



**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 *PB*

**DATE:** November 1, 2016

**SUBJECT:** 2017-2019 Federal Funding – Project Proposals – Review and Thurston Regional Planning Council Recommendation

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

**PURPOSE**

To review the 2017-2019 Regional Federal Surface Transportation Program (STP), Transportation Alternatives Program (TAP), and Congestion Mitigation Air Quality (CMAQ) project proposals and to forward a project selection and funding recommendation to TRPC.

**Summary:**

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

**REQUESTED ACTION**

1. Forward a STP project selection recommendation to TRPC
2. Forward a CMAQ project selection recommendation to TRPC
3. Forward a TAP project selection recommendation to TRPC



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

On November 9, the Transportation Policy Board (TPB) will review the federal grant project proposals and forwarding a project selection and funding recommendation to the Council.

TRPC received its first briefing on the proposals during its November 4 meeting. On December 2, staff will present the TPB's recommendation to the Council for consideration as they conduct their final review and take action to select projects.

### **Summary of Proposals**

From September 19 to October 17, TRPC accepted applications for the 2017-2019 Call for Projects for three federal transportation grant programs. A total of 28 proposals were received:

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

The proposals include a variety of multimodal construction projects of various phases, studies, and programs that support regional transportation goals and policies 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 during this call for projects. Together, applicants' funding requests and their non-federal match represent a total of \$21,110,275 in transportation investments.

The combined funding requests for all grant programs exceeds the total amount of funding available by nearly \$171,000. Both TAP and CMAQ have more requests than available funding. However, STP applications total \$316,000 less than the available amount. Since the Council reserves the right to award funding from STP in lieu of TAP or CMAQ, where eligible, they could use the STP money to fund eligible TAP and/or CMAQ applications. Doing so would enable TRPC to maximize its funding programs, program additional projects, and meet yearly obligation targets. The TPB will consider how to divide the remaining STP funds among the project proposals in its funding recommendation to TRPC.

TRPC established a \$330,000 target for the STP grant program for non-traditional partners. At the request of regional partners, TRPC submitted two non-traditional partner STP proposals totaling \$73,764.

The Council also set aside \$120,000 in TAP funds for non-traditional partners. The Olympia School District is requesting \$69,632 and Safe Kids Thurston County is requesting \$10,077. No non-traditional partners applied for the CMAQ grant program.

Table 1 below shows the breakdown of the proposals received and the total amount of funding requested for each grant program.

**Table 1: Total Applications and Funding Requested by Grant Program**

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

<sup>1</sup> Total STP request is \$6,630,964 plus an additional \$274,112 (carry over funds included in Lacey's application, 2016 STP 01)

### Technical Review Process

On October 20, the Technical Advisory Committee (TAC) and TRPC staff reviewed every application, and noted no significant issues. All applicants, including the non-traditional partners were invited to attend the TAC meeting. The review concluded that all 28 applications meet the following criteria:

1. The application is complete, with all required information.
2. The project meets the eligibility criteria for the federal grant program it applied to.
3. 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.
4. The minimum 13.5 percent non-federal match is included in the total project cost.
5. The project appears financially feasible for the 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 were available for public comment from October 24 to Friday, November 4. A summary of all the projects, project descriptions, and copies of the applications were announced through email, social media, and on trpc.org. As of the writing of this staff report, no public comments have been received. All public comments will be presented to the TPB and the Council.

### Policy Maker Review Process

The TPB grant application review process will consider each proposal's benefits to the multimodal transportation system, its consistency with the Regional Transportation Plan, its fulfillment of Sustainable Thurston goals and other regional priorities, letters of support, and any public comments. Applicants are encouraged to attend the TPB's November meeting to answer any questions about their proposals. The TPB will make a project selection and funding recommendation to TRPC for each of the three funding programs. 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 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.

#### **TPB Recommendation to TRPC**

The goal of today's meeting is to act on a project selection recommendation for each grant program to TRPC. The TPB will identify as many projects as possible to fund with the amount of available revenue.

