



2018 Regional Surface Transportation Program (STP) Grant Application

PROJECT TITLE:		MARTIN WAY CORRIDOR STUDY - EAST				TRPC use only	
<i>If the proposal is programmed in the STIP, please use the same title.</i>							
GENERAL PROJECT INFORMATION							
Agency or Organization	Thurston County						
Contact Person	Scott Davis						
Phone Number	360.867.2345						
Email Address	davissa@co.thurston.wa.us						
PROJECT CO-SPONSOR (Leave blank if not applicable)							
Agency or Organization	Intercity Transit						
Contact Person	Jessica Gould						
Phone Number	360.705.5808						
Email Address	JGould@intercitytransit.com						
REGIONAL FUNDING PRIORITY (check all that apply)		YEAR OF OBLIGATION (Select the federal fiscal year the project will obligate) *			ADVANCE CONSTRUCTION (Select if A/C is an option)		
Safety	<input checked="" type="checkbox"/>	2020	<input checked="" type="checkbox"/>	2019	<input checked="" type="checkbox"/>		
Preservation	<input type="checkbox"/>	2021	<input type="checkbox"/>	2020	<input type="checkbox"/>		
Efficiency	<input checked="" type="checkbox"/>	2022	<input type="checkbox"/>	2021	<input type="checkbox"/>		
<i>*Applicants are expected obligate their project on time if the proposal is selected.</i>							
ELIGIBILITY					Yes	No	
Project elements meet all regional eligibility requirements.					<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Project elements and administration will meet all federal eligibility requirements.					<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Applicant can demonstrate ability to obligate funding as proposed.					<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<i>Answering 'No' to any eligibility item above will disqualify the proposal.</i>							
STATUS OF EXISTING FEDERAL PROJECT					Yes	No	
Does the applicant have any other federal funded projects underway?					<input checked="" type="checkbox"/>	<input type="checkbox"/>	
If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.							
APPLICATION PRIORITY							
If submitting more than one proposal, indicate the priority of this proposal compared to others submitted (i.e. 1, 2, or 3).					1		
PROJECT OVERVIEW							
<i>Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high-level summary suitable for reports and on-line descriptions. Detailed project information is provided on pages 3-4.</i>							
<p>Martin Way, from College Street to Marvin Road (4.1 miles), has been identified as both an urban corridor (land use designation) and strategy corridor (transportation designation) in regional and local plans. This former state highway serves as an alternative to I-5, has frequent transit service, and is a prime candidate for increasing land use intensity and walking and biking activity. This section of Martin Way carries between 17,000 to 31,000 daily vehicles, has bicycle lanes and sidewalks for the most part, but the multimodal infrastructure, such as safe opportunities to cross the roadway, is insufficient for an urban corridor. The Martin Way Corridor Study East will focus on this section of the corridor, and identify opportunities to increase multimodal mobility and safety. The project will be a collaborative project between Thurston County, Intercity Transit, the City of Lacey, and Thurston Regional Planning Council, with the City of Olympia and the Economic Development District as key partners. Note: If the Martin Way Corridor West project is also funded, the two projects will be conducted together.</p>							

SUPPORT FOR THE REGIONAL TRANSPORTATION PLAN, SUSTAINABLE THURSTON OR OTHER REGIONAL INITIATIVES

Identify ways in which the proposed project supports the goals and policies of the Regional Transportation Plan, implementation of Sustainable Thurston transportation initiatives, or other regional initiatives. Examples of other initiatives include, but are not limited to, The Thurston Regional Trails Plan, Urban Corridor Communities and associated District Plans, Healthy Kids Safe Streets Action Plan, South Thurston Economic Development Initiative, Thurston Thrives, Walk and Roll, Commute Trip Reduction, I-5 Action Plan, Bountiful Byways, Smart Corridors, and the Human Services Coordinated Transportation Plan.

This corridor was identified by the Urban Corridors Task Force as a primary urban corridor.

