AGENDA
Transportation Policy Board
Wednesday, May 13, 2020     8:30 a.m. – 11:00 a.m.
Zoom Teleconference Meeting
https://us02web.zoom.us/j/84953889408?pwd=dHBmSnloMU1aUFFhWUhjQ0ptRmlZUT09
Meeting ID: 849 5388 9408
Password: 823045
Audio by phone, dial in early:
(253) 215-8782, or (301) 715 8592

To comply with the Governor’s guidance to “Stay Home and Stay Healthy” and in keeping with the Proclamation by the Governor Amending Proclamation 20-05 Open Public Meetings Act and Public Records Act issued on March 24, 2020 and subsequent proclamations, participation in the May 13, 2020 TPB meeting will be through remote access only.

Note:

1. Introductions
   Andy Ryder, Chair

2. Approval of Agenda
   ACTION
   Andy Ryder, Chair

3. Approval of Meeting Notes from April 8, 2020 (Attachment)
   ACTION
   Chair

4. Public Comment Period - Call in only

5. 8:45 - 8:55 Employee Recognition
   RECOGNITION
   Marc Daily

6. 8:55 - 9:05 Transportation Policy Board Bylaws (Attachment)
   The Board will consider changes to the bylaws to address remote meetings.
   ACTION
   Karen M. Parkhurst

7. 9:05 - 9:10 Meeting Time
   The June 10, 2020 meeting is scheduled to return to its regular 7:00 to 8:30 am meeting time. During the June meeting, the Board will take action on several major issues: A funding recommendation on projects submitted in the Federal Call for Projects and adoption of the Regional Transportation Plan. This may require an extended meeting. In light of COVID-19, the meeting may be remote. The Board will discuss changing the June meeting time to 8:30 to 10:30.
   ACTION
   Karen M. Parkhurst

8. 9:10 - 9:15 Business Representative Recruitment (Attachment)
   Staff will discuss "soft" recruitment efforts to fill the Business Representative vacancy and ask for the Board's assistance in promoting this opportunity.
   PRESENTATION
   Karen M. Parkhurst

9. 9:15 - 11:00 Federal Call for Projects Proposals (Attachment)
   The Board will review projects received under the Federal Call for Projects.
   1st REVIEW
   Paul Brewster

10. Announcements
    At the discretion of the Chair, this may be covered in the After-Meeting Summary.
    TRPC Staff

11. Outside Committee Report
    At the discretion of the Chair, this may be covered in the After-Meeting Summary.
    BRIEFING
    Doug DeForest

Next Meeting – June 10, 2020
The Board will determine the meeting time and duration with Agenda Item 7.
TRPC reserves the right to limit public participation to the public comment section of the agenda.

A participant may be removed from the meeting if they engage in disruptive behavior which may include the following:

- 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, containing cyber bullying.
- Otherwise engaging in disruptive behavior that is unrelated to the content of the meeting.
MINUTES OF MEETING
TRANSPORTATION POLICY BOARD
Wednesday, April 8, 2020
Remote Access Only

Call to Order
Chair Andy Ryder called the meeting to order at 7:00 am.

Attendance
Members Present:

| City of Lacey           | Andy Ryder, Chair                 |
| City of Olympia        | Dani Madrone, Council member      |
| City of Rainier        | George Johnson, Council member    |
| City of Tumwater       | Pete Kmet, Mayor                  |
| City of Yelm           | Cody Colt, Council member         |
| Intercity Transit      | Don Melnick, Board member         |
| North Thurston Public Schools | Deanna Maddox, Staff         |
| Port of Olympia        | EJ Zita, Commissioner             |
| State Government       | Kevin Dragon, DES Staff           |
| WSDOT                  | John Wynands, Staff               |
| Emeritus Business Rep  | Doug DeForest                     |
| Business Rep           | Renee Radcliff Sinclair           |
| Community Rep          | Graeme Sackrison, Vice Chair      |

Members Absent:

| City of Tenino          | John O’Callahan, Council member  |
| Nisqually Indian Tribe  | Heidi Thomas, Staff              |
| Confederated Tribes of the Chehalis Reservation | Amy Loudermilk, Staff |
| Thurston County         | Gary Edwards, Commissioner       |
| Community Rep           | Kevin Pestinger                  |

Staff Present:
Marc Daily, Executive Director
Karen Parkhurst, Planning & Policy Director
Veena Tabbutt, Deputy Director
Burlina Martin, Administrative Assistant
Katrina Van Every, Senior Planner
Sara Porter, Assistant Planner

Others Present:
Mary Heather Ames, City of Tumwater
Martin Hoppe, City of Lacey
Sophie Stimson, City of Olympia
Eric Phillips, Intercity Transit
Doug Cox, WSDOT Tribal & Regional Planning
Rob LaFontaine, Intercity Transit
Matt Unzelman, Thurston County
Agenda Item 1  Introductions/Announcements/Updates  No self-introductions.

Agenda Item 2  Approval of Agenda  Chair Ryder requested an amendment to the agenda to discuss the start time of the May 13, 2020 meeting.

*Board member Sackrison moved, seconded by Board member DeForest, to approve the agenda after amending the agenda to include discussion of the May 13, 2020 meeting start time. Motion carried unanimously.*

Agenda Item 3  Approval of Meeting Notes from March 11, 2020  

*Board member DeForest moved, seconded by Board member Sackrison, to approve the meeting notes from March 11, 2020. Motion carried unanimously.*

Agenda Item 4  Public Comment  

There were no public comments.

Agenda Item 5  Regional Transportation Plan (RTP) – Outreach Result and Releasing the Full Draft Plan for Public Review and Comment  

Senior Planner Katrina Van Every discussed the outreach efforts for the RTP which include a 2019 stakeholder survey, one-page information summaries, an interactive map of RTP projects, a 2020 community survey, and presentations to various agencies and organizations.

Staff recommends the Policy Board release the draft Regional Transportation Plan for public review and set a public comment period for April 10, 2020 to May 11, 2020.

*Board member Zita moved, seconded by Board member DeForest, to release the draft Regional Transportation Plan for public review and set a public comment period for April 10, 2020 to May 11, 2020. Motion carried unanimously.*

Agenda Item 6  Draft TRPC Obligation Authority Policy and Procedures  

Deputy Director Veena Tabbutt reviewed the draft TRPC Obligation Authority (OA) Policy and Procedures. The policy is needed to comply with the Washington State Department of Transportation Local Agency Federal Obligation Authority Policy. The goal of the policy is to:

- Meet the state’s obligation targets.
- Establish a clear and consistent framework for grant recipients.
- Position the region to fund additional projects with redistributed or sanctioned funds.
- Mitigate the adverse impact of sanctions.

Agenda Item 7  Federal Call for Projects Update  

Planning & Policy Director Karen Parkhurst briefed the Board on the Federal Call for Projects to be programed for 2021-2025. The available funds include:

- Surface Transportation Program Bloc Grant: $12,589,000
- Transportation Alternatives (TAP): $1,359,000
- Congestion Mitigation and Air Quality (CMAQ): $1,200,000

The Board will review the eligible proposals at their May 13, 2020 meeting.
Agenda Item 8  
**DISCUSSION**  
**May 13, 2020 Transportation Policy Board Meeting Time**  
The agenda was modified at the beginning of the meeting to add this agenda item.

Chair Ryder proposed that the May 13th meeting’s start time be changed to 8:30 am. This will be a remote meeting.

*Board member Madrone moved, seconded by Board member Ryder, to change the start time to the May 13, 2020 meeting to 8:30 am. Motion carried unanimously.*

Agenda Item 9  
**BRIEFING**  
**Announcements**  
Board members had the opportunity to share information about what is happening in their organizations/communities.

Agenda Item 10  
**BRIEFING**  
**Outside Committee Report**  
There were no outside committee reports.

**Adjournment**  
There being no further business, Chair Ryder adjourned the meeting at 8:14 a.m.

______________________________
Andy Ryder, Chair

*Minutes prepared by Burlina Martin, Administrative Assistant, Thurston Regional Planning Council*

*These minutes are not verbatim. A recording of this meeting is available upon request.*
MEMORANDUM

TO: Transportation Policy Board

FROM: Karen Parkhurst, Planning & Policy Director

DATE: May 6, 2020

SUBJECT: Transportation Policy Board (TPB) Bylaws

PURPOSE

Consider adopting a change to the TPB Bylaws to support remote participation in meetings.

