

AGENDA

Technical Advisory Committee

Thursday, May 5, 2022, 2:00 p.m. – 4:00 p.m.

MEETING FORMAT

In order 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 24th 2020, participation in the TRPC meeting will be through **remote access only**.

Teleconference Link

Zoom Meeting:

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

Meeting ID: 842 8786 2576

Passcode: 478508

Audio by phone, dial in early:

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

2:00 p.m.	1. Welcome & Introductions	INTRODUCTIONS Paul Brewster
2:10 p.m.	2. Revised TRPC Federal Transportation Funding Call for Projects - Project Evaluation <i>TAC members were asked to evaluate their prospective grant project proposals using the new Regional Priorities criteria (attachment). Members will share observations about the results of their evaluation.</i>	DISCUSSION Veena Tabbutt Paul Brewster
3:00 p.m.	3. 2022 Additional Federal Funding Obligation Authority from WSDOT <i>Members will discuss options to obligate additional federal funding prior to September 30, 2022, and consider how new contingency projects included in the 2022 Call for Projects could leverage potential future increases in TRPC's OA..</i>	DISCUSSION Veena Tabbutt, Karen Parkhurst, and Paul Brewster
3:45 p.m.	4. Member Information Sharing	INFORMATION Members
4:00 p.m.	5. Adjourn	

NEXT MEETING
May 19, 2022
2:00 pm – 4:00 pm

Thurston Regional Planning Council ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person based on race, color, national origin, or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding TRPC's Title VI Program, you may contact the Title VI Coordinator at 360.956.7575 or email info@trpc.org.

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..

Thurston Regional Planning Council

CALL FOR PROJECTS UPDATE PROJECT RANKING

Updated April 2022

REGIONAL PRIORITIES PROJECT RANKING:

TRPC will use a quantitative approach for project ranking based on Regional Priorities. Up to 8 points may be awarded to a project, based on the four Regional Priority Goals. Details on project ranking can be found in Appendix B. Projects points are awarded as follows:

- Efficient use of Federal Funds
 - Type of project/funding level is the best use of federal funds, 2 points
 - Type of project/funding level is a good use for federal funds, 1 point
 - Type of project/funding level is an acceptable use for federal funds, 0 points
 - Type of project/funding level is not an efficient use of federal funds, -1 point
- Sustainable Thurston Preferred Land Use Scenario for Urban Corridors and Centers
 - Project Supports Sustainable Thurston within a quarter mile of Urban Corridor or Center, 2 points
 - Project Supports Sustainable Thurston within a half mile of Urban Corridor, Center, or Neighborhood Center, 1 point
 - Project does not directly support Sustainable Thurston, but improves access to goods and services, 0 points
 - Project does not support Sustainable Thurston Preferred Land Use Scenario, -1 point.
- Greenhouse Gas Emission Reduction Goal
 - Greenhouse gas reduction is one of the primary purposes of the project, 2 points
 - Project addresses another transportation need and offers some greenhouse gas reduction benefit, 1 point
 - Project is unlikely to increase or decrease greenhouse gas emissions, 0 point
 - Project will likely increase greenhouse gas emissions, -1 point
- Equity Goal
 - Public Involvement Score
 - Projects that rank in the top 5 for 3 or more underserved population groups, 1 point
 - All other projects, 0 points
 - Geographic Equity Score – geographic equity will be achieved through funding minimums and caps.
 - Social Equity Score
 - Projects that have a demonstrated benefit for an underserved population, either by geographic proximity (for example a school route sidewalk project for a school with a high proportion of students receiving free and reduced lunch), or a targeted program (for example dial-a-lift vehicles), Additional 1 point
 - Projects that place a disproportionate burden on an underserved population, -1

EFFICIENT USE OF FEDERAL FUNDS

Table 1: Project Criteria Ranking for Efficient use of Federal Funds.

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 	<ul style="list-style-type: none"> Add funding to a project with existing federal funds (federalized project) any funding level Street/road construction (all phases) total project cost >250k Roundabout construction (all phases) total project cost >250k Pavement maintenance (rural roads) >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

