

AGENDA

Technical Advisory Committee
Thursday, May 17, 2018, 2:00 – 5:00 p.m.
Thurston Regional
Planning Council –
Conference Room A
2424 Heritage Court SW
Olympia, WA 98501



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|----|-------------|--|-----------------------------|
| 1. | 2:00 | Welcome & Introductions | INTRODUCTIONS |
| 2. | 2:10 | 2018-2020 Federal Funding Obligation Review | DISCUSSION
Veena Tabbutt |
| | 2:25 | CY 2018 Federal Funding Call for Projects Technical Review | |
| 3. | | Complete applications are online:
http://www.trpc.org/879/Federal-Funding-Call-for-Projects | DISCUSSION
Paul Brewster |
| 4. | 4:45 | Member Information Sharing (time permitting) | DISCUSSION
TAC Members |
| 5. | 5:00 | Adjourn | |

Next TAC Meeting

June 7, 2018

Private Ambulance Opticom Signal Activation with Medic One and Emergency Medical System Stakeholders
2:00 – 4:00 p.m.
TRPC, Room A

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

If you need special accommodations to participate in this meeting, please call us at 360.956.7575 by 10:00 a.m. three days prior to the meeting. Ask for the ADA Coordinator. For TDD users, please use the state's toll-free relay service, 711 and ask the operator to dial 360.956.7575.

ThurstonHereToThere.org is an easy-to-navigate website which includes information on carpooling, vanpooling, rail, air, bus, bike, walking, health, telework and flexible schedules, recreation, and school transportation. Please consider using an alternate mode to attend this meeting: bike, walk, bus, carpool, or vanpool. This facility is served by Intercity Transit Routes 43 and 44

**Thurston Regional Planning Council 2018-2020 Federal Funding Call for Projects
STP, TAP, and CMAQ Applications Technical Review – May 17, 2018**

Available Funding and Applications Submitted

<i>Program</i>	<i>2020 – 2022 STP</i>	<i>2020 – 2022 TAP</i>	<i>2020 – 2022 CMAQ</i>
Funding Available	\$6,709,000	\$958,000	\$709,000
Applications	12 and 2 Alternates	8	3

Technical Review Guidelines

TRPC staff reviewed every application for:

- Completeness of application
- Minimum 13.5% match
- Identification of a Certification Acceptance (CA) agency

The Technical Advisory Committee will review each proposal to determine if there are potential problems with the projects as described in the application. All applicants are invited to the technical review and will be provided an opportunity to answer TRPC staffs’ and TAC members’ questions. Applicants will be notified and offered feedback if any issues or discrepancies are identified during the review of their application. Applicants may submit revised proposals to make adjustments and corrections. The deadline for minor revision is 1:00 p.m., Wednesday, May 23. Revisions can be emailed to Paul Brewster at brewstp@trpc.org.

For each application, TAC members will determine if the following criteria is satisfied:

1. The applicant’s proposal is eligible for the federal program it applied to (STP, TAP, or CMAQ)
2. The proposal is financially feasible (total project cost) is within the scope of work described in the proposal
3. PE and ROW phases have been completed for construction (CN) proposals
4. The timeline of project phase(s) is realistic within the scope of work described in the proposal
5. The applicant can obligate the federal funding before August 1 of the year specified.
6. Ascertain if a proposal’s previously awarded federal funding, if applicable, has or will obligate within the fiscal year deadline agreed by the applicant.

Any proposals with outstanding issues will be shared with the Transportation Policy Board and TRPC during their project review and selection process on June 13 and July 6, respectively.

Summary of Proposals

Complete copies of the proposals can be found on TRPC's website at: <http://www.trpc.org/879/Federal-Funding-Call-for-Projects>.

