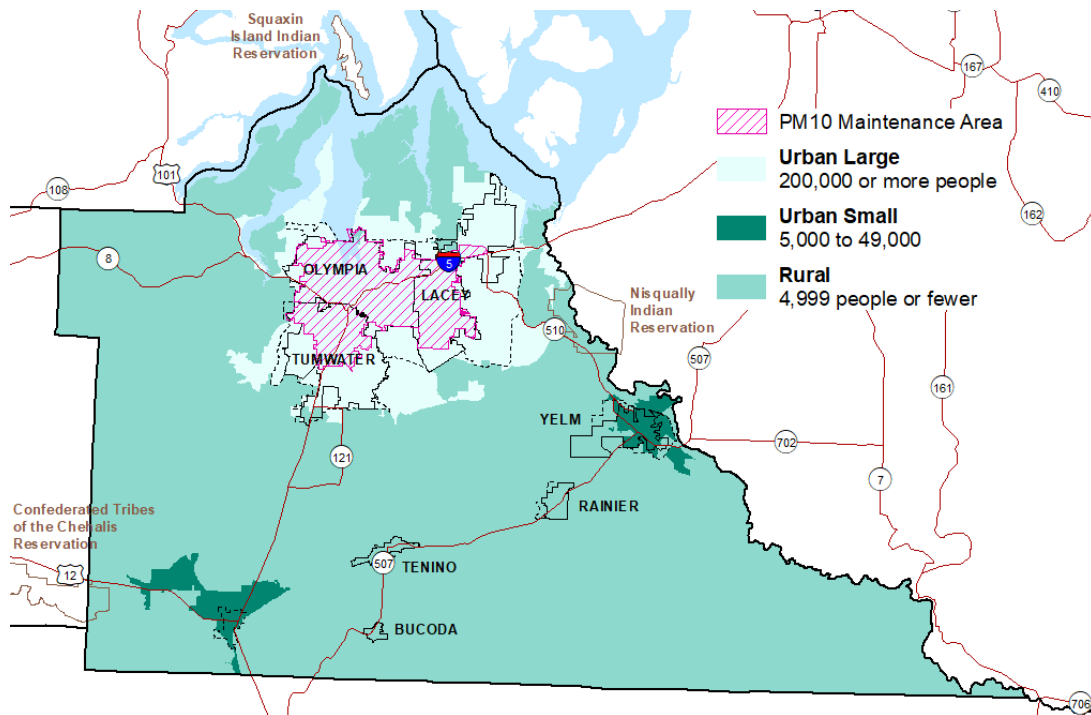
	STBG*	CMAQ	RCSP**
Total Available	\$11 million	\$5 million	\$1,242,000
Urban Large	65% \$7,124,141	N/A	N/A
Urban Small	7% \$812,258	N/A	N/A
Rural	8% \$822,149	N/A	\$1,242,000
Flexible	19% \$2,241,452*	N/A	N/A
Years to Program	2030-2032	2028-2030	2027 & 2030

Notes:

* The Rural Community Support Program set aside would reduce the competitive STBG flexible funds by \$800,000.

** RCSP is non-federal funding. \$550,000 from Thurston County starting in 2027; \$692,000 from the City of Lacey starting in 2030.

Map 1: U.S. Census Geographic Areas for Federal Transportation Grant Funding Distribution



Federal Funded Project Evaluation Criteria

All federal grant applications are evaluated using TRPC's adopted Evaluation Criteria. Each criterion is directly tied to a Regional Funding Priority, regional transportation goal, or adopted policy to ensure funding decisions are performance-based and policy-driven. Refer to the attached Draft 2026 Process Guidance and Application Instructions for more detail.

There are multiple levels of review to ensure consistency, technical accuracy, and transparency in scoring and ranking. The six evaluation criteria are:

1. Efficient Use of Federal Funds.
2. Sustainable Thurston Urban Centers and Corridors (applies only to the Urban Large geographic category).
3. Greenhouse Gas Emission Reduction Goal.
4. Title VI, ADA, and Transportation Barriers (formerly referred to as 'Equity').
5. Active Transportation.
6. Safety.

Projects are scored and ranked within their designated geographic category (Urban Large, Urban Small, or Rural). Each criterion has a two points.

- Urban Large projects: Maximum of 12 points (six criteria).
- Urban Small and Rural projects: Maximum of 10 points (five criteria; Urban Centers criterion does not apply).

Evaluation Process

Application Submission

Applicants submit proposals using TRPC's federal grant application form.

Staff Scoring

TRPC staff independently score each application based on the adopted criteria.

Technical Review

TRPC staff and members of the Technical Advisory Committee review project scope, budget, federal eligibility, and implementation considerations to identify technical issues or risks.

Policy Review and Recommendation

A subcommittee of the Transportation Policy Board (TPB) reviews and confirms staff scoring, considers each project's alignment with Regional Funding Priorities, and develops a funding recommendation. The full TPB reviews and forwards its recommendation to the Thurston Regional Planning Council for final project selection.

Proposed Changes to Evaluation Criteria

The 2026 Call for Projects will use the same evaluation criteria used in the 2024 funding cycle. Staff reviewed the criteria with the Technical Advisory Committee (TAC) and recommend revisions to four of the criteria (Sustainable Thurston Urban Corridors and Centers, Equity, Active Transportation, and Safety).

Proposed Changes to Sustainable Thurston Urban Corridors and Centers Criterion

In the 2022 and 2024 funding cycles, projects located within one-half mile of a designated Urban Center, Urban Corridor, or Neighborhood Center in the Urban Large geographic area were awarded one point under this criterion.

For the 2026 Call for Projects, staff proposes removing Neighborhood Centers from the criterion. Thurston County and the cities of Lacey, Olympia, and Tumwater have recently adopted updated Comprehensive Plans, and the Sustainable Thurston "Neighborhood Center" designation is no longer in alignment with the new plans. Removing the Neighborhood Center designation will align the evaluation framework with recently adopted comprehensive plans and land use policy.

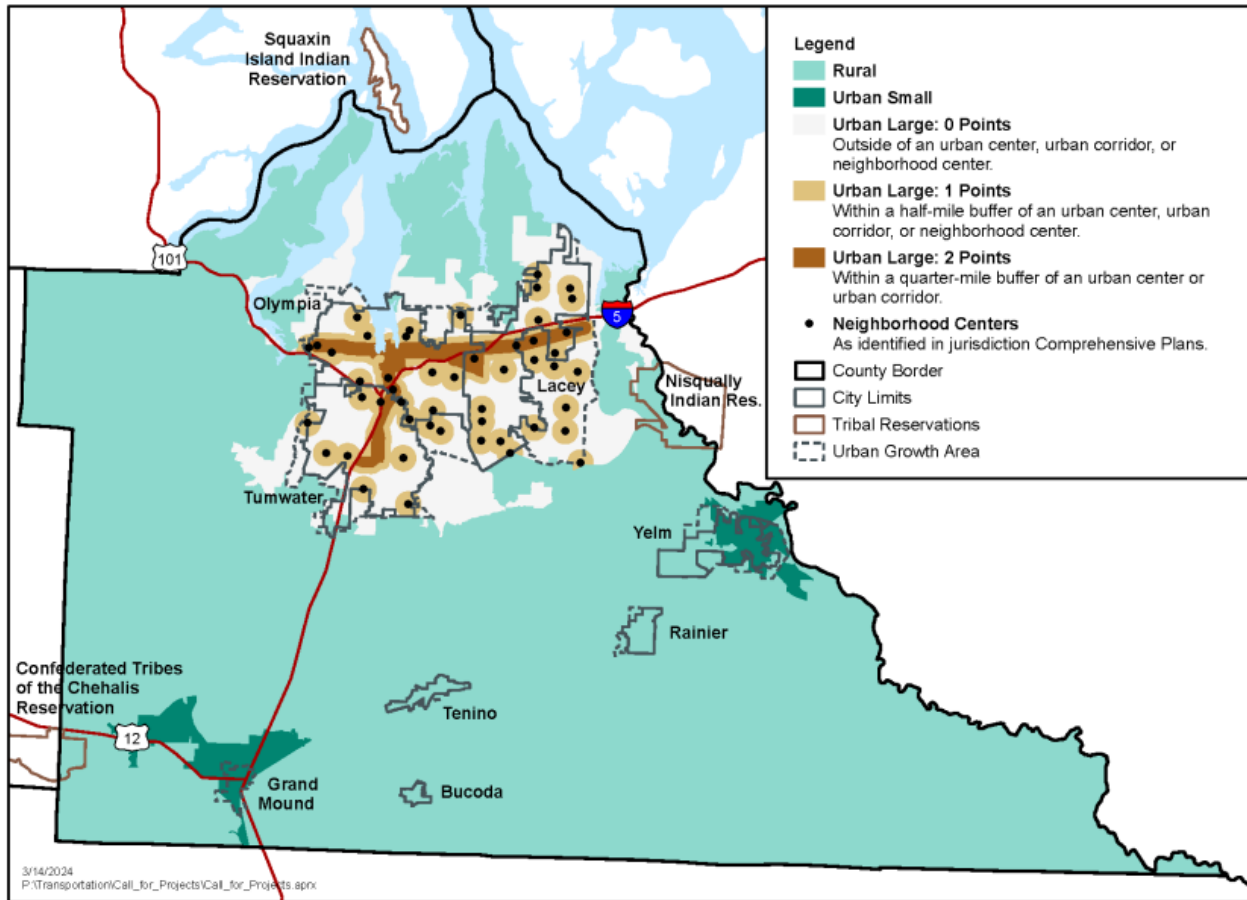
The point value and scoring format would remain unchanged. Projects must be of a preferred project type and must be located within one-half mile buffer of an Urban Center or Urban Corridor to receive one point. A project must be within a quarter mile of an urban corridor or center to receive two points.

Table 2 reflects the revised scoring structure, and Maps 2a and 2b compares the 2022 and 2024 Urban Centers and Urban Corridors with the proposed 2026 evaluation geography. The proposed revision is highlighted in yellow.

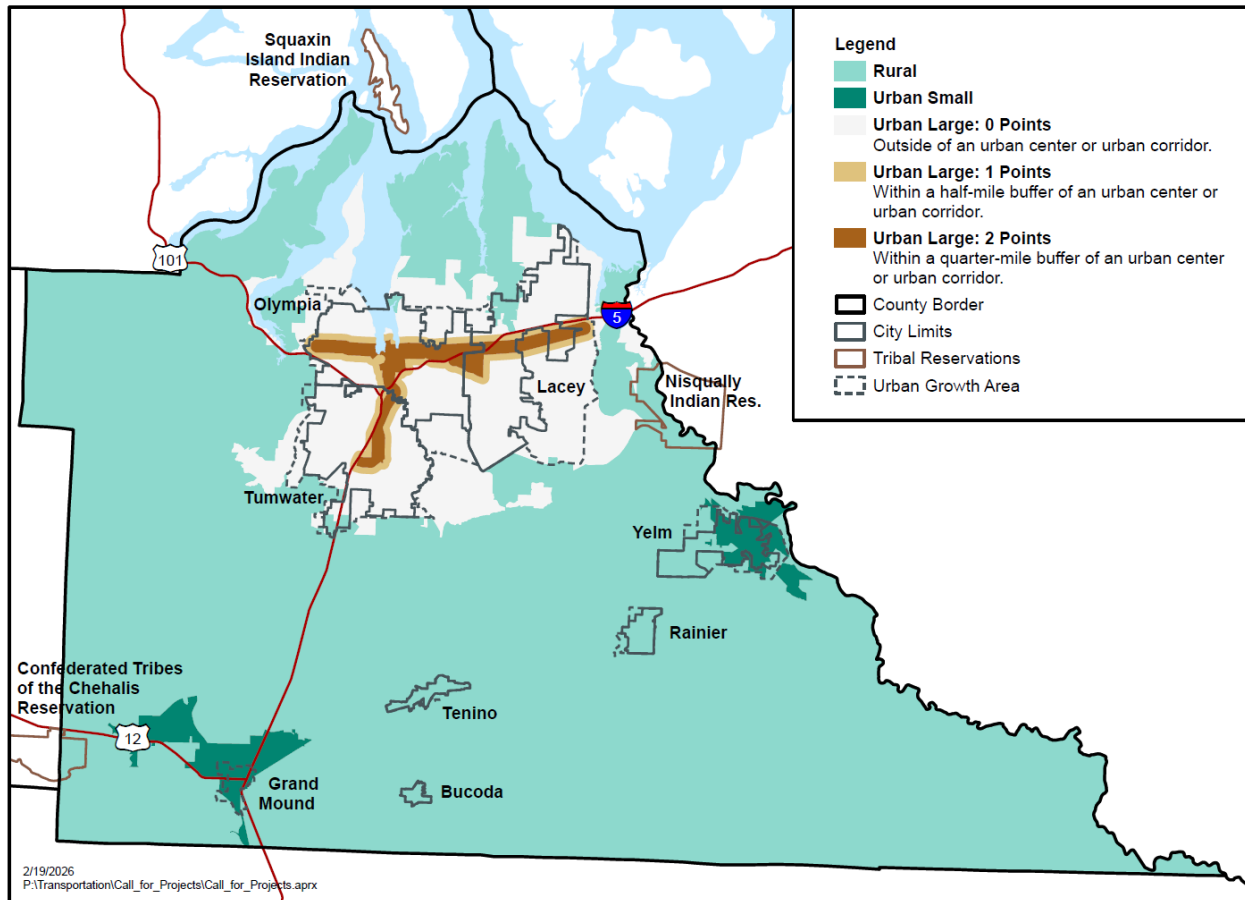
Table 2: Revised Project Criteria Ranking for Sustainable Thurston Land Use Goal

Project does not support Sustainable Thurston	Project does not directly support Sustainable Thurston, but improves access to goods and services	Project supports Sustainable Thurston within a half mile of an urban center or urban corridor	Project supports Sustainable Thurston within a quarter mile of an urban center or urban corridor
-1 Point	0 Points	1 Point	2 points
The project proposal is not included as an eligible project type and the project is located outside of an urban center or urban corridor.	Project is within an urban corridor or urban center 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.	The majority of the project is within a half mile of an urban center or urban corridor and is a preferred project type. Neighborhood Center	The majority of the project* is within a quarter mile of an urban center or urban corridor and is a preferred project type.