Summary:

- Although the state’s Open Public Meetings Act allows for remote meetings, TPB’s current Bylaws do not mention remote meeting attendance.
- In light of the need for remote meetings in response to guidance on COVID-19, staff have provided draft changes to the TPB bylaws, adding language in Section VIII to specify requirements for remote meetings.
- Staff consulted Municipal Research and Services Center (MRSC) for guidance. Their website provides helpful information regarding remote meeting attendance and the open public meetings: http://mrsc.org/Home/Stay-Informed/MRSC-Insight/February-2020/Remote-Meeting-Attendance-guidelines.aspx
- The Board will be asked to take action at this meeting.

REQUESTED ACTION

Update the TPB Bylaws to provide remote meeting attendance guidance.

Attachments

Kp:bm
Section I: Purpose
The purpose of the Transportation Policy Board (TPB) is to advise and make recommendations to the Thurston Regional Planning Council (TRPC) on policy and programs relating to regional transportation issues pursuant to state and federal legislation.

Section II: Membership
Each voting member agency of TRPC, as determined by Section III (Membership) of TRPC’s “Agreement,” shall be entitled to one seat on the TPB. Pursuant to RCW 47.80.040, the TPB shall also allow participation by: the Washington State Department of Transportation regional office (WSDOT); the Port of Olympia; and Intercity Transit. TPB membership shall also include up to three (3) representatives of major employers, business, or industry associations, two community representatives, and one state agency representative, all of whom shall be appointed by the TPB.

In accordance with 2003 state legislation (RCW 47.80.040 as amended by ESB 5245), any members of the Washington State House of Representatives or Senate whose districts are wholly or partly within the boundaries of the regional transportation planning organization are considered ex officio, nonvoting members of the TPB.

The Port of Olympia shall designate an elected official to serve on the TPB, Intercity Transit shall designate an Authority member, and the WSDOT shall designate a high-level staff person to serve on the TPB. The Port, Intercity Transit, and the WSDOT shall convey to the TPB Chair in January of each year who their designated members shall be.

With the exception of community representatives, member organizations should officially designate alternates. Alternates from non-tribal members shall be elected officials from the same membership agency, with the following proviso. In the event an elected official from a member jurisdiction is not available to serve as a TPB alternate that jurisdiction may, with approval from the TPB Chair, appoint a high-level, at-will department head from that jurisdiction to serve as alternate. Any non-elected TPB alternate must have the authority to speak for that jurisdiction and vote on regional policies on its behalf.

If the officially designated member-representative or the officially designated alternate member representative is unable to attend a specific meeting, then the member-representative may designate, for that meeting only, an additional alternative member-representative. This additional alternate will have all rights, privileges and authorities exercised by the member-representative and his/her appointed alternate.
Section III: Appointment of Business and Community Representatives

The TPB shall appoint up to three business representatives and two community representatives to its membership. Elected officials or employees of any TRPC or Board member organization shall not serve as a business or community representative. The TPB Chair shall establish a subcommittee to develop criteria, establish a recruitment process to fill vacancies, and to make a recommendation to the full TPB on appointments. Appointment of business and community representatives requires approval by a majority of voting members present at a regularly scheduled TPB meeting.

Business and community representative appointments shall be for a term of one or two years. Terms shall be staggered to provide for continuity on the Board. There is no limit to the number of terms a representative may serve. At the end of an initial term, the Board may reappoint the business or community representative for only a second term without initiating the recruitment process. At the end of her/his term, a business or community representative shall continue to serve until reappointment or until a replacement is appointed by the TPB. During the transition time between term expiration and reappointment or new appointment, the business or community representative enjoys all the privileges of full membership. This allows for continuation of operations during recruitment and appointment.

At least 60 days prior to the expiration of the first term of a business or community representative, staff will contact the representative to ascertain his/her desire to serve another term. Staff will notify the Board, who may reappoint the representative for a second term. If the business or community representative does not wish to serve another term or if the Board does not elect to reappoint the representative to another term, staff will initiate the recruitment process. At the end of the second term of a business or community representative, staff will initiate the recruitment process. Incumbents may apply.

The recruitment process consists of a 30-day notification and outreach to the public regarding the opportunity to serve as a community or business representative. For business representative recruitment, in addition to general public outreach, staff will work with the Chambers of Commerce, Economic Development Council and other business entities.

If a community or business representative is unable to complete her/his term within six months of appointment, the Board may opt to select from previous applicants, rather than initiate a new recruitment. The Board may also choose to begin a recruitment process. While both community and business representatives are selected on an individual and not a business basis, if a business representative leaves prior to the end of her/his term, the Board may choose to select someone from the same business to complete the term.

The term of a business or community representative who is serving as an officer of the Board (Chair or Vice-Chair) shall coincide with the term of office. For example, if a business representative’s term is scheduled to end in July, but s/he is serving as Chair or Vice Chair, her/his term shall be extended until the Board holds its next annual elections.
A community representative may not specify an alternate to serve in her/his place. If a business representative is unable to attend a specific meeting, s/he may designate an alternate from her/his respective organization for that meeting only.

Section IV: Emeritus Business or Community Representative
From time to time, the Chair may consider designating emeritus status to a person who has served as a business or community representative on the Board for at least ten (10) consecutive years. Designation as an emeritus business or community representative requires approval by a majority of voting members present at a regularly scheduled TPB meeting. If appointed, the emeritus business or community representative may serve for a term of no longer than two years, and will have all the rights, privileges, and authorities exercised by any member of the Board. At the end of an initial two-year term, at the request of the Chair, the Board may consider reappointing the emeritus business or community representative to subsequent one-year terms in a non-voting capacity”.

An emeritus business or community representative may not specify an alternate to serve in her/his place. If a person is granted emeritus status, her/his current business or community representative position will become open for recruitment following the process set forth in Section III.

Section V: Appointment of State Government Representative
The TPB shall appoint one state government representative to its membership. The TPB Chair or his/her designee shall consult with the Office of the Governor to develop criteria, establish a selection process, and set the terms for this position. The TPB Chair will make a recommendation to the full TPB after such consultation. Appointment of the state government representative requires approval by a majority of voting members present at a regularly scheduled TPB meeting.

Section VI: Membership Roles, Responsibilities, and Expectations
The TPB advises TRPC on matters related to regional transportation. This advisory role is essential for TRPC to carry out its responsibilities as the federally-designated Metropolitan Planning Organization (MPO) and state-designated Regional Transportation Planning Organization (RTPO). To effectively carry out this advisory role, TPB members must be fully engaged in the activities and work of the TPB. TPB members are expected to regularly attend, prepare for, and actively participate in scheduled meetings. It is expected that TPB members will also participate in other ad hoc meetings, committees, and transportation-related events as appropriate. TPB members may also be asked by the TPB Chair to represent the TPB to other organizations. It is important that members maintain a regional perspective on transportation matters. TPB members work within a committee structure that strives for informed consensus in all of its decisions while respecting the diversity of viewpoints represented.

Section VII: Officers
The officers of the TPB are Chair and Vice Chair. Officers are elected at the February meeting of the TPB from among the representatives of the voting members provided that the current officers continue to serve until their successors are elected. All voting members of the TPB are eligible to be officers.
A. The Chair presides at all meetings, coordinates with TRPC staff in setting the agenda for meetings, calls special meetings, and also sets the time and place of meetings in consultation with the membership. In addition, the Chair establishes committees and their membership for the purpose of making recommendations to the full TPB on policy issues. The Chair officially represents the TPB before other groups and agencies and also carries out other duties as designated by TRPC.

B. The Vice Chair serves in the Chair’s absence. The Vice Chair, when directed by the Chair, may officially represent the TPB before other groups and agencies.