Surface Transportation Program (STP) Grant Proposals

TRPC will award approximately \$6,709,000 STP grant funds to projects that will obligate between October 1, 2020 and August 1, 2022. Advance Construction (AC) will be granted on a case by case basis with consideration given to projects that are ready to obligate. Twelve grant proposals and two alternate proposals were submitted for consideration. The applicants' combined requests total \$7,572,506.

Applicant	Proposal	Funding Request
Intercity Transit	Pattison Street Facility Renovation and Expansion Project - Phase II	\$922,846
Lacey	College Street Corridor Improvements Phase 3	\$905,180
Olympia	Fones Road Project	\$1,176,803
Tenino	Sussex Crossing Improvements II	\$60,009
Thurston County	Yelm Highway and Meridian Intersection Project	\$1,300,000
Thurston County	Thurston County Mobility Strategy	\$300,000
Thurston County	Case Road Fish Barrier Removal	\$500,000
Thurston County	Yelm Hwy and Pacific Ave Pedestrian Improvements Phase 1	\$475,000
Thurston County	Countywide Restoration and Resurfacing Project 2019 (Alternate)*	\$1,800,000
Thurston County and Intercity Transit	Martin Way Corridor Study - East	\$193,250
TRPC	Thurston County Bicycle Map 7th Ed	\$38,925
Tumwater	Old Hwy 99 / 79th Ave Roundabout	\$657,000
Tumwater	Citywide Pavement Restoration or Resurfacing (Alternate)*	\$657,000
Yelm	SW Mosman Avenue Phase 2	\$1,043,493
Total Grant Funds Requested		\$7,572,506

*Applicant submitted an alternate proposal to be funded in lieu of a higher priority proposal that can't meet its obligation deadline.

Pattison Street Facility Renovation and Expansion Project

Agency: Intercity Transit

Match: \$1,44,028

Phase: Construction

Grant Request: \$922,846

Total Cost: \$1,066,874

Project Date: 2020

Location: Pattison Street, Olympia

Project Overview

Intercity Transit's Maintenance, Operations and Administrative (MOA) facility opened for service in 1985. It was designed to support 80 vehicles and today supports the maintenance and operation of over 400. Space constraints necessitates the facility operates 24 hours a day, 7 days a week. IT operations, maintenance, administrative staff, as well as approximately 700 volunteer vanpool drivers, park, fuel and ready vehicles for service day and night in this far too constrained space.

This project will renovate existing facilities and expand the operation enabling Intercity Transit to better support existing services as well as address the growing needs of our communities. It will preserve our current investment in the Pattison Street MOA facility as well as enhance the safety and the efficiency of service delivery.

College Street Corridor Improvements Phase 3

Agency: Lacey

Match: \$141,270

Phase: Construction

Grant Request: \$905,180

Total Cost: \$1,046,450

Project Date: 2020-2022

Location: College St SE from 18th Ave to Lacey Blvd

Project Overview

This project will complete the design to improve College Street from 18th Avenue SE to Lacey Boulevard SE per the College St Corridor Plan. This project is the third phase of a multi-phased project on the College Street corridor to enhance multi-modal access, reduce speed, provide enhanced pedestrian accessibility and improve overall safety.

College Street is the busiest corridor within the City of Lacey with many residential neighborhoods directly adjacent to the corridor. The corridor leads directly to commercial districts and activity centers. College Street also lacks access management that causes a significant amount of conflicts. This project will reduce the conflict points with a raised median, and slow down vehicular traffic with a roundabout allowing pedestrians and bicyclists to safely utilize College Street to get to homes, businesses and schools.