Regional Transportation Plan: This project supports the following goals and policies: Goal 1: Transportation and Land Use Consistency: Policy 1.e. Support policies, programs, and procedures that promote urban infill, and make transportation investments that support increased urban densities. 1.j. Create vibrant city centers and activity nodes along transit corridors that support active transportation, housing, jobs, and services. Goal 2: Multimodal Transportation System. Policy 2.a. Provide for quality travel mode options appropriate to existing and future land uses ... Goal 12. Walking. Policy 12.c. Provide frequent pedestrian crossings, especially in urban areas, along primary transit routes, and near activity centers. Goal 17: Intergovernmental coordination. Policy 17.c. Coordinate street and road projects of all our local jurisdictions and Intercity Transit where possible.

Sustainable Thurston: This project is one of the actions identified in the Sustainable Thurston Action Plan Goal C-1: North County – Urban Corridors and Centers: Create vibrant city centers and activity nodes along transit corridors that support active transportation and housing, jobs, and services. Action C-1.1 Conduct District and Neighborhood area planning.

It also supports another goal.

Goal T-4: Integrate transportation considerations into land use decisions, and vice versa.

Action T-4.3: Align transportation infrastructure funding to support the region’s preferred land use vision.

PROJECT LOCATION AND DETAILS – applicants may submit a map of the project or program/service area

Construction Projects	Project Location:	N/A
	Type of Construction Project:	
	Roadway Classification:	
	Length of Construction Project:	
Vehicle Acquisition Projects	Number of Vehicles:	N/A
	Type of Vehicle:	
Transportation Programs/Services /Studies	Delivery Area:	Martin Way Corridor between College and Marvin.
	Type of Program/Service/Study:	Corridor Study
	Duration of Program/Service/Study:	Two years

PROJECT PHASING AND COSTS - Identify project phases and costs

		Phase	Cost
Construction Projects (mark the appropriate phase and enter cost)	Preliminary Engineering/Design:		\$
	Right-of-Way:		\$
	Construction:		\$
Studies, Programs, or Vehicle Acquisition Projects	Planning Studies or Programs:	X	\$223,410
	Vehicle or Capital:		
Total Project Cost (Sum of all project phase costs identified above):			\$223,410

STP FUNDING REQUEST AND MATCHING REVENUES

*Applicants must provide a minimum of 13.5% non-federal share to federal share. Federal share cannot exceed 86.5% of total project cost.

Non-federal share:	\$13,500
Federal STP Funds:	\$86,500
Total Project Cost:	\$100,000

Local funding or other sources:	\$30,160
State funding:	\$
Federal STP Grant Request:	193,250
Total Project/Phase Revenue:	\$223,410

Project Title: MARTIN WAY CORRIDOR STUDY - EAST

PROJECT DESCRIPTION & SIGNIFICANCE (2 PAGES MAX, 10 POINT FONT MINIMUM)

Using the space provided below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it completes or lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments.

Note: Funding for this project is paired between this application and a parallel TAP application submitted by the City of Lacey. The project can only proceed with both applications being funded. *If the project does not move forward, Thurston County will modify their request of \$150,000 in federal funds with a local match of \$23,410 to be programmed on the Yelm Highway SE and Meridian Road Intersection improvement project. Similarly, Intercity Transit will modify their request of \$43,250 in federal funding with a local match of \$6,750 to be programmed on their Pattison M&O Base Final Design and Phase 2 Construction project.* This project can proceed independently of the Martin Way Corridor Study – West application being submitted by the City of Olympia. If all studies were funded, they would be conducted as a joint study.

Martin Way, from College Street to Marvin Road (4.1 miles), has been identified as both an urban corridor (land use designation) and strategy corridor (transportation designation) in regional and local plans. This former state highway serves as an alternative to I-5, has frequent transit service, and is a prime candidate for increasing land use intensity and walking and biking activity. This section of Martin Way carries between 17,000 to 31,000 daily vehicles.

The roadway links major urban centers and has been identified as a focus point for more intensive urban development. As an urban corridor, opportunity areas for more intensive development could be identified, and zoning and development regulations (including parking and street standards) within a quarter mile of roadway could use a refresh to see if they can better align with the urban form envisioned for the future of this corridor.