Section VIII: Meetings
The dates and times of the regular monthly meetings of the TPB shall be held in accordance with the schedule set by the TPB each year at its January meeting. To ensure appropriate notice, public involvement and effective regional decision-making, all meetings shall comply with the requirements of the State Open Public Meetings Act. The Executive Director of TRPC shall ensure that official minutes are taken for each regular TPB meeting, and that they are signed by the Chair and the Executive Director after review and approval by the TPB.

Written notification of regular meetings shall be sent to all representatives and alternates at least five (5) days prior to the date of the meetings. Notice of special meetings called by the Chair may be by telephone and appropriate members will be notified. Robert’s Rules of Order will be observed at all regular TPB meetings.

Remote participation in TPB meetings is permissible as long as proper notice of the meeting time and place is given, and technology is in place that allows attending members of the public to hear all discussion and provide public comment.

Board members wishing to participate remotely should notify the Executive Director at least two (2) days prior to the meeting date. The Chair may waive these requirements under extenuating circumstances.

Section IX: Quorum
A quorum shall consist of a simple majority of voting TPB members. All TRPC member agencies eligible for membership on the TPB shall indicate their interest in TPB membership and shall designate their representatives prior to the February TPB meeting for the purpose of calculating a quorum.

Section X: Voting
All actions and recommendations of the TPB shall be approved by a simple majority of the quorum.

Section XI: Amendments
Amendments to these bylaws may be approved by a two thirds majority of the voting members present. Proposed changes shall be presented one meeting prior to the meeting at which action by the TPB will be taken.
Section XII: TRPC Staff

TRPC staff are responsible to carry out all administrative functions required by the TPB. TRPC staff will be the key point of contact between the Technical Advisory Committee (TAC) and the TPB. The Chair (or project chair) of the TAC will join TRPC staff in presenting TAC recommendations or technical information to the TPB as needed.

Approved by TRPC: February 11, 1994
Amended by TPB: May 14, 2003
Amended by TPB: January 10, 2007
Amended by TPB: September 14, 2011
Amended by TPB: October 10, 2012
Amended by TPB: June 12, 2013
Amended by TPB: February 11, 2015
Amended by TPB February 14, 2018
Amended by TPB January 4, 2019
Amended by TPB October 9, 2019
Amended by TPB May 13, 2020
MEMORANDUM

TO: Transportation Policy Board
FROM: Karen M. Parkhurst, Planning & Policy Director
DATE: May 6, 2020
SUBJECT: 2020 Business Representative

PURPOSE:

To open recruitment for a Business Representative

Summary:

- According to its Bylaws, the Transportation Policy Board (TPB) may appoint up to three business representatives. Such appointment requires approval by a majority of voting members present at a regularly scheduled TPB meeting.
- The Board has two open Business Representative seats.
- The Board approved opening recruitment earlier this year. The Bylaws specify at least a 60-day recruitment period.
- We know that many businesses are facing major challenges now, but also recognize that this may be a time when businesses may have a higher degree of interest in transportation for customers, employees, and goods.
- Considering COVID-19, we suggest that we keep the end-date of the recruitment open longer, if necessary.
- We propose to post the recruitment on our website, make application materials available, and ensure that business associations, chambers, and others know of the openings. We can also present information remotely at meetings and other gatherings.
- We will need your assistance to bring these important business voices to the table.
MEMORANDUM

TO: Transportation Policy Board
FROM: Paul Brewster, Senior Planner
DATE: May 6, 2020
SUBJECT: 2020 Federal Transportation Funding Call for Projects – Proposal Review and Discussion

PURPOSE

To review the 2022-2025 Regional Federal Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Congestion Mitigation and Air Quality Improvement Program (CMAQ) grant proposals.

Summary:

- TRPC issued a Call for Projects from February 10, 2020 to March 27, 2020.
- $12.6 million STBG, $1.2 million TA, and $1.4 million CMAQ funding is available to program to projects for Federal Fiscal Years 2022-2025.
- 28 applications were submitted: 22 STBG; 2 TA; and 4 CMAQ.
- The Technical Advisory Committee completed a peer review of the proposals on April 16; No project eligibility or technical issues were discovered.
- A public comment period ran April 6-22; public comments (2) are appended to this staff report.
- On May 13, staff will present an overview of each proposal.
- On June 10, the TPB is scheduled to finalize and forward a funding recommendation to the Council.
- The Council will approve proposals and funding levels on July 10.

REQUESTED ACTION

This agenda item is for project review and discussion. No action is required.
BACKGROUND

On May 13, 2020, staff will brief the Transportation Policy Board (TPB) on the 2020 Federal Transportation Call for Projects process. This agenda item is devoted to familiarizing TPB members with the applicants’ proposals. Staff will present an overview of each proposal. Applicants are invited to respond to members’ questions. On June 10, the TPB is scheduled to forward a funding recommendation to the Council. The TPB may use additional time during the meeting to discuss a project selection strategy and provide guidance to staff to prepare for the June 10, 2020 meeting.

TRPC will award over $15 million in combined Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Congestion Mitigation and Air Quality Improvement Program (CMAQ) grant program funds for Federal Fiscal Years 2022-2025. The applicants’ combined funding requests exceed the total amount of funding available by over $1.9 million.

### 2022-2025 Federal Grant Cycle Funding Levels and Requests

<table>
<thead>
<tr>
<th>GRANT PROGRAM</th>
<th>FUNDING AVAILABLE</th>
<th>FUNDING REQUESTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>STBG</td>
<td>$12,589,000</td>
<td>$13,983,612</td>
</tr>
<tr>
<td>TAP</td>
<td>$1,359,000</td>
<td>$608,000</td>
</tr>
<tr>
<td>CMAQ</td>
<td>$1,200,000</td>
<td>$2,515,635</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$15,148,000</td>
<td>$17,107,247</td>
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Approximately $57,300 Highway Infrastructure Program (HIP) grant program funds carried over from the 2018 Call for Projects Process. HIP funds are somewhat interchangeable with STBG funds, but are limited to the construction of highways, bridges, and tunnels. Design and right of way phases are eligible if they directly relate to the construction of a roadway project. The HIP funds must be programmed on a rural project and obligate by 2021 or they will lapse. Thurston County is the sole eligible entity to use these limited funds and staff recommend the HIP funds be programmed on a Thurston County STBG proposal approved in this Call for Projects Process.

Application Submissions

TRPC accepted applications from February 10, 2020 to March 27, 2020. A total of 28 proposals were received. Sixteen of which are the applicants’ priorities that seek funding for the current cycle.

Twelve are contingency proposals and do not factor into the total funding requested. Contingency proposals may be selected in future years to backfill funding secure projects that don’t obligate as scheduled or may move forward to meet obligation targets, if additional funding becomes available. Selected proposals will be added to a Contingency List and chosen through TRPC’s Obligation Authority Process (in draft, presented to the TPB in April).

- Surface Transportation Block Grant (STBG): 11 priority proposals and 11 contingency proposals.
- Transportation Alternatives (TA): 2 priority proposals.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ): 3 priority proposals and 1 contingency proposal.

The proposals:

- Include a variety of multimodal projects with design, right of way, and construction phases and planning studies, programs, and vehicle acquisition.
- Address community priorities in both the urban metropolitan and rural areas of the Thurston Region.
- All support safety, multimodal efficiency, or system preservation regional funding priorities and the goals and policies of the Regional Transportation Plan in both the urban metropolitan and rural areas of the county.
MEMORANDUM
Page 3
May 6, 2020

Technical Review Process

On April 16, 2020, the Technical Advisory Committee (TAC) and TRPC staff reviewed each proposal. The review concluded that all proposals meet the following criteria:

1. The application is complete with all the required information.
2. The applicant has Certification Acceptance (CA) agency status.
3. The proposal meets the eligibility criteria for the respective federal grant program.
4. The minimum 13.5 percent non-federal match requirement is met.
5. The proposal appears financially feasible for the revenue requested for the scope of work described in the application.
6. The proposal can be feasibly completed within the 2022-2025 funding cycle.

Each applicant was asked about the scalability of their proposals’ scopes of work and if the proposal could accept less funding – while maintaining project viability. Several proposals are scalable. Staff also asked applicants about the timing of their proposals to assist staff with planning project obligation scheduling. Applicants were offered an opportunity to resubmit proposals with minor revisions to address feedback from the technical review process.