Fones Road Project

Agency: Olympia

Match: \$184,897

Phase: Design and Engineering

Grant Request: \$1,176,803

Total Cost: \$1,361,700

Project Date: 2020-2022

Location: Fones Road, 18th Avenue to Pacific Avenue

Project Overview

Fones Road is a major north/south connection between downtown Olympia, the I-5 corridor, southeast Olympia and Lacey. The City of Olympia envisions a multi-modal corridor along Fones Road. A predesign study is under way to define the specific scope of improvement to this street. Improvements are needed to address:

- Vehicle capacity: the current level of service (LOS) E is unacceptable and is projected to be LOS F within the next six years.
- Truck access to industrial sites.
- Access management along the length of the corridor to reduce the potential for collisions.
- Safe and inviting bicycle facilities, to help people access the Olympia Woodland Trail at the north end of the corridor.
- Safe and inviting pedestrian facilities including, sidewalks, pedestrian crossings, and landscaping along the street.

Sussex Crossing Improvements II

Agency: Tenino

Match: \$9,366

Phase: Design and Construction

Grant Request: \$60,009

Total Cost: \$69,375

Project Date: 2020-2022

Location: Sussex Ave and Hodgden

Project Overview

In Tenino, Sussex Avenue is the community's main street and doubles as State Route 507, a highway of statewide significance that is important for both vehicular travel and freight mobility through the region. However, there are issues with safety, mobility, and access for pedestrians crossing the highway. A similar 2016 STP Grant saw the installation of High Visibility Crossing devices at the busiest pedestrian intersection (Sussex and Custer), and on one-half of the corners at the second busiest intersection

(Sussex and Ritter). With this grant cycle, we would like to protect all four corners of the third busiest intersection (Sussex and Hodgden.) "Busiest," as used here, means by pedestrians ... Both Custer and Ritter are used by elementary, junior, and high-school students, while Hodgden is used predominantly by customers of the Post Office, City Hall, the Fire District, and the commercial enterprises on both sides of Sussex Avenue, but also by students as well. The anticipated benefits of this proposal include: 1)

increasing safety for pedestrians, cyclists, and drivers alike, and 2) improving safety along State Route 507 where it functions as Tenino's Main Street.

Yelm Highway and Meridian Intersection Project

Agency: Thurston County	Grant Request: \$1,300,000
Match: \$700,000	Total Cost: \$2,000,000
Phase: Construction	Project Date: 2020-2022

Location: Yelm Hwy and Meridian Rd Intersection

Project Overview

This project is needed to improve the safety and mobility for the Yelm Hwy and Meridian Rd intersection. This intersection has the 4th highest crash rate of all 712 public road intersections in Thurston County. Over 30% of the collisions are injury collisions and 65% of them are angle collisions. Current operations do not meet current rural adopted LOS requirements (part urban/rural intersection). This project is also included in the Thurston County Traffic Impact Study as a capacity project. Other project benefits include reduced speeds and access control near the intersection, improved pedestrian crossings and widened paved shoulders.

This request is for construction funds only.

Thurston County Mobility Strategy

Agency: Thurston County	Grant Request: \$300,000
Match: \$50,000	Total Cost: \$350,000
Phase: Study	Project Date: 2020-2022

Location: Throughout Thurston County

Project Overview

Many of the arterials in Thurston County connecting urban areas to rural communities are congested today, and growth projections show congestion will increase in the future. There are limitations, however, to addressing the congestion through road widening, including funding, environmental concerns, and physical (right-of-way) limitations. Like their urban counterparts – Strategy Corridors – these critical corridors need strategies other than road widening to address congestion in these Rural Strategy Corridors. This study will evaluate different strategies, and make recommendations for implementation.

Case Road Fish Barrier Removal

Agency: Thurston County
Match: \$250,000
Phase: Construction

Grant Request: \$500,000
Total Cost: \$750,000
Project Date: 2020-2022

Location: Case Road, milepost 4.91

Project Overview

This project will replace a culvert structure where a tributary of Beaver Creek crosses Case Road. The existing culvert is a partial fish passage barrier, and is located approximately 250 feet downstream of another partial barrier crossing under Interstate 5. The I-5 crossing is one of WSDOT's uncorrected barriers subject to injunction. The County's Fish Passage Enhancement Program has ranked the Case Road culvert among the highest priority culverts in part due to the proximity to the WSDOT injunction culvert.

