



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: Thurston Regional Planning Council

FROM: Paul Brewster, Senior Planner *PB*

DATE: October 28, 2016

SUBJECT: 2017-2019 Federal Funding – Project Proposals – First Reading

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

PURPOSE

To perform the first review of the 2017-2019 Regional Federal Surface Transportation Program (STP), Transportation Alternatives Program (TAP), and Congestion Mitigation Air Quality (CMAQ) project proposals.

Summary:

- TRPC opened a Call for Projects from September 19 to October 17.
- A total of 28 applications were received: 16 STP; 10 TAP; and 2 CMAQ.
- The Technical Advisory Committee conducted a technical review of the applications on October 20; no major issues were discovered.
- A public comment period runs from October 24 to November 4.
- Staff will provide the Council an overview of the project proposals received.
- On November 9, the Transportation Policy Board will review the applications and forward a project selection and funding recommendation to the Council.
- TRPC will conduct its final review and select projects for funding on December 2.

REQUESTED ACTION

No action is requested. This presentation is the Council's first review of the project proposals. On December 2, the Council will perform a final review of the projects, consider the Transportation Policy Board's recommendations, review all public comments, and take action on project selections.



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BACKGROUND

On Friday, November 4, the Council will be briefed on the 2017-2019 Federal Funding Call for Projects proposals submitted for each grant program. The Council will take action on project selections during the December 2 meeting.

From September 19 to October 17, TRPC accepted applications for a Call for Projects for three federal transportation grant programs. A total of 28 applications were received:

- Surface Transportation Program (STP): 16
- Transportation Alternatives Program (TAP): 10
- Congestion Mitigation and Air Quality Improvement Program (CMAQ): 2

The proposals include a variety of multimodal construction projects of various phases, studies, and programs that support regional priorities in both the urban metropolitan- and rural areas of the county.

TRPC will award over \$8.8 million in combined revenue from the STP, TAP, and CMAQ grant programs to program during this call for projects. The sum of all of the applicants' funding requests and their non-federal match represent a total of \$21,110,275 in transportation investments over the next three years!

The applicants' combined funding requests exceed the total amount of funding available by nearly \$171,000. However, over \$316,000 in STP funds remain. The Council reserves the right to award funding from STP in lieu of TAP or CMAQ, where eligible. Doing so will enable TRPC to maximize its funding programs, program additional projects, and meet yearly obligation targets. The table below shows the breakdown of the applications received and the total amount of funding requested for each grant program.

Total Applications and Funding Requested by Grant Program

	STP	TAP	CMAQ
Traditional Partner Applications	14	8	2
Non-Traditional Partner Applications	2	2	0
Total Applications	16	10	2
Funding Available	\$6,905,076 ^{1,2}	\$1,194,092 ³	\$1,000,000 ⁴
Total Requested	\$6,588,483	\$1,536,678	\$1,145,000
Funding Difference	\$316,593	-\$342,586	-\$145,000
Total Available Revenue to Program minus Total Grant Funding Requests =	-\$170,993		

¹ Total STP request is \$6,630,964 plus an additional \$274,112 (carry over funds included in Lacey's STP application)

² STP Non-Traditional Partner Target: \$330,000; ³ TAP Non-Traditional Partner target: \$120,000

⁴ No Non-Traditional Partner target for CMAQ

Technical Review Process

On October 20, the Technical Advisory Committee (TAC) and TRPC staff reviewed every application. No significant issues were identified during this review process. The review concluded that all 28 applications meet the following criteria:

1. The application is complete with all of the required information.
2. The applicant has Certification Acceptance (CA) agency status, has secured a CA sponsor, or has identified a local agency to de-federalize the grant if the project is selected.
3. The project meets the eligibility criteria for the federal grant program it is seeking funding from.
4. The minimum 13.5 percent non-federal match is included in the total project cost.
5. The project appears financially feasible for the amount of revenue requested for the scope of work described in the application.
6. The project can be feasibly completed within the timeframe specified on the application.

Public Review Process

The project proposals are available for public comment. Public comments will be from October 24 to Friday, November 2 at 5:00 p.m. PST. A summary of all of the projects, project descriptions, and copies of the applications are available on www.trpc.org. All public comments received will be presented to the Transportation Policy Board and the Council.