Map 2a. Former 2022 and 2024 Urban Corridors and Centers with Neighborhood Centers



Map 2b: Proposed 2026 Urban Corridors and Centers without Neighborhood Centers



Proposed Changes to Equity Criterion to Align with TRPC's Title VI Plan

For the 2026 Call for Projects, staff propose reframing the Equity criterion to more directly align with the agency's recently adopted Title VI Plan and applicable federal nondiscrimination requirements. Staff proposes renaming the Equity criterion to "Title VI, ADA, and Transportation Barriers."

As the region's MPO and a recipient of federal transportation funds, TRPC must ensure that funding decisions comply with Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and related federal regulations. These requirements prohibit discrimination on the basis of race, color, national origin, and disability, and require agencies to identify and avoid disproportionately high and adverse impacts on protected populations. Aligning the evaluation criterion with TRPC's Title VI Plan strengthens the legal defensibility, clarity, and consistency of the funding process.

Transportation investments shape long-term access to employment, education, health care, and essential services. Ensuring that communities protected under Title VI and ADA, as well as individuals who experience systemic transportation barriers, are meaningfully considered in funding decisions reflects both federal obligations and adopted regional goals. The proposed update clarifies how these considerations are incorporated into the existing performance-based scoring framework while maintaining a transparent and objective project selection process.

Review of Transportation Priorities Survey Data and Proposed Scoring Adjustment

Staff reexamined results from TRPC's Transportation Priorities Survey to determine whether project preferences differed between:

- Respondents originally grouped under the prior "equity" framework (people of color, low-income individuals, and people reporting transportation barriers); and
- Respondents representing Title VI- and likely ADA-affected populations.

The analysis showed little variation in overall project type rankings between the two groupings. One difference was that projects improving water quality and/or fish habitat by mitigating the impacts of roads and bridges ranked slightly higher among Title VI- and ADA-affected populations.

Based on this finding, staff propose revising the scoring structure so that projects improving water quality and/or fish habitat would receive one point instead of zero under the updated criterion.

Table 3 shows how proposals will be evaluated and ranked under the proposed Title VI, ADA, and Transportation Barriers criterion. The proposed revision is highlighted in yellow.

Table 3: Proposed Ranking for Title VI, ADA, and Transportation Barriers

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

Proposed Changes to Active Transportation Criterion

During the 2024 Call for Projects, the Transportation Policy Board (TPB) Subcommittee recommended refinements to the Active Transportation criterion to strengthen project prioritization.

For the 2026 Call for Projects, staff propose the following updates:

- **Recognize rural active transportation improvements** – Award credit for projects that enhance walking and bicycling conditions in rural areas, such as trail crossing improvements and the addition of paved shoulders where none currently exist.
- **Establish Complete Streets as the minimum standard for full points** – Require projects incorporate Complete Streets principles as a baseline condition to receive the full two points.

Table 4 shows the proposed changes to the Active Transportation criterion ranking. The recommended changes are highlighted in yellow.

Table 4. Active Transportation Ranking

Project adversely impacts 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"> • New streets without multimodal features or complete streets elements • Roadway or interchange studies that principally address vehicular level of service. • Projects that add or widen existing vehicle lanes 	<ul style="list-style-type: none"> • Sidewalk or bicycle infrastructure replacement without significant upgrades to the design of the original bicycle and pedestrian facilities (i.e. pavement preservation, intersection redesign) 	<ul style="list-style-type: none"> • Bus route expansion • Bus stop shelters and enhancements including ADA treatments such as level boarding platforms. • Completing gaps in bicycle and pedestrian infrastructure (includes new street connections) • Replacing existing bicycle and pedestrian infrastructure with upgraded design • Pedestrian and bicycle wayfinding signs or systems • Safe Routes to School Education and Encouragement Programs • TDM programs that encourage the use of active transportation. • Regional Trails Plan trail study or PE phase • Active transportation planning project or study. • Adding wide shoulders on rural routes 	<p>New construction or reconstruction must include both pedestrian and bicycle infrastructure</p> <ul style="list-style-type: none"> • Priority projects in an adopted active transportation or bicycle/pedestrian plan. • Pedestrian street crossings aligned with transit stops; or enhanced street crossing such as refuge islands or flashing beacons. • Residential 6'+ sidewalks with a minimum 4' enhancement or buffer zone such as a stormwater swale landscape treatment. • Commercial 8-12' sidewalks with a minimum 4' wide enhancement or buffer zone. • Active transportation infrastructure improvements on school walk routes • Regional Trails Plan ROW or construction project • Off street and on-street pedestrian and bicyclist facilities and features that are consistent with recommendation in the following resources: <ul style="list-style-type: none"> • WSDOT Active Transportation Program Design Guide • NACTO Urban Street Design Guide • NACTO Urban Bicycle Guide • Or other current best practice design guides from FHWA or AASHTO

Proposed Changes to Safety Criterion

Following the 2024 Call for Projects, the Transportation Policy Board (TPB) Subcommittee also recommended refinements to the Safety criterion to strengthen project prioritization.

For the 2026 Call for Projects, staff propose the following updates:

- **Recognize trail pavement preservation as a safety priority**– Award credit to shared-use trail repaving and resurfacing projects, emphasizing that maintaining safe trail surfaces is a fundamental safety improvement.
- **Recognize trail crossing improvements** – Award credit for shared-use trail crossing improvements, giving them equal consideration as street crossing enhancements to ensure safe connections for all users.

Table 5 shows the proposed changes to the Safety criterion ranking, with the recommended changes highlighted in yellow.

Table 5: Safety Ranking

Risk for collisions, serious injuries fatalities	Minimal Safety Benefits	Project reduces risk for collisions, serious injuries, or fatalities	Priority Project that offers greater risk reduction
-1 Point	0 Points	1 Point	2 Points
<ul style="list-style-type: none"> • Projects that increase capacity or widen lanes • New construction without multimodal features or complete streets elements 	<ul style="list-style-type: none"> • Standalone pavement preservation projects such as rehabilitation and reconstruction • Stand-alone chip seals or overlay projects • Vehicle procurement or replacement projects • Stormwater projects • TDM projects without traffic safety education 	<ul style="list-style-type: none"> • Bridge structural retrofit or replacement with multimodal elements. • Bus stop enhancements • Pedestrian and bicycle infrastructure • Intersection or corridor improvements for safety reasons. • Roadway lighting that contributes to safety of vulnerable users such as pedestrian and bicyclist illumination at crossings, intersections, and segments • Sight distance, clear zone improvements. • Street or trail crossing improvements • Pedestrian/bicycle signal improvements. • Traffic Safety Education Programs and Activities. • Speed management features. • Pavement marking repair/replacement • ADA features such as Accessible Pedestrian Signals, curb ramp upgrades, tactile markings on crossings. • Shared-use trail reconstruction, pavement repair, or resurfacing 	<ul style="list-style-type: none"> • A project identified through systemic safety analysis. • A project included in an applicant’s adopted or officially referenced safety plan.

TPB Project Grant Application Review Subcommittee

The 2024 Call for Projects established an expanded role for the Transportation Policy Board (TPB) in shaping project prioritization and selection. A five-member Review Subcommittee was formed to review proposals, validate project scores, and provide guidance to staff in developing a funding recommendation. This process allowed Subcommittee members to examine proposals in detail and offer informed input to the full TPB before a formal recommendation on the funding package was made to the Council.

Subcommittee members reported that this approach enhanced TPB engagement, provided a structured opportunity to ask staff questions, and allowed additional time to consider the regional benefits of each project. Formalizing this step promotes transparency, supports informed decision-making, and increases confidence in the funding recommendations forwarded to the Council.

Proposed 2026 Approach

Staff recommend following a similar structure for the 2026 Call for Projects, with the addition of an earlier meeting to review and validate project scores. This initial meeting would take place after the application window closes, approximately mid-June to early July. The Subcommittee would then meet a second time in the fall to work with staff on developing a funding recommendation for the TPB to review and act on in October. This two-step approach ensures timely validation of scores and provides sufficient time for thoughtful evaluation of proposals before the TPB makes its recommendation.

2026 Call for Projects Schedule

The 2026 Call for Projects Schedule applies to both the federal and the Rural Community Support Program grant programs. The following schedule provides a structured timeline for application development, review, public input, and policy maker action.

DATES – 2026	ACTIVITY
May 4 – June 5	Federal Grant and Rural Community Support Program Applications Accepted
May 7, 14	Applicant Workshops
June 15-July 3	Staff & TPB Subcommittee Application Review and Scoring
July 16	Technical Peer Review (TRPC staff, TAC, and applicants)
July 27 – August 9	Public Comment Period
September 3	TAC Public Comment Review
September 9	Transportation Policy Board (TPB) First Review
TBA Sept-Oct	TPB Subcommittee Review
October 2	Council First Review
October 14	TPB Second Review and Funding Recommendation Action
November 6	Council Project Selection and Approval

ISSUES

The following policy considerations require TPB direction prior to finalizing the 2026 process.

Regional Set Asides

There is precedent for the TPB to recommend that the Council allocate a portion of federal grant funds as regional set-asides to advance priority initiatives identified by the TPB and Council. Previous set-asides have supported projects such as the Chehalis Western Trail, the Smart Corridors Project, the commemorative trail hub at the Woodland and Chehalis Western Trail junction, trail pavement preservation, and the ongoing Rural Community Support Program (RCSP).

Staff consulted the Technical Advisory Committee (TAC) regarding the potential need for additional trail pavement preservation funding in 2026. TAC members indicated that the 2024 set-aside adequately addressed the most deteriorated segments of the Chehalis Western Trail and did not recommend an additional preservation set-aside at this time. The TAC did not identify other priorities for potential regional set-asides for TPB consideration.

Rural Community Support Program

Staff proposes an \$800,000 STBG set-aside to support the Rural Community Support Program.

TAC members expressed support for the City of Lacey to administer the program in partnership with TRPC and indicated that a non-competitive STBG award for RCSP should not count toward the City of Lacey's Urban Large STBG funding cap.

TAC members also expressed support for structuring the set-aside in a manner that minimizes reductions to the STBG Flexible allocation. TAC members are supportive of drawing from the Urban Large allocation to preserve flexibility and allow Urban Small and Rural jurisdictions (Thurston County and Yelm) to compete more effectively for STBG funds.

Additionally, TAC supported allowing TRPC staff to determine the most appropriate STBG allocation source at the time the overall funding package is developed to ensure balance, flexibility, and alignment with funding priority projects across the region.

TPB Grant Review Subcommittee

Staff requests that the TPB identify at least five members to serve on the 2026 Grant Review Subcommittee. Members will be asked to attend at least two meetings (approximately 2–3 hours each) to:

- Review project proposals.
- Validate scoring.
- Participate in applicant interviews (if conducted).
- Provide guidance to staff in developing a funding recommendation.

Subcommittee members will share their insights with the full TPB to inform deliberation and action on the recommended funding package.

Participation in the Subcommittee will also provide valuable policy insight into the Call for Projects

NEXT STEPS

Staff requests the Board's feedback on the following items prior to finalizing the 2026 Call for Projects framework:

- Recommended revisions to the evaluation criteria and scoring framework.
- A preferred STBG allocation source for the \$800,000 STBG set-aside for the Rural Community Support Program.
- The structure, recruitment, and role of the TPB Grant Review Subcommittee.

Based on TPB feedback, staff will finalize the 2026 Call for Projects framework for formal consideration.

On April 8, staff will request the TPB perform a final review of the framework and take action to forward a recommendation to the Council to approve the 2026 Call for Projects process.

DRAFT 2026 Regional Federal Transportation Grant
Program and Rural Community Support Program
Call for Projects Process

Surface Transportation Block Grant (STBG) for FFYs 2030-2032

Congestion Mitigation and Air Quality Improvement Program FFY 2028-2030

Rural Community Support Program for CYs 2027-2031

**Process Guidance and
Application Instructions**

Thurston Regional Planning Council



February 2026

NOTICE OF TITLE VI RIGHTS (FHWA)

Thurston Regional Planning Council (TRPC) hereby gives public notice that it is the agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal Highway Administration (FHWA) program or other activity for which the agency receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has the right to file a formal complaint with TRPC. Any such complaint must be filed with the TRPC Title VI Coordinator within 180 days following the date of the alleged discriminatory occurrence. Title VI Complaint Forms may be obtained from TRPC at no cost to the complainant.

To file a Title VI discrimination complaint, contact:

Chelsea Embree, Title VI Coordinator
2411 Chandler Ct SW Olympia, WA 98502
(360) 956-7575
info@trpc.org

Washington State Department of Transportation
Office of Equity and Civil Rights – Title VI
Box 47314 Olympia, WA 98504-7314
(360) 705-7090
TitleVI@wsdot.wa.gov

General Information	4
Process Support	4
2026 Call for Projects Schedule	4
Application Submission Deadline.....	5
Total Funding Availability by Grant Program.....	6
Regional Funding Set-Asides.....	6
Geographic Distribution Requirements for Federal Grant Funds	6
Regional Funding Priorities	1
Rural Community Support Program Project Evaluation	2
Federal Project Evaluation Criteria.....	3
Efficient Use of Federal Funds.....	4
Sustainable Thurston Urban Corridors AND Centers	5
Greenhouse Gas Emissions Reduction	8
Title VI, ADA, and Transportation Barriers	11
Active Transportation	16
Safety	18
Federal Grant Program Eligibility Information	20
Surface Transportation Block Grant (STBG)	20
CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)	21
Rural Community Support Program (RCSP)	22
Federal Application Limits and Urban Funding Cap	24
Urban Small and Rural STBG Maximum Awards.....	24
CMAQ Maximum Awards.....	25
Urban Large Funding Cap.....	25
Development of Proposals	28
Important Information - Call for Projects Process.....	30
Project Obligation Timing	30
Proposal Review and Selection Process	30
Key Terms and Concepts.....	33
Frequently Asked Questions.....	36

2026 Process Guidance and Application Instructions

GENERAL INFORMATION

This document provides guidance and application instructions for Thurston Regional Planning Council’s (TRPC) 2026 Regional Federal Transportation Grant Program Call for Projects, from here on referred to as the Call for Projects. This document provides information about the process schedule, funding availability, funding priorities, project evaluation criteria, applicant and project eligibility, application instructions, and frequently asked questions.