The removal of both the Case Road culvert (this project) and the WSDOT culvert will allow access to over half a mile of habitat.

This request is for construction funds only.

Yelm Hwy and Pacific Ave Pedestrian Improvements Phase 1

Agency: Thurston County
Match: \$100,000
Phase: Design and Construction

Grant Request: \$475,000
Total Cost: \$575,000
Project Date: 2020-2022

Location: Yelm Hwy SE and Pacific Ave SE

Project Overview

This request is for the design and construction of ADA and crosswalk improvements for the Yelm Hwy (Rich Rd to Lacey City Limits) and Pacific Ave (City Limits to Steilacoom Rd) corridors. Both corridors have high vehicle speeds, traffic volumes and crosswalks only exist at signalized intersections within the corridor limits which creates long distances without marked crossings. ADA facilities updates (e.g., curb ramps) will be also be included as part of the of this project. It is not anticipated this project will complete all the ADA upgrades on both corridors but will provide design plans necessary to complete them later. A study was recently completed to identify improvements within these corridors. The study included stakeholder workshops as well as public outreach.

Countywide Restoration and Resurfacing Project 2019 (Alternate)*

Agency: Thurston County

Grant Request: \$1,800,000

Match: \$300,000

Total Cost: \$2,100,000

Phase: Construction

Project Date: 2020-2022

Location: Countywide Arterials and Collectors

Project Overview

This project is an alternate for Thurston County's Yelm Hwy & Meridian Intersection Project and the Case Road Fish Barrier Removal Project.*

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

Martin Way Corridor Study - East

Agency: Thurston County and Intercity Transit

Grant Request: \$193,250

Match: \$30,160

Total Cost: \$223,410

Phase: Study

Project Date: 2020-2022

Location: Martin Way Corridor between College and Marvin

Project Overview

Martin Way, from College Street to Marvin Road (4.1 miles), has been identified as both an urban corridor (land use designation) and strategy corridor (transportation designation) in regional and local plans. This former state highway serves as an alternative to I-5, has frequent transit service, and is a prime candidate for increasing land use intensity and walking and biking activity. This section of Martin Way carries between 17,000 to 31,000 daily vehicles, has bicycle lanes and sidewalks for the most part, but the multimodal infrastructure, such as safe opportunities to cross the roadway, is insufficient for an urban corridor. The Martin Way Corridor Study East will focus on this section of the corridor, and identify opportunities to increase multimodal mobility and safety. The project will be a collaborative project between Thurston County, Intercity Transit, the City of Lacey, and Thurston Regional Planning Council, with the City of Olympia and the Economic Development District as key partners. Note: If the Martin Way Corridor West project is also funded, the two projects will be conducted together.

Thurston County Bicycle Map 7th Ed

Agency: TRPC
Match: \$6,075
Phase: Program

Grant Request: \$38,925
Total Cost: \$45,000
Project Date: 2020-2022

Location: Countywide

Project Overview

This project will update Thurston County Bicycle Map and offer both print and electronic versions to the public. The map is updated every two to three years to provide up-to-date information on new roads, bicycle facilities, trail segments, neighborhood connections, and the narrative sidebar information. Updating the map and distributing it in both print and electronic formats educates and reinforces safe bicycle behavior and promotes cycling as an effective means of transportation. In addition to showing bicycle routes to aid navigation, the map includes safety information, bicycle traffic laws, commuter tips, health messages, and information about bike clubs and shops. Since 1999, TRPC, Intercity Transit, Thurston County, the cities and other partners have collaborated, produced, and distributed five high quality editions of this map to people both within and outside of the Thurston County region free of charge. An update of the Bicycle Map is currently underway. This proposal is to update the subsequent edition (7th) of the Bicycle Map.

