

AGENDA

Transportation Policy Board

Wednesday, September 14, 2016 7:00 a.m. – 8:30 a.m.

Thurston Regional Planning Council

Conference Room A, 1st Floor

2424 Heritage Court SW, Suite A

Olympia, WA 98502-6031

1. **Introductions/Announcements** Andy Ryder, Chair
 - *Rural & Tribal Transportation Grant Application*
 - *Executive Director Recruitment Update*
 - *Business Representative Recruitment Update*
2. **Approval of Agenda** **ACTION**
Andy Ryder, Chair
3. **Approval of Meeting Notes from July 13, 2016** (Attachment) **ACTION**
Andy Ryder, Chair
4. **Public Comment Period**
5. **7:15 – 7:20 Citizen Representative – Re-appointment or Recruitment** (Attachment) **ACTION**
Karen M. Parkhurst,
Programs & Policy Director

Graeme Sackrison's term expires this month and he is willing to continue to serve.
6. **7:20 – 7:30 Regional Transportation Improvement Program (RTIP) Amendment 16-10** (Attachment) **ACTION**
Holly Gilbert,
Senior Planner

The Policy Board will consider a recommendation to the Regional Council on requests from WSDOT and the City of Rainier.
7. **7:30 – 7:45 Draft 2017-20 Regional Transportation Improvement Program (RTIP)** (Attachment) **ACTION**
Holly Gilbert,
Senior Planner

Staff will brief the TPB on the RTIP, a 4-year plan that is updated annually, which provides a regional overview of funding secured and planned transportation projects. The Policy Board will be asked to make a recommendation to the Regional Council.
8. **7:45 – 7:50 Thurston County Surface Transportation Program Fund Transfer Request** (Attachment) **ACTION**
Paul Brewster,
Senior Planner

Thurston County requests that the Council transfer \$425,000 from two projects awarded in 2013 to the Rich Road Upgrade Project. The TPB will consider a recommendation to the Regional Council.
9. **7:50 – 8:10 2017-19 Federal Funding – Call for Projects Process** (Attachment) **PRESENTATION**
Paul Brewster
Senior Planner

Staff will brief the Policy Board on the process and timeline.
10. **8:10 – 8:30 Regional Projects** **DISCUSSION**
Andy Ryder, Chair
Karen M. Parkhurst,
Programs & Policy Director

The Policy Board will discuss potential regional projects to focus on for funding, legislative action, or other consideration.
11. **Outside Committee Reports** **BRIEFING**
Doug DeForest

At the discretion of the Chair, this may be covered in the after meeting summary.

**Next TPB Meeting
October 12, 2016**

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MINUTES OF REGULAR MEETING

Transportation Policy Board
July 13, 2016
Thurston Regional Planning Council
Conference Room A, 1st Floor
2424 Heritage Court SW
Olympia, WA 98502-6031

Call to Order

Chair Andy Ryder called the meeting to order at 7:02 a.m.

Attendance

TPB Members Present: Graeme Sackrison, Citizen Representative (Vice Chair)
Martha Hankins, Citizen Representative
Debbie Sullivan, Intercity Transit
Heidi Thomas, Nisqually Indian Tribe
Andy Ryder, City of Lacey (Chair)
Clark Gilman, City of Olympia
John O'Callahan, City of Tenino
Pete Kmet, City of Tumwater
JoAnn Schueler, WSDOT, Olympic Region (Alt.)
Doug DeForest, Business Representative
Tomy Mollas, State Government Agency Representative (Alt.)
Jonathan Stephenson, City of Rainier

TPB Members Absent: Cathy Wolfe, Thurston County
Confederated Tribes of the Chehalis Reservation (pending)
EJ Zita, Port of Olympia
Tracey Wood, City of Yelm
Business Representative (vacant)
Business Representative (vacant)
John Suessman, North Thurston Public Schools
Thurston Economic Development Council (pending)

Staff: Lon Wyrick, Jared Burbidge, Holly Gilbert, Karen Parkhurst, Paul Brewster, Veena Tabbutt, Aaron Grimes, and Tom Gow

Others: Ann Freeman-Manzanares, Intercity Transit
Jerry Farmer, Citizen
Dennis Bloom, Intercity Transit
Joel Carlson, Citizen

Introductions/Announcements

Members, staff, and guests provided self-introduction.

Executive Director Wyrick reported on the Regional Council's recent adoption of the Regional Transportation Plan (RTP). The RTP, for the first time, incorporates much of the direction from the Sustainable Thurston Plan.

Boardmember Hankins arrived.

Approval of Agenda

Boardmember O'Callahan moved, seconded by Boardmember Sackrison, to approve the agenda as published. Motion carried unanimously.

Approval of Minutes from June 8, 2016

Chair Ryder thanked Vice Chair Sackrison for chairing the last meeting during his absence to travel to Poland to participate in Lacey's Sister City activities.

Boardmember O'Callahan moved, seconded by Boardmember DeForest, to approve the June 8, 2016 minutes as presented. Motion carried unanimously.

Public Comment Period

There were no public comments.

Special Recognition

Chair Ryder remarked about the difficulty of acknowledging the retirement and departure of Executive Director Wyrick. Over the last several years, the region has experienced changes in key leadership positions. The retirement of Executive Director Wyrick represents a real loss to the region. Under his stewardship, the region has accomplished much. As a member of the National League of Cities and the Transportation Infrastructure Board, he's been able to observe how other Municipal Planning Organizations (MPOs) operate and interact between members. TRPC has made much progress and achieved much more than other regions and cities because of the uniqueness of the region and by the leadership of Executive Director Wyrick. Chair Ryder thanked Executive Director Wyrick for his service and leadership.

Boardmember Sullivan arrived.

Boardmember Sackrison said that personally, he recently experienced the loss of the Superintendent at North Thurston Public Schools and now the region is losing Executive Director Wyrick. Executive Director Wyrick has done a great job of guiding the Board in its ability to cohesively work together to further the transportation work of the region.

Chair Ryder presented Executive Director Wyrick with a Certificate of Recognition from the Board for his exemplary leadership and work for the Thurston Regional Planning Council.

A retirement celebration is scheduled on Thursday, July 21 at 4 p.m. at TRPC.

Boardmember Kmet referred to his own recent retirement from the Department of Ecology. While organizing files, he came across an early RTP. The older plan was night and day compared to the new RTP. Although much of the update was completed by staff, Executive Director Wyrick afforded staff with the ability to complete great work by providing vision and leadership. He expressed appreciation for his assistance to him personally and for the leadership and vision for the entire region.

Boardmember DeForest noted that he served on the selection committee when Executive Director Wyrick was appointed as the Executive Director. He thanked Executive Director Wyrick for his service.

Executive Director Wyrick thanked members of the Board. He acknowledged the work of the Board and staff for helping him succeed and to the policymakers for providing the opportunity for TRPC to pursue new and exciting things resulting in the region receiving national recognition.

Executive Director Recruitment

Research & Data Director Veena Tabbutt briefed members on the process to recruit a new Executive Director. The Regional Council appointed a subcommittee to pursue a recruitment process. At the last Council meeting, the Council approved the roles and responsibilities between the subcommittee and the Council.

Executive Director Wyrick reported the Council appointed Director Tabbutt as the interim Executive Director until the position has been filled. Other employees have expressed interest in the position and the subcommittee believed it would be awkward and unfair to appoint another employee who intends to apply for the Executive Director position. The Council believes the appointment of Director Tabbutt as the interim Executive Director would benefit the agency, as well as assist in coordinating the recruitment process.

Director Tabbutt reported the subcommittee was directed to recruit and select a consulting firm. TRPC is releasing a Request for Qualifications to initiate the process. The closing date is the end of July. Interviews are scheduled in August with selection of the firm by September. The firm will initiate the process for recruitment of the Executive Director position. The subcommittee will work with the firm to develop the recruitment process. The subcommittee is responsible for selecting a preliminary list of candidates with the Council approving semifinalists for interviews. The subcommittee will select interview panels. The role of the Board hasn't been discussed by the subcommittee; however, staff plans to discuss the Board's role with the subcommittee. The intent is establishing different panels comprised of staff, planning directors, and policymakers. Following all panel interviews, the Council would be briefed followed by a selection of the candidate. The process includes a public event to introduce the candidates to the community. The subcommittee is drafting a set of interview questions. The goal is to appoint a new Executive Director before the end of the year.

Regional Transportation Plan (RTP): Planning for Transit

Programs and Policy Director Karen Parkhurst reported the briefing is the first of several as a follow-up to the Board's request to receive more information on rail and transit. Former Boardmember Jerry Farmer agreed to direct a series of questions to Intercity Transit General Manager Ann Freeman-Manzanares. The conversation will focus on fixed route service only. Similar segments will follow during the foreseeable future on either transit or rail affording an opportunity to those with expertise to share information on services with the Board.

The presentation began with Mr. Farmer asking Ms. Freeman-Manzanares to provide an overview of agency services, facilities, and the governing structure.

Ms. Freeman-Manzanares reported Intercity Transit is a municipal corporation providing service since 1981, currently serving Lacey, Olympia, Tumwater, Yelm, and portions of Thurston County (urban growth boundary) comprised of a service area of 97 square miles with a population of approximately 170,000 people. State law allows the agency to collect up to 9/10^{ths} of 1 percent of sales tax. The agency currently taxes at 8/10^{ths} of 1 percent – its primary funding source. The agency employees 320 employees and is governed by a Board (Authority) of locally-elected officials from the cities of Lacey, Olympia, Tumwater, Yelm, and Thurston County. The Authority also includes three citizen representatives setting the agency apart from any other system in the state. Membership on the Authority was outlined in the original Public Transportation Benefit Area (PTBA) legislation. The community believed in the importance of including citizen representatives on the Board. However, should the citizen representative positions be eliminated, legislation would prohibit restoring the positions. Additionally, the Authority includes a member of one of the agency's unions representing operators and maintenance staff.

Intercity Transit also established a 20-member Citizen Advisory Committee (CAC) providing advice to the Authority.

Initial service provided by Intercity Transit focused on bus service. That has transitioned over time to offering a variety of mobility services to the community. Intercity Transit supports an accessible, prosperous, and livable community focusing on reducing congestion and improving the environment through a variety of transportation services to reduce the number of vehicles on the road.

Intercity Transit's facilities include a main operations/administrative/maintenance facility off Pattison Street in Olympia, as well as two transit centers in Lacey and Olympia, three park and ride facilities, and a number of transfer stations similar to Tumwater Square. Additionally, Intercity Transit maintains the Amtrak Centennial Station for all jurisdictional partners in the community.

Intercity Transit offers 20 local fixed routes and five express routes with two of the routes funded by a Regional Mobility Grant (state) scheduled to end in June 2017. At that time, the Authority would consider eliminating the service because of the lack of funding. Intercity Transit's fleet includes 71 buses, 35 paratransit vehicles, and 250 vanpool vehicles.

Intercity Transit operates a Village Van Program providing transportation to assist people in returning to a job and transportation to and from work. The agency also offers a Community Van Program of surplus vans, discounted bus passes, travel training, bus buddies, and other programs.

Intercity Transit was one of nine systems in the nation to receive certification as an Organization for Standardization ISO 14001.

Mr. Farmer asked Ms. Freeman-Manzanares to describe fixed route service, the number of buses and routes, and the hours of operation for fixed route service.

Ms. Freeman-Manzanares advised that fixed route is scheduled service with established routes between point A and point B. All routes are published in a Transit Guide. Fixed route service is regular and dependable service beginning at approximately 6 a.m. and ending between 7 p.m. and 3 a.m. The Evergreen State College contracted with Intercity Transit to provide fixed route service during extended hours (3 a.m. on Friday and Saturday and midnight on Sundays). Fixed route service comprises 50% of all service provided by the agency representing 63% of the agency's budget.

Mr. Farmer asked about the percentage of the trips and the budget for in-county fixed route versus Tacoma express service. He asked how express service is funded.

Ms. Freeman-Manzanares said funding for express service is provided by a combination of sources. Approximately 6.5% of the agency's service is express service representing 8.5% of the budget funded through local funds and a Regional Mobility Grant supporting 80% of the cost for two express routes. In 2011, Pierce Transit ended express service between Pierce County and Thurston County. Up to that point, both agencies shared express service between the two counties. The Authority struggled to fill the gap left by Pierce Transit's decision. One of the major disappointments of the agency is the non-inclusion of express service within Pierce Transit's 2040 Plan, necessitating the need for Intercity Transit to continue to assume the financial burden of providing express service. The agency pursued a request through the Washington State Transit Association's (WSTA) Small and Medium Transit Systems Subgroup requesting the Washington State Department of Transportation (WSDOT) complete a study of all services provided by transit systems on all state highways. The agency is working to identify statewide information to document the service provided on state highways, as well as service that should be provided to fill gaps. One issue surrounding express service is providing service during commute hours because most users are traveling north and south to jobs. Intercity Transit continues to receive feedback on the need to provide sufficient service so that commuters are able to rely on transit.