PROCESS SUPPORT

Applicants may request application support from TRPC through June 5, 2026. For assistance on application development or to obtain more information about the process, contact Paul Brewster at 360.741.2526 or by email at brewstp@trpc.org.

2026 CALL FOR PROJECTS SCHEDULE

TRPC’s 2026 Call for Projects Schedule applies to both the federal and the Rural Community Support Program grant programs. The following dates and deadlines apply to all applicants.

DATES – 2026	ACTIVITY
May 4 – June 5	Federal Grant and Rural Community Support Program Project Applications Accepted
May 7,14	Applicant Workshops
June 15-July 3	TRPC Staff & TPB Subcommittee Application Review and Scoring
July 16	Technical Advisory Committee (TAC) Peer Review
July 27 – August 9	Public Comment Period
September 3	TAC Public Comment Review
September 9	Transportation Policy Board (TPB) First Review
TBA Sept-Oct	TPB Subcommittee Review
October 2	Council First Review
October 14	TPB Second Review and Funding Recommendation Action
November 6	Council Project Selection and Approval

APPLICATION SUBMISSION DEADLINE

- Application materials are available on TRPC's website at:
 - <https://www.trpc.org/879/Federal-Funding-Call-for-Projects>
- All applications are due Friday, June 5, 2026, by 5:00 p.m. Pacific Time. TRPC will not consider applications submitted after the deadline.
- All applicants must submit an editable electronic version of the pdf application form. Printed copies are not a substitute for the electronic file.
- Applicants must fully complete all sections in the Project Verification and Endorsement section.
- Supporting materials must be submitted in an electronic file format.
- Send completed applications and supporting materials to Paul Brewster at brewstp@trpc.org.

TOTAL FUNDING AVAILABILITY BY GRANT PROGRAM

In 2026, TRPC expects to award a combined total of \$16 million in federal grant funds administered by the Federal Highway Administration and \$1,242,000 in non-federal funding administered by TRPC, Thurston County, and the City of Lacey through the Rural Community Support Program. Table 1 shows the amount of funding available by grant program and the federal fiscal or calendar years that projects will be programmed for obligation.

Table1: 2026 Regional Transportation Call for Projects Grant Program Availability

Grant Program	Years to Program	Funding Available
Federal Surface Transportation Grant Program (STBG)	FFYs 2030-2032	\$11,000,000
Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ)	FFYs 2028-2030	\$5,000,000
Total Federal Funding Available		\$16,000,000
Rural Community Support Program (RCSP)	CY 2027	\$550,000
	CY 2030	\$692,000
Total RCSP Available		\$1,242,000

REGIONAL FUNDING SET-ASIDES

Two funding set asides are allocated for the 2026 Call for Projects:

1. 2024 Rural Community Support Program Set Aside (pre-approved): \$600,000 from the 2024 Call for Projects
2. 2026 Rural Community Support Program Set Aside (approval pending): \$800,000 proposed from the STBG Flexible allocation (Table 2) to support the Region's 2026 Rural Community Support Program (RCSP).

FUNDING FOR NON-TRADITIONAL PARTNERS

There is no Regional Set-Aside established for Non-Traditional Partners, however TRPC encourages proposals from eligible applicants. Non-traditional applicants are encouraged to coordinate with CA agency for application sponsorship. Proposals must comply with the same federal eligibility requirements as those from traditional partners. See Key Terms and Concepts for a description of partners and project administration requirements.

GEOGRAPHIC DISTRIBUTION REQUIREMENTS FOR FEDERAL GRANT FUNDS

The Washington State Department of Transportation (WSDOT) allocates federal funds to TRPC based on population-defined geographic areas established by the U.S. Census. As a result, Surface Transportation Block Grant (STBG) funds must be programmed within designated Urban Large, Urban Small, and Rural areas, with a portion reserved as flexible funding that may be awarded in any geographic area.

CMAQ funding is available to eligible projects that meet the requirements of the Clean Air Act. Projects must be situated within the Thurston County PM10 Air Quality Maintenance Area which is identified by the magenta hashed area depicted on Map 1.

Table 2 offers a summary of the grant programs’ geographic funding distribution estimates. The 2026 RCSP \$800,000 set aside will come from the STBG flexible allocation.

Table 2. 2026 Call for Projects Percent Distribution of Grant Funds by Geographic Area

	STBG*	CMAQ	RCSP**
Total Available	\$11 million	\$5 million	\$1,242,000
Urban Large	65% \$7,124,141	N/A	N/A
Urban Small	7% \$812,258	N/A	N/A
Rural	8% \$822,149	N/A	\$1,242,000
Flexible	19% \$2,241,452*	N/A	N/A
Years to Program	2030-2032	2028-2030	2027 & 2030

Notes:

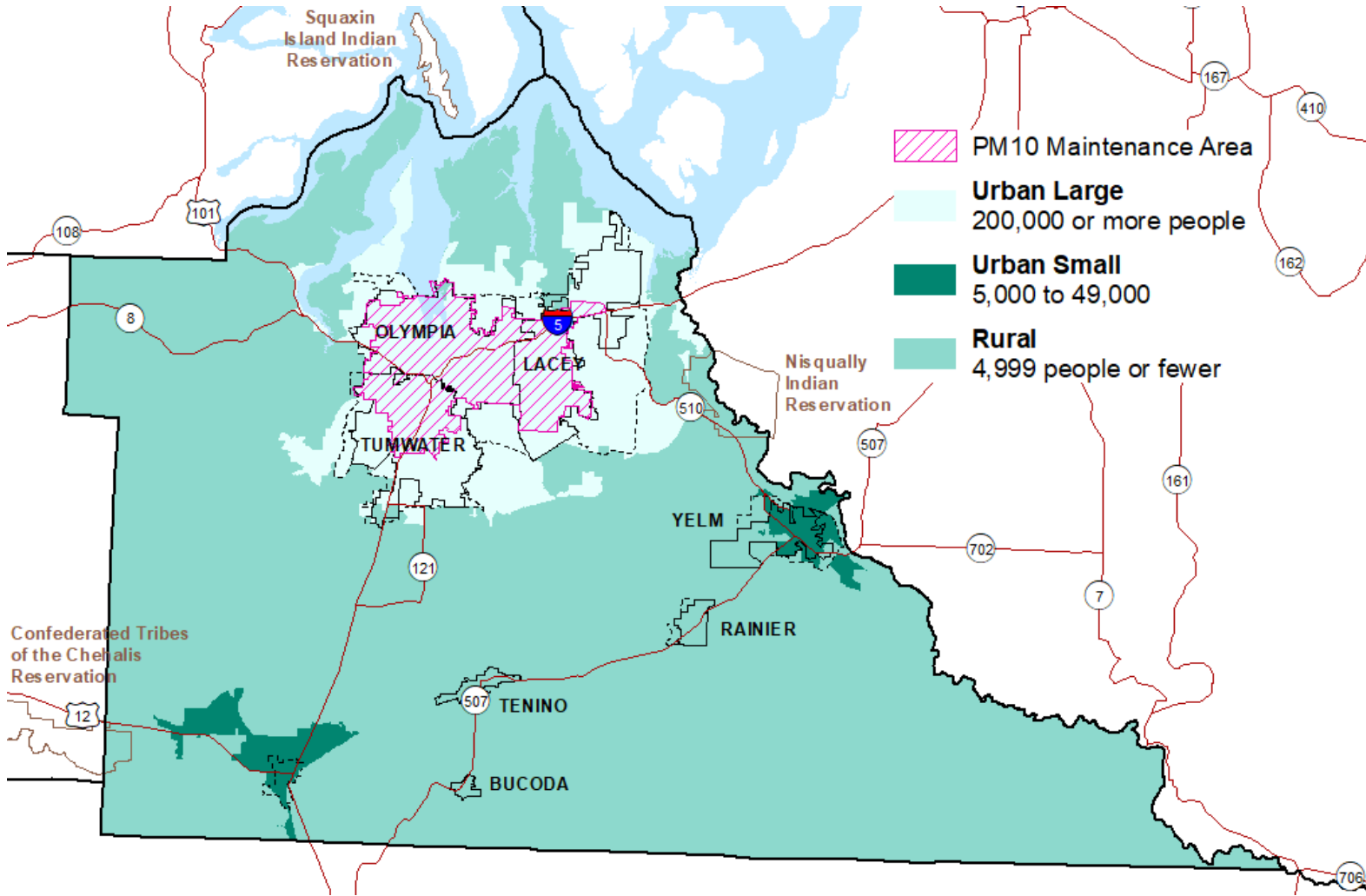
* The RCSP set aside would reduce the STBG flexible funds by \$800,000.

** RCSP is non-federal funding. \$550,000 from Thurston County starting in 2027; \$692,000 from the City of Lacey starting in 2030.

FLEXIBLE GRANT PROGRAMMING

TRPC reserves the right to award funding from either STBG or CMAQ grant programs for eligible projects and activities. For example, TRPC may award CMAQ funding in lieu of an applicant’s STBG request for eligible activities depending on project eligibility and funding need. The ability to exchange funding sources allows TRPC to maximize its grant programs, award multiple projects, and meet the region’s yearly obligation targets.

Map 1: U.S. Census Geographic Areas for Federal Transportation Grant Funding Distribution



REGIONAL FUNDING PRIORITIES

TRPC seeks grant proposals that align with TRPC's Regional Funding Priorities. Although applicants are not required to fulfill multiple funding priorities, projects that meet more than one priority are encouraged.

1. Active Transportation – Projects that support active transportation such as walking and bicycling and connectivity to public transportation services.
2. Efficiency – Projects that support meeting adopted vehicle level of service standards; projects that help support Transportation Demand Management (TDM) goals; and projects that decrease annual per capita vehicle miles traveled in the Thurston Region.
3. Maintenance – 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; projects that support Transit Asset Management targets; projects that keep bridges in a state of good repair; and projects that keep other portions of the transportation system in a state of good repair.
4. Planning – Planning activities that identify recommendations and project lists; planning activities support regional coordination or provide data to inform project development and efficient system operations.
5. Resiliency – Projects that improve the operational and structural resiliency of the transportation system from natural and technological hazards and disruptions.
6. Safety – Projects that help reduce the number of fatalities and serious injuries on all public roads to zero by 2030; 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; and projects that help reduce transit-related fatalities, serious injuries, and safety incidents.

RURAL COMMUNITY SUPPORT PROGRAM PROJECT EVALUATION

OVERVIEW

Rural Community Support Program (RCSP) funds small community priority projects. Because they are funded by local revenue, the projects are not subject to TRPC's Federal Project Evaluation Criteria. RCSP applications will undergo both a technical and policy review process.

TECHNICAL REVIEW

The technical review, conducted by TRPC's Technical Advisory Committee, will focus on several key aspects of each proposal:

- **Scope:** This involves examining the intended objectives and extent of the proposed project.
 - **Cost:** Evaluation of the budget and financial aspects associated with the project's scope of work.
 - **Timeline:** Assessment of the proposed schedule and milestones for project completion.
 - **Right of Way:** Examination of the necessary land or property rights required for the project.
 - **Environmental Needs:** Consideration of environmental factors and requirements related to the proposed project.
-

POLICY REVIEW

The Transportation Policy Board (TPB) advises the Regional Council on transportation policies and objectives. The TPB will examine each RCSP proposal to evaluate how it aligns with regional transportation policies. The TPB will focus on the following project aspects:

- Direct benefits to the applicant community.
- Broader implications for the community, economy, environment.
- Supporting the overall multimodal transportation network.

The TPB will forward a RCSP funding recommendation to the Regional Council for project award selection.

FEDERAL PROJECT EVALUATION CRITERIA

OVERVIEW

All federal grant applications are evaluated using TRPC's adopted Evaluation Criteria. Each criterion is directly tied to a Regional Funding Priority, regional transportation goal, or adopted policy to ensure funding decisions are performance-based and policy-driven.

There are multiple levels of review to ensure consistency, technical accuracy, and transparency in scoring and ranking.

The six evaluation criteria are:

1. Efficient Use of Federal Funds
2. Sustainable Thurston Urban Centers and Corridors (applies only to the Urban Large geographic category)
3. Greenhouse Gas Emission Reduction Goal
4. Title VI, ADA, and Transportation Barriers
5. Active Transportation
6. Safety

Projects are scored and ranked within their designated geographic category (Urban Large, Urban Small, or Rural). Each criterion is weighted equally at two points.

- Urban Large projects: Maximum of 12 points (six criteria)
- Urban Small and Rural projects: Maximum of 10 points (five criteria; Urban Centers criterion does not apply)

This structured scoring framework promotes accountability, transparency, and alignment with adopted regional priorities.

Evaluation Process

Application Submission

Applicants submit proposals using TRPC's standardized federal grant application forms.

Staff Scoring

TRPC staff independently score each application based on the adopted criteria.

Technical Review

TRPC staff and members of the Technical Advisory Committee review project scope, budget, federal eligibility, and implementation considerations to identify technical issues or risks.

Policy Review and Recommendation

A subcommittee of the Transportation Policy Board (TPB) reviews and confirms staff scoring, considers each project's alignment with Regional Funding Priorities, and develops a funding recommendation. The full TPB reviews and forwards its recommendation to the Thurston Regional Planning Council for final project selection.