Public Comments

All proposals were published for public comment. A legal notice, email messages, and the agency website, TRPC.org, invited public comments from April 6-22. Full project details were accessible from the website. TRPC received two comments. They are appended to this staff report.

Policy Maker Review Process

The TPB will review all priority and contingency proposals. The TPB will consider each proposal’s benefits to the multimodal transportation system, its consistency with the Regional Transportation Plan, its fulfillment of Sustainable Thurston goals and other regional priorities, and any public comments.

The Council will receive a briefing on the proposals on June 5, 2020. The TPB is scheduled to forward a funding recommendation to the Council on June 10, 2020. The Council will conduct its final review and consider action on the TPB’s recommendations on July 10, 2020.

Surface Transportation Block Grant (STBG) Funding Priorities

TRPC has made it a standing policy to focus its discretionary STBG funding investments in three emphasis areas:

1. Safety.
2. System preservation.
3. Multimodal efficiency.

Transportation Alternatives (TA) Funding Priorities

The TA program provides funding for pedestrian and bicycle facilities, projects that support public transportation and enhanced mobility, historic preservation, vegetation management and environmental mitigation related to stormwater and habitat connectivity, recreational trails, safe routes to school projects, and projects for planning, designing, or constructing boulevards and other roadways largely in the right of way of former divided highways.

Congestion Mitigation Air Quality (CMAQ) Funding Priorities

The CMAQ program provides funding for areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. In Thurston County, eligible projects are constrained within the region’s PM10 Air Quality Maintenance area located in north Thurston County. A variety of project types are eligible, including electric and natural gas vehicle infrastructure, Transportation Demand Management (TDM) programs, transit facilities, transit service expansion, and diesel retrofit technologies.
A summary of the proposals for each grant program follows. A brief description is included for each proposal. The complete applications are available online: [https://www.trpc.org/879/Federal-Funding-Call-for-Projects](https://www.trpc.org/879/Federal-Funding-Call-for-Projects).

### STBG Priority Proposals

<table>
<thead>
<tr>
<th>#</th>
<th>APPLICANT</th>
<th>PROPOSAL</th>
<th>PHASE</th>
<th>REQUEST</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lacey</td>
<td>College Street Corridor Improvements - Phase 4</td>
<td>PE</td>
<td>$1,478,648</td>
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<tr>
<td>2</td>
<td>Olympia</td>
<td>Fones Rd - Transportation</td>
<td>CN</td>
<td>$2,040,118</td>
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<tr>
<td>3</td>
<td>Tumwater</td>
<td>X St Roundabout - Right of Way Phase</td>
<td>ROW</td>
<td>$866,470</td>
</tr>
<tr>
<td>4</td>
<td>Yelm</td>
<td>SW Mosman Ave Phase 2</td>
<td>CN</td>
<td>$1,043,470</td>
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<td>5</td>
<td>Intercity Transit</td>
<td>Pattison Maintenance, Operations &amp; Administrative Facility Rehabilitation, Expansion &amp; Modernization</td>
<td>CN</td>
<td>$2,450,000</td>
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<td>6</td>
<td>Thurston County</td>
<td>Intersection Improvements at Johnson Point Rd/Hawks Prairie Rd/South Bay Rd</td>
<td>ROW, CN</td>
<td>$2,966,673</td>
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<td>7</td>
<td>Thurston County</td>
<td>Littlerock Rd/113th Intersection &amp; Blooms Ditch Bridge Replacement*</td>
<td>CN</td>
<td>$1,762,460</td>
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<tr>
<td>8</td>
<td>Thurston County</td>
<td>Old Hwy 99 Intersection Improvements at Sargent Rd and 201st Ave</td>
<td>PE, ROW</td>
<td>$900,000</td>
</tr>
<tr>
<td>9</td>
<td>TRPC</td>
<td>Thurston County Bicycle Map, 8th Edition</td>
<td>PL</td>
<td>$43,250</td>
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<tr>
<td>10</td>
<td>TRPC</td>
<td>Household Travel Survey</td>
<td>PL</td>
<td>$259,500</td>
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<tr>
<td>11</td>
<td>TRPC</td>
<td>High Capacity Transportation Project Development</td>
<td>PL</td>
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</tbody>
</table>

**Total: $13,983,612**

Phases: PE= Preliminary Engineering (Design); CN=Construction; ROW=Right of Way; PL=Planning or Program

* Littlerock Rd/113th Intersection & Blooms Ditch Bridge Replacement is Thurston County’s preferred project for the Highway Infrastructure Program Funding ($57,303)

1. **College Street Corridor Improvements Phase 4**

   **Agency:** Lacey
   **Grant Request:** $1,478,648
   **Match:** $230,771
   **Total Cost:** $1,709,419
   **Phase:** Preliminary Engineering/Design
   **Project Date:** 2021-2025
   **Location:** College St SE from 25th Ave SE to 37th Ave SE

**Project Overview**

The project will complete the design to improve College Street from 25th Avenue SE to 37th Avenue SE, including a traffic calming roundabout with pedestrian crossing features at the intersection of College Street and Belair Dr / 29th Avenue SE. This project is the fourth phase of a multi-phased project on the College Street corridor to enhance multi-modal access, reduce speed, provide enhanced pedestrian accessibility and improve overall safety. The project will construct wide sidewalks with pedestrian buffers, accessible ramps, lighting and raised landscaped medians for access management.
2. Fones Road - Transportation

Agency: Olympia
Grant Request: $2,040,118

Match: $318,400
Total Cost: $14,027,000

Phase: Construction
Project Date: 2023

Location: Fones Rd from Pacific Ave to 18th Ave

Project Overview

Fones Road is a Major Collector, 0.6 mile long, which carries approximately 19,000 vehicles per day. Traffic is concentrated on Fones Road because there are no nearby parallel routes, and it is an important regional connection. Its unique mix of users, including freight, commuter traffic, bicyclists, and pedestrians, means multi-modal improvements are especially needed. Along the corridor there are single- and multi-family homes, businesses, and industrial uses.

The City of Olympia plans to rebuild Fones Road as a multi-modal corridor. Design is underway and construction funds are needed. The project will add sidewalks and crossings for pedestrians, protected bike lanes, an improved trail crossing, improvements for vehicle flow and truck access, lighting, upgraded utilities, landscaping, resurfacing, and stormwater facilities.

3. X St Roundabout - Right of Way Phase

Agency: Tumwater
Grant Request: $866,470

Match: $1,633,530
Total Cost: $2,500,000

Phase: Right of Way
Project Date: 2023-2025

Location: Intersection of Capitol Blvd & X St

Project Overview

The X Street Roundabout will further the implementation of the Capitol Boulevard Corridor Plan performed in 2013. The project will replace an existing signalized intersection with a modern roundabout that supports the Corridor Plan’s goals of improving economic conditions along the corridor, providing transportation options and safety for walkers, cyclists, and motorists, and increasing the aesthetic appeal of the Boulevard. The design is currently kicking off and will be completed by the end of 2021.

4. SW Mosman Ave Phase 2

Agency: Yelm
Grant Request: $1,043,493

Match: $162,857
Total Cost: $1,206,350

Phase: Construction
Project Date: 2021

Location: SW Mosman Ave from SW Railroad St to SW Longmire St

Project Overview

This priority project is situated in the City of Yelm. It consists of the second phase of the reconstruction of SW Mosman Ave, with Phase 2 being from SW Railroad Street to Solberg Street (~1,500 feet), along with a new roadway extension from Solberg Street to Longmire Street of ~600 feet. The roadway extension will transverse a portion of the Tahoma Valley Golf and Country Club property, requiring a relocation plan and ROW acquisition. Improvements will include new pavement with two travel lanes, various turn, parking and bike lanes, curb and gutter, sidewalks, landscaping, ADA Improvements, and illumination and stormwater improvements.
This project will improve congestion and mobility, particularly in relieving the congestion that is occurring along Yelm Avenue. This project fits in with Yelm’s overall strategy for congestion relief and improving mobility. It is considered regionally significant and will be “shovel ready” for Spring 2021 construction.