As a strategy corridor, the roadway experiences safety and mobility challenges for all modes of travel. The corridor has been designated as a Smart Corridor, and investments are underway in traffic signal optimization and transit signal prioritization. In addition, Intercity Transit is hoping to begin express service, or bus rapid transit light service, along the route.

The main issues that will be addressed in the study include:

Bicycle and pedestrian facilities

This major arterial has gaps in safe and comfortable bicycle and pedestrian facilities, including facilities to cross the street between major intersections. This study will build on the City of Lacey’s Bicycle and Pedestrian Plan (City of Lacey and unincorporated UGA) to identify improvements for people who bicycle and walk through the corridor.

Safety

This study will take a systemic (system-wide) approach to addressing safety issues along this major arterial. Issues relating to speed, lighting, bicycle and pedestrian facilities, and intersections will be examined.

PROJECT DESCRIPTION & SIGNIFICANCE (continued)

Transit

This corridor is a primary transit corridor for Intercity Transit, with frequent (15 minute) service through much of the corridor, and two transit centers (downtown Olympia and Woodland District) anchoring the transit route. Intercity Transit has recently applied for funding to increase transit service along the corridor to a “Bus Rapid Transit” light route, running from Capital Mall on Olympia’s west side to the park and ride at Martin Way and I-5. In addition, transit signal prioritization will be implemented along the corridor to increase transit headways during peak periods. This study will be an opportunity to look for facilities to support Bus Rapid Transit service in the corridor.

Land Use

This is a primary urban corridor, however, zoning and development regulations are inconsistent between jurisdictions, and implementation does not always support the urban corridor vision. This study will conduct a land use and development regulation audit to look for areas to reconcile the urban corridor land use vision with zoning and development regulations. This will include looking at the land use immediately adjacent to the corridor, and auditing regulations such as parking requirements, density, and setbacks. The study will also include convening current planners so that they understand how implementation is key to achieving the corridor vision. The study will also include a market study (economic opportunity analysis), identification of neighborhood center opportunity areas, and development/redevelopment feasibility studies (proformas), building on many of the suggested actions from the Urban Corridors Task Force.

Access Management

The corridor has numerous access points along the corridor that decrease both safety and mobility. This study will look for ways to manage access, including consolidating driveways, restricting left turns from side streets, and possible median and intersection treatments.

Neighborhood Connectivity

Many of the neighborhoods adjacent to the corridor are not directly connected due to previous land use patterns. This study will look at ways to increase connectivity to the corridor, including opportunities for bicycle and pedestrian connections.

Study Products

This study would result in a current conditions report, an opportunity and alternatives analysis, a preferred alternative, and implementation plan. Stakeholder outreach, including business outreach, would be a large component of the project.

Project Partners

The project will be a collaborative project between Thurston County, Intercity Transit, the City of Lacey, and Thurston Regional Planning Council, with the City of Olympia and the Economic Development District as key partners.

Leveraging of Previous Work

This study will build on the work of TRPC’s Urban Corridors Task Force, and complements the work of previous planning projects.

The study will incorporate findings from the Lacey Bicycle and Pedestrian Plan. It will also be coordinated with the Smart Corridor II and III projects funded by TRPC, which seeks to improve signal timing throughout the corridor and implement transit signal prioritization.

Obligation As a planning project, this project is straightforward to obligate.

CERTIFICATION ACCEPTANCE		
CA Agency and Representative	Thurston County – Scott Lindblom, PE, County Engineer	
CA Signature and Date	<i>Sherrin L. Parsons for Scott Lindblom</i>	04/26/2018

Project Verification and Endorsement

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if TRPC awards the requested STP grant. If selected, **the project must obligate by the date specified on the award letter.** Failure to do so will result in loss of funding for the project and an alternate project will be funded instead. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

Match for this project will be provided as follows:

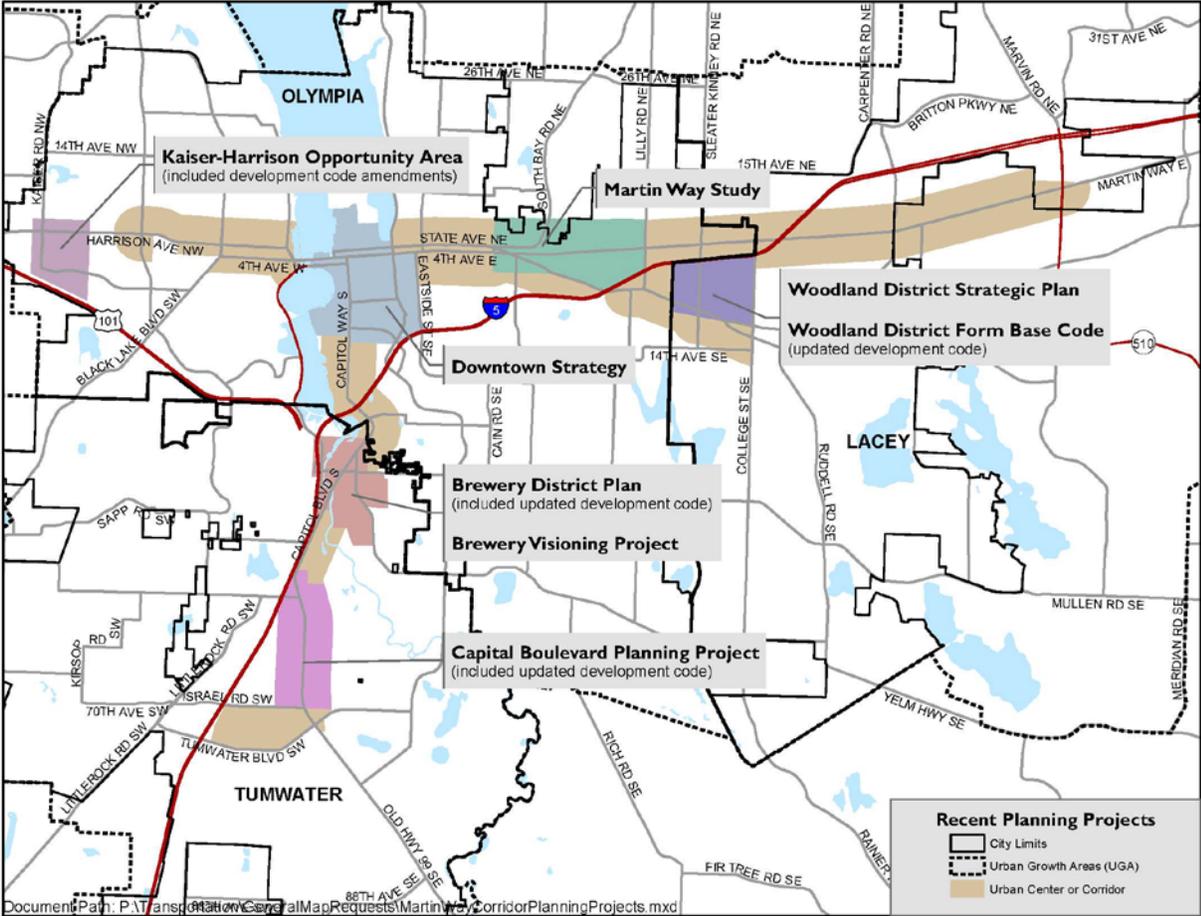
- Thurston County: \$23,410.
- Intercity Transit: \$6,750.

AUTHORIZATION		
Jennifer D. Walker, PMP	Director of Public Works	
Name of Representative Authorized to Submit Application	Title	
<i>Jennifer D. Walker</i>		04/26/2018
Signature		Date

CO-AUTHORIZATION		
<i>Ann Freeman-Manzanarez</i>	<i>General Manager</i>	
Name of Representative Authorized to Submit Application	Title	
<i>[Signature]</i>		<i>4-30-18</i>
Signature		Date

K:\GUEST\Transportation\STP-CMAQ-TAP Funding and Obligations\CY2018Process\Process Materials\ApplicationForms

Map 1: Previous planning studies relating to the urban corridors and centers identified by the Urban Corridors Task Force



Map 2: Martin Way Corridor - East