Old Hwy 99 / 79th Ave Roundabout

Agency: Tumwater
Match: \$1,843,000
Phase: Design, ROW, and
Construction

Grant Request: \$657,000
Total Cost: \$2,500,000
Project Date: 2020-2022

Location: Old Highway 99 and 79th Avenue intersection

Project Overview

Old Highway 99 is a Minor Arterial serving Principal Arterial function in terms of degree of mobility and is approaching the same in terms of traffic volume. As more jobs are created in Tumwater and residential development south of Henderson Blvd continues, the Old Highway 99 Corridor is becoming congested. At present, a single left turning vehicle can cause instantaneous backups exceeding 1/4 –mile during PM peak. 79th Avenue serves significant, and growing, residential and industrial uses and includes a skewed intersection connection to Old Highway 99. The City’s transportation plan identifies this intersection for needed improvements. This project includes preliminary engineering, design, right of way acquisition and construction of a one or two-lane roundabout as determined through modeling. It will in short term facilitate rectifying an intersection LOS deficiency (LOS F) for the minor approach and in long term serve as the launching point for future urbanized corridor improvements to include provisions for non-motorized capacity and safety elements.

Citywide Pavement Restoration or Resurfacing (alternate)*

Agency: Tumwater

Match: \$103,000

Phase: Construction

Grant Request: \$657,000

Total Cost: \$760,000

Project Date: 2020-2022

Location: Citywide collectors and arterials

Project Overview

This project is an alternate for Tumwater's Old Hwy 99 / 79th Ave Roundabout Project.*

This project request is for construction, reconstruction, rehabilitation, resurfacing, restoration or preservation of various federally functional classified roadways (generally collectors and arterials). This project would also include applicable ADA improvements and safety features such as traffic markings. Project locations will be selected from the City's 10-year pavement program list or other existing plans.

SW Mosman Avenue Phase 2

Agency: Yelm

Match: \$162,857

Phase: Construction

Grant Request: \$1,043,493

Total Cost: \$1,206,350

Project Date: 2020-2022

Location: SW Mosman Avenue

Project Overview

The City of Yelm proposes the second phase of rehabilitation of Mosman Avenue including the reconstruction and renovation of the road from SW Railroad Street to Longmire Street SE, approximately 1,500 feet, as well as the extension of the road from Solberg Street to Longmire Street, approximately 600 feet. This new portion of the road will allow the connection of residential areas to the west to public and commercial areas to the east by traversing a portion of the Tahoma Valley Golf and Country Club property.

Improvements to Mosman Ave will upgrade current road conditions which lack sidewalk, curb and gutter, parking, ADA features, illumination and storm infrastructure. The extension of the mosman avenue roadway will require a relocation plan and a ROW acquisition. No persons will be required to move from the acquired dwellings, business, or property.

Transportation Alternatives Program (TAP) Grant Proposals

TRPC will award approximately \$958,000 TAP grant funds to projects that will obligate between October 1, 2020 and August 1, 2022. Eight proposals were submitted for consideration. The applicants' combined requests total \$1,606,246.

Applicant	Proposal	Funding Request
Intercity Transit	Walk N Roll for 2021/2022 and 2022/2023	\$218,000
Lacey	Martin Way Corridor Study – East	\$86,500
Olympia	Martin Way Corridor Study – West	\$173,000
Olympia School District	School Speed Limit Zone Flashing Beacon Installation Project	\$68,950
North Thurston, Olympia, and Tumwater School Districts	School Walk Route Mapping for North Thurston, Olympia, and Tumwater Schools	\$51,900
Thurston County	Rochester-Grand Mound Trail Feasibility Study	\$150,000
Tumwater	Israel Rd and Linderson Way Pedestrian and Bicycle Improvements	\$400,000
Yelm	Mill Road Pedestrian Improvements	\$457,896
	Total Requested	\$1,606,246.00

Walk N Roll for 2021/2022 and 2022/2023

Agency: Intercity Transit
Match: \$34,023
Phase: Program
Location: Various North Thurston, Olympia, and Tumwater School District schools

Grant Request: \$218,000
Total Cost: \$252,023
Project Date: 2021-2023

Project Overview

The Walk N Roll program is the cornerstone of Intercity Transit's Youth Education program that reduces drive-alone trips to school and builds the next generation of safe and healthy pedestrians, bike riders, and transit users.