Mr. Farmer pointed out that most of the revenue for the agency is generated from sales tax revenue. He asked whether the agency receives a sales tax rebate generated from express service customers who spend money while in Tacoma.

Ms. Freeman-Manzanares advised that many customers who travel from Tacoma to Thurston County also spend money. Most riders use roundtrip express service. Additionally, many riders originating from Mason County and Twin Transit also shop in the local area, which contributes revenue to the agency. Another funding source is from federal dollars each time agency service crosses into the Seattle urban area.

Mr. Farmer asked about the source of funding in terms of who pays and the percentage, such as fare box, grants, sales tax, and the impacts to local funding because of the recession and the predictability and sustainability of federal and state funding.

Ms. Freeman-Manzanares replied that approximately 70%-75% of the agency's revenue budget is from sales tax. The agency receives between 10% and 12% return on fare box revenue. The remaining revenue is from state and federal funds. Last year, the agency received 9% in federal revenue and 3% in state revenue. During the recession, the agency lost approximately \$14 million, which will never be recouped. It continues to be a major issue as sales tax revenue is a volatile source of funding. During the recession, the federal government eliminated bus and facility funds, which historically were used to purchase vehicles and construct or renovate facilities. Those funds represented 80% of the agency's capital program budget. The federal government has since restored some of the federal funding. Bus and facilities were funded at \$211 million nationwide. The agency anticipates a \$26 million rehabilitation and expansion project for its maintenance and operations facility.

Mr. Farmer asked about the source of funds for Dash service, as well as who benefits.

Ms. Freeman-Manzanares said Dash is considered a circulator service serving the Capitol Campus and downtown Olympia. The intent is to provide local service to those who work or visit the Capitol Campus as parking is limited in the downtown area. The service is free to all users. Historically, Dash service was funded by a three-way split between the State of Washington, City of Olympia, and Intercity Transit. Today, Intercity Transit fully funds Dash service.

Mr. Farmer remarked that users downtown taking advantage of Dash service would likely help generate more retail sales increasing the amount of retail sales. Dash service could be seen as a looped system in terms of attracting more visitors to the downtown area. Additionally, the service encourages people to ride a bus who ordinarily would not use a bus for traveling. The Dash could be viewed as a great ambassador for the agency.

Ms. Freeman-Manzanares affirmed Dash often serves as an entry point into the system as the service is free and easy to use. The Authority often discusses balancing local service, express service, and circulator service in terms of providing the right level of service for the community. However, because of the lack of revenue, it continues to be a challenge.

Mr. Farmer asked about the impact of fluctuating gas prices on the agency's budget. Ms. Freeman-Manzanares replied that lower fuel prices typically lead to a loss in ridership because most people consider only the cost of gas rather than the entire cost of maintaining a vehicle and insurance. Ridership has decreased by approximately 4%. However, when ridership decreases, the agency saves approximately \$1 million for each dollar decrease in the cost of a gallon of fuel. For each dollar increase per gallon, an additional \$1 million is added in expense to the budget.

Mr. Farmer asked for additional information on the agency's short- and long-term plans, the community's vision of Intercity Transit in the future, and future infrastructure improvements.

Ms. Freeman-Manzanares responded that the agency is working on the Pattison Street facility to replace two, 32-year old underground storage single-walled fuel tanks no longer meeting industry standards. The Authority authorized the allocation of \$5 million from the budget in addition to \$3 million from

transportation funds awarded by TRPC to decommission and replace the tanks, as well as add bus parking to accommodate the agency's entire fleet. The agency was able to secure funding for the Olympia Transit Center expansion project to include the Greyhound Bus terminal. Through the Authority's strategic planning process, the agency is completing the Pattison facility final design. The agency previously completed 30% design and value engineering when the federal government eliminated funding. The project was deferred and the agency is ready to move forward and solicit support from the community to attract state and federal funding to rehabilitate the facility.

In terms of short- and long-term plans, the agency hired a consultant to analyze existing service and recent annexations to recommend some efficiencies followed by a long-range planning process. As part of those efforts, a community conversation project will be included within the short- and long-range plan to identify what's necessary to achieve goals.

Mr. Farmer asked how the agency determines the location of service and the criteria used for establishing service. He asked about the level of density required for transit service when a community has grown at the fringes and doesn't have transit service. One example is the Hawks Prairie area.

Ms. Freeman-Manzanares responded that the Board determines the location of new service. The agency's service standards identify satisfactory, unsatisfactory, or marginal routes based on ridership. The Authority reviews coverage as well. Some routes are very productive in terms of moving people while other routes are not as productive; however, the Authority determined coverage is important particularly for lifeline service in some areas of the community where service may be hourly to ensure people have access to the urban areas for work, shopping, or attending school. Growth is the primary reason for short- and long-range planning. Service in northeast Lacey was in the 2008 long-range plan, as well as additional service on Martin Way. After evaluation by the Authority, the direction was not to extend service at that time. Today is a good opportunity to review those locations and determine what works best for the community. One of the many factors considered is the frequency of service desired by customers. Most customers want coverage based on service hours with frequent earlier and later service.

Mr. Farmer commented on how technology has helped improve transit service. He asked how technology, such as transit signal prioritization, OneBusAway, computer automated dispatch, and automatic vehicle locator has helped, as well as the challenges in implementing technology.

Ms. Freeman-Manzanares responded that the agency experimented with a program similar to Uber service in northeast Lacey by positioning community vans off Galaxy Drive for employers to provide employees with transportation to and from work. Unfortunately, the agency couldn't locate qualified drivers. Another service provided in northwest Lacey is the availability of community vans to the Jubilee area to provide transportation to park and ride lots for connection to transit service. Uber and Lyft are both viable options for the community. The agency continues to explore options including biking, walking, public transportation, and Uber/Lyft.

Intercity Transit has implemented technological improvements by offering computer-automated dispatch. One of the pending challenges is replacing the system, which is expensive. Computer-automated dispatch tracks all vehicles during service hours and can determine whether service is on time or running slow. Off-route service can be identified immediately providing the agency with the ability to contact the driver or the police, if necessary. The agency also employs automatic passenger counters to provide data for both on- and off-boardings, supplying statistical information to help identify future infrastructure needs, such as bus shelters or bus stops. The agency has approximately 950 bus stops. OneBusAway is a real-time app for smartphones identifying the location of a bus. One of the best improvements a transit agency can offer riders is providing real-time information on the location of buses. Transit Signal Prioritization (TSP) was funded through TRPC's grant process. The agency is providing training on the system. Transit Signal Prioritization is a pilot project. The technology is connected to traffic signals by recognizing buses within a certain number of feet of a traffic light affording the ability for the signal to

remain green for the bus to clear the intersection. The pilot project will determine if the technology enables the agency to provide more timely and efficient service. In the long-term, the technology might help to maintain vehicles over a longer period. Recently, congestion has increased tremendously in west Olympia, as buses have been experiencing delays. Transit Signal Prioritization would assist the agency in overcoming some congestion issues.

Mr. Farmer asked whether the agency faces similar challenges of other agencies in terms of the lack of grant funding for maintaining technological systems.

Ms. Freeman-Manzanares said the agency received some grant funding to assist with installation of the automated dispatch system; however, no funding is available to replace or update the system. Technological systems employed by the agency provide great benefits to the community requiring the agency to utilize local revenues to replace the systems.

Mr. Farmer asked Ms. Freeman-Manzanares to speak to the complaint by some that buses are often "empty."

Ms. Freeman-Manzanares commented that sometimes empty buses are a reality similar to empty roads. Transit infrastructure is similar to road infrastructure in terms of usage patterns. For example, a route from the Olympia Transit Center to the Meadows subdivision in Lacey may leave the transit center empty but along the route, riders board and disembark. At the end of the route, the bus might be empty. During different times of the day a bus might be empty, while at other times the bus is crowded and cannot accept any more passengers because bus capacity has been exceeded. Transit service has a specific rhythm. The agency hired a college intern to produce a video of buses along different transit routes showing how ridership ebbs and flows. Additionally, the agency's buses have tinted glass, and one of the questions often asked is whether the agency is attempting to hide the lack of passengers on buses. Glass tinting is an energy conservation measure because previously, buses were not equipped with air conditioning. Today, all buses are equipped with air conditioning equipment. The graphics on buses provide the agency with an additional income source as well. The agency is exploring ways to increase advertising opportunities while maintaining the agency brand.

Mr. Farmer asked what the agency needs from the Board in terms of implementation activities and support that would benefit Intercity Transit and the community.

Ms. Freeman-Manzanares responded that the agency needs interlocal agreements with all affected jurisdictions for implementing TSP. Assisting the agency through that process would be very beneficial. The possibility exists for some conflicts with some of the region's traffic engineers responsible for the movement of traffic through their respective city. Changing a signal in an area experiencing congestion can be very uncomfortable for many engineers. The agency has worked through conversations with the cities for a numbers of years and there is cooperation; however, every jurisdiction's support is necessary to implement the program. Another major issue facing the agency is local land use. The location of new development often impacts the agency's operational costs. When placing new development in outlying areas, it's often difficult or impossible for the agency to provide service. Agency discussions about land use with local jurisdictions are important. Those conversations are of particular concern surrounding schools and the future locations of schools. Another important area is support for the agency's grant applications, especially with the \$26 million Pattison Street facility rehabilitation and expansion project.

The RTP includes some information on pursuing Sounder transit service to the region. However, the service would be extremely expensive to expand. Intercity Transit is hopeful that future conversations could focus on reasonable cost services that could eventually feed into train and bus service providing service to areas north of the county, as well as addressing the addition of HOV lanes in Thurston County to assist in moving freeway traffic to the north.

Mr. Farmer invited comments from the Board on issues or questions Intercity Transit should address in future briefings to the Board.

Boardmember DeForest spoke to Boardmember Sackrison's previous membership as a member of the Authority, as well as the Chair of the Authority. Boardmember Sackrison was instrumental in the decision to establish the CAC. Boardmember DeForest added that he was an early member on the CAC. He asked for a future discussion on the underlying strategy of Intercity Transit, specifically, the previous decision to concentrate fixed route service in high density areas and decrease service in the rural county. It speaks to the underlying opinions about Intercity Transit's service, and it's timely to address.

Ms. Freeman-Manzanares advised that when I-695 passed, the agency lost 43% of its funding from motor vehicle excise tax, resulting in service reductions. The agency subsequently reduced the service boundary to provide a level of service supporting ridership. During that time in early 2000s, the agency faced some tough challenges, especially when it had to reduce the service boundary.

Joel Carson requested feedback on the impact should Lacey, Olympia, and Tumwater join Sound Transit's taxing district.

Ms. Freeman-Manzanares replied that currently, state law would need to be changed for the boundary to include local jurisdictions, as Sound Transit is a regional transit agency designated by state law. Jurisdictions joining Sound Transit's taxing district would pay the full tax assessed by Sound Transit. Sound Transit is scheduled to vote on its ST3 Program in November. The focus is on the extended length of time to provide service in Pierce County. Sound Transit was surprised to learn that density is often lacking in Pierce Transit. However, the agency is guided by regional equity and must provide services to those locations as well. Providing services to those areas would result in an even further delay before Thurston County would receive any Sound Transit service. Additionally, should local jurisdictions join Sound Transit, taxpayers would be assessed the tax immediately, but a date for service implementation is unknown.

Boardmember Kmet asked about the relationship between Intercity Transit and private carriers in terms of differences in demographics, cost, and level of service.

Ms. Freeman-Manzanares said the agency coordinates service with other transit systems to include Mason, Lewis County, and connecting service to Sound Transit. Greyhound plans to co-locate at the Olympia Transit Center offering eight daily trips. She is unsure of the usage demographic of Uber and Lyft services. One of the agency's bus drivers also provides Uber service. Often, users of those services connect from or to public transit.

Boardmember Kmet asked whether Greyhound provides service to Pierce Transit in addition to Intercity Transit's express service. Dennis Bloom said Greyhound Bus offers four roundtrips to Pierce Transit at a cost of \$10-\$14 one way versus a transit fare of \$3 per trip.

Boardmember Kmet asked whether revenue from advertising and fares is typically the same as other transit systems in the state or throughout the country.

Ms. Freeman-Manzanares said the mix of revenue to pay for operations is typical for systems similar in size and land use patterns. It's dependent upon land use as those systems in heavily urbanized areas offering commuter services typically achieve good recovery of fares. Intercity Transit's fare recovery for commuter routes is higher by approximately 13%; however, it doesn't match Community Transit's fare recovery for service provided between Snohomish County and downtown Seattle.