EFFICIENT USE OF FEDERAL FUNDS

BACKGROUND

The Surface Transportation Program (STP) (23 U.S.C. 133) is the main sources of flexible federal funding available for roadway/highway, transit, and active transportation projects. However, federal funding comes with many specific requirements that may increase the cost of the projects. For planning projects, the increase in requirements is negligible; for construction projects it can be high. For this reason, many jurisdictions prefer to use federal funds only when the project is large enough – and the funding level sufficient – for the scope of work to allow the project to efficiently absorb the increased administrative costs.

EFFICIENT USE OF FEDERAL FUNDS CRITERIA SCORING

TRPC will evaluate the efficient use of federal funds based on the project type and the total dollar cost. Four categories for ranking a project’s efficient use of federal funds:

1. Project type and funding level is the best use of federal funds, 2 points.
2. Project type and funding level is a reasonable use of federal funds, 1 point.
3. Project type and funding level is an acceptable use of federal funds, 0 points.
4. Project type and funding level is not an efficient use of federal funds, -1 point.

Table 3: 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"> • Any construction or pavement maintenance (all phases) total project cost <250k. 	<ul style="list-style-type: none"> • Standalone sidewalk construction (all phases) total project cost >250k. • Standalone Crosswalk (all phases) total project cost <250k. • Electric vehicle charging stations. 	<ul style="list-style-type: none"> • Pavement maintenance (urban streets) >250k. • Trail construction (all phases) total project cost >250k. • Signal upgrades. • Fish passage barrier removal (all phases) total project cost >250k. • Stormwater improvements >250k. • Crosswalk (bundled) (all phases) total project cost >250k. • Trail Pavement Preservation > \$250k and < \$500k. 	<ul style="list-style-type: none"> • Add funding to a project with existing federal funds (federalized project) at any funding level. • Street/road construction (all phases) total project cost >250k. • Roundabout or signal construction (all phases) total project cost >250k. • Pavement maintenance (rural roads) total project cost >250k. • Transit building facility construction (all phases) total project cost >250k. • Transit bus stop/other facility construction (all phases) total project cost >250k. • Vehicle replacements. • Transportation Demand Management programs. • Planning/feasibility studies. • Trail pavement preservation >\$500K.

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

BACKGROUND

TRPC’s Creating Places -- Preserving Spaces: A Sustainable Development Plan for the Thurston Region (2013), aims to integrate sustainability into all regional decision-making to achieve a healthy economy, society, and environment. Known as Sustainable Thurston, the plan identifies multiple priority goals, targets, and first action steps. The Council chose the Preferred Land Use Scenario as one of the regional priorities to evaluate a proposed project’s performance in supporting vibrant centers and corridors in TRPC’s Federal Call for Projects Process.

One of Sustainable Thurston’s priority goals is to create vibrant centers, corridors, and neighborhoods while accommodating growth. Creating places supports equal access to quality education, services, amenities, and infrastructure, as well as attract and retain employers and residents who desire an active urban environment. The plan set the following target:

By 2035, 72 percent of all (new and existing) households in our cities, towns, and unincorporated growth areas will be within a half-mile (comparable to a 12-minute walk for most people without a disability that limits walking) of an urban center, corridor, or neighborhood center with access to goods and services to meet some of their daily needs.

Achieving this target is expected to support the following outcomes:

- Greater Efficiency in the Delivery of Services and Provision of Infrastructure.
- Greater Access to Jobs, Shopping, Food, and Services.
- More Efficient Use of Resources.
- Greater Protection of Environmental Quality.

RANKING

TRPC will use a two-factor approach, based on: (1) A project’s location within a Sustainable Thurston Urban Corridor, and Urban Centers (see Map 2) or as described on the applicant’s proposal; and (2) Project type, as criteria for prioritizing a project’s ability to create vibrant urban centers.

PREFERRED PROJECT TYPES THAT SUPPORT THE SUSTAINABLE THURSTON PRIORITY GOAL

1. Urban corridor, or urban center planning projects that integrate land use and transportation, such as the Martin Way Corridor Study or the SR507 Main Street Study.
2. Safety Projects that reduce bicycle and pedestrian injuries and fatalities on arterials, collectors, and urban corridors. Projects could include speed reduction/management, medians, and roundabouts.
3. Pedestrian street crossing improvements that provide direct and safe street crossings on urban corridors. Projects could include pedestrian signals, flashing beacons, refuge crossing islands, multi-use trail connections, bulb outs, and new or replacement ramps.
4. Active transportation projects that support walking and bicycling on urban corridors. Projects could include non-motorized bridges and tunnels, navigation or wayfinding signage, multi-use paths, sidewalks, bicycle lanes, bicycle corridors, and other bicycle infrastructure such as community bicycle repair stations. Projects may also include

community-focused active transportation safety, education, and encouragement programs. Projects may be standalone or a component of a larger road improvement project.

5. Bus Stop Enhancements that improve safety and both ADA and public accessibility to transit stops on urban corridors.
6. Transit route infrastructure improvements for existing or new routes on urban corridors that support Bus Rapid Transit or other modes of high-capacity transportation.
7. Intelligent Transportation Systems and traffic signal operations that improve the operating efficiency of transit services, projects that improve traffic signal operating efficiency for the movement of goods and services on urban corridors, and traffic signal efficiency that better serves ADA accessibility or bicycle and pedestrian intersection crossings where new demand is projected.
8. Maintenance projects that reduce life cycle costs and preserve existing infrastructure on urban corridors.

URBAN CENTERS/CORRIDORS RANKING

Projects will be evaluated based on their location within the [Sustainable Thurston Urban Corridors and Urban Centers](#) (see Map 2). The criteria is only applicable to projects located in the U.S. Census Urban Large area; the criteria will not affect projects located in Urban Small or Rural areas. For projects within the Urban Large area, but not located in an urban center or urban corridor.

Four categories for ranking a project's support for Sustainable Thurston Urban Centers/Corridors:

1. Project supports Sustainable Thurston within a quarter mile of an urban center or urban corridor, 2 points.
2. Project supports Sustainable Thurston within a half mile of an urban center or urban corridor, 1 point.
3. Project does not directly support Sustainable Thurston but improves access to goods and services, 0 points.
4. Project does not support Sustainable Thurston, -1 point.

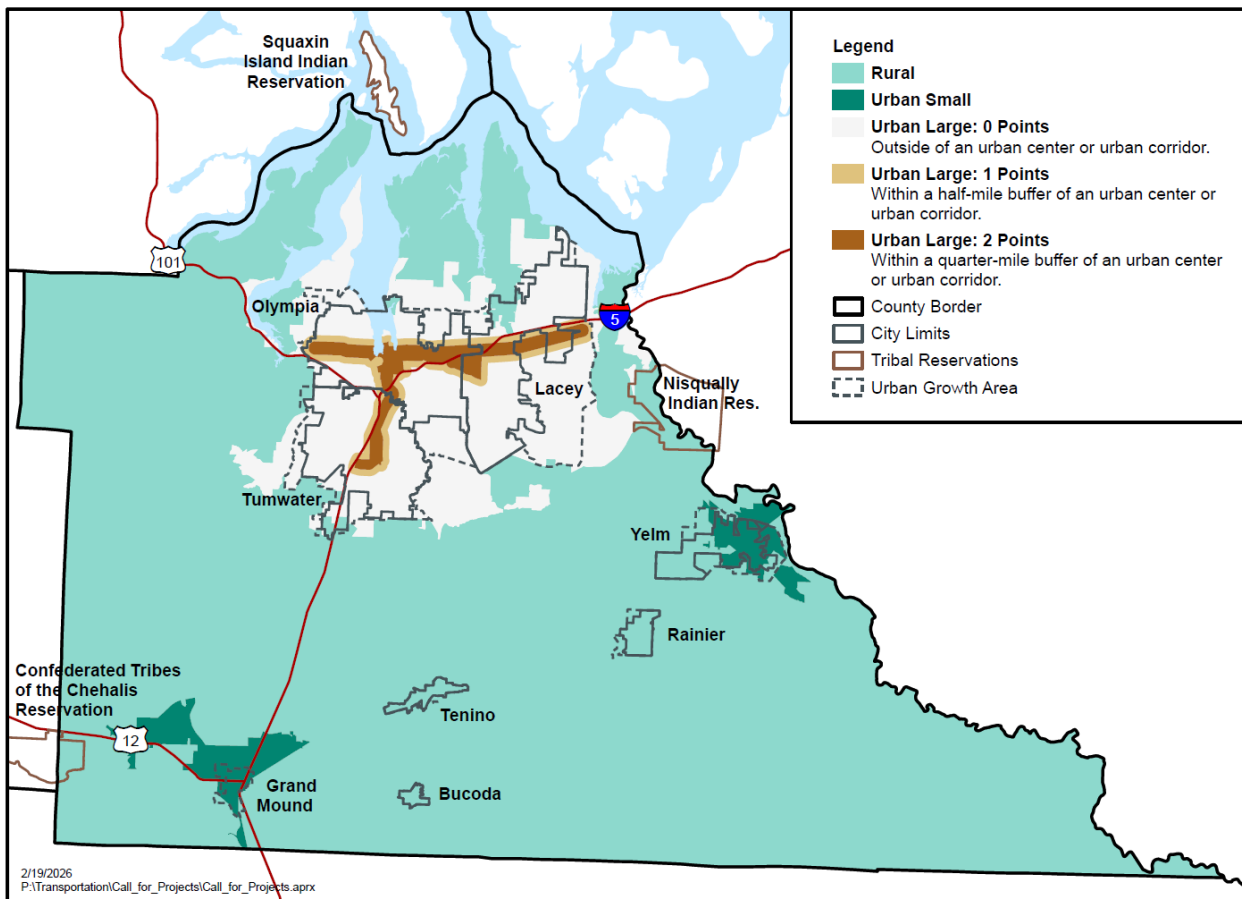
Table 4 shows how proposals will be evaluated and ranked with the Urban Centers and Corridors criteria.

Table 4: Project Criteria Ranking for Sustainable Thurston Urban Corridors and Centers Land Use Goal.

Project does not support Sustainable Thurston	Project does not directly support Sustainable Thurston, but improves access to goods and services	Project supports Sustainable Thurston within a half mile of an urban center or urban corridor	Project supports Sustainable Thurston within a quarter mile of an urban center or urban corridor
-1 Point	0 Points	1 Point	2 points
The project proposal is not included as an eligible project type and the project is located outside of an urban center or urban corridor.	Project is within an urban corridor or urban center 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.	The majority of the project* is within a half mile of an urban center or urban corridor and is a preferred project type.	The majority of the project* is within a quarter mile of an urban center or urban corridor and is a preferred project type.

* Other projects not shown in the list of preferred project types will be evaluated at time of review

Map 2: Sustainable Thurston Urban Corridors and Urban Centers (online map: <https://arcg.is/WKTmm>)



GREENHOUSE GAS EMISSIONS REDUCTION

BACKGROUND

Transportation makes up an estimated 33 percent of Greenhouse Gas (GHG) emissions in Thurston County. TRPC is committed to reduce GHG emissions through its transportation investments. The Council adopted the following targets in February 2021: achieve 45% reduction of 2015 levels by 2030 and achieve 85% reduction of 2015 levels by 2050. To help achieve these targets, TRPC is incorporating GHG reduction potential into its Call for Projects Process.

TYPES OF PROJECTS

Transportation emission reductions strategies typically fall into four different categories:

- **Cleaner Vehicles/Vehicle Improvement Strategies.** Replace high emission generating vehicles with cleaner vehicles.
- **Transportation Demand Management Strategies.** Policies or programs that reduce the number of vehicles on the road.
- **Transportation System Management Strategies.** Increase the person-trip capacity of the existing system.
- **Land Use Strategies.** “Smart Growth” development practices.

Table 5 shows examples of emission reduction project types, including some that are commonly awarded by TRPC.

Table 5: Examples of GHG Emissions Reduction Strategies.

Cleaner Vehicles / Vehicle Improvement Strategies	Transportation Demand Management & Active Transportation Strategies	Transportation System Management Strategies	Land Use Strategies*
Replace high emission generating vehicles with cleaner vehicles	Reduce the number of vehicles on the road	Increase the person-trip capacity of the existing system	“Smart Growth” development practices
<ul style="list-style-type: none"> • Vehicle retrofits. • Fleet upgrades. • Feebates. • Scrappage Programs. • Tax Incentives for Cleaner Vehicles . • Heavy-Duty Vehicle Retrofits. • Eco-Driving Education and Training and Dynamic Eco-Driving. • Truck Stop Electrification and Auxiliary Power Units . • Anti-Idling Regulations and Campaigns. 	<ul style="list-style-type: none"> • Outreach / education. • Expanded transit routes or schedules. • Transit Incentives. • Telework. • Youth TDM Programs. • Road Pricing (including distance-based fees and cordoning). • Car Sharing. • Pay-as-You-Drive Insurance . • Ridesharing and HOV Lanes. • Bus Stop Improvements. • Bicycle and Pedestrian facilities. 	<ul style="list-style-type: none"> • Traffic Signal Optimization. • Ramp Metering. • Incident Management. • Speed Limit Reduction and Enforcement. • Roundabouts. • Capacity expansion. • Resurfacing Roads. • Alternative Construction Materials. • Traffic Calming. 	<ul style="list-style-type: none"> • Zoning regulations, including projects that support increasing infill, mixed use, and density. • Parking policies, including pricing. • Studies to align land use and transportation. • Affordable housing on High Density Corridors.

Table 5 contents adapted from:

1. Federal Highway Administration (FHWA) 2012. Reference Sourcebook for Reducing Greenhouse Gas Emissions from Transportation Sources [<https://trid.trb.org/view/1285484> 7/9/2021].
2. Victoria Transport Policy Institute (VTPI) 2017. Smart Transportation Emissions Reduction Strategies [<https://www.vtpi.org/ster.pdf> 7/9/2021].

ESTIMATING EMISSIONS REDUCTIONS

TRPC uses several resources to estimate emissions reductions for transportation projects, namely tools from the Federal Highway Administration (https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/) and a Congestion Mitigation and Air Quality and Improvement Program reporting tool developed by Puget Sound Regional Council. TRPC also uses data from traffic counts or from the regional travel demand models. Most estimates rely on assumptions such as:

- Reduced vehicle miles traveled.
- Reduced intersection delay.
- Number of people targeted by outreach efforts.
- Number of people changing their travel behavior due to new infrastructure (e.g., bicycle lanes, trails, vehicle charging stations, transit service).