Many students may not learn about transportation options in school, at home, or in their community. Walk N Roll seeks to change that by showing young people the many options that exist to successfully get around by walking, biking, and using transit. Walk N Roll seeks and succeeds in showing students that active transportation can be easy, accessible for everyone, and fun.

This established, school-focused public education and outreach program helps students and families to access their schools and community through active transportation choices, and positively influences air quality in our region, neighborhoods, and around public schools by reducing congestion and idling on the trip to school and home.

Martin Way Corridor Study – East

Agency: Lacey
Match: \$13,500
Phase: Study
Location: Martin Way, from College Street to Marvin Road

Grant Request: \$86,500
Total Cost: \$100,000
Project Date: 2020-2022

Project Overview

Martin Way, from College Street to Marvin Road (4.1 miles), has been identified as both an urban corridor (land use designation) and strategy corridor (transportation designation) in regional and local plans. This former state highway serves as an alternative to I-5, has frequent transit service, and is a prime candidate for increasing land use intensity and walking and biking activity. This section of Martin Way carries between 17,000 to 31,000 daily vehicles, has bicycle lanes and sidewalks for the most part, but the multimodal infrastructure, such as safe opportunities to cross the roadway, is insufficient for an urban corridor. The Martin Way Corridor Study East will focus on this section of the corridor, and identify opportunities to increase multimodal mobility and safety. The project will be a collaborative project between Thurston County, the City of Lacey, Intercity Transit, and Thurston Regional Planning Council, with the City of Olympia, and the Economic Development District as key partners. Note: If the Martin Way Corridor West project is also funded, the two projects will be conducted together.

Martin Way Corridor Study – West

Agency: Olympia

Match: \$27,000

Phase: Study

Grant Request: \$173,000

Total Cost: \$200,000

Project Date: 2020-2022

Location: Martin Way, from Pacific Avenue to College Street

Project Overview

Martin Way, from Pacific Avenue to College Street (3.2 miles), has been identified as both an urban corridor (land use designation) and strategy corridor (transportation designation) in regional and local plans. This former state highway serves as an alternative to I-5, has frequent transit service, and is a prime candidate for increasing land use intensity and walking and biking activity. This section of Martin Way carries between 14,000 to 25,000 daily vehicles, has bicycle lanes, but inconsistent pedestrian facilities. The Martin Way Corridor Study West will focus on this section of the corridor, and identify opportunities to increase multimodal mobility and safety. This is a collaborative project between the City of Olympia and Thurston Regional Planning Council, with Thurston County, the City of Lacey, Intercity Transit, and the Economic Development District as key partners. Note: If the Martin Way Corridor East project is also funded, the two projects will be conducted together.

School Speed Limit Zone Flashing Beacon Installation Project

Agency: Olympia School District

Match: \$11,550

Phase: Design and Construction

Grant Request: \$68,950

Total Cost: \$80,500

Project Date: 2020-2022

Location: Boulevard Road SE

Project Overview

This project will improve the school crossing on Boulevard Road SE at 15th Avenue SE and McKinley Place SE near the Olympia Regional Learning Academy, a K-12 school serving 400 students. The existing 20 MPH school speed limit zone signing, currently "When Flagged" or "When Children are Present", will be replaced. This project will include installation of School Speed Limit Zone flashing beacons and signing on Boulevard Street. Solar powered units will be installed, if feasible, or power will be installed. The intent of this traffic-control device is to more effectively get motorists' attention, informing them of when the school zone speed limit is in effect. Improved motorist compliance to the school zone speed limit will enhance the safety of students walking and bicycling to and from school and crossing at these locations, and encourage students to walk and bike to school rather than being driven to school.