5. Pattison Maintenance, Operations & Administrative Facility Expansion and Modernization

**Agency:** Intercity Transit

**Grant Request:** $2,450,000

**Match:** $382,370

**Total Cost:** $2,832,370

**Phase:** Construction

**Project Date:** 2021-2022

**Location:** 526 Pattison St SE, Olympia, WA

**Project Overview**

Intercity Transit’s Maintenance, Operations and Administrative (MOA) Facility opened for service in 1985. Designed to support 80 vehicles, today it supports the maintenance and operation of a fleet of over 400. Current facility constraints require around the clock shifts, 24 hours a day, 7 days a week. The current campus serves all operations, maintenance and administrative staff (over 400), as well as approximately 700 regional vanpool users. The Pattison facility is the sole site for all fueling, maintenance and daily dispatch of vehicles for services.

This project will renovate the existing maintenance building and continue the overall expansion and modernization project to address the significant increase in service supported by the community following the community approval of Proposition 1 in November 2018. Additional funding helps preserve our current investment in the Pattison Street MOA facility as well as enhance the safety and the efficiency of service delivery.

6. Intersection Improvements at Johnson Point Rd/Hawks Prairie Rd/South Bay Rd

**Agency:** Thurston County

**Grant Request:** $2,966,673

**Match:** $813,006

**Total Cost:** $3,779,679

**Phase:** Right of Way and Construction

**Project Date:** 2021-2025

**Location:** Intersection of Johnson Point Rd, Hawks Prairie Rd, and South Bay Rd

**Project Overview**

The purpose of the project is to improve the safety and mobility for all users. South Bay Rd is a County arterial and Hawks Prairie Rd is a County collector both with posted speeds of 40 mph. These roads provide connections between Olympia and Lacey to the Johnson Point community. This intersection is currently unsignalized with a stop-controlled approach on Hawks Prairie Rd. This intersection has nineteen documented collisions including one fatality and seven serious injuries over the last ten years. Current operations do not meet rural adopted LOS requirements and this part of the County is growing rapidly.

The project will include construction of a single lane roundabout which was identified as the preferred alternative. This project is also included in the Thurston County Traffic Impact Study as a capacity project. Other project benefits include reduced speeds, improved pedestrian crossings, street lighting and widened paved shoulders.

7. Littlerock Rd/113th Ave Intersection & Blooms Ditch Bridge Replacement

**Agency:** Thurston County

**Grant Request:** $1,762,460

**Match:** $962,540

**Total Cost:** $2,725,000

**Phase:** Construction

**Project Date:** 2023-2025

**Location:** Intersection of Littlerock Rd and 113th Ave
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Project Overview

This project addresses both mobility and safety issues at the intersection of Littlerock Rd and 113th Ave and also replaces a deteriorated bridge over Blooms Ditch. There has been 58 reported collisions in the last 20 years. Littlerock Rd is a County arterial that has a speed limit of 50 mph and a traffic volume of more than 7,000 vehicles per day (12% heavy). This route is a major connector between south Thurston County and Tumwater. The bridge over Blooms Ditch (L-5) was constructed in 1924 and has no steel reinforcement, similar to the Salmon Creek bridge that recently failed and was replaced.

The project includes adding a left turn lane on Littlerock Rd to turn onto 113th Ave and improving the intersection sight distance. The current short span bridge will be replaced with a 50-foot long bridge supported on pilings. The project will improve fish and frog habitat with the longer clear span.

8. Old Hwy 99 Intersection Improvements at Sargent Rd & 201st Ave

Agency: Thurston County
Match: $140,463
Phase: Preliminary Engineering/Design & Right of Way
Location: Old Hwy 99 at intersections of Sargent Rd and 201st Ave

Project Overview

This project addresses both mobility and safety issues at the Old Hwy 99 intersections of Sargent Rd and 201st Ave. After the roundabout at US 12 and Sargent Rd is constructed traffic volumes are expected to significantly increase at the intersection of Old Hwy 99 and Sargent Rd. Old Hwy 99 is 40 mph and has a traffic volume of more than 7,000 vehicles per day. More than 10% of the traffic volume is heavy vehicles. The high speeds and traffic volumes on Old Hwy 99 make it difficult for drivers accessing from side streets, causing collisions and delays.

The proposed project will install a single lane roundabout at 201st Ave with restricted access control at Sargent Rd. Drivers would be prevented from turning left from Sargent Rd or left from Old Hwy 99. Pedestrian and bicyclist mobility and safety would be improved with protected crossings at the roundabout.

STBG Contingency Proposals

<table>
<thead>
<tr>
<th>#</th>
<th>APPLICANT</th>
<th>PROPOSAL</th>
<th>PHASE</th>
<th>REQUEST</th>
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<tbody>
<tr>
<td>12</td>
<td>Lacey</td>
<td>Roundabout at Willamette Dr &amp; Campus Glen Dr</td>
<td>PE</td>
<td>$216,250</td>
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<tr>
<td>13</td>
<td>Olympia</td>
<td>Citywide Street Repair &amp; Construction</td>
<td>CN</td>
<td>$750,000</td>
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<tr>
<td>14</td>
<td>Tumwater</td>
<td>Israel Rd &amp; Linderson Way Pedestrian and Bicycle Improvements</td>
<td>PE, CN</td>
<td>$558,000</td>
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<td>15</td>
<td>Tumwater</td>
<td>I-5 &amp; SR121/93rd Ave SE Interchange Improvements Study</td>
<td>PL</td>
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<tr>
<td>16</td>
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<td>Countywide Restoration &amp; Resurfacing Project</td>
<td>CN</td>
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<tr>
<td>17</td>
<td>TRPC</td>
<td>Countywide Bicycle &amp; Micromobility Strategy</td>
<td>PL</td>
<td>$173,000</td>
</tr>
<tr>
<td>18</td>
<td>TRPC</td>
<td>Environmental Justice &amp; Social Equity in Transportation Planning &amp; Project Selection</td>
<td>PL</td>
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<td>Freight Goods &amp; Services Mobility Strategy</td>
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<td>TRPC</td>
<td>Regional Multimodal Level of Service</td>
<td>PL</td>
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<td>21</td>
<td>TRPC</td>
<td>Emergency Incident Management Detour Route Improvements Study</td>
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</table>

Phases: PE= Preliminary Engineering (Design); CN=Construction; ROW=Right of Way; PL=Planning or Program
12. Roundabout at Willamette Dr and Campus Glen Dr

**Agency:** Lacey

**Grant Request:** $216,250

**Match:** $33,750

**Total Cost:** $250,000

**Phase:** Preliminary Engineering/Design

**Project Date:** 2021-2025

**Location:** Intersection at Willamette Dr and Campus Glen Dr NE

**Project Overview**

The project will complete the design to improve the intersection of Willamette Dr. and Campus Glen Dr with a traffic calming roundabout with pedestrian crossing features. Recently, Campus Glen Dr was extended to Hogum Bay Road providing another east/west corridor connecting the neighborhoods to the warehouses on Hawks Prairie Road and 31st Ave. The recent addition of the new Salish Middle School, combined with the existing Meridian Campus Neighborhood Park and residential areas, we have noticed an increase in pedestrian traffic which requires additional traffic control at the intersection. There is also a large proposed daycare in the northeast corner of the intersection.

13. Citywide Street Repair & Restoration

**Agency:** Olympia

**Grant Request:** $750,000

**Match:** $117,052

**Total Cost:** $867,052

**Phase:** Construction

**Project Date:** 2022

**Location:** Citywide

**Project Overview**

This project will preserve the pavement of 6 to 7 lane miles of streets Citywide with a chip seal treatment. The streets to be chip sealed will be Arterials and Major Collectors. All are Federal-aid Routes. Olympia faces a backlog of pavement preservation needs. A chip seal treatment can extend the life of a street at a low cost and defer the need to rehabilitate the street with a costly asphalt overlay. This project can be scaled to be larger or smaller depending on the contingency funding opportunity.