Boardmember Sackrison remarked that many people often recommend hiring Intercity Transit to provide a bus for private or community events. He asked about restrictions Intercity Transit encounters for providing that type of service.

Ms. Freeman-Manzanares said the federal statute doesn't allow the agency to provide charter service primarily because the agency would be competing against private carriers. In some instances, when private entities are not available, the agency responds to request for proposals, such as The Evergreen State College request for extended bus service. The agency was able to provide the service because it's an extension of existing fixed route service. The agency extended the hours to 3 a.m. to serve the college.

Boardmember Gilman expressed interest in learning more about whom Intercity Transit serves in terms of the analysis of ridership and surveys conducted, noting that the focus is often on reducing single occupancy vehicles rather than acknowledging that service is provided to many people who otherwise wouldn't make vehicle trips.

Ms. Freeman-Manzanares reported Intercity Transit completed some customer surveys last fall. Staff is currently evaluating the results of the survey. Intercity Transit conducts a number of surveys that include fixed route passengers, customer satisfaction surveys, vanpool customer surveys, and riders and non-rider surveys to identify ways to convert non-riders to riders. Intercity Transit serves people who often have no other transportation choice, as well as commuters who have jobs and higher incomes. The objective is identifying ways to serve those customers and everyone else.

Executive Director Wyrick spoke to existing maintenance facilities for school districts, WSDOT, and local jurisdictions. Maintenance facilities are expensive to operate and maintain. Several years ago, the region discussed ways to achieve some regional savings. He asked whether the Authority has discussed coordination opportunities with other maintenance facilities. Additionally, Dash service is an expensive service to operate. He asked whether the Authority is planning to have conversations with local partners about paying for their share of the cost if the Authority decides to pursue an increase in sales tax.

Ms. Freeman-Manzanares responded to the question about maintenance facilities. Intercity Transit has explored the capability of reacting to an emergency and identifying a facility that could withstand an emergency because the agency is the region's designated provider of transportation services under the County Emergency Management Plan. Intercity Transit has explored the possibility of expanding the amount of fuel onsite and strengthening facilities to withstand a disaster scenario. In terms of sharing space with another fleet, Intercity Transit's existing facility is not sufficient to share space. However, it's important for the agency's operations and maintenance to be located centrally within the service area because of operational costs. Additionally, Intercity Transit's planned engagement in a short- and long-range planning process in the fall will provides an opportunity to begin those conversations, which will include a discussion of Dash and services to areas currently not served. Community direction will help Intercity Transit to make future service decisions.

Chair Ryder commented that public schools are the largest transportation networks in the region. During conversations with other transit policymakers from across the nation, students are allowed to ride transit buses free in many cases. He asked whether the agency has engaged in those types of discussions with the school districts. He asked how often the agency interacts with school districts, especially in terms of ridership, as it would be beneficial for students to become acclimated to public transportation earlier in life.

Ms. Freeman-Manzanares reported the agency sponsors youth education programs beginning at the elementary school level. These include the Walk N Roll program which emphasizes more active forms of transportation; the Rolling Classroom program which provides an introduction to bus travel; and working with middle school students on the agency's bike program. This year, the agency sponsored a mini bicycle commuter contest at the elementary and junior high/high school level to familiarize students with more active forms of transportation. Many of those students begin riding the bus. In terms of coordinating or providing free transit service, the agency works with local school districts and serves many of the high schools depending on the location of the school, which speaks to the importance of

school siting. The agency has sponsored pass programs with many users, such as the state's STAR pass program for state employees. The state pays Intercity Transit a reduced fare to provide passes to state employees. The agency would be receptive to offering a similar program to school districts. Previously, Intercity Transit offered a reduced pass program for Olympia High School, with the school district compensating the agency for certain students participating in certain school programs.

Boardmember DeForest commented that Puget Sound Regional Council (PSRC) receives approximately \$19 million to assist in funding various activities of transit agencies within its boundary. Intercity Transit is not included in the funding program because it's located outside PSRC's regional boundary. However, when Pierce Transit failed to provide some services, Intercity Transit received \$2 million, which was increased to \$4 million this year. He asked whether that arrangement is anticipated to continue in the future.

Ms. Freeman-Manzanares said there are federal dollars for the next four years, which is the first long-term funding package the agency has experienced in some time. Funding from PSRC is dependent on how much service the agency provides to the north. PSRC affords a percentage of funding dependent upon how much congestion is reduced in PSRC's service area. Beyond the four-year federal funding package, it's uncertain whether the agency can rely on those funds.

Additionally, the typical lifespan of Intercity Transit buses exceeds the Federal Transit Administration's (FTA) standard of 12 years, because of its exceptional maintenance service. The replacement cycle is programmed within a multi-year financial plan to ensure service continues at the level the community expects, as well as replacement of the equipment without being dependent upon federal funding, which is no longer available. The lack of federal funds is a significant change to the model of how the agency funded service in the community.

Mr. Farmer recommended the next briefing should include a more detailed explanation of the Village Vans and the Vanpool program, such as training of drivers, van availability, and locations served.

Chair Ryder remarked that one question elected officials are often asked is when the region will receive light rail service. He asked whether Intercity Transit has discussed that possibility, and if so, could the agency identify what would be required of the jurisdictions to move forward.

Ms. Freeman-Manzanares advised that light rail service is likely not going to be included in the agency's long-range plan because of the financial requirements. The region currently is served by Amtrak service and Intercity Transit provides bus service to the Amtrak Station. However, because of the financial reality of rail service, the agency would likely consider providing more commuter service to connect with trains or buses to the north.

Boardmember Sackrison said according to his recollection, the last discussion by the Board included agreement for a future conversation in a similar fashion and process but not directly related to Intercity Transit.

Boardmember Hankins commented that as an infrequent bus rider experiencing the Olympia Transit Center (OTC), the early morning hours are much easier than the afternoon hours. The concept of public transportation facilities serving as a front door to the community should be considered when building infrastructure and providing a welcoming atmosphere. It's important to recognize that the OTC is a key component of the infrastructure for the community.

Ms. Freeman-Manzanares responded that the OTC is reflective of downtown Olympia. When she began working at Intercity Transit, her first project was the construction of the OTC. The center has great art features. The transit island incorporates a rain forest theme. She encouraged members to visit OTC as the island mimics a flower designed with color concrete resembling a tropical flower with stained glass titled "City River" and three structures on the island incorporating live kiwi plants and old bus parts

hanging from the wind chimes within the center. When facilities are designed, the agency considers the attractiveness and welcoming environment for everyone. Intercity Transit and the City of Olympia worked through the City's placemaking process. The OTC was a location of interest for the City; however, the agency believes that rather than a gathering place, the OTC serves as a pass through location for transit users. The facility includes security to assist people as well as a camera system that has been used by local law enforcement. Additionally, each bus is equipped with cameras. During a recent carjacking incident in Lacey with two young children in the car, the agency was able to identify the suspect who boarded a bus traveling to the Amtrak Station to travel on a train headed to Portland. The suspect was eventually apprehended in Portland. The cameras have provided a great benefit to the community.

Ms. Freeman-Manzanares requested the Board's participation in the agency's short- and long-range planning process and community conversation. It's incredibly important for the agency to receive good input so the agency knows how the community wants Intercity Transit to move forward. If the community wants the agency to expand service, that expansion would be directed by the community rather than by the Authority. She encouraged members to participate.

Chair Ryder asked about the timing associated with a possible ballot measure. Ms. Freeman-Manzanares said that over the last several years, the Authority has discussed this topic. During the recession, the agency received less sales tax and faced the possibility of decreasing service. However, Intercity Transit was one of only a few systems in the state that did not significantly reduce service because of the agency's conservative forecast and reductions in expenditures and staffing to help survive the recession relatively intact. At that point, the conversation focused on maintaining existing level of service with less revenue. The Authority has explored increasing the sales tax authority by 1/10th of one percent, which is the remaining taxing authority for the agency; however, that increase wouldn't have enabled the agency to maintain existing service. Following those discussions, the Authority considered approaching the Legislature and requesting an increase of 3/10^{ths} of one percent taxing authority. Community Transit has been working on the issue for the last six years and successfully received funding during the last session. While Intercity Transit's request was considered during committee hearings, only the Community Transit request was granted. Following completion of the short- and long-range planning and community conversation, the Authority plans to pursue a discussion on next steps.

Chair Ryder asked whether sales tax is the only source of funding the agency could consider.

Ms. Freeman-Manzanares said state law stipulates sales tax as the funding source for transit agencies.

Chair Ryder thanked Ms. Freeman-Manzanares for the briefing.

Business Representative Recruitment

Director Parkhurst reported on next steps for recruitment of the Business Representative positions. Staff plans to issue a request to both members and local chambers, Thurston Economic Development Council, and others to solicit interest for recruitment of applicants. She encouraged members to consider new businesses within their respective communities and others to assist staff in locating business representatives. Currently, the Board has two openings.

2017 Legislative Session

Director Parkhurst reported the 2017 legislative session begins in January 2017 and asked that policymakers try to attend meetings with legislators, both before and during the session.

Executive Director Wyrick shared that the Council brainstormed legislative issues to move forward. The list is extensive and the transportation items will be provided to the Board.

Director Parkhurst reminded members that the Board is not scheduled to meet in August during the summer break.

Outside Committee Reports

Boardmember DeForest reported the last meeting of the PSRC Transportation Policy Board included a review of statistical information. Information revealed that 90% of all fare revenue is from the sale of ORCA passes consisting of ferry fares and Sound Transit fares. The program has provided over 21 million data points. The region is updating another study on transit trends. The transit system in the PSRC region is the one of the fastest growing systems in the nation. Over a 10-year period, the number of Thurston region commuters traveling north has grown by over 4,000 commuters, remaining consistent. The data on single family cars is beginning to reflect a decrease as more people use transit service. PSRC leadership is supportive of all transit systems in the region with King Council Executive Dow Constantine promoting the operating efficiencies of transit systems.

Adjournment

With there being no further business, Chair Ryder adjourned the meeting at 8:30 a.m.

Andy Ryder, Chair



MEMBERS:

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

ASSOCIATE MEMBERS:

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

MEMORANDUM

TO: Transportation Policy Board

FROM: Karen M. Parkhurst, Programs & Policy Director

DATE: September 6, 2016

SUBJECT: TPB Citizen Representative: Reappointment or Recruitment

PURPOSE

Discuss and take action to reappoint Graeme Sackrison as a Citizen Representative for another 1- or 2-year term or recruit for a new Citizen Representative

Summary:

- TPB by-laws allow for up to two citizen representatives, who serve for staggered terms of one or two years – with no limit to the number of terms.
- Graeme Sackrison’s term ends this month and he has indicated a willingness to serve an additional term.

REQUESTED ACTION

Take action to re-appoint Citizen Representative Graeme Sackrison or direct staff to recruit for a new Citizen Representative.



Veena Tabbutt
Interim Executive Director

2424 Heritage Court SW
Suite A
Olympia, WA 98502-6031

360-956-7575
360-956-7815 Fax

www.trpc.org



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MEMORANDUM

TO: Transportation Policy Board
 FROM: Holly Gilbert, Senior Planner
 DATE: September 6, 2016
 SUBJECT: RTIP Amendment 16-10

PURPOSE

Discuss two proposed amendments to the 2016-2019 Regional Transportation Improvement Program (RTIP).

Summary:

- Two amendments have been requested to the 2016-2019 RTIP.
- One amendment is from Washington State Department of Transportation (WSDOT) and is the addition of a new project, titled I-5/Martin Way Overcrossing – Special Repair. The project will replace the strip seal expansion joints on the I-5 and Martin Way Overcrossing bridges.
- The second amendment is from the City of Rainier for the Binghampton Street Scape Project (Phase 1), and reflects that the project has received additional state funds which obligated in 2016, and that the total cost of the project has increased. The amendment will also change the project name and its description, to align with the funding award language.
- These project amendments are consistent with the Regional Transportation Plan.

REQUESTED ACTION

Discuss the proposed amendments and make a recommendation to Thurston Regional Planning Council (TRPC), which will consider taking action on the amendments in October.



Veena Tabbutt
 Interim Executive Director

2424 Heritage Court SW
 Suite A
 Olympia, WA 98502-6031
 360-956-7575
 360-956-7815 Fax
 www.trpc.org

BACKGROUND

About the RTIP and STIP

The RTIP is a four-year programming document derived from the comprehensive six-year Transportation Improvement Programs (TIPs) that each local agency develops and adopts annually. In turn, the RTIP is used by the state to prepare the State Transportation Improvement Program (STIP).