School Walk Route Mapping for North Thurston, Olympia, and Tumwater Schools

Agency: Agency

Grant Request: \$51,900

Match: \$8,100

Total Cost: \$60,000

Phase: Program

Project Date: 2020-2022

Location: North Thurston, Olympia, and Tumwater School Districts

Project Overview

Washington requires school districts to identify walking routes from each neighborhood to each elementary school (RCW 28A.160.160(5)) and review routes every two years. While school districts are fulfilling this basic requirement, the district maps are not family friendly or readily accessible to households seeking information for planning safe routes to school. School route maps are useful for encouraging students and families to walk or ride bikes to school safely and reduce the number of vehicles driving to and from schools. Such maps also play a role in assisting districts, their families, cities, and the county with identifying school transportation needs such as filling in sidewalk gaps, installing street crossing improvements, and school bus route planning.

TRPC and Intercity Transit in partnership through the Walk N' Roll Program will create detailed school walk route maps using an interdisciplinary stakeholder process. There are 31 elementary schools in North Thurston, Olympia, and Tumwater school districts. This project will formalize a partnership between the school districts, TRPC, Intercity Transit, and community stakeholders to develop effective and user-friendly school walk route maps for every elementary and several middle schools within the three districts. The maps will be reviewed and updated every two years, as necessary.

Rochester-Grand Mound Trail Feasibility Study

Agency: Thurston County

Grant Request: \$150,000

Match: \$25,000

Total Cost: \$175,000

Phase: Study

Project Date: 2020-2022

Location: Grand Mound to Rochester Corridor

Project Overview

Nonmotorized transportation facilities and safe routes to school are sorely lacking in this rural County Corridor. Although school bus transportation service is provided, community members including the Thurston County Fire District #1 Fire Chief and PSAP Railroad operators have all expressed concerns over the risks that vehicular travel and trains poses to school children and other pedestrians and cyclists in the unincorporated communities of southwest Thurston County.

The Rochester-Grand Mound Trail was identified in the 2007 Regional Trails Plan as an important east-west non-motorized corridor that connects people from the Confederated Tribes of the Chehalis Reservation, community of Rochester and Grand Mound. Expanding the trail corridor to these unserved

communities will increase transportation and recreation opportunities for thousands of additional residents.

A feasibility study examining potential trail connections to these locations will lay the ground work for the future creation of the Rochester-Grand Mound Trail and is the next step outlined in the 2007 Regional Trails Plan. The anticipated benefits of this proposal will identify future projects that will: 1) increase safety for cyclists, pedestrians, and drivers alike; and 2) provide a safe route to schools, increase recreational opportunities and provide for increasing physical activity.

Israel Rd and Linderson Way Pedestrian and Bicycle Improvements

Agency: Tumwater	Grant Request: \$400,000
Match: \$95,000	Total Cost: \$495,000
Phase: Construction	Project Date: 2020-2022

Location: Israel Rd and Linderson Way (near City Hall)

Project Overview

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

Mill Road Pedestrian Improvements

Agency: Yelm	Grant Request: \$457,896
Match: \$71,464	Total Cost: \$529,360
Phase: Construction	Project Date: 2020-2022

Location: Mill Road near Mill Pond Elementary School

Project Overview

The City of Yelm proposes the construction of new ADA compliant sidewalks and a pedestrian path in two phases to connect Mill Pond Elementary and Ridgeline Middle School with surrounding residential, public, downtown and commercial areas. The existing roadway offers no protection from moving or turning vehicles, and the nearby Cochran Memorial Park does not offer a path through. This exposes school children to potential safety hazards of oncoming traffic. There is only a dirt pathway on the west side of Mill road that people use to travel the town on foot. Phase one of this project will fill the gap in the sidewalk infrastructure system between the intersection of the 104th Way SE and 107th Loop SE and

phase two will complete the gaps on the north side of 2nd ST SE from the park to SE Mosman Ave in order to improve pedestrian and bicyclist safety.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) Grant Proposals

TRPC will award approximately \$709,000 CMAQ grant funds to projects that will start between October 1, 2020 and August 1, 2022. Three grant proposals were submitted for consideration. The applicants' combined requests total \$925,250.