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

SUSTAINABLE THURSTON URBAN CENTERS/CORRIDORS

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

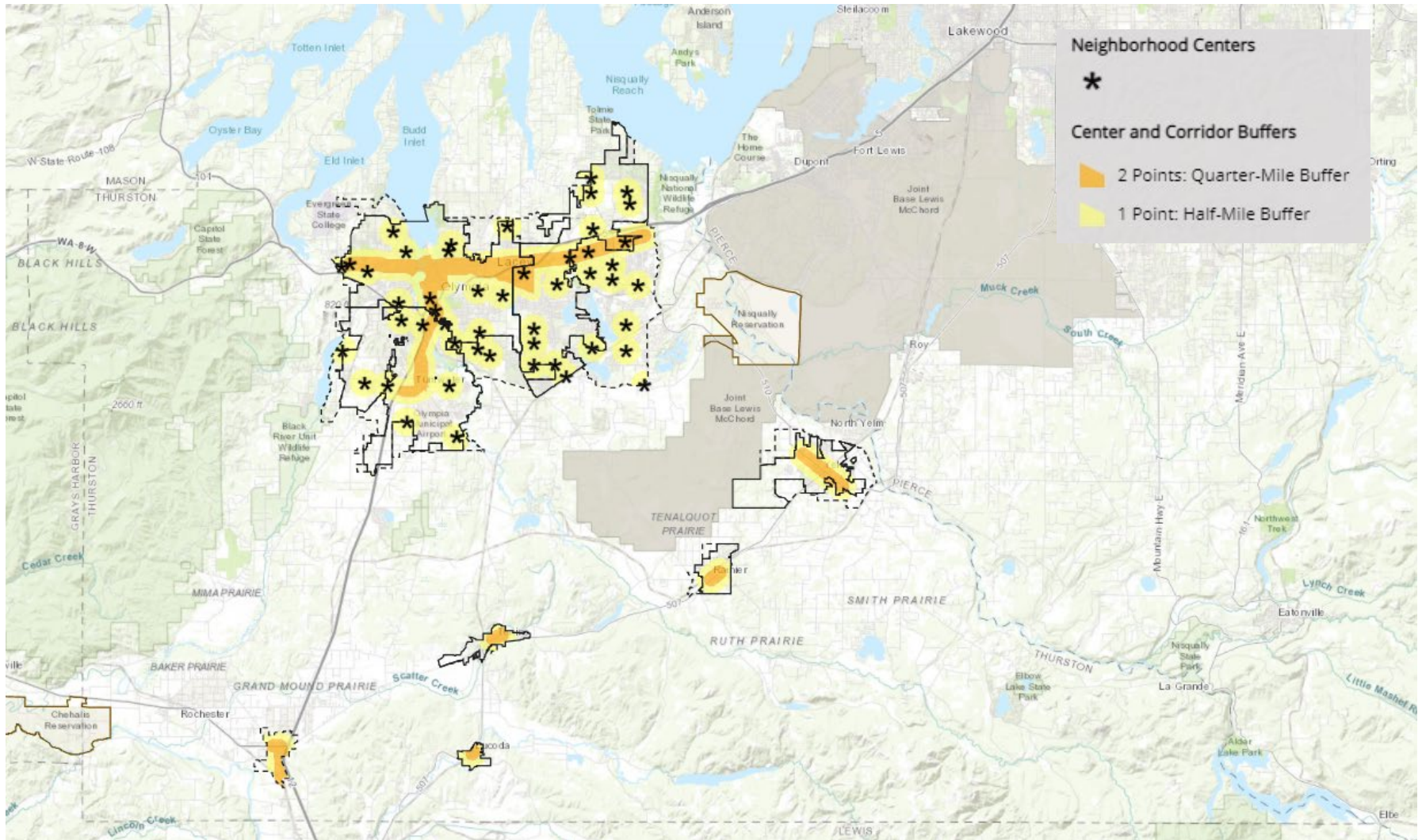
Project does not support Sustainable Thurston Preferred Land Use Scenario	Project does not directly support Sustainable Thurston, but improves access to goods and services	Project Supports Sustainable Thurston within a half mile of Urban Corridor, Center, or Neighborhood Center	Project Supports Sustainable Thurston within a quarter mile of Urban Corridor or Center
-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 corridor or neighborhood center.	Project is within an Urban Corridor, Center, or Neighborhood Center (orange or yellow area on the map), but is not a preferred eligible project type; or the project is outside of an urban center/corridor, but is a preferred project type	The majority of the project is within a half mile of Urban Corridor, Center, or Neighborhood Center (yellow area on the map) and is a preferred project	The majority of the project is within a quarter mile of an Urban Corridor or Center and is a preferred project (orange area on the map), 2 points

Preferred Project Types that Support the Sustainable Thurston Priority Goal*

1. **Neighborhood center, 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 and collectors on urban corridors or neighborhood centers. Projects could include speed reduction/management, medians, and roundabouts.
3. **Intersection or street crossing improvements** that provide direct and safe street crossings in neighborhood centers and urban corridors. Projects could include pedestrian signals, Rectangular Rapid Flashing Beacons (RRFBs), refuge crossing islands, multi-use trail connections, bulbouts, and new or replacement ramps.
4. **Active transportation projects** that support walking and biking in neighborhood centers and urban corridors. Projects could include non-motorized bridges and tunnels, navigation or wayfinding signage, multi-use paths, sidewalks, bike lanes, bike corridors, and other bicycle infrastructure such as community bike 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** – projects that improve safety and both ADA and public accessibility to transit stops on urban corridors and in neighborhood centers.
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** – projects 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 the needs for Americans Disability Act (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 and in neighborhood centers

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

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



GREENHOUSE GAS EMISSIONS REDUCTION

Table 3: 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 	<ul style="list-style-type: none"> New Street connections with multimodal elements Stand-alone bicycle and pedestrian infrastructure 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

**Measured with signal warrant criteria (based on jurisdictions' thresholds)*

EQUITY

Table 4: Project Criteria Ranking for Equity.

Base Points			Bonus Point **
Disproportionate Burden	All other Projects	Projects Ranking in Top 5 for 3 or more Underserved 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 	<ul style="list-style-type: none"> Efficiency <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 Maintenance <ul style="list-style-type: none"> Replace transit vehicles or bus stop shelters Resiliency <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 Help improve water quality and/or fish habitat by fixing places where roads and bridges impact natural areas Active Transportation <ul style="list-style-type: none"> Add bike lanes to existing streets Complete the regional trail network Invest in school/public awareness programs to reduce travel trips and increase safety 	<ul style="list-style-type: none"> Planning and Studies with public involvement Safety <ul style="list-style-type: none"> Make intersections safer Make crossing the street safer Make bus stops more convenient and safer for bus riders, especially for people with disabilities Maintenance <ul style="list-style-type: none"> Increase road maintenance (fix pavement/potholes) Active Transportation <ul style="list-style-type: none"> Add sidewalks and safe street crossings to existing streets 	<ul style="list-style-type: none"> Projects that have a demonstrated benefit for an underserved population

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

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