The RTIP serves these main purposes:

- 1) It identifies a list of transportation projects that will be forwarded to the state for inclusion in the STIP. For federally funded projects, even if project funding has been awarded, it is not available to jurisdictions and agencies until the project is included in the STIP. To be included in the STIP, projects must be programmed for funding (funding-secured) in local Transportation Improvement Plans (TIPs) in the four-year period for both urban and rural areas and meet one or more of the following criteria:
 - a. Have federal funding
 - b. Are WSDOT projects
 - c. Are regionally significant, regardless of funding source.
- 2) It demonstrates financial constraint for the projects referenced above.
- 3) It demonstrates consistency with RCW 36.70A, Section 70 of the Washington State Growth Management Act requiring transportation planning to be coordinated and consistent with local comprehensive plans.
- 4) It demonstrates that regionally significant projects programmed for funding during the time period will not cause or contribute to any new violation of the federal air quality standards for particulate matter of 10 microns or less (PM₁₀), will not increase the frequency or severity of any existing violation of the standards, nor delay timely attainment of the standards.
- 5) It identifies other programmed and planned transportation projects adopted in local six-year Transportation Improvement Programs.

RTIP and STIP Amendments

Federal requirements stipulate that changes to the RTIP require an amendment to the original document, which then triggers an amendment to the STIP. This is important because a jurisdiction cannot proceed with a project for which it has been awarded federal money until the STIP is formally amended and approved by the federal agencies.

Depending upon the kind of change required of the RTIP, this amendment may be a "formal amendment" process or a streamlined "administrative modification." TRPC's amendment and modifying processes for the RTIP incorporates guidance provided by WSDOT on amending and modifying the STIP.

Both projects under consideration today require an amendment to the RTIP, which in turn will trigger amendment to the STIP.

Amendment Request

There are two requests to amend the 2016-2019 RTIP, requiring TRPC action. At your September meeting, you will discuss the amendments and make a recommendation to TRPC, which will consider taking action on the amendments in October.

Amendment requested by WSDOT Olympic Region

Reason for Amendment	Newly proposed project
Project Title:	I-5/Martin Way Overcrossing – Special Repair
Project Description:	The strip seal expansion joints on these structures have reached their usable service life and need replacement. This project will replace the strip seal expansion joints to extend the service life of the structures. Replace strip seal expansion joints on bridges 005/337W and 005/337E.
Amount:	This project has a total estimated cost of \$4,611,840, which is comprised of \$4,509,686 federal NHPP funds, and \$102,154 state funds.
Action:	Add a new project; including design and construction.

Amendment requested by the City of Rainier

Reason for Amendment	The total cost of the project has increased by more than 30%, and the project was awarded additional state funds, some of which obligated in 2016. The amendment will also change the project name and its description, to align with the funding award language.
Project Title:	<i>Amend project title to:</i> Binghampton Street Scape Project (Phase 1) <i>From current project title:</i> SR-507 Sidewalk Improvement <i>Reason:</i> To match Local Agency Agreement and Prospectus, based on original funding award letter.
Project Description:	<i>Amend project description to:</i> Construct sidewalk, bulb outs, storm drainage and landscaping improvements. <i>From current project description:</i> Construct approximately 460 feet of new sidewalk on the north and south sides of SR 507, between Dakota Ave and Minnesota Street. <i>Reason:</i> To match Federal Highways language for the project. WSDOT also recommends against including measurements in any project description.
Amount:	This project has a new total estimated project cost of \$248,208, which is an increase of \$73,208 from the earlier project cost of \$175,000. The project will be funded by \$151,375 federal funds, \$33,333 state funds, and \$63,500 local funds.
Action:	Amend project title, description, phase obligation amounts, and expenditure schedule.

Public comment will be solicited and any received will be sent to TRPC in October.



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- Timberland Regional Library

MEMORANDUM

TO: Transportation Policy Board

FROM: Holly Gilbert, Senior Planner

DATE: September 6, 2016

SUBJECT: 2017 – 2020 Draft Regional Transportation Improvement Program (RTIP)

PURPOSE

Review and discuss the draft RTIP, which will be going to Thurston Regional Planning Council (TRPC) for adoption in October.

Summary:

- The RTIP is a four-year programming document derived from local six-year Transportation Improvement Programs (TIP).
- The RTIP includes federally-funded, state-sponsored and regionally significant projects. It is prepared annually to provide a list of funding secured projects (Tables 4 and 6), identify other secured and proposed transportation projects for the same period (Appendix A), and demonstrate air quality conformity (Appendix D).
- Tables 4 and 6 (listing the funding secured projects that must be programmed into the RTIP and STIP) are attached. The complete text is available electronically online: www.trpc.org/DocumentCenter/View/3115 . Printed copies of the complete text will also be available at your September meeting or may be picked up in advance of the meeting from the TRPC receptionist.
- The draft RTIP will undergo public review.

REQUESTED ACTION

Review and discuss the draft 2017-2020 RTIP, and make a recommendation to TRPC for their consideration of adoption of the RTIP in October.



Veena Tabbutt
Interim Executive Director

2424 Heritage Court SW
Suite A
Olympia, WA 98502-6031
360-956-7575
360-956-7815 Fax
www.trpc.org

BACKGROUND

What is an RTIP?

The Regional Transportation Improvement Program (RTIP) is prepared annually in cooperation with local jurisdictions and the Washington State Department of Transportation (WSDOT) to meet state and federal requirements. In turn, the RTIP is used by the state to prepare the State Transportation Improvement Program (STIP).

The RTIP is a four-year programming document derived from the comprehensive six-year Transportation Improvement Programs (TIPs) that each local agency develops and adopts annually. In these local TIPs, each agency establishes its own priorities, conducts its own public review, and adopts its own locally developed project list before submitting that six-year list to TRPC. The RTIP that TRPC prepares is only required to include projects from the first four years of those Local TIPs.

The RTIP serves these main purposes:

- 1) It identifies a list of transportation projects that will be forwarded to the state for inclusion in the STIP. For federally funded projects, even if project funding has been awarded, it is not available to jurisdictions and agencies until the project is included in the STIP. To be included in the STIP, projects must be programmed for funding (funding-secured) in local Transportation Improvement Plans (TIPs) in the four-year period for both urban and rural areas and meet one or more of the following criteria:
 - a. Have federal funding
 - b. Are WSDOT projects
 - c. Are regionally significant, regardless of funding source.
- 2) It demonstrates financial constraint for the projects referenced above.
- 3) It demonstrates consistency with RCW 36.70A, Section 70 of the Washington State Growth Management Act requiring transportation planning to be coordinated and consistent with local comprehensive plans.
- 4) It demonstrates that regionally significant projects programmed for funding during the time period will not cause or contribute to any new violation of the federal air quality standards for particulate matter of 10 microns or less (PM₁₀), will not increase the frequency or severity of any existing violation of the standards, nor delay timely attainment of the standards.
- 5) It identifies other programmed and planned transportation projects adopted in local six-year Transportation Improvement Programs.

Projects in the RTIP are presented in three phases, preliminary engineering and design (PE), right-of-way acquisition (RW), and construction (CN). Project phases included in each year's updated RTIP may vary as phases secure funding or are obligated.

Relating the RTIP to the Regional Transportation Plan

The RTIP is a short range implementation program of the priorities identified in the longer view of the 2040 Regional Transportation Plan (RTP), recently adopted by TRPC in July 2016.

The RTIP projects were reviewed for consistency with the RTP and grouped by transportation planning goal. Many projects meet multiple regional planning objectives, but for the purposes of consistency review, each project was identified only once by a primary goal it achieves.

While all the RTIP projects were found consistent with the RTP, those which are "regionally significant" are individually identified in the RTP. These are major projects that influence travel patterns and traffic flows over large areas.

Though dubbed “regionally significant,” these are only part of the important transportation investments made in the region, as the RTIP shows. Projects like pavement preservation, system safety, intersection efficiency, sidewalk infill, on-street bike lanes, and shoulder upgrades – all found listed individually in the RTIP – are essential to the safe and efficient functioning of the transportation system, and are consistent with the priorities expressed in the RTP.

Public Comment

While agencies held public hearings earlier this year on the Local TIPs, public review and comment on the draft RTIP is also encouraged. Notices regarding the draft RTIP’s availability for comment will be published in The Olympian and posted on the TRPC website.

The draft RTIP will be sent to TAC members for their review and to staff at the following agencies:

- WSDOT
- Federal Highways Administration
- Federal Transit Administration
- WA State Department of Ecology
- US Environmental Protection Agency
- Puget Sound Regional Council
- Pierce County
- Mason County
- Grays Harbor County
- Lewis County
- Olympic Region Clean Air Agency
- Nisqually Tribe
- Confederated Tribes of the Chehalis Reservation
- Squaxin Tribe

TRPC will receive all comments received during the public comment period. In addition, any project specific comment will be forwarded to the respective agency.

The draft RTIP will also be reviewed by the State’s Air Quality Consultation Group, comprised of representatives from the Washington State Departments of Ecology and Transportation, the US Environmental Protection Agency, and the Federal Highways and Transit Administrations. They will review the proposed conformity status for the RTIP.

The role of the Transportation Policy Board is to review the draft RTIP at your September meeting and make a recommendation to TRPC regarding adoption. That recommendation will be provided to TRPC in October, for their consideration in taking action on adopting the RTIP.

To reduce resource use, and in keeping with past practice, enclosed with this staff report are Tables 4 and 6 of the draft RTIP, which list the funding secured projects. The complete text will be available electronically online. Printed copies of the complete text will be available at your September meeting or may be picked up in advance of the meeting from the TRPC receptionist.

PROJECT SUMMARY

This section provides project-specific information for Regional Transportation Improvement Program (RTIP) projects that will be forwarded to the state for inclusion in the State Transportation Improvement Program (STIP). To be included in the STIP, projects must be programmed for funding (funding-secured) in local Transportation Improvement Plans (TIPs) in the four-year period and meet one or more of the following criteria:

- a. Have federal funding
- b. Are WSDOT projects
- c. Are regionally significant, regardless of funding source.

The following is included in this section:

- A summary table (Table 3) containing projects grouped by the primary transportation planning goal the project supports.
- RTIP MPO (urban) projects (Table 4), including project detail provided by local jurisdictions and agencies.
- Financial Feasibility of RTIP MPO projects (Table 5)
- RTIP RTPO (rural) projects (Table 6), including project detail provided by local jurisdictions and agencies.
- Financial Feasibility of RTIP RTPO projects (Table 7).

Summary Table: RTIP Projects Sorted by Transportation Planning Goal

This table provides a summary of projects included in the RTIP. These projects are all funding-secured.

This table is organized by the primary Regional Transportation Plan goal supported by each project, with the understanding that many projects do support other goals in addition to the primary goal listed.

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**Table 3
RTIP Projects Sorted by Transportation Planning Goal**

Transportation Goal										
Project Title	Agency	MPO RTPO	Regionally Significant	RTP Project ID	Phase	Year	Fund Code	Federal	State/Local	Total
Expand capacity of the road network where appropriate.										
I-5/SR 510 Interchange - Interchange Reconstruction	WSDOT	MPO	Yes	O16	RW	2017	State/Local	\$0	\$2,900,000	\$2,900,000
SR 510/Yelm Loop - New Alignment Phase 2	WSDOT	RTPO	Yes	O11	PE	2019	State/Local	\$0	\$7,200,000	\$7,200,000
Hogum Bay Truck Route	Lacey	MPO	Yes	A12	CN	2017	STP(US)	\$518,565	\$5,212,420	\$5,730,985
Old Highway 99 Rural Capacity Project	Thurston County	RTPO	Yes	C22	PE	2017	State/Local	\$0	\$20,000	\$20,000
Increase the operational efficiency of the existing road network.										
SR 510/Meridian Rd SE - Roundabout	WSDOT	MPO	No	-	RW	2017	HSIP	\$130,056	\$2,654	\$132,710
Provide a safe and efficient pedestrian and bicycle network.										
Pacific Ave Pedestrian Crossing Improvements	Olympia	MPO	No	-	CN	2017	HSIP	\$273,000	\$0	\$273,000
Quince St Sidewalk	Olympia	MPO	No	-	CN	2017	TAP(SR)	\$172,050	\$37,635	\$209,685
Deschutes Valley Trail	Turnwater	MPO	Yes	B6	RW	2017	State/Local	\$0	\$150,000	\$150,000
Binghamton Street Scape Project (Phase 1)	Rainier	RTPO	No	-	CN	2017	TAP(R)	\$126,375	\$77,233	\$203,608
Thurston County Safe Routes to School - Lydia Hawk Elementary	Thurston County	MPO	No	-	CN	2017	TAP(SR)	\$595,000	\$5,000	\$600,000
Preserve and maintain the existing road network and transit system.										
2017 Capital Preventive Maintenance	Intercity Transit	MPO	No	-	CN	2017	5307	\$3,272,141	\$818,035	\$4,090,176
Mullen Road Reconstruction	Thurston County	MPO	No	-	RW	2017	STP(US)	\$300,000	\$481,000	\$781,000

RTP Project ID refers to the corresponding project identification code used in the 2040 Regional Transportation Plan available online at www.itpc.org.