Applicant	Proposal	Funding Request
Intercity Transit	Propane-Fueled Vans for Dial-A-Lift Service	\$709,000
Lacey	Electrifying the Thurston County I-5 Corridor	\$281,990
TRPC	Taming the Dragons	\$216,250
	Total Requested	\$925,250

Propane-Fueled Vans for Dial-A-Lift Service

Agency: Intercity Transit

Match: \$143,000

Phase: Vehicle Purchase

Grant Request: \$709,000

Total Cost: \$852,000

Project Date: 2021-2023

Location: Dial-a-Lift Service Area

Project Overview

Dial-a-Lift (DAL) provides door-to-door transportation service for customers whose disabilities prevent them from using fixed-route service. DAL is a federally mandated (unfunded) requirement to provide ADA comparable paratransit service within a quarter mile of fixed-route service. The elimination, then severe reduction in federal funding has had a significant negative impact on our ability to fund replacement vehicles.

This project will replace 6 diesel-powered vehicles that are beyond their useful life with 6 propane-powered vehicles which will reduce PM10 emissions (diesel vs. propane) and result in a reduction of 1,285,134 pounds of carbon monoxide. Exceptional maintenance, conservative financial practices and few grant options result in IT retaining DAL vehicles beyond their federal 7-year life-cycle and keeping them for no less than 10 years. IT provided 166,213 trips in 2016 and 170,714 in 2017. DAL has increased 21% over the last 10 years and is anticipated to grow even faster in the coming years based on age and population statistics. Funding these replacement vehicles will ensure we can continue services and do so while improving air quality in the region's air quality maintenance area.

Electrifying the Thurston County I-5 Corridor

Agency: Lacey and North Thurston
Public Schools

Match: \$44,010

Phase: Construction

Grant Request: \$281,990

Total Cost: \$326,000

Project Date: 2021-2023

Location: Dial-A-Lift Service Area

Project Overview

In the coming years, residents will see an increase of plug-in electric vehicles (PEVs) on the roads, as well as PEV charging stations and other infrastructure at public and private facilities around the state. Using electricity for transportation fuel is a chance to increase the effectiveness of our energy system, reduce the use of fossil fuels, spur new technology, and reduce our carbon footprint. For information on the use of electric vehicles, see the Electric Drive WA website, a portal to information about electric vehicles in Washington State created by the Electric Vehicle Task Force.

Taming the Dragons

Agency: TRPC

Match: \$33,750

Phase: Program

Grant Request: \$216,250

Total Cost: \$250,000

Project Date: 2021-2023

Location: State Capitol Campus

Project Overview

Despite decades of successful mobile/flexible work deployment nationwide, and several Executive Orders, Washington state agencies lag far behind in implementation. Management continues to focus on the negative: “How will I manage people I can’t see?”

Home to over 6,000 employees and headquarters of most state agencies, the Capital Campus (CC) impacts congestion on city streets and state highways. This intense outreach/education effort will target mobile/flexible work and am/pm schedule shifts. The program will focus on one-on-one and group interaction with top/mid-level managers (deputy directors and their direct reports), taming the fears and implementing robust formal programs that provide clear guidance to employees.

The Bottom Line on Telework, a 2013 Thurston region study estimated that telework among state and local government employees could reduce CO₂ by 2,600-12,800 metric tons a year (1 day/week to 3 days/week) – the greenhouse gas equivalent of planting 66,000-328,000 trees. We anticipate proportional results for this subset.