Emissions from transportation projects, including GHG emissions, are difficult to quantify, especially prior to project implementation. The best estimates account for emissions over the life cycle of the project, including construction, manufacturing, implementation, and any side effects. However, many resources for estimating emissions only consider a subset of these factors since their scope can be difficult to trace and quantify. How effectively a project reduces GHG emissions will depend on:

- Socioeconomic and behavioral factors, such as income, type of employment, and willingness to change travel behavior.
- Land use factors such as housing density, proximity to jobs and services, and alternative modes/routes in the project vicinity.
- Induced demand created by the project over the long term.
- Whether the project stands alone or is paired with other strategies. The ability to monitor and measure emissions reduction performance upon project or program implementation.

GREENHOUSE GAS EMISSIONS REDUCTION RANKING

TRPC will use a qualitative approach for evaluating GHG emissions reductions, based on the project type and its benefits, as a criterion for project prioritization. Four categories for ranking a project's ability to reduce greenhouse gas emissions:

1. GHG reduction is one of the primary purposes of the project, 2 points.
2. Project addresses another transportation need but may have a GHG reduction benefit, 1 point.
3. Project is unlikely to increase or decrease GHG emissions, 0 point.
4. Project will likely increase GHG emissions, -1 point.

Table 6 shows how proposals submitted to TRPC will be evaluated and ranked under the criteria.

Table 6: Project Criteria Ranking for GHG Emissions Goal.*

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

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

**Based on jurisdictions' methodology for evaluating Level of Service.

TITLE VI, ADA, AND TRANSPORTATION BARRIERS

BACKGROUND

By integrating public input, demographic analysis, and a structured benefit-burden assessment, TRPC strengthens its commitment to equitable transportation investment and compliance with federal civil rights requirements.

To strengthen the Thurston region’s compliance with Title VI of the Civil Rights Act and the Americans with Disabilities Act (ADA)—and to better understand and address transportation barriers experienced by underserved populations—TRPC developed a Transportation Priorities Survey to collect direct public input.

The survey was open to all members of the Thurston region. It included demographic questions to allow responses to be analyzed by population group. This enabled TRPC to identify whether transportation priorities differ for people who may be disproportionately affected by transportation decisions.

Demographic characteristics included:

- Household income
- Race and ethnicity
- Whether a person has a disability affecting mobility
- Whether a person experiences difficulty finding or keeping a job due to transportation barriers (“job barriers”)
- Whether a person has difficulty accessing essential destinations such as work, school, healthcare, or services (“transportation barriers”)

This approach allows TRPC to better align transportation investments with the needs of populations protected under Title VI and ADA, as well as individuals who experience systemic transportation disadvantages.

SURVEY RESULTS FOR UNDERSERVED POPULATIONS

Public input was sought on a wide range of project types, grouped into Project Priority categories, as shown in Table 7. TRPC analyzed survey results and weighed responses that align with Title VI affected respondents to identify their priority transportation investments. The outcomes of this assessment are shown in Table 7. The top five projects are shown in green.

Survey respondents were asked to rate a wide range of project types, organized into Project Priority categories (see Table 7). TRPC analyzed overall responses and compared them to responses from Title VI-affected and ADA populations, as well as respondents who reported low income, transportation barriers, or job barriers.

For the purposes of this analysis, TRPC focused on the percentage of respondents who rated each project type as a priority. This allowed for a consistent comparison across respondent groups.

Table 7. Survey Results for Title VI Affected Populations on Project Priorities.

Percentages are based on the percent of respondents (or weighted responses) who indicated a project was “Somewhat Important” or “Very Important” Green = Top 5 Projects Red = Bottom 5 Projects Project	All Respondents	Title VI & ADA Populations ¹	Respondents with a Household Income less than \$35,000	Respondents who have Transportation Barriers	Respondents who have Job Barriers
Planning and Studies					
Conduct planning studies, with public involvement, that address current and future transportation challenges	95%	95%	95%	96%	97%
Safety					
Make intersections safer	97%	96%	93%	96%	94%
Make crossing the street safer	96%	95%	94%	96%	93%
Make bus stops more convenient and safe for bus riders, especially for people with disabilities	93%	92%	94%	97%	96%
Efficiency					
Add turning lanes or center lanes	89%	87%	86%	83%	77%
Invest in new transportation technologies (improved traffic signals, real-time travel information)	90%	89%	88%	86%	84%
Invest in projects that reduce the need to travel, such as encouraging working from home	81%	80%	83%	80%	84%
Maintenance					
Increase road maintenance (fix pavement/potholes)	97%	96%	96%	94%	90%
Replace transit vehicles or bus stop shelters	80%	78%	87%	87%	87%
Resiliency					
Improve roads that are detour routes to Interstate 5 (I-5)	91%	90%	88%	86%	85%
Improve roads that are more likely to be impacted by hazards such as flooding or landslides	93%	92%	93%	92%	87%
Complete missing roads/street connections	83%	82%	84%	86%	84%
Help improve water quality and/or fish habitat by fixing places where roads and bridges impact natural areas	93%	93%	96%	95%	95%

¹ Responses received were weighted to ensure better representation for populations protected under Title VI of the Civil Rights Act and the Americans with Disabilities Act.

Project	All Respondents	Title VI & ADA Populations ¹	Respondents with a Household Income less than \$35,000	Respondents who have Transportation Barriers	Respondents who have Job Barriers
Active Transportation					
Add sidewalks and safe street crossings to existing streets	95%	95%	96%	96%	95%
Add bike lanes to existing streets	83%	82%	88%	87%	86%
Complete the regional trail network	87%	68%	87%	86%	90%
Invest in school/public awareness programs to reduce travel trips and increase safety	80%	79%	87%	84%	80%

REMOVING BARRIERS TO UNDERSERVED POPULATIONS

An essential component of equitable transportation planning is evaluating both the benefits and burdens of proposed projects.

Transportation investments can generate significant public benefits, such as improved access, safety, and mobility. However, they can also create or exacerbate burdens—particularly for low-income communities, communities of color, and people with disabilities—if projects reduce access, increase exposure to hazards, or create physical or economic barriers.

Table 8 provides examples of transportation-related benefits and burdens that TRPC will consider when evaluating projects.

When evaluating projects, TRPC will assess:

- Whether a project increases access to essential destinations and economic opportunity
- Whether it improves safety and mobility for vulnerable users
- Whether it reduces pollution or environmental risk
- Whether it avoids creating disproportionate impacts on underserved communities

This benefit-burden framework helps ensure that transportation investments advance equity rather than unintentionally reinforcing disparities.

Table 8. Examples of Transportation Benefits and Barriers

Benefits	Burdens
<ul style="list-style-type: none"> • Increased access to social, educational, and economic opportunities. • Increased access to high-quality mobility options. • Travel time savings . • Cost savings. • Congestion mitigation. • Reduction of pollution. • Improved connectivity within communities. • Opportunities for physical activity through active transportation modes. • Reduction in traffic injuries and fatalities. • Local hiring and job training for jobs in construction, maintenance, and operations. 	<ul style="list-style-type: none"> • Reduced access to essential opportunities and services. • Restricted or no access to high quality transportation. • Long/increased travel times. • Financial burdens. • Traffic congestion. • Increased pollution. • Physical division of communities. • Creation of barriers to bicycling and walking. • Exposure to traffic-related safety risks. • Vulnerability to climate impacts. • Inequitable enforcement.

TITLE VI, ADA, AND TRANSPORTATION BARRIERS PROJECT RANKING

To strengthen compliance with Title VI and ADA requirements and to prioritize projects that reduce transportation barriers, TRPC will use a two-tiered scoring approach.

1. Base Points (-1 to 1 Point)

- 1 point if they align with the top five priority project types identified by Title VI–affected populations in the survey (see Table 7).
- 0 points if they do not align with these priority project types.
- –1 point for projects that create or impose a disproportionate burden on an underserved population, as defined in the benefit-burden framework (see Table 8).

2. Demonstrated Benefit (+1 Point)

Projects will also be evaluated based on their demonstrated impacts on underserved populations:

- +1 point for projects that clearly remove or reduce transportation barriers for affected populations.
 - This may be demonstrated through geographic proximity (e.g., a sidewalk project serving a school with a high proportion of students receiving free and reduced lunch).
 - Or through a targeted service or program (e.g., ADA-accessible transit improvements or dial-a-lift vehicles).

Table 9 shows how proposals submitted to TRPC will be evaluated and ranked under the criteria.

Table 9: Project Criteria for Title VI, ADA, and Transportation Barriers Ranking

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

ACTIVE TRANSPORTATION

BACKGROUND

The Regional Transportation Plan includes goals and policies to expand and improve access and connectivity for pedestrians and cyclists. Active transportation infrastructure provides people safe access across our urban and rural areas with greater connectivity in neighborhood centers to promote more walk and bike trips to schools, workplaces, commercial areas, and transit services.

TRPC's Call for Projects aims to select projects that will help communities increase the share of trips that can be made by walking, riding a bike, or a micromobility device such as an electric powered wheelchair or scooter, or improve access to transit stops.

The Call for Projects will evaluate and rank projects on their ability to:

- Create safe spaces that separate bicyclists and pedestrians from higher speed traffic so people can more safely and conveniently meet their daily travel needs without a vehicle.
- Integrate bicycle and pedestrian facilities with public transit or public-school transportation services.
- Increase peoples' level of physical activity by choosing healthier and sustainable modes of travel.

ACTIVE TRANSPORTATION RANKING

TRPC will evaluate Active Transportation based on project types. There are four categories for ranking a project's enhancement or expansion of walking, biking, and micromobility modes in the region:

1. Type of project greatly improves active transportation, 2 points
2. Type of project expands active transportation, 1 point.
3. Type of project offers minimal active transportation benefits, 0 point.
4. Type of project adversely impacts active transportation, -1 point.

Table 10 shows how the criteria and number of points will be applied.

Table 10: Active Transportation Ranking

Project adversely impacts 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"> • New streets without multimodal features or complete streets elements • Roadway or interchange studies that principally address vehicular level of service. • Projects that add or widen existing vehicle lanes 	<ul style="list-style-type: none"> • Sidewalk or bicycle infrastructure replacement without significant upgrades to the design of the original bicycle and pedestrian facilities (i.e. pavement preservation, intersection redesign) 	<ul style="list-style-type: none"> • Bus route expansion • Bus stop shelters and enhancements including ADA treatments such as level boarding platforms. • Completing gaps in bicycle and pedestrian infrastructure (includes new street connections) • Replacing existing bicycle and pedestrian infrastructure with upgraded design • Pedestrian and bicycle wayfinding signs or systems • Safe Routes to School Education and Encouragement Programs • TDM programs that encourage the use of active transportation. • Regional Trails Plan trail study or PE phase • Active transportation planning project or study. • Adding wide shoulders on rural routes 	<p>New construction or reconstruction must include both pedestrian and bicycle infrastructure</p> <ul style="list-style-type: none"> • Priority projects in an adopted active transportation or bicycle/pedestrian plan. • Pedestrian street crossings aligned with transit stops; or enhanced street crossing such as refuge islands or flashing beacons. • Residential 6'+ sidewalks with a minimum 4' enhancement or buffer zone such as a stormwater swale landscape treatment. • Commercial 8-12' sidewalks with a minimum 4' wide enhancement or buffer zone. • Active transportation infrastructure improvements on school walk routes • Regional Trails Plan ROW or construction project • Off street and on-street pedestrian and bicyclist facilities and features that are consistent with recommendation in the following resources: <ul style="list-style-type: none"> • WSDOT Active Transportation Program Design Guide • NACTO Urban Street Design Guide • NACTO Urban Bicycle Guide • Or other current best practice design guides from FHWA or AASHTO

SAFETY

BACKGROUND

Safety is paramount in transportation, affecting all modes and aspects from design to system users' behavior. Like elsewhere in the United States, the Thurston region faces a traffic safety crisis with rising roadway deaths, particularly among pedestrians and cyclists. Acknowledging this urgency, safety is a key focus in applying safety evaluation criteria to promote projects that will help the region achieve its safety goal.

TRPC's 2045 Regional Transportation Plan Goal 4, System Safety and Security is to "Enhance the safety and security of those who use, operate, and maintain the transportation system."

In lieu of an adopted Regional Transportation Safety Plan, TRPC will evaluate projects based on their ability to:

1. Make people safer regardless of the mode in which they travel.
2. Make roadways safer by designing and building multimodal transportation infrastructure that accounts for human behavior and separates people traveling at different speeds.

TRPC's Call for Projects aims to select projects that will help the region achieve the following safety objectives:

- 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, serious injuries, and safety incidents.

SAFETY RANKING

TRPC will evaluate safety based on the project type. There are four categories for ranking a project's safety:

1. Type of project offers greater risk reduction and is a priority outcome from a system or project safety analysis performed by the applicant, 2 points.
2. Type of project reduces risk for collisions, serious injuries, or fatalities, 1 point.
3. Type of project offers minimal safety benefits, 0 point.
4. Type of project may increase risk for collisions, serious injuries, or fatalities, -1 point.

Table 11 shows how the criteria and number of points will be applied.