14. I-5 & SR 121/93rd Ave SE Interchange Improvements Study

**Agency:** Tumwater

**Grant Request:** $129,750

**Match:** $20,250

**Total Cost:** $150,000

**Phase:** Study/Program

**Project Date:** 2021-2025

**Location:** Interchange at I-5 & SR 121/93rd Ave SE

**Project Overview**

The City of Tumwater, working with Washington State Department of Transportation (WSDOT), Federal Highway Administration and Thurston Regional Planning Council, will conduct an Interchange Improvements Study for the I-5 and SR 121/93rd Avenue SE Interchange in Tumwater, WA. The area surrounding the interchange is at the southern edge of the City of Tumwater’s urban growth area, has high volumes of truck traffic, and is experiencing rapid residential and commercial growth and is expected to see an approximately 20 percent increase in traffic over the coming 20-25 years.

The study will examine safety and multimobility issues with the current interchange configuration, analyze alternatives and recommend a preferred alternative, and conduct an Intersection Control Evaluation (ICE) at the intersection locations, if applicable. This study would not include a full Access Revision Report.
15. Israel Rd & Linderson Way Pedestrian & Bicycle Improvements

**Agency:** Tumwater  
**Grant Request:** $558,000  
**Match:** $107,000  
**Total Cost:** $665,000  
**Phase:** Preliminary Engineering/Design & Construction  
**Project Date:** 2021-2022  
**Location:** Israel Rd, Linderson to Capitol Blvd; Linderson, south of Israel to first driveway on west

**Project Overview**

This project focuses on multi-modal improvements on portions of Israel Rd and Linderson Way. This proposal includes: replacement of select existing curb ramps, 4’ sidewalks and busted up steep driveways, additions of enhanced pedestrian crossing treatments (retroreflective markings and signs), installation of a new pedestrian refuge island, lane narrowing or road widening to accommodate bike lanes to an intersection, signal modifications such as addition of accessible pedestrian signals, pedestrian countdown signal heads and video detection so bikes are detected, and more.

This project was previously awarded $400,000 in TAP funds and is scalable up to $958,000 (additional $558,000). If awarded additional funding, the scope will be increased accordingly.

16. Countywide Restoration & Resurfacing Project

**Agency:** Thurston County  
**Grant Request:** $1,000,000  
**Match:** $156,069  
**Total Cost:** $1,156,069  
**Phase:** Construction  
**Project Date:** 2021-2025  
**Location:** variable, countywide

**Project Overview**

This project request is for construction funding for asphalt paving on various arterial/collector roadways. Many roadways are in need of more than a chipseal due to age and increasing/changing traffic conditions. Project locations will be selected using the preservation priority array maintained by Public Works. These projects will also include safety features such as safety edge, guardrail, traffic markings and shoulder and center-line rumble strips as appropriate.

17. Countywide Bicycle & Micromobility Strategy

**Agency:** TRPC  
**Grant Request:** $173,000  
**Match:** $27,000  
**Total Cost:** $200,000  
**Phase:** Study/Program  
**Project Date:** 2021-2025  
**Location:** Countywide

**Project Overview**

TRPC and local partners will build off existing community plans and studies to develop a Countywide Bicycle and Micromobility Strategy. The effort will evaluate both design considerations for the variety of small electric powered personal vehicles and their operational compatibility with traditional bicycles and e-bikes. The strategy will also evaluate opportunities to fill gaps to develop a regional network with a range of facilities with connectivity to transit services that could serve a broader group of users with varying comfort levels for riding in and around traffic.
18. Environmental Justice & Social Equity in Transportation Planning & Project Selection

**Agency:** TRPC

**Grant Request:** $151,375

**Match:** $23,625

**Total Cost:** $175,000

**Phase:** Study/Program

**Project Date:** 2021-2025

**Location:** Countywide

**Project Overview**

Environment Justice and Social Equity are key to any planning process and support our community value of fairness and meaningful involvement. Specific state and federal guidance require government to ensure that all communities are treated fairly and given equal opportunity to participate in the planning and decision-making process, ensuring inclusion of traditionally disadvantaged groups. This includes people with low incomes, ethnic minorities, persons with disabilities, and seniors. Justice and Equity demand that everyone – regardless of race, culture, ability, or income, receive an equitable distribution of the benefits of activities without suffering disproportionate adverse impacts.

This project would develop a data-driven approach to articulating equity in transportation decision-making and evaluating transportation investments. This project would also develop criteria to incorporate into TRPC’s update to the Call for Transportation Projects.

19. Freight Goods & Service Mobility Strategy

**Agency:** TRPC

**Grant Request:** $216,250

**Match:** $33,750

**Total Cost:** $250,000

**Phase:** Study/Program

**Project Date:** 2021-2025

**Location:** Countywide

**Project Overview**

A freight mobility strategy is needed to address the unique characteristics, needs, and impacts of freight mobility within our region. The strategy will help us understand why freight is so important to the region, and examine the challenges of moving freight, and develop solutions to address the challenges. The Strategy will focus both on urban and rural truck freight movement to support the region’s increasing demand for goods and services in a safe and reliable manner.

The Strategy will include an existing conditions report, a policy framework, future conditions assessment, identification of near- and long-term improvements, design guidelines, and the creation of an implementation strategy that includes a data-driven prioritization framework. The Strategy will also consider how the freight network could be updated based on where trucks are actually traveling and in relation to other transportation modes and priorities.

20. Regional Multimodal Level of Service

**Agency:** TRPC

**Grant Request:** $216,250

**Match:** $33,750

**Total Cost:** $250,000

**Phase:** Study/Program

**Project Date:** 2021-2025

**Location:** Countywide
Project Overview

Regional policymakers have expressed the desire to move toward a multimodal level of service that will set regional performance goals for transit, bicycle and pedestrian facilities in addition to vehicles. This study will build on the Regional Trails Plan, Bicycle and Micromobility strategy, and TRPC’s GIS-based sidewalk inventory to develop a comprehensive way of measuring multimodal level of service. It will provide essential information to prioritize and select transportation infrastructure projects in the future.

Multimodal level of service is generally tied to concurrency at the jurisdiction level. Concurrency, in simple terms, is a measure to determine if the transportation network is adequate to accommodate planned growth. Establishing regional multimodal level of service standards will help the region measure whether or not investments in multimodal transportation facilities are keeping up with planned growth.

21. Emergency Incident Management Detour Route Improvements Study

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<th>Agency</th>
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<td>Location: Countywide</td>
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Project Overview

When I-5 or US101 shuts down due to major collisions, flooding, or other blocking emergencies, traffic is detoured to local streets to bypass the incident. These temporary detours are disruptive to local transportation networks and result in major delays both to local traffic and people passing through. In addition, load restrictions and vertical clearance limitations pose additional constraints for movement of large trucks.

To better manage traffic impacts from such incidents, TRPC, WSDOT, and local agency partners have identified nearly 50 predetermined emergency detour routes. This project will identify opportunities to improve the operational efficiency of the detour routes and make them safer and more resilient. Modeling and operational analysis will consider the effectiveness of modifications such as traffic signal timing, roundabouts, road reconstruction, increasing vertical clearances, placement of variable message boards, and other options.

TA Priority Proposals

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<tr>
<th>#</th>
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<td>22</td>
<td>Intercity Transit</td>
<td>Youth Education Program “Walk N Roll”</td>
<td>PL</td>
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<tr>
<td>23</td>
<td>Olympia</td>
<td>Fones Road: Street Lighting</td>
<td>CN</td>
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</tbody>
</table>

Phases: CN=Construction; PL=Planning or Program

Total $608,000

22. Walk N Roll Youth Education Program

<table>
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<tr>
<th>Agency</th>
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<tr>
<td>Location:</td>
<td>Schools and communities within Intercity Transit’s Public Transportation Benefit Area</td>
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**Project Overview**

Walk N Roll is the cornerstone of Intercity Transit’s Youth Education program that reduces drive-alone trips to school and builds the next generation of safe and healthy pedestrians, bike riders, and transit users. This established, school-focused public education and outreach program helps students and families to access their schools and community through active-transportation choices, and positively influences air quality in our region, neighborhoods, and around public schools by reducing congestion and idling on the trip to school and home.