Policy Maker Review Process

The Transportation Policy Board (TPB) will perform a detailed review of the proposals on November 9. The TPB will consider each project's benefits to the multimodal transportation system, its consistency with the Regional Transportation Plan, its fulfillment of Sustainable Thurston goals and other regional priorities, and any public comments. The TPB will make a project selection and funding recommendation for each of the three funding programs to TRPC. On December 2, TRPC will conduct its final review of the projects and consider the TPB's recommendations and any public comments.

TRPC has made it a standing policy to focus its discretionary STP 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.

PROJECT PROPOSALS

A summary of the project proposals for each grant program is shown in the following pages. Included are tables summarizing the applicants' project proposals and the project overview descriptions. Copies of the complete applications are available at www.trpc.org/callforprojects. A limited number of printed copies will be on hand at the Council meeting for members wanting additional information.

Surface Transportation Program (STP)

<i>Project ID Number</i>	<i>Applicant</i>	<i>Proposal</i>	<i>Phase</i>	<i>STP Request</i>	<i>Total Cost</i>
2016 STP 01	Lacey	College and 22nd Ave Roundabout	CN	\$302,961	\$1,658,209
2016 STP 02	Olympia	Boulevard Road and Morse-Merryman Road Roundabout Construction	CN	\$799,057	\$4,591,775
2016 STP 03	Rainier ^{R, \$}	Tipsoo Loop Chip Seal Project	PE, CN	\$35,309	\$442,600
2016 STP 04	Tenino ^R	Sussex Crossing Improvements	PE, CN	\$51,085	\$59,058
2016 STP 05	Thurston County	Mullen Road – Lacey City Limits to Carpenter Road – Right of Way	ROW	\$300,000	\$1,100,000
2016 STP 06	Thurston County	Mullen Road – Lacey City Limits to Carpenter Road – Construction	CN	\$2,000,000	\$6,500,000
2016 STP 07	Thurston County ^R	Countywide Restoration and Resurfacing Project 2018	CN	\$800,000	\$925,000
2016 STP 08	Thurston County ^R	Countywide Restoration and Resurfacing Project 2019	CN	\$800,000	\$925,000
2016 STP 09	Thurston County ^R	Grand Mound Transportation Study	Study	\$300,000	\$350,000
2016 STP 10	Thurston County ^R	Main Street Rochester Strategy	Study	\$216,250	\$250,000
2016 STP 11	Thurston County ^R	Pacific Avenue and Yelm Highway Midblock Crosswalks Study	PE	\$75,000	\$100,000
2016 STP 12	Thurston County	Safe and Active Routes to Schools - Thurston County	Program	\$58,594	\$67,759
2016 STP 13	TRPC ^{*, R}	Thurston County Bicycle Map, 6 th Edition	Program	\$38,210	\$44,175
2016 STP 14	TRPC ^{*, R}	Regional Transportation Data Management Program	Study	\$35,464	\$41,000
2016 STP 15	Tumwater	Desoto Street Stabilization and Rehabilitation	PE, CN	\$700,000	\$820,000
2016 STP 16	Yelm	Yelm Avenue / 1st Street (SR507) Corridor Study	Study	\$76,553	\$88,501

Notes: *=Non-Traditional Partner Applicant; R=projects with rural investments. \$=Another agency will de-federalize the funding, if awarded
Codes for Phases: CN=Construction; PE=Preliminary Engineering (design); ROW=Right-of-Way

College Street and 22nd Avenue Roundabout

Agency: Lacey

Project ID Number: 2016 STP 01

Funding Request: \$302,961

Match: \$1,355,248

Total Cost: \$1,658,209

Phase: Construction

Project Duration: 2017

Project Overview

The City Council adopted the College Street Improvements Final Report to improve safety, multi-modal use, community values and neighborhood circulation.

This is Phase 1 of the total corridor project and will construct a roundabout at the intersection of College Street and 22nd Avenue SE to improve safety and reduce speed along College Street and provide enhanced pedestrian crossings. The project will improve sidewalks, pedestrian buffers, lighting and landscape medians to match the ultimate corridor.

Boulevard Road and Morse-Merryman Road Roundabout Construction

Agency: Olympia **Project ID Number:** 2016 STP 02
Funding Request: \$799,057 **Match:** \$3,792,718 **Total Cost:** \$4,591,775
Phase: Construction **Project Duration:** 2017

Project Overview

This proposal will construct a single-lane roundabout at the intersection of Boulevard Road and Morse-Merryman Road. A roundabout will improve intersection safety and flow for motor vehicles, and enhance the safety and comfort of bicyclists and pedestrians through the intersection. The intersection is projected to fall below adopted standards for congestion within the next six years. The improvements will ultimately allow this area to densify, as planned in the Olympia Comprehensive Plan, while minimizing the impact of the additional trips. The Boulevard Road corridor serves regional traffic.