Table 11: Safety Ranking

Project may increase risk for collisions, serious injuries, or fatalities	Minimal Safety Benefits	Project reduces risk for collisions, serious injuries, or fatalities	Priority Project that offers greater risk reduction
-1 Point	0 Points	1 Point	2 Points
<ul style="list-style-type: none"> • Projects that increase capacity or widen lanes • New construction without multimodal features or complete streets elements • 	<ul style="list-style-type: none"> • Standalone pavement preservation projects such as rehabilitation and reconstruction • Stand-alone chip seals or overlay projects • Vehicle procurement or replacement projects • Stormwater projects • TDM projects without traffic safety education 	<ul style="list-style-type: none"> • Bridge structural retrofit or replacement with multimodal elements. • Bus stop enhancements • Pedestrian and bicycle infrastructure • Intersection or corridor improvements for safety reasons. • Roadway lighting that contributes to safety of vulnerable users such as pedestrian and bicyclist illumination at crossings, intersections, and segments • Sight distance, clear zone improvements. • Street or trail crossing improvements • Pedestrian/bicycle signal improvements. • Traffic Safety Education Programs and Activities. • Speed management features. • Pavement marking repair/replacement • ADA features such as Accessible Pedestrian Signals, curb ramp upgrades, tactile markings on crossings. • Shared-use trail reconstruction or pavement repair 	<ul style="list-style-type: none"> • A project identified through systemic safety analysis. • A project included in an applicant's adopted or officially referenced safety plan.

FEDERAL GRANT PROGRAM ELIGIBILITY INFORMATION

Eligibility criteria and descriptions of project and program activities are provided for the federal STBG and CMAQ grant programs and TRPC's Rural Community Support Program.

SURFACE TRANSPORTATION BLOCK GRANT (STBG)

STBG PROJECT ELIGIBILITY

TRPC will fund a variety of projects throughout the urban and unincorporated rural areas of the region. The flexibility inherent in STBG means that most types of transportation projects other than general-purpose capacity projects are eligible for consideration.

Projects must be located on federal-aid routes (exceptions apply for TA projects funded with STBG funds and certain plans and studies). Projects located on rural minor collectors and local roads are ineligible. Visit WSDOT's Federal Functional Classification Map App to view federal-aid routes:

<http://www.wsdot.wa.gov/data/tools/geoportal/?config=FunctionalClass>

STBG eligible projects and activities include:

- Construction of highways, bridges, and tunnels.
- Construction of ferry boats and terminal facilities.
- Transit capital projects.
- Infrastructure-based intelligent transportation systems capital improvements including vehicle-to-infrastructure communication equipment.
- Truck parking facilities.
- Wildlife crossing structures.
- Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
- Highway and transit safety infrastructure improvements and programs.
- Fringe and corridor parking facilities.
- Recreational trails projects.
- Planning, design, or construction of boulevards and other roadways.
- Protection for bridges and tunnels.
- Surface transportation planning programs, highway and transit research and development, and workforce training.
- Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.
- Projects and strategies designed to support congestion pricing.
- Projects and strategies designed to reduce the number of wildlife-vehicle collisions.
- The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure.
- The installation and deployment of current and emerging intelligent transportation technologies, including the ability of vehicles to communicate with infrastructure, buildings, and other road users.

- Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies.
- Protective features, including natural infrastructure, to enhance the resilience of a transportation facility otherwise eligible for assistance under STBG.
- Measures to protect a transportation facility otherwise eligible for assistance under STBG from cybersecurity threats.

For details on Implementation Guidance for the STBG Program as revised by the Bipartisan Infrastructure Law, visit <https://www.fhwa.dot.gov/specialfunding/stp/>

STBG ELIGIBLE APPLICANTS

Eligible applicants include both Traditional and Non-Traditional Partners. All applicants must have projects administered by a CA agency.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

The CMAQ program plays a pivotal role in addressing two critical challenges facing urban areas: traffic congestion and air pollution. Established under the Clean Air Act, CMAQ funding aims to support projects that reduce emissions from transportation sources, improve air quality, and alleviate traffic congestion. Projects must be situated in Thurston County’s PM10 Air Quality Maintenance Area (see Map 1).

Eligible project types include:

1. Implementation of public transit improvements, such as bus rapid transit (BRT) systems, light rail, or commuter rail projects.
2. Development and implementation of bicycle and pedestrian infrastructure, including bike lanes, sidewalks, pedestrian crossings, and bike-sharing programs.
3. Deployment of alternative fuel vehicles (e.g., electric, hybrid, natural gas) and associated infrastructure, such as charging stations or refueling stations.
4. Promotion of ridesharing, vanpooling, and other transportation demand management (TDM) strategies to reduce single-occupancy vehicle trips.
5. Installation of traffic signal synchronization systems and intelligent transportation systems (ITS) to optimize traffic flow and reduce congestion.
6. Implementation of congestion pricing schemes or tolling initiatives to manage traffic demand and reduce vehicle emissions.
7. Deployment of clean vehicle technologies, such as diesel retrofits, particulate traps, or emission control systems, for existing fleets.
8. Introduction of telecommuting programs, flexible work schedules, and other initiatives to reduce peak-hour traffic congestion and vehicle emissions.
9. Support for land use and transportation planning efforts that promote transit-oriented development (TOD), mixed-use zoning, and compact urban design to minimize vehicle travel and enhance air quality.

10. Project planning activities are eligible only if the project leads directly to construction of a CMAQ project; that is, system planning and other non-project specific planning is not eligible.

CMAQ ELIGIBLE APPLICANTS

Eligible applicants include cities, counties, transit agencies, MPOs, tribes, special purpose governments, and non-profit organizations with a public agency sponsor.

For more information about the CMAQ program, visit:

https://www.fhwa.dot.gov/Environment/air_quality/cmaq/reference/cmaq_essentials/

RURAL COMMUNITY SUPPORT PROGRAM (RCSP)

RCSP Overview

The Rural Community Support Program (RCSP) was established by TRPC in partnership with Thurston County to create a reliable funding program for the region's smaller rural communities and tribal governments. The program can fund small but impactful projects while simplifying the grant application and project implementation processes with minimal barriers.

RCSP AWARD DISTRIBUTION

Thurston County Public Works and the City of Lacey will serve as the fiscal agents for projects awarded in the 2026 Call for Projects. Thurston County will reimburse awardees up to \$550,000 and Lacey up to \$692,000 for eligible project expenses. Successful applicants will receive an award letter from TRPC. A memorandum of understanding between the applicants and Thurston County or the City of Lacey will specify projects' funding schedule and the process for requesting grant funds. Funds will be distributed as reimbursement upon the successful completion and documentation of project phases. Projects awarded RCSP funds will be eligible for reimbursement over a two-year period as shown:

- Thurston County, \$550,000 available in 2027
- City of Lacey, \$346,000 available by 2030 and \$346,000 in 2031

ELIGIBLE PROJECTS

The federal STBG, TA, and CRP eligible project types offer general guidelines for RCSP project proposals. Because projects will be reimbursed with non-federal funds, applicants have greater flexibility to submit project proposals that align with their community's priorities. Applicants are encouraged to coordinate with TRPC and Thurston County staff for technical assistance and guidance on their prospective proposals prior to submitting their applications.

RCSP ELIGIBLE APPLICANTS

Eligible applicants include the Nisqually Indian Reservation, the Confederated Tribes of the Chehalis Reservation, the Town of Bucoda, the City of Rainier, and the City of Tenino.

ELIGIBILITY RESTRICTIONS

All RCSP applicants may submit federal grant applications in lieu of an RCSP funding request, however all federal grant requirements will apply to all project implementation phases. TRPC's Federal Transportation Grant Program Call for Projects stipulates that RCSP communities that receive a federal grant award are ineligible to apply for RCSP funding in TRPC's subsequent call for projects cycle.

FEDERAL APPLICATION LIMITS AND URBAN FUNDING CAP

OVERVIEW

TRPC's Call for Projects process acknowledge the differences in capabilities among jurisdictions when it comes to developing plans, submitting grant applications, and managing projects awarded with federal funding.

To ensure a fair balance in the selection process of projects to be funded, there are limits on the amount of funding that applicants may request and a funding cap that applies to projects located in the Urban Large geographic area. These limits aims to support both larger and smaller jurisdictions by providing opportunities for their grant proposals to be considered, as long as they align with regional goals.

By implementing the Urban Funding Cap, regional policymakers can distribute funding across various jurisdictions over multiple funding cycles, thereby promoting equitable allocation and supporting a diverse range of projects. This approach helps to advance the overall goals of the region more effectively.

URBAN SMALL AND RURAL STBG MAXIMUM AWARDS

FUNDING REQUESTS

There are no specific limits placed on the amount of funding that applicants from Urban Small and Rural areas can request for STBG and TA grants. However, the awards cannot exceed the maximum available funding levels allocated for each specific geographic area. Applicants have the flexibility to apply for funding in Urban Small, Rural, or a combination of both areas if their project spans across these regions. For instance, a project like pavement preservation in the Grand Mound area that extends into adjacent Rural areas is eligible.

The funding maximum for STBG encompasses the total flexible funding available for these grant programs across Urban Small, Rural, and combined areas.

MAXIMUM FUNDING LEVELS

Table 12a shows the STBG funding available for Urban Small, Rural, and combined areas, based on the federal funds available to program in 2026.

Table 12a. STBG Maximum Award for 2026 Urban Small, Rural, and Combined Projects

	Urban Small	Rural	Urban Small & Rural Combined Project
STBG	\$812,258	\$822,149	\$1,634,407
Flexible	\$1,441,452	\$1,441,452	\$1,441,452
Maximum Possible Award*	\$2,253,710	\$2,263,601	\$3,075,859

Note: The amount of flexible funding shown is the remaining balance after \$800,000 is withdrawn to support the Rural Community Support Program.

ASSUMPTIONS ABOUT FLEXIBLE FUNDS

- Funding for the Rural Community Support Program is drawn from the STBG flexible category.
- Remaining Flexible funds can fund projects in any geographic area.

CMAQ MAXIMUM AWARDS

Each proposal seeking CMAQ program funding cannot exceed \$2 million for a single project phase to be allocated within one fiscal year. For the Federal Fiscal Years (FFY) 2028-2030, applicants have the option to submit multiple proposals for CMAQ funding. Additionally, it is advisable for applicants to include contingency proposals in the event TRPC receives CMAQ allocations in future funding cycles.

URBAN LARGE FUNDING CAP

The Urban Large Funding Cap exclusively applies to proposals that will be implemented within the Urban Large area (see Map 1). Specifically, the funding cap stipulates that no one applicant can accumulate more than 33 percent of the funding available in the first two Calls for Projects, over a three-Call for Projects cycle.

The Funding Cap applies only to STBG and TA Urban Large area grant allocations. The flexible share of funding from these programs is excluded from the Funding Cap as this could be awarded to proposals located in the Urban Small and Rural areas. All CMAQ and CRP funding is also excluded from the Funding Cap. The current funding cap spans the 2022, 2024, and 2026 Call for Projects funding cycles.

An applicant's cumulative balance of awards over the funding cycles is used to determine if they have reached the cap.

In 2024, TRPC recalculated the Funding Cap to account for changes in funding levels between the funding that was forecast for 2024 and the actual 2024 allocation and current programming levels.

For the 2026 Call for Project Process, an applicant cannot exceed \$4,995,276 in combined STBG and TA Urban Large awards. Figure 1 shows the estimated funding cap that would be in effect for the 2024 and 2026 Call for Projects (see Tables 14a-143 for the calculation of the 33% funding cap derived from the 2022 and 2024 funding cycles).

Figure 1. Funding Cap for Urban Large Area for the 2022-2026 Call for Projects (33% of Funding Cycles 1&2 Combined).

STBG	\$4,283,829
TA	\$711,447
STBG and TA Urban Large Funding Cap	\$4,995,276

FUNDING CAP PENALTY

If an applicant’s combined Urban Large STBG and TA awards exceed the Funding Cap over the three cycles, they become ineligible for additional Urban Large STBG and TA awards for the remainder of the three-cycle period.

NEW THREE-CALL FOR PROJECTS CYCLE

The funding cap levels are reset at the beginning of each new three-cycle period, regardless of whether an applicant exceeded the cap in previous cycles.

FUNDING CAP PENALTY EXCEPTIONS

The penalty does not apply to an applicant who declines or de-obligates funding, allowing them to reapply for funding up to the balance of the funding cap. Contingency project awards or redistributed funding awards do not count against the funding cap. Applicants who reach the funding cap remain eligible to apply for new contingency projects, apply as a lead or a partner for a joint project, or apply as a sponsor for a non-traditional partner project.

LIMIT ON APPLICATIONS SUBMITTED

Applicants can submit up to four proposals (STBG and TA combined) for each geographic category (see Map 1). Applicants can submit up to three joint projects. Applicants are asked to rank their proposal from one (highest) and so on.

Applicants should indicate if their priority proposals could be added to TRPC’s contingency list if it is not selected for a grant award.

LIMIT ON CONTINGENCY PROPOSALS SUBMITTED

There is no limit on the number of contingency list project applications an applicant can submit. TRPC's "[Obligation Authority Policy and Procedures](#)" provides guidance on how contingency proposals are prioritized for funding.

ADDITIONAL CONSIDERATIONS

To reduce the region's risk of failing to meet its obligation target, TRPC encourages applicants to split large construction project requests (over \$2.5 million) into project phases that can obligate in differing years. This retains TRPC's ability to maintain a flexible project list to achieve annual obligation target requirements.

DEVELOPMENT OF PROPOSALS

Applicants will identify their highest priority project(s) and may also consider contingency proposals that fully support the established TRPC transportation funding priorities. Projects will reflect each applicant's own internal prioritization processes and procedures. TRPC assumes that all projects submitted have the full support and financial commitment of sponsoring agencies and organizations.

EVIDENCE OF LOCAL PUBLIC PROCESS

Local government applicants must demonstrate their priority proposals originated in or have been open to public involvement process. For example, the proposal may be the implementation step of a planning or study process that involved the public, or it may have been vetted through a transportation improvement plan (TIP) or capital facilities plan (CFP) development process. Applicants should describe any previous opportunity the public has had to provide input on the proposal itself and/or the problem or need the proposal addresses.

APPLICATION COMPLETENESS

All relevant application sections, lines, fields, boxes, and signature requirements must be fully completed and checked for accuracy. For questions that are not applicable, mark "N/A" and skip to the next question. Applicants should develop comprehensive but concise descriptions for each application submitted. Policy makers will review each proposal for how it supports TRPC's Regional Funding Priorities. Applicants should describe how their proposals will support the Regional Transportation Plan's goals and policies. Applications should make distinct connections between characteristics of the proposal, issues or needs the proposal addresses, and established Regional Funding Priorities.