The TPB may find it challenging to reach consensus on a project selection recommendation. Every project proposal submitted is important and will offer benefits to the community. It may be tempting for members to advocate for their jurisdiction's project proposals. Members are encouraged to consider all proposals and weigh the merits of each individual project.

The combined total funding request for all three grant programs exceeds the total revenue available by nearly \$171,000. However, there is an excess of \$316,593 in STP funds that the TPB will determine how best to divide between the proposed TAP and CMAQ projects (see Table 1). For the most part, all the TAP and CMAQ proposals are STP eligible projects. If selected, an applicant could be awarded STP funds in lieu of TAP or CMAQ funds. To overcome the funding shortfall, the TPB could consider the following options in formulating its recommendations:

1. Use the remaining STP funds to award as many TAP and CMAQ projects as possible.
2. Omit one or more project proposals from the recommendation list until a balance is achieved.
3. Determine if one or more of the applicants may be willing to accept less funding than applied for (this option is more feasible for projects that are scalable by design).
4. Reduce a subset of the applicants' award by a certain percentage level.
5. Any combination of the above.

While option 3 results in a greater number of awarded projects, it may not apply to all proposals. Some applicants may not be able to accept a funding award less than what they requested due to the nature of the project and requirements of administering a federal funded project. **For option 3, TPB representatives are encouraged to consult with their staff to determine the minimum funding level, if applicable, they would accept for their jurisdiction's projects (particularly for the TAP and CMAQ proposals).**

#### STAFF RECOMMENDATIONS

##### **STP Grant**

TRPC staff recommends the following for the TPB's STP project selection recommendation to the Council:

- Fund all the STP project proposals, as submitted.

Rationale: Each of the 16 STP project proposals satisfy one or more of the regional funding priorities. Several are phases of projects that have already received federal funding for design and are proceeding with right-of-way and/or construction. The construction projects all include a larger portion of non-federal revenue that significantly

leverages the region's investments with STP funds. The numerous studies include intensive public involvement processes to gauge community needs, as well as to build support for future corridor safety and mobility projects. The list represents a reasonable urban (65%) vs. rural (35%) split in the distribution of STP revenue. The applicants' proposals offer a range of funding requests and implementation timelines that provide the flexibility necessary for the region to meet its obligation authority over the next three years.

#### **CMAQ Grant**

TRPC staff recommends the following for the TPB's consideration of the two CMAQ proposals:

- Transfer Intercity Transit's Youth Education Program – Walk N' Roll to the TAP pool of candidate applications.

Rationale: Two CMAQ applications are requesting a combined total of \$1,145,000, which is \$145,000 over the amount of revenue available. Intercity Transit's CMAQ application is eligible for all three grant programs.

#### **TAP Grant**

TRPC staff recommends the following for the TPB's TAP project selection recommendation to the Council:

- Use the remaining \$316,593 in STP funds to award as many TAP projects as possible.

Rationale: 16 TAP applications are requesting a combined total of \$1,536,678. This is \$342,586 more than what is available to program. Should the TPB include all the STP project proposals in its STP funding recommendation to the Council, that would leave \$316,593 in STP funds available to fund additional TAP project proposals. Nearly all the TAP projects are eligible for STP funding.

#### PROJECT PROPOSALS

To make the best use of time during the November 9 review process, please become familiar with the project proposals prior to the meeting. The following pages provide an abbreviated summary of the project proposals for each grant program, tables summarizing the applicants' project proposals, and the project overview descriptions.

The November packet also includes all the applications and their supporting documents (maps, site designs, and letters of support). The packet is sorted by jurisdiction for the STP, TAP, and CMAQ grant programs. Each project is assigned a unique identification number such as 2016 STP 01, 2016 TAP 01, and so on. Copies of the complete applications are also available online at [www.trpc.org/callforprojects](http://www.trpc.org/callforprojects).