Table 3, continued
RTIP Projects Sorted by Transportation Planning Goal

Transportation Goal												
Project Title	Agency	MPO RTPO	Regionally Significant	RTP Project ID	Phase	Year	Fund Code	Federal	State/Local	Total		
Asphalt/Chip Seal Preservation TRPC	WSDOT	MPO	No	-	PE	2017	NHPP	\$1,040,835	\$59,225	\$1,100,060		
					PE	2017	STP	\$439,807	\$0	\$439,807		
					CN	2017	NHPP	\$13,180,997	\$427,400	\$13,608,397		
					CN	2017	STP	\$8,188,959	\$0	\$8,188,959		
1-5/93RD Ave SW Bridge - Special Repair	WSDOT	MPO	No	-	CN	2017	State/Local	\$0	\$500,000	\$500,000		
I-5/Martin Way Overcrossing - Special Repair	WSDOT	MPO	No	-	PE	2017	NHPP	\$476,006	\$19,833	\$495,839		
					CN	2018	NHPP	\$4,033,680	\$82,320	\$4,116,000		
I-5/McAllister Creek Br SB On-Ramp - Special Repair	WSDOT	MPO	No	-	PE	2019	NHPP	\$124,373	\$5,812	\$130,185		
					CN	2020	NHPP	\$847,201	\$17,673	\$864,874		
I-5/Capitol Lake Bridge - Foundation Repair	WSDOT	MPO	No	-	PE	2020	NHPP	\$127,183	\$5,299	\$132,482		
					CN	2020	NHPP	\$568,248	\$11,597	\$579,845		
UST Replacement Construction (Pattison Street Facility Phase 1 Renovation and Expansion	Intercity Transit	MPO	No	-	CN	2017	5339	\$1,225,000	\$306,250	\$1,531,250		
Improve the safety of the road network.												
Olympic Region Intersection Safety Implementation Program	WSDOT	RTPO	No	-	PE	2019	HSIP	\$42,799	\$1,783	\$44,582		
					CN	2020	HSIP	\$51,879	\$1,059	\$52,938		
Olympic Region Major Electrical Rehab - RWIS Upgrades	WSDOT	RTPO	No	-	CN	2017	State/Local	\$0	\$50,583	\$50,583		
15-17 Olympic Region Basic Safety - Guard Rail	WSDOT	MPO	No	-	CN	2017	HSIP	\$13,966	\$285	\$14,251		
15-17 OR Region Wide Basic Safety - Signing	WSDOT	MPO	No	-	CN	2017	STP	\$80,645	\$1,646	\$82,291		

RTP Project ID refers to the corresponding project identification code used in the 2040 Regional Transportation Plan available online at www.trpc.org.

**Table 3, continued
RTIP Projects Sorted by Transportation Planning Goal**

Transportation Goal												
Project Title	Agency	MPO RTPO	Regionally Significant	RTP Project ID	Phase	Year	Fund Code	Federal	State/Local	Total		
SR 507/Thurston Co Line to S of Koeppen Rd - ADA Compliance	WSDOT	RTPO	No	-	PE	2017	HSIP	\$134,376	\$5,599	\$139,975		
					RW	2017	HSIP	\$20,658	\$422	\$21,080		
					CN	2018	HSIP	\$811,889	\$16,570	\$828,459		
SR 510/Pacific Ave to SR 507 - ADA Compliance	WSDOT	RTPO	No	-	PE	2019	HSIP	\$53,808	\$2,242	\$56,050		
					RW	2019	HSIP	\$10,751	\$219	\$10,970		
					CN	2020	HSIP	\$187,305	\$3,822	\$191,127		
15-17 Olympic Region Shoulder Rumble Strips - Install Rumble Strips	WSDOT	RTPO	No	-	CN	2017	HSIP	\$53,719	\$1,096	\$54,815		
US 101/Evergreen Parkway to Vic Crosby Blvd - Install Cable Barrier	WSDOT	MPO	No	-	CN	2017	HSIP	\$917,525	\$18,725	\$936,250		
US 12/Anderson Rd to Mood Rd - Safety Improvement	WSDOT	RTPO	No	-	RW	2017	HSIP	\$97,544	\$1,991	\$99,535		
					CN	2017	HSIP	\$2,464,582	\$50,298	\$2,514,880		
Protect the environment.												
I-5/W of Carpenter Rd NB - Stormwater Retrofit	WSDOT	MPO	No	-	CN	2017	NHPP	\$842,222	\$17,188	\$859,410		
I-5/Henderson Blvd - Culvert Replacement	WSDOT	MPO	No	-	PE	2017	State/Local	\$0	\$215,952	\$215,952		
					CN	2018	State/Local	\$0	\$565,458	\$565,458		
Pierce/Thurston County - Stormwater Retrofit	WSDOT	RTPO	No	-	CN	2017	STP	\$160,925	\$3,284	\$164,209		
Thurston/Mason County - Stormwater Retrofit	WSDOT	RTPO	No	-	PE	2017	STP	\$83,253	\$3,469	\$86,722		
					CN	2017	STP	\$382,102	\$7,798	\$389,900		
Total								\$43,640,209	\$80,841,340	\$124,481,549		

RTP Project ID refers to the corresponding project identification code used in the 2040 Regional Transportation Plan available online at www.trpc.org.

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TABLE 4

RTIP

MPO (URBAN) PROJECTS

PROJECT DESCRIPTION

BY AGENCY

Agencies Included:

City of Lacey
City of Olympia
City of Tumwater
Intercity Transit
Thurston County
WSDOT Olympia Region

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

Y Inside N Outside

County: Thurston

Agency: Lacey

Func CIs	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	5291(001)		Lacey11002	21	0.500	CE	Yes	Interstate 5	Hawks Prairie Road	6,750,985	
Hogum Bay Truck Route											
Construct a roundabout and improve roadway to add bike lanes, sidewalks, and other urban amenities. Emphasis to be placed on structural loading for truck route.											

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	STP(US)	518,565		0	0	518,565
CN	2017		0	FMSIB	1,200,000	0	1,200,000
CN	2017		0	TIB	4,012,420	0	4,012,420
Project Totals			518,565		5,212,420	0	5,730,985

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,292,394	0	0	0	0
Totals	2,292,394	0	0	0	0

Federal Funds	State Funds	Local Funds	Total
518,565	5,842,420	725,248	7,086,233
Agency Totals for Lacey			

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

Y Inside

N Outside

County: Thurston

Agency: Olympia

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	5282(005)		Oly1513b	28	CE	Yes	Devoe Street	Landsdale Road		310,000	
Pacific Avenue Pedestrian Crossing Improvements											
At Devoe Street and Landsdale Road, install a crosswalk, signing and pedestrian-activated flashing beacons. Replace or install curb access ramps to meet ADA standards as needed.											

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	HSIP	273,200		0	0	273,200
Project Totals			273,200		0	0	273,200

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	273,200	0	0	0	0
Totals	273,200	0	0	0	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

Y Inside

N Outside

MPO/RTPO: TRPC

County: Thurston

Agency: Olympia

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
17			Oly1312f	28	0.140	CE	No	Miller Avenue	Reeves Middle School	254,000	
Quince Street Sidewalk											
Remove existing asphalt walking path and replace it with curb and a concrete sidewalk.											

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017		TAP(SR)	172,050		0	37,635	209,685
Project Totals				172,050		0	37,635	209,685

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	209,685	0	0	0	0
Totals	209,685	0	0	0	0

Agency Totals for Olympia			Federal Funds	State Funds	Local Funds	Total
			445,250	0	37,635	482,885

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

Y Inside

N Outside

County: Thurston

Agency: Tumwater

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-07852	28	0.300	EA	Yes	Historical Park	Pioneer Park	7,789,500	

Deschutes Valley Trail

Construction of a paved walking / bicycling trail connection near Pioneer Park to the Tumwater Historical Park

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2017	0		0		0	150,000	150,000
Project Totals				0		0	150,000	150,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	150,000	0	0	0	0
Totals	150,000	0	0	0	0

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC Y Inside N Outside

County: Thurston

Agency: Intercity Transit

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			16-01	23	CE	No	na	na		4,903,000	

2017 Capital Preventive Maintenance

Capital Preventive Maintenance funding for Intercity Transit from Oct 2016 - Sept 2017.

Funding		Federal Funds	Local Funds	Total
Phase	Start Date	Federal Fund Code	State Fund Code	State Funds
CN	2017	5307		0
				818,035
				4,090,176
Project Totals				0
				818,035
				4,090,176

Expenditure Schedule		1st	2nd	3rd	4th	5th & 6th
Phase						
CN		4,090,176	0	0	0	0
Totals		4,090,176	0	0	0	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

Y Inside

N Outside

County: Thurston

Agency: Intercity Transit

Func CIs	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			1506-001	23	DCE	No	vic Martin Way E	vic Pacific Avenue SE		7,600,000	

UST Replacement Construction (Pattison Street Facility Phase 1 Renovation and Expansion)

Decommission 10 original single-walled Underground Storage Tanks (UST's). Install new fuel UST's on property adjoining the existing facilities; install new above ground lubricant tanks in a remodeled lubricant room in the existing Maintenance Facility; and construct a new unleaded fueling island close to the new fuel USTs. Pave the existing facility's parking area with appropriate sub-structure, concrete, striping, fencing, lighting and landscaping.

PE obligated \$560,000. CN is partially funded by 5339 awards from WSDOT, including 475,000 total obligated in WA-34-0004; and 1,056,250 total programmed in PTD-08 STIP ID.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	5339	1,225,000		0	306,250	1,531,250
Project Totals			1,225,000		0	306,250	1,531,250

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,531,250	0	0	0	0
Totals	1,531,250	0	0	0	0

Agency Totals for Intercity Transit	Federal Funds	State Funds	Local Funds	Total
	4,497,141	0	1,124,285	5,621,426

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC Y Inside N Outside

County: Thurston
Agency: Thurston Co.

Func CIs	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	5292(004)		WA-04780	03	0.890	CE	Yes	Lacey City Limits (vic Fire Station 33)	Carpenter Road	7,474,017	

Mullen Road Reconstruction

Reconstruct roadway and widen 2 travel lanes to add bicycle lanes and sidewalks on both sides, additional channelization, landscaping, illumination, drainage improvements and other associated work. Construct two new roundabouts at Rumac Street and Carpenter Road, and a raised median between the roundabouts. There will be some retaining walls constructed and a large culvert connecting Pattison and Hicks Lake will be replaced.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2017	STP(US)	300,000	TIB	301,000	180,000	781,000
Project Totals			300,000		301,000	180,000	781,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	781,000	0	0	0	0
Totals	781,000	0	0	0	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

Y Inside

N Outside

County: Thurston

Agency: Thurston Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
19			WA-08060	28	0.330	CE	No	vic Lydia Hawk Elementary	n/a	605,000	

Thurston Co Safe Routes to School Program - Lydia Hawk Elementary

This project includes extending an existing sidewalk by about 1,000 feet, traffic calming, improved intersection crossings, illumination, and other ancillary improvements. The project also includes education and outreach efforts such as walking school buses and crossing guard training.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	TAP(SR)	595,000		0	5,000	600,000
Project Totals			595,000		0	5,000	600,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	600,000	0	0	0	0
Totals	600,000	0	0	0	0

Agency Totals for Thurston Co.		Federal Funds	State Funds	Local Funds	Total
		895,000	301,000	235,000	1,431,000

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC Y Inside N Outside

County:

Agency: WSDOT - OLY

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	9999(750)	300015T	300015T34	21	CE	No	Various	Various	16,697		

15-17 OR Region Wide Basic Safety - Guardrail

To address region wide structurally deficient safety features which need to be adjusted or replaced to sustain safety for the traveling public. Potential improvements may include guardrail, guardrail terminals, bridge end protection and concrete barrier where needed. This is a multicounty project. The total shown in this project reflects only the portions in Thurston Regional Council's boundary.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	HSIP		13,966		0	285	14,251
Project Totals				13,966		0	285	14,251

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	14,251	0	0	0	0
Totals	14,251	0	0	0	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC Y Inside

N Outside

County:

Agency: WSDOT - OLY

Func CIs	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	15-17 OR Region Wide Basic Safety - Signing	300015S	300015S34	21	CE	No	Various	Various	Various	96,696	

To address region wide work and/or non-operational signing which may also include sign posts. This will assist the traveling public with sign visibility.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	STP	80,645		0	1,646	82,291
Project Totals			80,645		0	1,646	82,291

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	82,291	0	0	0	0
Totals	82,291	0	0	0	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC Y Inside N Outside

County:

Agency: WSDOT - OLY

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00		BPTRPC	BPTRPC	05	CE	No	n/a	n/a		23,337,223	

Asphalt/Chip Seal Preservation Thurston Regional Planning Council
 Resurface the roadway with chip seal or hot mix asphalt to preserve the structural integrity of the roadway and extend the service life of the pavement.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2017	NHPP	1,040,835		0	59,225	1,100,060
PE	2017	STP	439,807		0	0	439,807
CN	2017	NHPP	13,180,997		0	427,400	13,608,397
CN	2017	STP	8,188,959		0	0	8,188,959
Project Totals			22,850,598		0	486,625	23,337,223

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	611,153	97,035	457,399	374,280	0
CN	4,448,615	5,817,986	1,662,527	9,868,228	0
Totals	5,059,768	5,915,021	2,119,926	10,242,508	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

Y Inside

N Outside

County:

Agency: WSDOT - OLY

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11	I-5/93rd Ave SW Bridge - Special Repair	300504H	300504H34	40	0.010	CE	No	Milepost 099.29	Milepost 099.30	625,000	

A girder was damaged when the bridge was struck by an over height vehicle. This project will replace the damaged girder to restore the structural integrity and extend the service life of this bridge.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017		0		0	500,000	500,000
Project Totals			0		0	500,000	500,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	500,000	0	0	0	0
Totals	500,000	0	0	0	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

Y Inside N Outside

County:

Agency: WSDOT - OLY

Func C/s	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11	300535A	300535A-34	300535A-34	14	0.070	CE	No	104.52	104.59	712,328	

I-5/Capitol Lake Bridge - Foundation Repair

Erosion has occurred at the bridge foundation. This project will repair the damage to this structure preventing further erosion and maintain the structural integrity of this bridge. 5/321

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2020	NHPP	127,183		0	5,299	132,482
CN	2020	NHPP	568,248		0	11,597	579,845
Project Totals			695,431		0	16,896	712,327

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	132,482	0
CN	0	0	0	579,846	0
Totals	0	0	0	712,328	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

Y Inside

N Outside

County:

Agency: WSDOT - OLY

Func Cls	Project Number	PIN	STIP ID	Imp Type	Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11	300503D	300503D34	300503D34	06	0.010	CE	No	105.13	105.20	781,410	

I-5/Henderson Blvd - Culvert Replacement

The existing culvert in this location is experiencing structural failure. This project will replace or repair the existing culvert providing improved drainage and preserving the structural integrity of the roadway.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2017		0	CWA	215,952	0	215,952
CN	2018		0	CWA	565,458	0	565,458
Project Totals			0		781,410	0	781,410

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	40,261	175,691	0	0	0
CN	0	31,194	534,264	0	0
Totals	40,261	206,885	534,264	0	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC Y Inside N Outside

County:

Agency: WSDOT - OLY

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11	300539B	300539B-34	300539B-34	14	0.050	CE	No	109.12	109.19	4,611,840	

I-5/Martin Way Overcrossing - Special Repair

The strip seal expansion joints on these structures have reached their usable service life and need replacement. This project will replace the strip seal expansion joints to extend the service life of the structures.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2017	NHPP	476,006		0	19,833	495,839
CN	2018	NHPP	4,033,680		0	82,320	4,116,000
Project Totals			4,509,686		0	102,153	4,611,839

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	495,840	0	0	0	0
CN	0	4,116,000	0	0	0
Totals	495,840	4,116,000	0	0	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

Y Inside

N Outside

County:

Agency: WSDOT -OLY

Func CIs Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11	300529D	300529D-34	14	0.050	CE	No	114.09	114.14	995,060	

I-5/McAllister Creek Br SB On-Ramp - Special Repair

The support columns of this structure are showing signs of corrosion in the reinforcing steel. This project proposes to repair the columns by constructing fiberglass jackets around the damaged columns to inhibit corrosion and preserve the structural integrity and extend the service life of this bridge.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2019	NHPP	124,373		0	5,812	130,185
CN	2020	NHPP	847,201		0	17,673	864,874
Project Totals			971,574		0	23,485	995,059

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	130,186	0	0
CN	0	0	0	864,874	0
Totals	0	0	130,186	864,874	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC Y Inside N Outside

County:

Agency: WSDOT - OLY

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11	300502C	300502C34	03	03	1.090	EA	No	111.23	112.32	72,000,000	
I-5/SR 510 Interchange - Reconstruct Interchange											
Funding is provided for a Single-Point Urban Interchange (SPUI), with a southbound I-5 slip-ramp to the Hawks Prairie Business District.											

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2017		0	CWA	2,900,000	0	2,900,000
CN	2017		0	CWA	61,500,000	0	61,500,000
Project Totals			0		64,400,000	0	64,400,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	2,900,000	0	0	0	0
CN	2,405,000	29,486,000	0	0	29,609,000
Totals	5,305,000	29,486,000	0	0	29,609,000

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

Y Inside

N Outside

County:

Agency: WSDOT - OLY

Func Cts	Project Number	PIN	STIP ID	Imp Type	Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
12	0063(973)	300501R	300501R34	37	0.100	CE	No	110.60	110.70	1,003,995	
I-5/W of Carpenter Rd NB - Stormwater Retrofit											
Stormwater runoff along this section of I-5 is collected along curbs and directed into catch basins that concentrate runoff without treatment before it leaves the right of way. By removing the curb and catch basins, the stormwater runoff will be dispersed along the vegetated shoulders of the roadway, allowing for infiltration and filtering of the stormwater runoff and providing an efficient, low cost stormwater treatment.											

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	NHPP	842,222		0	17,188	859,410
Project Totals			842,222	0	17,188	859,410	

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	859,410	0	0	0	0
Totals	859,410	0	0	0	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC Y Inside N Outside

County:

Agency: WSDOT - OLY

Func C/s	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	0510(017)	351033A	351033A34	21	0.010	CE	Yes	06.95	06.96	2,023,710	

SR 510/Meridian Rd SE - Roundabout

This intersection has been identified as a Intersection Analysis Location. By constructing a roundabout, this project has the potential to reduce the frequency and severity of collisions and improve motorist safety.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2017	HSIP	130,056		0	2,654	132,710
CN	2017	HSIP	1,590,785		0	32,465	1,623,250
Project Totals			1,720,841		0	35,119	1,755,960

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	132,710	0	0	0	0
CN	0	1,623,250	0	0	0
Totals	132,710	1,623,250	0	0	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

Y Inside

N Outside

County:

Agency: WSDOT - OLY

Func Cls	Project Number	PIN	STIP ID	Imp Type	Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14	0101(367)	310142E	310142E34	21	2.930	CE	No	363.93	366.76	1,096,900	

US 101/Evergreen Parkway to Vic Crosby Blvd - Install Cable Barrier

Through a statewide analysis, it has been determined that placing median barrier on limited access divided highways is a cost effective method of reducing the severity of cross over collisions.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	HSIP	917,525		0	18,725	936,250
Project Totals			917,525		0	18,725	936,250

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	936,250	0	0	0	0
Totals	936,250	0	0	0	0

Agency Totals for WSDOT - OLY		Federal Funds	State Funds	Local Funds	Total
		32,602,488	65,181,410	1,202,122	98,986,020

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TABLE 6

RTIP

RTPO (RURAL) PROJECTS

PROJECT DESCRIPTION

BY AGENCY

Agencies Included

City of Rainier
City of Tenino
City of Yelm
Thurston County
Town of Bucoda

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Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

N Inside

Y Outside

County: Thurston

Agency: Rainier

Func C/s	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06	0507(033)		RAIN1501	21	0.070	CE	No	Minnesota Street	Dakota Street	248,208	
Binghampton Street Scape Project (Phase 1)											
Construct sidewalk, bulb outs, storm drainage and landscaping improvements.											

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	TAP(R)	126,375	WSDOT	28,333	48,900	203,608
Project Totals			126,375		28,333	48,900	203,608

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	203,608	0	0	0	0
Totals	203,608	0	0	0	0

Agency Totals for Rainier		Federal Funds	State Funds	Local Funds	Total
		126,375	28,333	48,900	203,608

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

Y Outside

N Inside

County: Thurston

Agency: Thurston Co.

Func C/s	Project Number	PIN	STIP ID	Imp Type	Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
17			WA-01297	04	0.270	CE	No	Old Hwy 9	SR 12	20,000	

Old Highway 99 Rural Capacity Project

Reconstruction added capacity project including the possibility of minor realignment, additional lanes, curbs, gutters, sidewalks, bike lanes, illumination, drainage facilities, landscaping and other safety features.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2017		0		0	20,000	20,000

Project Totals

			0		0	20,000	20,000
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Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	20,000	0	0	0	0
Totals	20,000	0	0	0	0

Federal Funds

Agency Totals for Thurston Co.	State Funds	Local Funds	Total
0	0	20,000	20,000

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

N Inside

Y Outside

County:

Agency: WSDOT - OLY

Func CIs	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02	9999(735)	300091D	300091D34	21	2.230	CE	No	7.83	10.06	67,862	
15-17 Olympic Region Shoulder Rumble Strips - Install Rumble Strips											
Collision data indicates run off the road incidents have occurred along these higher speed highways. By installing shoulder rumble strips or profiled plastic line, the frequency of run off the road incidents may be reduced.											

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	HSIP	53,719		0	1,096	54,815
Project Totals			53,719		0	1,096	54,815

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	54,815	0	0	0	0
Totals	54,815	0	0	0	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

N Inside

Y Outside

County:

Agency: WSDOT - OLY

Func Cts	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
09	300092E	300092E-34	300092E-34	21	0.000	CE	No	6.35	6.35	97,520	

Olympic Region Intersection Safety Implementation Program

Dynamic warning signs

This intersection has been identified on the ISIP List. The Dynamic warning signs will alert mainline drivers of possible entering vehicles, giving them time to react to side street vehicles that enter with inadequate gaps. This project will reduce the number and severity of fatal and serious injury crashes.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2019	HSIP	42,799		0	1,783	44,582
CN	2020	HSIP	51,879		0	1,059	52,938
Project Totals			94,678		0	2,842	97,520

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	44,582	0	0
CN	0	0	0	52,938	0
Totals	0	0	44,582	52,938	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

N Inside

Y Outside

County:

Agency: WSDOT - OLY

Func C/s	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	300072L	300072L34	06	06	CE	No	359.04	359.04	359.04	59,111	

Olympic Region Major Electrical Rehab - RWIS Upgrades

Variable message signs and road weather information systems (RWIS) in the Region have been evaluated and outdated systems will be upgraded.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017		0	CWA	50,583	0	50,583
Project Totals			0		50,583	0	50,583

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	40,583	10,000	0	0	0
Totals	40,583	10,000	0	0	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC N Inside Y Outside

County:

Agency: WSDOT - OLY

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06	9999(736)	300090J	300090J34	37	CE	No	various	various		205,046	
Pierce/Thurston County - Stormwater Retrofit											
Stormwater runoff leaves the right of way without being treated. By replacing existing catch basins with mechanical stormwater treatment structures, and installing curbing and Compost Amended Vegetated Filter Strips, highway runoff will be directed away from sensitive areas and prevent erosion.											