Tipsoo Loop Chip Seal Project

Agency: Rainier **Project ID Number:** 2016 STP 03
Funding Request: \$35,309 **Match:** \$407,291 **Total Cost:** \$442,600
Phase: Design and Construction **Project Duration:** 2017

Project Overview

The Tipsoo Loop (Mountain View Estates) neighborhood has required more and more frequent pot hole repair to maintain the access roadways that serve this neighborhood and act as a bypass from SR507 to Rainier Road. The proposed chip seal project will correct the flat cross slopes causing much of the road damage from the freeze/thaw cycles that occur during winter months and will provide a new driving surface to roadways that have not been resurfaced in over two decades. The Transportation Improvement Board (TIB) rating for these streets range from 44 (poor) to 28 (very poor). The city has previously secured \$180,000 from Thurston County/TRPC chip seal funds for this project and is applying for another \$225,000 from TIB for performing a full depth restoration of the subgrade prior to performing chip seal operations.

Sussex Crossing Improvements

Agency: Tenino **Project ID Number:** 2016 STP 04
Funding Request: \$51,085 **Match:** \$7,973 **Total Cost:** \$59,058
Phase: Study **Project Duration:** 2017-2018

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 community members crossing the highway, especially at the intersection of Sussex and Custer Street. Custer Street is a major crossing point for students walking and biking to school. The City proposes installing pedestrian-activated rapid flashing beacon signs at the intersection. The anticipated benefits of this proposal include: 1) increasing safety for cyclists, pedestrians, and drivers alike; and 2) improving State Route 507's function as Tenino's main street.

Regional Transportation Data Management Program

Agency: Thurston Regional Planning Council

Project ID Number: 2016 STP 14

Funding Request: \$35,464

Match: \$5,536

Total Cost: \$41,000

Phase: Study

Project Duration: 2017-2018

Non-Traditional Partner

Project Overview

Jurisdictions within Thurston County collect traffic data for a variety of transportation facilities to assist in transportation planning activities. These data are collected in varying formats, which makes acquiring consistent data, over the entire transportation network, and organizing it in a readily accessible manner, an ongoing challenge. Yet the need for accurate and up-to-date data has never been stronger - to meet federal performance measure and regional benchmarks monitoring, and to support local planning efforts. For this reason, local jurisdictions have asked TRPC to explore developing a coordinated approach to traffic data collection, storage, and retrieval. Working with local partners, TRPC will facilitate a Needs Assessment, including the evaluation of a variety of on line data hosting solutions, to promote efficiency in data collection, storage, and reporting.

Desoto Street Stabilization and Rehabilitation

Agency: Tumwater

Project ID Number: 2016 STP 15

Funding Request: \$700,000

Match: \$120,000

Total Cost: \$820,000

Phase: Design and Construction

Project Duration: 2018

Project Overview

Desoto Street is a major collector roadway serving as a integral part of a transportation corridor between 1-5 and SR101 and connects this area of Tumwater, the Brewery District and regional traffic via Yelm Hwy and beyond to SPSCC and West Olympia. The route is an identified bike route serving recreational and commuter users and providing access from Tumwater Hill areas to the Brewery District businesses. Desoto Street, located on the edge of Desoto Canyon, consists of two traffic lanes and a sidewalk which have experienced significant settlement creating safety concerns for all users. This project will construct structural fill, stabilize the canyon slopes, and replace the failed road and sidewalk and add an uphill bike lane providing for a safe multi-modal facility and preserve existing infrastructure.

Yelm Avenue / 1st Street (SR507) Corridor Study

Agency: Yelm

Project ID Number: 2016 STP 16

Funding Request: \$76,553

Match: \$11,948

Total Cost: \$88,501

Phase: Study

Project Duration: 2017-2018

Project Overview

Yelm's historic Central Business District is centrally located and has had multiple improvements in the past years from individual project improvements. The corridor study would provide information for future vehicular and pedestrian safety enhancements along with determining better methods to accommodate transit, parking, and pedestrian movements from the existing shopping, parks and public facilities.