The Walk N Roll program consistently emphasizes the benefits of biking, walking, and riding transit for students and school staff. This leads to many community co-benefits, which includes incorporating regular exercise into our daily lives, creating stronger and safer communities, and teaching about healthy transportation choices.

**23. Fones Road Street Lighting**

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**Project Overview**

Fones Road is a Major Collector, 0.6 mile long, which carries approximately 19,000 vehicles per day. Traffic is concentrated on Fones Road because there are no nearby parallel routes, and it is an important regional connection. The City of Olympia plans to re-build Fones Road as a multi-modal corridor. Design is underway and construction funds are needed. This application is to seek funding to upgrade the street lighting along the length of the corridor, which will be installed as part of the larger project. The new lighting will illuminate the new sidewalks, new bike lanes, and vehicle travel lanes, improving safety for all users.

**CMAQ Primary Proposals**

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<tr>
<td>24</td>
<td>Intercity Transit</td>
<td>9 Propane-Powered Dial-A-Lift Vehicles</td>
<td>Vehicles</td>
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<tr>
<td>25</td>
<td>Lacey and Thurston County</td>
<td>Citywide Signal ITS Detection Upgrades</td>
<td>CN</td>
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<td>26</td>
<td>Olympia</td>
<td>Fones Road: Compact Roundabout</td>
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<td>27</td>
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<td>Traffic Signal Controller &amp; Detection Upgrade</td>
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Phases: CN=Construction


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<td>Location: N/A</td>
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Project Overview

Dial-a-Lift (DAL) provides door-to-door transportation for customers whose disabilities prevent them from using fixed-route service. DAL is a federally mandated (unfunded) requirement to provide ADA-comparable paratransit service within three-fourths of a mile of fixed-route service. The severe and subsequent termination of federal funding has had a significant negative impact on our ability replace vehicles.

This project will replace nine diesel-powered vehicles that are beyond their useful life, with nine propane-powered vehicles. According to the U.S. Environmental Protection Agency (EPA), the use of propane results in a reduction of approximately 13% of carbon dioxide emissions compared to biodiesel at 30-60% of carbon monoxide. Additionally, IT experienced an estimated savings of $0.06 per mile (approximately $18,600) in fuel costs related to the current propane fleet (12 vehicles). Funding these replacement vehicles will ensure we can continue services and do so while improving air quality in the PM10 area.

25. Citywide Signal ITS Detection Upgrades

| Agency: Lacey and Thurston County | Grant Request: $298,425 |
| Match: $46,575 | Total Cost: $345,000 |
| Phase: Construction | Project Date: 2022 |
| Location: N/A |

Project Overview

This project will upgrade the detection of approximately 10 signalized intersections to the next generation thermal-video detection. The existing first-generation video detection performance is affected by inclement weather such as fog, rain, and snow; and day-to-night transitions. These performance issues will cause the intersection to operate as a fixed time intersection reducing the overall efficiency. Thermal-video detection uses the heat signature of the engine or person increasing the performance of the detection system. The thermal-video detection works well for bicycles too.

26. Fones Road Compact Roundabout

| Agency: Olympia | Grant Request: $700,000 |
| Match: $109,249 | Total Cost: $1,603,700 |
| Phase: Construction | Project Date: 2023 |
| Location: Intersection of Fones Rd & South Home Depot Driveway |

Project Overview

Fones Road is a Major Collector, 0.6 mile long, which carries approximately 19,000 vehicles per day. Traffic is concentrated on Fones Road because there are no nearby parallel routes, and it is an important regional connection. The City of Olympia plans to re-build it as a multi-modal corridor. Design is underway and construction funds are needed.

As part of the broader improvements for Fones Road, a compact roundabout is planned at the south entrance to Home Depot, roughly the middle of the corridor. This compact roundabout was selected instead of a traffic signal as a way to reduce vehicle emissions and queuing, slow traffic, and provide safer access for bicycles and pedestrians. This application is to seek funding to help complete the compact roundabout, which will be constructed as part of the larger corridor project.
27. Traffic Signal Controller & Detection Upgrade

**Agency:** Tumwater  
**Grant Request:** $259,500  
**Match:** $40,500  
**Total Cost:** $300,000  
**Phase:** Preliminary Engineering/Design & Construction  
**Project Date:** 2022-2024  
**Location:** Intersections within the Air Quality Maintenance Area

**Project Overview**

Currently, the City of Tumwater has older equipment in use at some of its signalized intersections. While the existing controllers may keep the signals running, they do not allow for implementation of newer traffic management principles. In locations with detection equipment that has exceeded its life, we have to revert to timed signals that are unable to respond to actual traffic. These issues combine to increase idling time and decrease the attractiveness of walking or cycling.

This project will replace the controllers and necessary associated hardware at eight intersections and will upgrade the detection equipment to current standard cameras at 5 intersections throughout Tumwater. The project will expand the City’s ability to implement signal coordination along more corridors, will allow for implementation of Transit Signal Priority, and will make these signals more responsive to conditions as they unfold.

By replacing old and failing controllers and detection equipment with current controller and camera detection technology, we will be able to implement transit signal prioritization, coordination along corridors, and adaptive timing plans to reduce idling at intersections, optimize the flow of traffic and provide for all modes of travel.

### CMAQ Contingency Proposals

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<td>Intercity Transit</td>
<td>Bus Stop Enhancements</td>
<td>CN</td>
<td>$213,763</td>
</tr>
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</table>

**Phases:** CN=Construction

28. Bus Stop Enhancements

**Agency:** Intercity Transit  
**Grant Request:** $213,763  
**Match:** $33,362  
**Total Cost:** $247,125  
**Phase:** Preliminary Engineering/Design  
**Project Date:** 2021  
**Location:** Various locations in Olympia and Lacey

**Project Overview**

Intercity Transit is seeking CMAQ grant funding necessary to improve access and security for up to 36 existing bus stops in the Thurston PM10 Air Quality Maintenance Area. Investing in the safety, security and accessibility of neighborhood access to transit service supports Intercity Transit’s opportunity to market and promote use of public transportation and complements walking and biking as the most environmentally conscience mode of transportation. Often the decision to use public transportation is determined by access, convenience and the perceived security at the bus stop; this is especially true for persons with disabilities or conditions that may limit physical capacity. Since 2005 Intercity Transit has leveraged grant awards with local funding to enhance bus stop accessibility and develop improvements in the communities we serve. This program is scalable and can be obligated upon notification of award.
Regional Transportation 2022-2025 Federal Funding
Olympia Safe Streets Campaign Comments
April 22, 2020

Olympia Safe Streets Campaign (OSSC) advocates for active transportation that is safe, accessible and promotes community health in Thurston County. We submit the following comments for the grant projects under consideration.

OSSC supports the following projects for funding:

- Fones Road Transportation (Olympia)
- Thurston County Bicycle Map 8th Edition (TRPC)
- Regional Multi-Modal Level of Service (TRPC)
- Israel Road and Linderson Way Pedestrian and Bicycle Improvements (Tumwater)
- Traffic Signal Controller and Detection Upgrade (Tumwater)
- Walk N Roll Youth Education Program (Intercity Transit)
- Fones Road Street Lighting (Olympia)

OSSC opposes funding for the following projects for failure to incorporate regional standards for non-motorized transportation or move effectively towards the adopted target of 85% reduction in carbon emission by 2050:

- College Street Corridor Improvements Phase 4 (Lacey)
- Propane Powered Dial-A-Lift Vehicles (Intercity Transit)
- Citywide Signal ITS Detection Upgrades (Lacey)

Our detailed comments are included in Attachment 1 to this letter, and selected goals and polices that we believe should guide funding decisions, and are not met by the College Street proposal, are set forth in Attachment 2 to this letter.