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2017	STP	160,925		0	3,284	164,209
Project Totals			160,925		0	3,284	164,209

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	162,049	0	0	0	0
Totals	162,049	0	0	0	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

N Inside

Y Outside

County:

Agency: WSDOT - OLY

Func CIs	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06	350701D	350701D-34	21	20.860	CE	Yes	005.44	026.30	989,514		

SR 507/Thurston Co Line to S of Koeppen Rd - ADA Compliance

This project will look at the ADA curb ramps within the project area to determine if they meet current ADA standards. Upgrading curb ramps to current standards will improve pedestrian access and has the potential to improve safety.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2017	HSIP	134,376		0	5,599	139,975
RW	2017	HSIP	20,658		0	422	21,080
CN	2018	HSIP	811,889		0	16,570	828,459
Project Totals			966,923		0	22,591	989,514

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	139,974	0	0	0	0
RW	21,080	0	0	0	0
CN	0	828,459	0	0	0
Totals	161,054	828,459	0	0	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

N Inside

Y Outside

County:

Agency: WSDOT - OLY

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	351002B	351002B34	21	11.390	CE	Yes	004.28	015.67		258,147	

SR 510/Pacific Ave to SR 507 - ADA Compliance

This project will look at the ADA curb ramps within the project area to determine if they meet current ADA standards. Upgrading curb ramps to current standards will improve pedestrian access and has the potential to improve safety.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2019	HSIP	53,808		0	2,242	56,050
RW	2019	HSIP	10,751		0	219	10,970
CN	2020	HSIP	187,305		0	3,822	191,127
Project Totals			251,864		0	6,283	258,147

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	56,050	0	0
RW	0	0	10,970	0	0
CN	0	0	0	191,127	0
Totals	0	0	67,020	191,127	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

N Inside

Y Outside

County:

Agency: WSDOT - OLY

Func C/s	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	SR 510Yelm Loop - New Alignment Phase 2	351029A	351029A34	01	0.980	EIS	Yes	14.69	15.67	58,500,000	

Traffic through the City of Yelm is extremely congested at the present time. This project will construct the second stage of a new alignment for SR 510 through the City of Yelm. When complete, this project will relieve congestion and improve motorist safety.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2019		0	CWA	7,200,000	0	7,200,000
Project Totals					7,200,000	0	7,200,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	430,000	2,240,000	4,530,000
RW	0	0	0	0	1,100,000
CN	0	0	0	0	7,020,000
Totals	0	0	430,000	2,240,000	12,650,000

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC N Inside Y Outside

County:

Agency: WSDOT - OLY

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02	3000901	300090134	37	CE	No	various	various	various	476,622		

Thurston/Mason County - Stormwater Retrofit

Stormwater runoff leaves the right of way without being treated. By replacing existing catch basins with mechanical stormwater treatment structures, and installing curbing and Compost Amended Vegetated Filter Strips, highway runoff will be directed away from sensitive areas and prevent erosion.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2017	STP	83,253		0	3,469	86,722
CN	2017	STP	382,102		0	7,798	389,900
Project Totals			465,355		0	11,267	476,622

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	86,722	0	0	0	0
CN	0	389,900	0	0	0
Totals	86,722	389,900	0	0	0

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

August 29, 2016

MPO/RTPO: TRPC

N Inside

Y Outside

County:

Agency: WSDOT - OLY

Func CIs	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
02	0012(230)	301201G	301201G34	21	1,500	CE	Yes	38.50	40.00	3,019,040	

US 12/Anderson Rd to Moon Rd - Safety Improvement

This section of highway has been identified as a Collision Analysis Corridor. By constructing a roundabout, implementing access management improvements, and other operational improvements along the corridor, the frequency of collisions will decrease.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2017	HSIP	97,544		0	1,991	99,535
CN	2017	HSIP	2,464,582		0	50,298	2,514,880
Project Totals			2,562,126		0	52,289	2,614,415

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	99,535	0	0	0	0
CN	88,543	2,406,870	19,467	0	0
Totals	188,078	2,406,870	19,467	0	0

Federal Funds	State Funds	Local Funds	Total
4,555,590	7,250,583	99,652	11,905,825
Agency Totals for WSDOT - OLY			

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MEMBERS:

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

ASSOCIATE MEMBERS:

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



Veena Tabbutt
Interim Executive Director

2424 Heritage Court SW
Suite A
Olympia, WA 98502-6031
360-956-7575
360-956-7815 Fax
www.trpc.org

MEMORANDUM

TO: Transportation Policy Board

FROM: Paul Brewster, Senior Planner

DATE: September 6, 2016

SUBJECT: Thurston County Federal Funding Transfer Request

	Program Area	Mission Statement
X	MPO/RTPO	A
	Core Services	
	Contract Services	
	Grant Services	

PURPOSE

Review Thurston County’s request to transfer \$425,000 in Surface Transportation Program (STP) funds from both the *Maytown Road SW, Littlerock Road SW to SR 121* and *Yelm Highway and Meridian Road Intersection* to the *Rich Road Upgrade Project*, and forward a recommendation to Thurston Regional Planning Council (TRPC).

Summary:

- In 2011, TRPC awarded \$1,311,300 in STP funds to Thurston County for the *Rich Road Upgrade – 87th Avenue to Normandy Street*.
- The Rich Road Upgrade Project is the county’s highest priority and additional funding is necessary to offset increased costs.
- Thurston County is requesting that additional STP funding, awarded by TRPC to Thurston County in 2013 to both the *Maytown Road SW, Littlerock Road SW to SR 121* (\$175,000) and *Yelm Highway and Meridian Road Intersection* (\$250,000) projects be transferred to the Rich Road Upgrade Project.
- TRPC’s authorization of this funding request will nearly position the project to a funding secured status and enable the county to advertise the Rich Road Upgrade Project for construction in 2017.
- Thurston County anticipates requesting additional funding for this project during this year’s call for projects.
- Thurston County will use other funding sources to complete the two projects from which the federal funding will be de-obligated.
- A copy of Thurston County’s request letter is included with this memorandum.
- TRPC will review this request on September 9 and take action on October 7.

REQUESTED ACTION

Review Thurston County’s federal funding transfer request and forward a recommendation to TRPC. TRPC will take action on this request in October.

Attachment

BACKGROUND

Thurston Regional Planning Council periodically reviews and takes action on local agency requests to transfer federal funding between projects that TRPC has previously awarded funding to. Such requests are often made to consolidate federal funding on projects of a greater scope in order to meet project phase schedules or compensate for unforeseen costs in right-of-way acquisition, environmental issues, or construction.

TRPC will review Thurston County's federal funding transfer request in September and take action in October. In September, prior to the Council's October approval, the funding transfer request will be posted for public comment. All public comments received will be presented to TRPC in October. As is consistent with TRPC's federal funding process, the Transportation Policy Board (TPB) plays an instrumental role in decision making on federally funded transportation projects. The TPB advises the Council on such matters and a recommendation from the TPB to TRPC will accompany any public comments submitted as part of the review and action on this request.

The Rich Road Upgrade is Thurston County's highest priority project. It is also a large project that will help fulfill the region's 2017 obligation authority. All design, environmental permitting, and right-of-way acquisition is complete. Additional funding is necessary to offset additional costs for a railroad crossing and easements that the county has negotiated with BNSF Railway. Thurston County submitted a letter to TRPC requesting that \$425,000 in additional STP funding, award by TRPC to Thurston County from the projects shown below, be transferred to the Rich Road Upgrade Project:

1. *Maytown Road SW, Littlerock Road SW to SR 121* (\$175,000); and
2. *Yelm Highway and Meridian Road Intersection* (\$250,000)

Thurston County has made steady progress on the Rich Road Project. In 2011, the county obligated \$173,000 for design and engineering. In 2014, \$300,000 was obligated for right-of-way. This fall, Thurston County is expected to submit a proposal during TRPC's federal funding call for projects to seek additional funding to be used toward the construction phase. The transferred funds plus the additional new revenue will fully fund the construction phase of the project and allow the county to advertise it for construction in early 2017.

Thurston County's Yelm Highway and Meridian Road Intersection Project and the Maytown Road Project remain priorities for the county. Work continues on the design phases for these projects and the county will seek other funding sources to construct these projects.

TRPC and county staff will be on hand during this agenda item to present the funding transfer request and answer questions.

REQUESTED ACTION

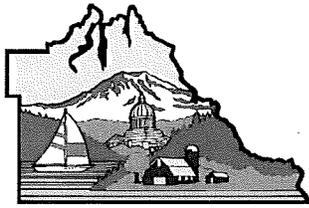
Review Thurston County's federal STP funding transfer request and forward a recommendation to TRPC.

COUNTY COMMISSIONERS

Cathy Wolfe
District One

Sandra Romero
District Two

Bud Blake
District Three



THURSTON COUNTY
WASHINGTON
SINCE 1852



PUBLIC WORKS

An Accredited Agency of the
American Public Works Association

Scott Lindblom, P.E.
Interim Director

August 31, 2016

Veena Tabbutt
Thurston Regional Planning Council
2424 Heritage Ct SW, Suite A
Olympia, WA 98502

RE: Thurston County – De-obligation of STP funding and Re-authorization

Thurston County Public Works received STP fund authorization for the Yelm Hwy & Meridian Rd Intersection (STPUS-5252(010)) and Maytown Rd – Littlerock Rd to SR 121 (STPR-C344(001)) projects in 2013 for the amounts of \$250,000 and \$173,000 respectively. Public Works is requesting that this funding be de-obligated and re-authorized to the Rich Rd SE Phase 2 – 87th Ave to 500' North of Normandy project which is programmed to obligate the currently allocated \$838,300 of STP in construction funding in 2017. The Rich Rd project STP funding timelines are summarized below:

- May 11, 2011 – Regional STP Award for full project - \$1,311,300
- September 29, 2011 - Preliminary Engineering Fund Authorization - \$173,000
- April 25, 2014 – Right of Way Authorization - \$300,000
- Early 2017 – Construction Authorization - \$838,300

The Rich Rd project is currently the highest priority road project to call for bids for Thurston County. If the request is approved the project would be fully funded and would be advertised for construction in early 2017. All design, environmental permitting and right of way acquisition has been completed. The cost estimate for the Rich Rd project has increased due to improvements required for a Burlington Norther Santa Fe (BNSF) railroad crossing in the project limits. These improvements include regrading and widening the crossing to accommodate the project's wider roadway section and relocating and replacing crossing signal equipment to meet federal standards. Public Works is required to pay BNSF \$300,000 to construct all of the crossing signal upgrades. In addition, the County must pay BNSF for an expanded easement adjacent across the tracks and perform some asphalt pavement improvements at the crossing.

The Yelm Hwy and Meridian Rd Intersection and Maytown Rd projects remain priorities for Thurston County and Public Works is continuing to work on the design. These projects are eligible to submit for other non-STP funding sources, which the County is pursuing. Thurston County will re-pay all federal funds billed to date on these projects.

Public Works appreciates your consideration of this request and is available to answers any questions or provide further information if required.

Sincerely,

A handwritten signature in black ink, appearing to read 'Scott Lindblom'.

Scott Lindblom, P.E.
Interim Public Works Director

Cc: Theresa Parsons
Scott Davis



MEMBERS:

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

ASSOCIATE MEMBERS:

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

MEMORANDUM

TO: Transportation Policy Board

FROM: Paul Brewster, Senior Planner

DATE: September 6, 2016

SUBJECT: 2017-2019 Federal Funding – Call for Projects Process

PURPOSE

To brief the Transportation Policy Board (TPB) on the 2017-2019 Regional Federal Surface Transportation Program (STP), Transportation Alternatives Program (TAP), and Congestion Mitigation Air Quality (CMAQ) Call for Projects process.

Summary:

- Staff introduced a multi-year federal funding process and provided background information about the funding programs, project eligibility, and other details to the TPB during the June 8 meeting (Thurston Regional Planning Council (TRPC) was briefed in July).
- In Fall 2016, TRPC will issue a call for projects to award \$8.8 million in federal funding to be programmed for 2017 to 2019.
- Three federal funding sources will be awarded: 1) STP \$6.6 million; 2) TAP \$1.2 million; and 3) CMAQ \$1 million
- The proposed process will issue a call for projects starting in mid-September concluding with TRPC selecting projects during the December 2 meeting, pending Council approval.
- The details of the process are outlined in this memorandum.

REQUESTED ACTION

No action is required. Staff will request TRPC approve the 2017-2019 Regional Federal Funding Call for Projects Process on September 9.



Veena Tabbutt
Interim Executive Director

2424 Heritage Court SW
Suite A
Olympia, WA 98502-6031

360-956-7575
360-956-7815 Fax

www.trpc.org

BACKGROUND

Core to TRPC's role as a federally designated Metropolitan Planning Organization (MPO), the Council periodically selects local transportation projects for federal funding. This is accomplished through a call for projects which entails an application period, a technical review, a public comment period, a policy maker review, and Council selection. This is followed by award letters to the grant recipients and subsequent amendments to the Regional Transportation Improvement Program that positions awardees to obligate their federal funding and allows projects to proceed. There are three federal revenue sources that TRPC will award to eligible projects:

1. Surface Transportation Program (STP)¹,
2. Transportations Alternatives Program (TAP)², and
3. Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Since 1991, TRPC has programmed over \$72 million onto projects valued at more than \$165 million. Local agencies frequently use these awards to leverage other state or federal grants, bringing more transportation revenue into the region. Projects have ranged in scale from high school bike lockers to major road reconstruction and retrofits. Funds have supported trip reduction activities, the bicycle map, K-12 school-based bicycle and walking education and encouragement programs, transit and vanpools, subarea plans and corridor studies, regional trails, and traffic signal controller upgrades.