Bike Helmets for Thurston County Students

Agency: Safe Kids Thurston County

Project ID Number: 2016 TAP 06

Funding Request: \$10,077

Match: \$2,611

Total Cost: \$12,688

Phase: Program

Project Duration: 2017-2019

Non-Traditional Partner

Project Overview

The Bike Helmets for Thurston County Students Program is a collaboration between Safe Kids Thurston County, Intercity Transit, and the Thurston County Public Health and Social Services Department to supply Thurston County elementary and middle school student bicycle riders with bike helmets and bike safety education. Encouraging and enabling children to utilize alternative transportation modes, such as walking and biking to and from school within School Walking Routes, positively addresses many community issues. But it is ethically imperative that we address safety to prevent child injury, as childhood unintentional injuries are the leading cause of death in children ages 1 to 19 years. More children ages 5 to 14 are seen in emergency rooms for injuries related to bicycling than any other sport. Helmets can reduce the risk of severe brain injuries by 88 percent – yet only 45 percent of children 14 and under usually wear a bike helmet.

Yelm-Tenino Trail Extension Feasibility Study

Agency: City of Tenino and Bucoda

Project ID Number: 2016 TAP 07

Funding Request: \$64,875

Match: \$10,125

Total Cost: \$75,000

Phase: Study

Project Duration: 2017

Project Overview

The Yelm-Tenino Trail is an important east-west non-motorized corridor that connects people from the cities of Yelm, Rainier, and Tenino and the south county to the rest of the regional trail network via the Chehalis Western Trail. The Town of Bucoda and the City of Tenino's western city limits lack safe bicycle and pedestrian facilities to this useful corridor. 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 future expansion of the Yelm-Tenino Trail. This proposal will identify future projects that will: 1) increase safety for cyclists, pedestrians, and drivers alike; 2) connect Bucoda to the regional trail network; and 3) provide an alternate route into/out of Bucoda in the event of an emergency.

Yelm-Tenino Trail Wayfinding Signage

Agency: City of Tenino

Project ID Number: 2016 TAP 08

Funding Request: \$25,950

Match: \$4,050

Total Cost: \$30,000

Phase: Design and Construction

Project Duration: 2017

Project Overview

The Yelm-Tenino Trail is both a regional and local amenity. However, there are no signs that guide residents and visitors alike to the trail, nor are there signs that guide trail users to city amenities. The City of Tenino proposes installing wayfinding signage at key points along the Yelm-Tenino Trail within city limits. Additionally, the city proposes installing directional signs at key intersections along Sussex Avenue to point residents and visitors to the trail. The anticipated benefits of this proposal include: 1) increasing safety by reducing driver anxiety while searching for trail access; 2) increasing the number of residents and visitors that utilize the Yelm-Tenino Trail; and 3) connecting trail users to city amenities such as the historic city center, library, quarry pool, campground, and Tenino City Park.

Capitol Boulevard Pedestrian Crossing Improvements

Agency: City of Tumwater

Project ID Number: 2016 TAP 09

Funding Request: \$121,100

Match: \$18,900

Total Cost: \$140,000

Phase: Design and Construction

Project Duration: 2018

Project Overview

This project would upgrade existing pedestrian crossings on Capitol Blvd. at Market Street and at the mid-block location between Dennis Street and Israel Road. The current crossings include marked cross-walks, signage and pedestrian refuge medians. The upgrades would include the installation of pedestrian activated Rectangular Rapid Flashing Beacons at each location.

Capitol Boulevard is a major arterial roadway serving both local and regional traffic and serves as a primary transit corridor. The proposed upgrades are located in dense commercial/office land uses with frequent pedestrian traffic. The high traffic volumes and driver non-compliance with the existing crossings pose a safety issue to pedestrians.

Fort Stevens Elementary - Pedestrian Improvements

Agency: City of Yelm

Project ID Number: 2016 TAP 10

Funding Request: \$414,949

Match: \$64,761

Total Cost: \$479,710

Phase: Right of Way and Construction

Project Duration: 2018

Project Overview

The project will improve safety for students and pedestrians along 100th Way Southeast and Grove Road near Fort Stevens Elementary. The existing roadway offers no protection from vehicles passing by or turning movements. There is a gap in the sidewalk on the north and south sides of 100th Say Southeast directly in front of the school and to the east and west respectively. This project will tie into the existing sidewalk and provide ADA compliant walkways along the roadways to eliminate the gaps.