CA AGENCY SPONSORSHIP

Applicants without CA approval status require a CA agency sponsor to administer their project. A CA agency will incur additional administrative cost in assuming CA responsibility, so typically plan for up to 20 percent of the total federal funding requested to cover those costs. The applicant may be expected to contribute to the additional costs that an agency would incur if it acts as your CA agency. Clarify expectations on this up front with CA sponsors and be sure it is factored into proposal cost estimates. Neither federal law nor TRPC requires local jurisdictions to serve as CA agencies for any other agencies or organizations.

CA Agency Contact Information

Prospective applicants may contact the following Certification Acceptance agencies for consultation or seeking a CA sponsor for proposals:

Lacey	Chris Stohlberg	Chris.stolberg@cityoflacey.org	360.438.2640
Olympia	Joey Jones	jjones1@ci.olympia.wa.us	360.753.8307
Tumwater	Jeffrey Cook	jcook@ci.tumwater.wa.us	360.754.4048
Yelm	Elizabeth Jones	ElizabethJ@Yelmwa.gov	360.400.5008
Thurston County	Becky Conn	Becky.conn@co.thurston.wa.us	360.867.2349
Intercity Transit	Jessica Gould	jgould@intercitytransit.com	360.705.5808
TRPC	Paul Brewster	brewstp@trpc.org	360.741.2550
WSDOT Olympic Region	John Ho	hojohn@wsdot.wa.gov	360.705.7383

APPLICATION FORMS AND OPTIONAL ATTACHMENTS

Proposals must be submitted using the TRPC application forms. A single fillable Adobe Acrobat form is available to submit both STBG and CMAQ proposals. A separate application form is available for RCSP proposals.

Applicants may submit no more than five pages of additional documentation to establish support for their proposal such as a vicinity map, photos, illustrations, cross-sections, or letters. Additional pages to document Title VI information or to report on the status of existing federal projects does not count toward the five-page limitation.

Application materials are available for download from www.trpc.org. Applicants are encouraged to review the entire application form prior to filling it in. Questions about the application materials may be directed to Paul Brewster, brewstp@trpc.org or 360.741.2526.

IMPORTANT INFORMATION - CALL FOR PROJECTS PROCESS

Some general process guidance applies to the Surface Transportation Block Grant, Transportation Alternatives, and Carbon Reduction Program.

PROJECT OBLIGATION TIMING

CMAQ OBLIGATIONS

- Selected CMAQ proposals will obligate no earlier than October 1, 2027 and must obligate no later than June 30 for each subsequent year, through 2030.

STBG OBLIGATIONS

- Selected STBG proposals will obligate no earlier than October 1, 2029 and must obligate no later than June 30 for each subsequent year, through 2032.

RCSP REIMBURSEMENT

- Selected RCSP project timing and reimbursement is subject to the terms and conditions that will be specified in an agreement between the applicant and Thurston County or Lacey.

STATED OBLIGATION PREFERENCE

Applicants must state their committed year of project obligation on the application form. TRPC staff will coordinate with successful grant recipients to determine the appropriate year of obligation for each project, which will be specified in a project's award letter.

Applicants are encouraged to become familiar with [TRPC's Obligation Authority Policy](#). Failure to meet the committed year of obligation without a committed effort to mitigate the situation with TRPC and WSDOT may result in the awarded funds being withdrawn from the project.

PROPOSAL REVIEW AND SELECTION PROCESS

Thurston Regional Planning Council is responsible for administering these federal funds in a way that fully supports the Regional Transportation Plan, Sustainable Thurston Plan, and established funding priorities, and which is consistent with all applicable state and federal requirements. This process is intended to facilitate that administration of funds.

Proposals will be evaluated for how well they support the Regional Funding Priorities. Projects will be scored and ranked based on their total Regional Evaluation Criteria points. Familiarity with established funding priorities, linkage to existing plans and policies, and clarity in writing for a policy maker audience are all important factors in successful project reviews.

TECHNICAL REVIEW OF PROPOSALS

TRPC staff will conduct the first round of application reviews. Staff will validate each application's eligible points on TRPC's Evaluation Criteria. The Technical Advisory Committee (TAC) will review applications for their technical and financial feasibility, compliance with federal and regional eligibility requirements, and verification of obligation commitments.

After this review, TRPC may guide applicants to make minor refinements to a proposal for clarification. Applicants are encouraged to participate in the review meeting currently scheduled for July 16, 2026, from 2:00 to 4:00 p.m. Notice of this meeting will be sent to all applicants. TRPC staff will follow up with those who are unable to attend.

PUBLIC REVIEW AND COMMENT PROCESS

TRPC will make all proposals available for public review and comment. TRPC will post an announcement on www.trpc.org. Proposals will be available on-line for review or available in hard copy upon request. All comments will be shared with applicants and included in the proposal review package submitted to the Transportation Policy Board and Thurston Regional Planning Council. Public Comments should be submitted in writing to Paul Brewster, brewstp@trpc.org.

TRANSPORTATION POLICY BOARD REVIEW AND FUNDING RECOMMENDATION

The Transportation Policy Board (TPB) is scheduled to consider all proposals during their regular meeting on September 9, 2026, at 8:30 a.m.

The TPB will convene a subcommittee to perform a policy maker review of the proposals, including scoring each proposal, and forwarding a ranked list of projects for the full TPB's consideration. The TPB will consider all TAC recommendations and public comments. On October 14, 2026, the TPB is scheduled to forward a funding recommendation to the Council.

Applicants are encouraged to attend TPB meetings to answer policy makers' questions about their proposals. TRPC staff will notify all eligible applicants of meeting dates.

COUNCIL REVIEW AND FINAL SELECTION

TRPC will conduct a preliminary review of all proposals at its regular meeting on Friday, October 2, 2026. Any questions generated will be forwarded to the TPB or TAC for their consideration. It is not necessary for applicants to attend this meeting, though all are welcome to do so.

On Friday, November 6, 2026, the Council will consider the TPB recommendation, and any public comments received before project selection. The Council will identify those projects to be funded in the 2026 Regional Call for Projects Process. The Council retains final decision-making authority on the distribution of STBG, CMAQ, and RCSP funds to priority projects.

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

The selected proposals will be programmed as funding secure or contingency projects in the 2028-2032 Regional Transportation Improvement Program (RTIP). Approval of TRPC's RTIP and subsequent amendments will program eligible projects in the State Transportation Improvement Program. The programming and administration of the RTIP is necessary for projects to be eligible for obligation in the applicant's desired year. TRPC staff will work with successful applicants to meet these programming requirements.

ACKNOWLEDGEMENT

Successful applicants are requested to acknowledge TRPC in press releases and other project notifications that their projects are funded with federal transportation dollars awarded by Thurston Regional Planning Council.

KEY TERMS AND CONCEPTS

The following terms and concepts apply to the federal transportation funding programs as administered by TRPC.

Traditional Transportation Partner

Any local agency that provides general purpose, surface transportation facilities, programs, and services as a part of its core mission. For this process, Traditional Transportation Partners include only Bucoda, Lacey, Olympia, Rainier, Tenino, Tumwater, Yelm, Thurston County, the Confederated Tribes of the Chehalis Reservation, the Nisqually Indian Tribe, and Intercity Transit.

Non-Traditional Transportation Partner

Any agency or organization other than those identified above that provides surface transportation facilities, programs, or services that directly support the goals and policies of the Regional Transportation Plan. Examples of these partners include TRPC, the Port of Olympia, school districts, state and federal natural resource agencies, fire districts, and non-profit organizations.

Eligibility Requirements

Within the constraints of federal guidelines, TRPC has adopted funding priorities and project requirements that serve as regional eligibility criteria. Applicants must also meet all federal requirements, as determined by the Washington State Department of Transportation (WSDOT) Local Programs staff.

Project Administration

Federal Transportation Grant recipients are required to adhere to the policies, standards, and procedures described in the WSDOT Local Agency Guidelines (known as the [LAG Manual](#)).

The Federal Highway Administration (FHWA) through a Stewardship Agreement, delegates authority to WSDOT for approving project development and construction administration. WSDOT has the option of delegating some or all this authority to qualified local agencies, state or federal agencies, or tribal governments. This procedure permits an agency to retain more of the approval authority at the local level when developing FHWA assisted transportation projects. WSDOT delegates this authority through a Certification Acceptance (CA) program. The CA program allows a local agency to save time and money, since the agency has the authority to develop, advertise, award, and manage its own projects.

Prior to submitting their application, applicants must identify a CA agency that will sponsor the proposal(s) and obtain a signature of a representative with CA status.

Contingency Proposals

In addition to submitting high priority proposals, applicants are encouraged to submit lesser priority proposals that could be funded should additional funding become available. Consideration will be given to contingency proposals that can quickly obligate, are scalable in scope so as to accept more or less funding and have fewer permitting requirements.

The Council may subsequently select contingency proposals and award funding as conditions allow. Additional funding may become available through a future annual allocation, redistributed STBG funds from states that did not meet their obligation targets, or a local need to quickly reprogram the timing of projects to meet obligation targets.

Jurisdictions with selected contingency proposals will receive a conditional award letter. Selected contingency proposals will be programmed as projects in Appendix A: Other Secured and Planned TIP Projects in the Regional Transportation Improvement Program (RTIP).

Obligation Targets

Obligation targets refer to state-mandated annual targets for federal funding obligation that TRPC must attain. Targets reflect federal fiscal year constraints (October 1 through September 30). TRPC award letters will specify each project's required obligation date.

Funding Awards by Phase

With rare exceptions, projects with multiple phases – Preliminary Engineering (PE), Right-of-Way (ROW), and Construction (CN) – will be awarded funds for one phase at a time. Completion of milestones that enable funding for a subsequent phase to be obligated is required before additional funds will be awarded. For most projects, this entails completion of federal level permitting requirements. Applicants are required to submit a separate application for each project phase if they occur in separate years.

Readiness to Proceed

Recognizing that different phases of a project have different federal requirements before they can obligate, project sponsors will be asked to demonstrate that their projects have or will meet all necessary federal requirements needed to complete obligation. For the preliminary engineering phase of projects, vehicle acquisition, planning, design-only, or corridor study projects, this requires no additional documentation. For right-of-way and construction phases, readiness to proceed will be demonstrated by completion of federal level permitting. Note the details on the STBG application that addresses information about construction and right-of-way project readiness.

WSDOT Olympic Region Coordination

For a federal application to be considered in the Call for Projects process, the applicant must coordinate in advance with WSDOT Olympic Region Development Services offices if the project is adjacent to a state route, crossing a state route; or within WSDOT's rights of way.

Sanctioning of Funds

TRPC is required to meet annual obligation targets mandated by WSDOT. WSDOT implemented a 'use it or lose it' policy in 2013 to: 1) Reduce the amount of federal funds tied up on projects that are not progressing as planned; and 2) Increase the rate of project delivery. To achieve its annual targets, TRPC reserves the right to rescind awarded funds from projects that fail to meet scheduled obligation dates. Conditions of TRPC's Obligation Authority will be specified in the award letters of selected projects and guided by TRPC's Obligation Authority Policy.

FREQUENTLY ASKED QUESTIONS

This section includes commonly asked questions about these federal funding programs and the TRPC funding process.

Does a proposal have to address all regional funding priorities for a STBG grant?

No, to be eligible, a proposal must only demonstrate how it addresses one of the funding priorities identified by TRPC. However, a proposal that addresses multiple priorities is likely to score as a high priority project.

Does a proposal have to be a construction project to be considered a priority?

No, proposals do not have to include construction activities to be considered a regional priority. Examples of other potential priority project types include corridor or sub-area plans; development of street design standards to incorporate “complete street” concepts; transit vehicle acquisitions; park-and-ride facility planning; systems analysis; signal systems; and traffic safety education activities. A good investment in construction begins with a good investment in analysis and planning. Applicants are not bound to a single type of project in this process.

Does a proposal that meets regional and federal eligibility requirements guarantee funding?

No, compliance with eligibility requirements only means that TRPC will consider the proposal for funding.

To be successful in securing funds, a proposal should have a positive impact on the community and be competitive with TRPC’s Regional Evaluation Criteria. The completeness and accuracy of an application increases a proposal’s likelihood of receiving funding. To increase the appeal of your proposal:

- Familiarize yourself with the region’s transportation priorities, TRPC’s Regional Transportation Plan, and Sustainable Thurston’s Action Plan (Creating Places, Preserving Spaces). Make sure that your proposal and description clearly speak to the funding priorities in the context of overarching regional policies.
- Make sure your proposal is well thought out and the description is easy to understand. Policy makers will have a hard time recognizing a great project if the description is unorganized or incomplete. Use plain English to clearly convey the intent and benefits of your proposal.
- Be clear and concise. Making a great pitch for your proposal doesn’t mean writing pages and pages of description. Applicants are limited to 150, 300, or 500 word counts for most sections on the application forms. Information should be succinct and compelling. Tip – edit your narrative content in Microsoft Word, perform a word count, and paste the final version in the application form.
- Be prepared. If you haven’t lined up your Certification Acceptance (CA) agency, or verified federal eligibility requirements, your proposal will not be considered eligible.

- Be ready to answer questions. The technical and policy reviews may generate specific questions about your proposal or how you plan to implement it. This is the reviewers' responsibility and is meant to ensure that they fully understand what you are proposing to do with a regional grant.
- Don't over commit! Federal grant funds place a heavy emphasis on accountability. Be realistic in your assessment of project obligation schedules considering your other agency commitments and availability of match resources. Don't lose your grant by being unaware of what obligation entails or how long it takes. The technical review will pay attention to the ability to deliver project obligation schedules.

TRPC has a responsibility to allocate these public funds wisely. Policy makers will look for innovative, resourceful, and competitive proposals that will generate significant return on the investment for the traveling public. They are likely to be hesitant about proposals that seem too experimental or are not well thought out.

I have an idea for a proposal, and I know it will really work! How do I find out if it is eligible for funding?