The TPB serves an important role in the call for projects process. After project proposals are submitted, and a technical review is performed, the TPB conducts an initial review of the proposals for selection. This is the first round of the policy selection process. The Board will judge projects for fulfilling the regional funding priorities and the goals and policies of the Regional Transportation Plan, Sustainable Thurston, and other transportation priorities established by TRPC. The TPB is responsible for forwarding a project selection and funding recommendation to TRPC.

A Return to a Multi-Year Process

Prior to 2013, TRPC issued calls for projects that awarded and programmed projects through a three to four-year funding cycle. Previously, agencies were not bound to a specific spending schedule; projects often included multiple phases and often sat on the books for years before proceeding. In 2013, changes implemented at the state level imposed new requirements on the flow of federal funds to projects. TRPC and local agencies are bound by federal fiscal year constraints that could result in the region losing federal funds if project obligation schedules are not met. The "use it or lose it" policy holds local agencies accountable for the project schedules they commit to when TRPC awards funds to their projects. Failure to do so may result in those funds being sanctioned by the Washington State Department of Transportation (WSDOT). Sanctioned funds are taken away from the region and given to projects elsewhere in the state that are ready to proceed. It is important to note that sanctioned funds do not come back to the region at a later time. To date, WSDOT has not rescinded any locally programmed federal funding from regions.

Experience with the first three years of the "use it or lose it" process have been successful. Modest changes were made to the regional process – conduct an annual call for projects instead of every 4 years, and fund one phase of a project before locking up funds for the next phase. Projects awarded under this new policy are on schedule and meeting their deadlines; federal funds awarded over the last two years are flowing in a steady and predictable manner to deliver projects to meet communities' needs.

¹ The FAST Act converts the long-standing Surface Transportation program into the Surface Transportation *Block Grant* Program. Project eligibility and federal funding requirements remain virtually the same to MAP-21.

² The Fast Act eliminates the MAP-21 Transportation Alternatives Program and replaces it with a set-aside of *Surface Transportation Block Grant* program funding for transportation alternatives. This program will become effective with when Washington State receives its FAST Act apportionment. Project eligibility and federal funding requirements remain virtually the same to MAP-21.

The downside to the annual call for projects is less funding is available to be programmed which consequently constrains the size of projects that communities can expect to apply for. As such, TRPC staff propose re-introducing a multi-year process (2017-2019) to increase program funding levels beyond the one-year cycle. The Technical Advisory Committee (TAC) supports a multi-year process. With the use it or lose it policy in effect, elements of the annual call for projects remain intact. Applicants must identify and commit to their year of obligation or risk additional project delays or worse, losing their project funding if they cannot commit to their intended obligation year and another local agency is incapable of fulfilling the obligation gap. Having a greater number and variety of projects and phases that a multi-year process can offer (design and engineering, right-of-way, construction, planning, and programs) are expected to provide a sufficient queue of ready-to-go projects should a community experience unexpected delays. TRPC staff will work closely with local agency staff to develop contingency project obligation scenarios to avoid potential risks of not meeting the region's obligation authority.

2017-2019 FEDERAL FUNDING – CALL FOR PROJECTS PROCESS

This fall, TRPC will select and program projects to be implemented from 2017 to 2019. TRPC will award a total of \$8.8 million to variety of eligible projects from across the region that will meet the region's transportation needs as well as its annual obligation authority. Selected projects will obligate no earlier than February 20, 2017 and must obligate no later than August 1st for each subsequent year, through 2019.

General Information

Total revenue available to award: \$8.8 million

- \$6.6 million Surface Transportation Program (STP) for FFY 2017-2019
- \$1.2 million Transportation Alternatives Program (TAP) for 2017-2019
- \$1.0 million Congestion Mitigation Air Quality Program (CMAQ) for FFY 2017 and 2018

Local match requirements

A minimum 13.5% non-federal match is required for use of STP, TAP, and CMAQ funds.

Regional funding priorities

Each funding source has specific federal project eligibility requirements that must be met and is described in more detail in each funding category below. Projects that add general purpose motor vehicle capacity (additional lanes) to the system are federally eligible, but have not been considered by TRPC for project selection, and have not been funded historically. TRPC has made it a standing policy to focus its discretionary federal funding investments in three emphasis areas:

1. Safety
2. System preservation
3. Increasing the efficiency of the multimodal transportation system

These priorities are the overarching objectives by which projects will be considered for selection for all funding programs.

Traditional partners

Traditional partners are local agencies that provide transportation facilities and services to the general public. They include the county, cities and towns, tribes, and Intercity Transit.

Non-traditional partners

Non-traditional partners include local agencies that do not provide transportation facilities and services to the general public as a part of their core mission (e.g. school districts and fire districts), as well as state agencies and non-profit organizations. These partners will receive announcements, information, and staff support to apply through TRPC's 2017-2019 call for projects. It is impossible for most non-traditional partners to administer federal

funds without support from local agencies or WSDOT. While local agencies with Certification Acceptance³ (CA) status are not required to sponsor a project proposal, they are encouraged to consider opportunities to establish inter-local agreements with non-traditional partners' project proposals and focus on the benefits that their project proposals can provide the region. The non-traditional partner targets are set as follows:

- STP 5%
- TAP 10%
- CMAQ no target

Due to the restrictive nature of CMAQ funds, it is not feasible for most non-traditional partners to comply with all of the federal administrative requirements of managing the project. However, all eligible applicants will be encouraged to apply.

Application Support

Staff will provide support to all applicants during the four-week application period, responding to inquiries about the process, project eligibility, and assistance with application submissions.

Technical review

TRPC's Technical Advisory Committee (TAC), composed of county, city, Intercity Transit, and WSDOT transportation staff, perform a review of the applications prior to the Transportation Policy Board and the Regional Council reviews. The TAC assesses all traditional and non-traditional project applications for financial feasibility, schedules, compliance with federal eligibility requirements, and a general peer review of the engineering and design. All applicants are encouraged to attend the technical review to answer questions and make adjustments to their applications if warranted. Applicants are notified of any issues discovered during this review process.

Public comment period

All project applications will be available for public review and comment for two weeks. A legal notice, social media, web announcements, and email will be used to notify the public of the application review period. Staff will accept all written comments received by mail or email. Materials will be posted online and printed materials can be made available upon request. All public comments received will be shared with the Transportation Policy Board and TRPC.

Project Selection Process

Over the years, regional policy makers determined a policy-based project selection process generated higher quality funding proposals and grant awards than a point-based process. Additionally, providing each traditional partner with a likely funding limit based on the share of regional trips they serve helps those agencies to better refine their priorities. This approach, implemented in 2001 and successfully adapted to the new "use it or lose it" policy era, replaced the point-based decision making process used previously. It has eliminated grant proposals that total many times over what is available for award and provided stronger linkage between local and regional priorities. Policy makers will evaluate projects for meeting the regional funding priorities and each project's ability to meet the goals and policies of the *Regional Transportation Plan* and *Sustainable Thurston*.

The Transportation Policy Board will perform an initial review of the project proposals and forward a recommendation to TRPC. TRPC conducts final review and selects projects to be awarded federal funding.

³ For Certification Acceptance, WSDOT can delegate some or all project authority from FHWA for approving project development and construction administration to qualified local agencies, state or federal agencies, or Indian tribes. CA allows local agency to save time and money, since the agency has the authority to develop, advertise, award and manage its own projects. Projects must be administered by a Professional Civil Engineer registered in the State of Washington.

FEDERAL GRANT PROGRAM INFORMATION

Surface Transportation Program (STP)

- **\$6.6 million total for FFY 2017-2019**
- **\$330,000 (5%) target for non-traditional partners**

Priority project types

TRPC will fund a variety of projects in both the urban and unincorporated rural areas of the region. Since 1998, this region has directed its discretionary regional STP funds toward investments that make the transportation system safe and efficient for all modes of travel, and which keep life cycle costs as low as possible. The flexibility inherent in STP means that most types of transportation projects other than a general purpose capacity project are eligible for consideration.

In general, projects must be located on federal-aid routes (see map at end of this memorandum). STP eligible projects and activities include:

- Construction, reconstruction, rehabilitation, resurfacing, restoration preservation, or operational improvements of highways
- Bridge and tunnel replacement
- Inspection and evaluation of bridges
- Capital costs for transit projects (vehicles and facilities)
- Carpool projects, electric and natural gas vehicle infrastructure
- Bicycle and pedestrian facilities, including trails
- Modification of sidewalks to comply with Americans with Disabilities Act
- Highway and transit safety projects, hazard eliminations, railway/highway grade crossings
- Capital and operating costs for traffic management systems
- Planning programs
- Transportation alternatives
- Environmental mitigation
- Intelligent Transportation Systems

Fast Act information about STP and eligible activities may be found here:
<http://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>.

Transportation Alternatives Program (TAP)

- **\$1.2 million total available for FFY 2017-2019 obligation**
- **\$120,000 (10%) target for non-traditional partners**

Priority project types

Consistent with TRPC processes since 2005, all federally-eligible project types are eligible for consideration though project applicants will be advised that historically this region has tended to find bicycle and pedestrian capital projects and programs to be its highest funding priorities.

TAP eligible projects and activities include:

- Pedestrian and bicycle facilities
- Recreational trails
- Safe routes to school projects and programs
- Historic preservation
- Vegetation management
- Environmental mitigation related to stormwater and habitat connectivity

Fast Act information about TAP and project eligibility can be found here:
<http://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>.

Funding caps

In an effort to fund multiple projects with a limited amount of revenue, early regional prioritization processes placed a cap on how much a single proposal could request. The problem was that funding caps were inflexible and often resulted in agencies not submitting higher priority proposals because of the restriction. Additionally, funding many small projects resulted in a disproportionate share of available revenues going to administration instead of on-the-ground projects. Starting in 2005 TRPC eliminated funding caps. Instead, in its guidance TRPC expresses its strong desire to fund multiple projects, stipulating that applicants requesting a disproportionate share of available revenues should expect to demonstrate significantly greater benefit than they might if requesting lesser funds.

Limit on number of project proposals

A policy-based process, absent any guidance on funding limitations, can generate a large number of grant proposals – sometimes from a single agency. To help minimize excessive requests from any single agency, TRPC instituted a limit of three applications from any one entity. Entities that submit more than one application are to indicate their preferred ranking of their proposals for consideration by policy makers during evaluation and project selection.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

- **\$1.0 million for FFY 2017-2018⁴ obligation**
- **No target for non-traditional partners**

In 2011, TRPC awarded all of its CMAQ funds through year 2015 to a joint Lacey-Olympia-Tumwater-Thurston County-Intercity Transit-WSDOT project to modernize and coordinate signals along the region's principal transit corridors. This was known as the Smart Corridors project. Funds are now available to program beyond 2015.

Priority project types

CMAQ funds are restricted under federal law in their use. They can only be spent on projects that reduce particulate matter 10 microns or less in size (PM10) within the federally-designated air quality "limited maintenance area". This is an area roughly comparable to the current Lacey-Olympia-Tumwater city limits. CMAQ funds in our region must be spent on projects that reduce PM10. In previous funding cycles, policy makers have encouraged submission of inter-jurisdictional cooperative projects like Smart Corridors that can offer air quality improvements and improved traffic mobility beyond a single community.

Examples of CMAQ eligible projects and activities include:

- Transportation Demand Management programs that reduce vehicle emissions
- Lane channelization projects
- Corridor traffic signal coordination and optimization
- Vehicle to infrastructure communications systems
- Electric and natural gas-powered vehicle infrastructure
- Diesel retrofits

FAST Act information about CMAQ and project eligibility can be found here:
<https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.pdf>.

⁴ CMAQ is only being programmed for 2017-2018 due to uncertainty in funding levels.

Funding cap

There is no restriction on how much can be awarded to a single project. Applicants should understand that a proposal requesting all or most of the funds available should demonstrate significantly greater benefit than they might if requesting lesser funds.

Limit on number of project proposals

To help minimize excessive requests from any single source, applicants are limited to no more than three applications. Applicants submitting more than one application must indicate their preferred priority ranking for consideration by policy makers during evaluation and project selection.

Schedule for Call for Projects and Selection Process

The following schedule is predicated on TRPC authorizing a call for projects on September 9th:

Schedule	Activity
September 9	TRPC Approves Call for Projects Process
September 14	TPB briefed on process
September 19	Official Call for Projects Announced
September 19-October 14	Staff Support for Applicants
October 14	Project Proposal Applications Due
October 20	TAC Review
October 24 – Nov 4	Public Review & Comment on Proposals
November 4	TRPC Preliminary Review of Proposals
November 9	TPB Project Review and Recommendation to TRPC
December 2	TRPC Project Review and Action on Project Selection