We appreciate the opportunity to present these written comments and look forward to discussing these with you at the public hearing. If you have any questions regarding these comments, please reach out to me at 360-357-8364 or karen@karenmessmer.com

Sincerely,

Karen Messmer, Chair
Attachment 1: Detailed Comments on Project Proposals
OSSC Regional Transportation 2022-2025 Federal Funding

While we understand that staff works cooperatively to present a limited list of proposals for consideration we urge policy makers at the Transportation Policy Board and Regional Planning Council to adjust the award list to more closely reflect the Regional Transportation Plan goals and policies. Projects that focus on walking, cycling and transit can be the most cost effective investments that enhance health and quality of life in our region. The awards should also reflect commitments adopted in Sustainable Thurston and the Climate Mitigation Plan. These projects should reflect the urgent need to take bold action to reduce greenhouse gas emissions.

Comments are grouped by those that should be funded and should not be funded. Please also note additional specific comments on roundabouts.

The Following Projects Should be Funded

Fones Road Transportation – Olympia - STBG
The renovations described in this project will enhance cycling and walking safety. The residential areas to the south need safer walking routes to access services to the north. This project is also especially important because it supports access to the Karen Fraser Trail. The safety improvements to the trail crossing at Fones Road will help all trail users.

Thurston County Bicycle Map, 8th Edition – TRPC - STBG
This is a very popular tool for local cyclists and visitors. As this map is updated we ask that staff reach out to advocates and the public to continue to enhance the details and features of the map. We appreciate that this has received ongoing support through the federal funding cycles.

Regional Multimodal Level of Service* - TRPC - STBG
OSSC has advocated for many years for the establishment of a regional Multimodal Level of Service. This project should be moved from contingency to the current funding list. This study should be conducted with assistance from consultants who have produced multimodal level of service studies for other areas in our state and country.

Israel Rd & Linderson Way Pedestrian & Bicycle Improvements* - Tumwater - STBG
This project has appropriate focus on solving safety problems for cycling and walking.

Traffic Signal Controller & Detection Upgrade – Tumwater - CMAQ
We appreciate that the regional transit signal priority system is included in this project description. The project should provide visual marking for cyclist activation.

Walk N Roll Youth Education Program – Intercity Transit - Transportation Alternatives
This successful and popular program supports regional transportation goals and has additional health benefits for children and their families.

Fones Road Street Lighting – Olympia - Transportation Alternatives
The entire Fones Road project merits support because of the focus on walking and cycling safety.
**The Following Projects Should Not be Funded**

**College Street Corridor Improvements Phase 4 – Lacey - STBG**
This project is described as having ‘wide outside travel lanes for bicycles.’

*This project will include traffic calming roundabouts at regular intervals, this phase includes the roundabout at 29th Ave SE, improved sidewalks to include extra width and landscaped pedestrian buffers, lighting including pedestrian lighting, wide outside travel lanes for bicycles and raised landscaped medians with refuge areas*

Along this high traffic street there must be full (five foot) bicycle lanes provided for safe travel. While some cyclists may choose to ride on the sidewalk, vehicular cyclists must be provided with continuous bike lanes for safe travel. A wider outside lane is not supportive for safe cycling and forcing all cyclists onto the sidewalk presents potential for dangerous conflicts with people who are walking. Regional funding should not be dedicated to projects that do not comply with regional transportation plan goals.

There are many ways to ‘find’ the needed width to include bike lanes. For example:
- Reduce median width
- Reduce some or all lane widths to the AASHTO standard of ten feet (this is also the Olympia standard for arterials).
- Purchase more right of way
- Reduce sidewalk width
- Reduce landscaping width

The City of Lacey should be required to produce a design that meets standards or they should not receive funding for this project. If funding is awarded to Lacey for this project, the region is normalizing substandard and unsafe travel for cycling. We also question how federal requirements can be met with this project. There is some risk that the regional funding would be found out of compliance if a non-standard project is awarded.

**Propane-Powered Dial-A-Lift Vehicles - Intercity Transit - CMAQ**
This project does not move the region far enough or fast enough to meet the goals for reducing GHG emissions. Intercity Transit should develop a plan to electrify their fleet and begin taking actions towards that goal. As the electric grid moves to renewable resources, electric transportation has great promise to achieve large emission reductions.

**Citywide Signal ITS Detection Upgrades – Lacey - CMAQ**
Lacey must include transit priority technology as they upgrade signals. If the intersections included in this project are also part of the transit signal priority project then any work should also include transit priority technology. The region has invested in the transit signal priority project for many years now and it is time to complete the installation. This project should include full participation in the transit signal program before funding is awarded.

This project must only use technology that has been tested and proven to detect cyclists. The project must provide visual marking for cyclist activation.
Concerns and Comments about Roundabout Project Proposals

Fones Road Compact Roundabout – Olympia - CMAQ
We support roundabouts when they are designed to slow motor vehicle traffic and to enhance walking and cycling safety. The City needs to resolve compact roundabout design issues exhibited at the Henderson and Eskridge location before proceeding with further construction of compact roundabouts.

Comments on all roundabout projects
We are noting a number of different roundabout designs being used in our region, many of which are too fast for safety. The entry widths into single-lane roundabouts should be in the 13’ – 15’ range; some have been constructed with up to a 19’ entry, which fails to slow traffic to the intended speed. Safe design for cyclists must include an option to move on to the sidewalk, which requires ramps at an appropriate distance along the bike lane leading up to the roundabout. A good example is the Olympia roundabout at Boulevard and 22nd.
From Sustainable Thurston

Priority Goal: Move toward a carbon-neutral community

From the Climate Mitigation Plan Fact Sheet

In 2018, Thurston County and the cities of Lacey, Olympia, and Tumwater set targets to reduce carbon pollution emissions 45% below our 2015 baseline by 2030 and 85% below the 2015 baseline by 2050.

**Key Goals and Policies from the Regional Transportation Plan**

1. Transportation and Land Use Consistency – Ensure the design and function of the transportation facilities are consistent with and support sustainable, healthy urban, suburban, and rural communities.

2. Multimodal Transportation System – Work toward an integrated, multimodal transportation system that supports the adopted land use plans, reduces overall need to drive, and encourages transit, walking, and cycling as choices.

3. Barrier-Free Transportation – Ensure transportation system investments support the special travel needs of youth, elders, people with disabilities, literacy, or language barriers, those with low incomes, and other affected groups.

11. Bicycling – Increase the share of all trips made safely and conveniently by bicycling.
   Policies: 11.a Develop a continuous, safe, and convenient regional bicycle network that functions as an integral part of the overall transportation system.

12. Walking – Increase the share of all trips made safely and conveniently by walking.

**Specific policies and implementation actions**

4. i Reduce the number of traffic fatalities and serious injuries on Thurston County’s roadways to zero by 2030. Track progress through the following performance measures:
   - Number of fatalities on all public roads
   - Number of fatalities per 100 million vehicle miles traveled (VMT) on all public roads
   - Number of serious injuries on all public roads
   - Number of serious injuries per 100 million VMT on all public roads
   - Number of non-motorist fatalities and serious injuries on all public roads (e.g., bicyclists and pedestrians)
I am writing against the proposed design for College Street Corridor Improvements - Phase 4. Specifically, I am writing against the fact that the city is proposing a pavement width that is too wide. They propose a 14' outer lane. The extra width over a normal 11' or 12' foot lane is supposed to be for a "Class III" bike lane, which is an 11' lane plus 3' feet for shared use of the lane by Type A cyclists.

A shared lane on a 35 mph corridor with 32,000 vehicles per day is not appropriate or safe. It would be better to remove the extra width. A narrower lane would be safer for the few cyclists that will use it since the safest place to ride when no proper facilities are given is in the middle of the lane. A wide lane will encourage a cyclist to ride to the right and for cars to pass dangerously. Removing the extra width would also cost far less in right of way costs, asphalt costs, and future maintenance. Many design standards no longer recognize a shared use lane as an appropriate design, including NACTO. If a full 5' bike lane cannot be built, a half measure should not be considered.

While I don’t agree with not designing a full 5’ bike lane, it is understandable. However, putting in a 14’ shared lane is irresponsible.

In summary, the project width should be narrowed because:

- The current design is the least safe design for bicyclists
- A narrower lane would be safer for cyclist and motorists
- The corridor already has limited right of way
- It would cost less

Thank you,

Vaughn Nelson
2705 Judd St SE
Lacey, WA 98503

cc: Lacey city council members