Remember that this is a federal funding program – lots of flexibility, but many administrative requirements are attached to the revenue. You need to ensure that your proposal meets regional and federal eligibility requirements.

Your best strategy is to discuss your proposal with knowledgeable staff at TRPC, WSDOT Olympic Region, or local agencies as soon as possible. Learn about possible pitfalls early in the project development process so that you have time to make course corrections or rethink your proposal.

Once applications have been submitted, TRPC prohibits major rewrites of proposals to address eligibility issues. Minor revisions after the technical review may be accepted case-by-case.

The final authority on federal eligibility is the WSDOT Office of Highways and Local Programs. Applicants are strongly advised to contact John Ho at WSDOT Olympic Region to confirm that proposals are fully eligible under federal funding guidelines (by phone at 360.705.7383 or by email at hojohn@wsdot.wa.gov).

Why does this process distinguish between 'traditional' and 'non-traditional' transportation partners?

Every local jurisdiction in the region has unfunded safety, preservation, efficiency, and enhancements projects. These projects are needed to support the regional transportation system, but there is simply not enough money to fund them. Policy makers established a process that will enable some of these highest priority projects to move forward in every jurisdiction.

However, policy makers wanted to make sure that other agencies or organizations could also participate in these funding programs. Therefore, TRPC encourages proposals from non-traditional transportation partners. In the context of this process, non-traditional partners may include, but are not limited to, certain nonprofit organizations or service providers, state agencies, Port of Olympia, and school districts.

Note that most non-traditional partners must apply as project co-sponsors for Transportation Alternatives (TA) Program grants.

If my proposal is selected, will TRPC give me the money to do the work?

No, you will not receive any money up front. STBG and TA grants are reimbursement-type grant programs. Grant recipients must follow [WSDOT's Local Agency Guidelines](#) to administer their projects. Project sponsors will submit approved invoices to the Federal Highway Administration via WSDOT Local Programs Olympic Region. You will be reimbursed for all eligible work up to the amount awarded in your grant. If you receive funding, you will work with WSDOT on the frequency of invoice submittal.

I have more questions now than when I started. Who can I contact for more information?

Potential applicants are strongly encouraged to contact Paul Brewster with questions, ideas, clarifications, and any other needs associated with this call for projects. Reach Paul Brewster by email at brewstp@trpc.org or by phone at 360.741.2526. Paul may also be available to meet with you and your project team. This is especially useful early in the project development process.



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: Transportation Policy Board

FROM: Katrina Van Every, Transportation Manager

DATE: March 4, 2026

SUBJECT: East Martin Way Gateway Project Update

PURPOSE

Peter Stackpole and Jessice Gould will provide an update on East Martin Way Gateway Project.

SUMMARY

- The Martin Way Corridor Study’s [Opportunities & Alternatives Analysis](#) suggested the intersection of Martin Way and Meridian Road/Duterrow Road can serve as an eastern gateway to the Martin Way Corridor.
- Through the Martin Way Corridor Study process, the idea of turning the Martin Way/Duterrow intersection into a roundabout emerged. The roundabout was suggested as a way to facilitate efficient bus service on Martin Way and to serve as the eastern gateway to the corridor.
- In 2022 and 2023, Thurston Regional Planning Council (TRPC) awarded Intercity Transit (IT) a total of \$945,653 in support of the East Martin Gateway Project.
- IT will provide an overview of the project’s progress. For more information, see IT’s [East Martin Way Gateway Station Roundabout](#) project page.

REQUESTED ACTION

None, informational only.

kve:bl



Elissa Gertler
Executive Director

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- Timberland Regional Library

MEMORANDUM

TO: Transportation Policy Board

FROM: Michael Mills, Associate Planner

DATE: March 4, 2026

SUBJECT: Regional Multimodal Level of Service – Project Introduction

PURPOSE

Introduce the concepts of Multimodal Level of Service (MMLOS) at a regional scale.

Summary:

- For many years, regional policymakers have expressed a desire to develop a more comprehensive approach to measuring transportation system performance—one that reflects the region’s values and is inclusive of people using all modes.
- Thurston Regional Planning Council (TRPC) staff have been investigating the feasibility of establishing such a regional framework by consulting with jurisdiction and agency staff, conducting a literature review, and identifying key areas of change within the agency.
- Through the most recent round of comprehensive plan updates, jurisdictions in the Thurston region were required to set their own local MMLOS standards.
- These locally set performance measures and standards are similar to what TRPC is investigating, but with several key differences in what they seek to accomplish relating to their responsibilities and scales.
- This first presentation is meant as an introduction to the topics and challenges associated with measuring the transportation system in new ways—future presentations will detail the types of measures that could be used to accomplish agency goals.

REQUESTED ACTION

This presentation is for informational and discussion purposes only.

mm:bl



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EQUITY CONSIDERATIONS

Equity is at the center of this project's purpose. Traditional Level of Service focuses solely on the experience of vehicle drivers. A more comprehensive framework of measurement that incorporates how people experience the system, no matter what mode of transportation they choose, will help elevate the needs of those unable to access a vehicle. By exploring a regional framework that measures performance across all modes, this project seeks to better understand whether the transportation system provides safe, reliable, and accessible options for all residents—regardless of income, ability, or location.

DISCUSSION QUESTIONS

During this presentation, staff will ask the following questions to gather policymaker feedback.

- Does the draft problem statement and goals make sense to guide this project? Anything we should add or remove?
- What questions do you have about how a regional MMLOS would work?
- Do you have any examples of how you have seen performance assessed successfully?

BACKGROUND

Regional policymakers have long expressed the desire to develop a more comprehensive approach to measuring transportation system performance that reflects the region's values and is inclusive of people using all modes. This priority is embedded in TRPC's vision statement:

"The Thurston region will become a model for sustainability and livability. Our residents will enjoy accessible, efficient, and effective, multimodal transportation on a system that is integrated regionally, maintained for longevity, and minimizes its impacts on the region's environment..."

To advance this vision, TRPC is exploring options for establishing a regional MMLOS framework. This project was funded in 2023 with redistributed federal transportation funds through the Surface Transportation Block Grant program. Staff will evaluate best practices and develop recommendations for how MMLOS can support local and regional transportation decision-making. A comprehensive framework of measurement could help TRPC prioritize infrastructure investments, guide planning efforts under the state Growth Management Act, and align with state, federal, and local goals, related to vehicle miles traveled, transportation-related emissions, and equitable access to mobility options.

At its core, this effort seeks to better measure how people move across our region. It represents not just a new set of performance measures, but a shift in how TRPC describes and evaluates the movement of people at a regional scale. After initial discussions with internal and local jurisdictional staff, TRPC staff developed a problem statement to help frame the issues this project is trying to solve, followed by a set of overarching goals in response to the stated problem.

Draft Problem Statement

"People in the Thurston region rely on a variety of transportation options to meet their needs, and regional goals call for expanding and improving those options. Local jurisdictions are beginning to measure multimodal performance in new ways, in response to state requirements and public interest. Historically, TRPC's primary measures for evaluating performance of the transportation network focus on vehicle movement rather than how well people are being served. Without a comprehensive framework focused on people's experience across all modes, TRPC cannot clearly determine whether regional mobility needs are being met or effectively prioritize transportation investments to best meet those needs."

Draft Goals for a Regional Multimodal Level of Service Framework

1. Evaluate the regional transportation system in a way that reflects its performance for people using all modes.
2. Evaluate whether transportation investments are keeping pace with planned growth and regional goals.
3. Communicate system performance in a way that is meaningful to policymakers, staff, and the general public.

PARTNER ENGAGEMENT

TRPC staff have engaged partner jurisdictions and agency staff at key milestones throughout the project to gather feedback and ensure the work reflects regional perspectives. Because this effort has implications across multiple areas of transportation planning, both planning and public works staff have participated in discussions.

In spring 2024, TRPC conducted interviews with staff from the cities, town, county, and Intercity Transit to better understand their current use and interpretation of LOS and MMLOS. A presentation was also delivered to the Technical Advisory Committee (TAC) to share project objectives and collect additional input.

In late 2025, TRPC and its consultants convened three focused meetings with jurisdictional staff, transit agencies, and WSDOT to review the literature review findings and discuss preliminary performance measure options. These discussions included feedback on the evaluation criteria used to narrow and refine the potential measures.

An additional meeting is planned for late March or early April to review three alternative performance measure frameworks and discuss potential implications for TRPC's work program. This meeting will help prepare for policy-level discussions scheduled to begin in May with the TPB.

KEY CONCEPTS AND DEFINITIONS

Several key concepts and definitions are central to understanding how TRPC and local jurisdictions evaluate transportation.

Level of Service (LOS)

TRPC currently defines LOS in the Regional Transportation Plan (RTP) as "a mechanism used to determine how well a transportation facility is operating from a traveler's perspective." In practice, TRPC uses regional transportation models and assigns a letter grade (A-F) to qualitatively describe how easily vehicles move through the system, based either on the congestion of a road segment (Volume to Capacity (V/C) Ratio) or how long it takes to pass through a specific point (Intersection Delay). These vehicle-based measures of LOS have been widely used since their introduction in the 1965 Highway Capacity Manual and remain a common way to communicate roadway performance. However, traditional LOS measures only describe the movement and delay experienced by drivers and do not capture the experience of people walking, rolling, biking, or using transit.

Multimodal Level of Service (MMLOS)

MMLOS does not have a standardized definition but typically refers to measures that assess travel performance or experience for multiple modes. MMLOS can look quite different from a traditional vehicle LOS, because in many cases it evaluates a wider range of aspects of a traveler's experience, beyond congestion and delay. For example:

- Drivers assume there will be a road to drive on, and they may prioritize getting to their destination in a reasonable amount of time.
- People walking or biking may question whether safe and continuous facilities exist for their trip.
- People riding transit may prioritize reliability, frequency, or service coverage.

These differing values amongst the modes add complexity to establishing a unified measurement.

Standards and Concurrency

For local jurisdictions, performance standards are directly tied to the Growth Management Act. Under [RCW 36.70A.070](#), jurisdictions must ensure concurrency—the timely provision of public facilities relative to development demand. It applies to many different aspects of the GMA, but transportation is the only area that specifies denial of a proposed development if its impact on the local transportation system would result in LOS dropping below adopted standards.

That means that when jurisdictions adopt new MMLOS standards in their comprehensive plans, concurrency requirements will apply to those new measures. Concurrency applies at the local and state levels but does not apply at the regional (MPO/RTPO) level.

At this stage, what TRPC is evaluating is whether it would be beneficial to include other modes of travel when measuring the performance of the regional transportation system. No regional standards are being proposed at the end of this phase of work. Any consideration of standards would occur only after system measurement and evaluation, and only if determined beneficial to member jurisdictions and TRPC.

PROJECT PHASING

This project has been split into two primary phases of work with a third that would be programmatic or on-going. The first, and current phase, was identified as an unfunded need within TRPC's Unified Planning Work Program, and in 2023, TRPC received redistributed transportation funds to accomplish this.

- **Phase I – Research & Development (Current):** This phase focuses on understanding the current state of practice and evaluating how MMLOS could be applied regionally. It includes a review of existing LOS and MMLOS practices within Thurston County, identification of relevant best practices from across Washington State and the nation, and an assessment of regional needs. At the conclusion of this phase, the Transportation Policy Board and Council will determine whether and how to move forward with a comprehensive regional performance framework.
- **Phase II – Implementation (Future, Unfunded):** Depending on the recommendations of phase I and if funding is secured, the second phase will focus on implementation. It would involve gathering necessary data, measuring system performance under the new framework, integrating measures into TRPC policies and work products, and aligning RTP goals to improve measurability. This would also be when the value of adopting a set of regional standards would be discussed.
- **Phase III – Monitoring & Program Integration (Future):** Once measured and implemented, ongoing monitoring and updates to maintain and report on system performance will be incorporated into TRPC's work program.

The first phase builds upon current and past efforts, including TRPC's Regional Trails Plan, Bicycle Connectivity Strategy, Congestion Management Process, and many others. However, there is additional work on the near horizon for TRPC that could also lead to the future expansion of the comprehensive framework. Two primary areas include the Regional Safety Action Plan and the Regional Freight Mobility Strategy.

SYSTEM MEASUREMENT AT MULTIPLE SCALES

While TRPC's project was conceived separately, there are MMLOS efforts occurring at three levels of government: local, state, and regional.

In 2023, shortly after funding for this project was secured, the Washington State legislature approved a suite of changes to the Growth Management Act that updated the state's planning framework to respond to climate change. Among the changes, [RCW 36.70A.070 \(6\)](#) now requires transportation elements of comprehensive plans for most cities to develop multimodal level of service standards. Thurston region jurisdictions were among the first in the state to be required to make these changes in their 2025 Comprehensive Plans.

MEMORANDUM
Page 5
March 4, 2026

The Washington State Department of Transportation (WSDOT) has also been working to establish a MMLOS for state transportation facilities. Their process has been focused on how to measure their own facilities in varying land-use contexts across the state. Interim guidance of WSDOT's approach was released in August 2024 however, in recent discussions with WSDOT staff, they may be moving in a different direction than their original guidance.

TRPC's regional effort differs in focus than the other two. While state and local agencies concentrate on facilities they maintain and operate, TRPC's role is to understand mobility across jurisdictional boundaries. A regional framework would focus on how people move throughout the Thurston region as a whole. Coordination across all levels of government will be essential to ensure alignment and avoid conflicting messaging.

TIMELINE & NEXT STEPS

Staff will continue to seek feedback from local jurisdiction staff, Transportation Policy Board, and Council throughout this anticipated schedule.

March/ April 2026 (Current presentation)

Introduction of the project to policymakers, including its key concepts, problem statements, and goals.

May/June 2026

Presentation of the top three measurement framework options to the Transportation Policy Board, including potential integration points within TRPC. Initial feedback gathered to ensure staff is on the right track.

July/September 2026

Presentation of the same options to Council with the recommendations of the TPB for additional policy-level feedback.

End of 2026 – Early 2027

Presentation of final findings and recommendations. Action requested to adopt and implement the selected performance framework.