## Surface Transportation Program (STP)

<i>Project ID</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 <sup>R, \$</sup>	Tipsoo Loop Chip Seal Project	PE, CN	\$35,309	\$442,600
2016 STP 04	Tenino <sup>R</sup>	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 <sup>R</sup>	Countywide Restoration and Resurfacing Project 2018	CN	\$800,000	\$925,000
2016 STP 08	Thurston County <sup>R</sup>	Countywide Restoration and Resurfacing Project 2019	CN	\$800,000	\$925,000
2016 STP 09	Thurston County <sup>R</sup>	Grand Mound Transportation Study	Study	\$300,000	\$350,000
2016 STP 10	Thurston County <sup>R</sup>	Main Street Rochester Strategy	Study	\$216,250	\$250,000
2016 STP 11	Thurston County <sup>R</sup>	Pacific Avenue and Yelm Highway Midblock Crosswalks Study	PE	\$75,000	\$100,000
2016 STP 12	Thurston County <sup>R</sup>	Safe and Active Routes to Schools - Thurston County	Program	\$58,594	\$67,759
2016 STP 13	TRPC <sup>*, R</sup>	Thurston County Bicycle Map, 6 <sup>th</sup> Edition	Program	\$38,210	\$44,175
2016 STP 14	TRPC <sup>*, R</sup>	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.

Lacey's proposal is unique among all other STP applications as the STP request includes \$274,112 in remaining funds from the Willamette Drive and 31<sup>st</sup> Avenue Roundabout project (awarded by TRPC to Lacey in 2011). This project was completed and the city is requesting the remaining funds be reauthorized to the College Street and 22<sup>nd</sup> Avenue Roundabout. This request does not affect the amount of STP funding that is available for programming during this call for projects.

**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.

**Mullen Road – Lacey City Limits to Carpenter Road – Right of Way**

<i>Agency:</i> Thurston County	<i>Project ID Number:</i> 2016 STP 05	
<i>Funding Request:</i> \$300,000	<i>Match:</i> \$800,000	<i>Total Cost:</i> \$1,100,000
<i>Phase:</i> Right of Way	<i>Project Duration:</i> 2017-2018	

**Project Overview**

Mullen Road SE is the only east-west corridor between Long Lake and Pattison Lake and the project provides direct access to three schools and a fire station. Local residents, including students, use this route to walk or ride bicycles to school. The existing two-lane roadway includes two 12 ft. travel lanes, but does not have adequate illumination, stormwater management, or pedestrian and bicycle facilities. This project will reconstruct the road, and add sidewalks, bicycle lanes and street lighting. This project will make a safer corridor for pedestrians, bicyclists, and motorists, extend the life of the roadway, and improve water quality. In addition, it will promote multi-modal transportation by providing sidewalks and bicycle lanes that connect residential areas to local schools and to the major arterial system feeding downtown Lacey and other commercial areas. This application is for the Right-of-Way phase.

**Mullen Road – Lacey City Limits to Carpenter Road – Construction**

<i>Agency:</i> Thurston County	<i>Project ID Number:</i> 2016 STP 06	
<i>Funding Request:</i> \$2,000,000	<i>Match:</i> \$4,500,000	<i>Total Cost:</i> \$4,209,000
<i>Phase:</i> Construction	<i>Project Duration:</i> 2019-2020	

**Project Overview**

Mullen Road SE is the only east-west corridor between Long Lake and Pattison Lake and the project provides direct access to three schools and a fire station. Local residents, including students, use this route to walk or ride bicycles to school. The existing two-lane roadway includes two 12 ft. travel lanes, but does not have adequate illumination, stormwater management, or pedestrian and bicycle facilities. This project will reconstruct the road, and add sidewalks, bicycle lanes and street lighting. This project will make a safer corridor for pedestrians, bicyclists, and motorists, extend the life of the roadway, and improve water quality. In addition, it will promote multi-modal transportation by providing sidewalks and bicycle lanes that connect residential areas to local schools and to the major arterial system feeding downtown Lacey and other commercial areas. This application is for the construction phase.

**Countywide Restoration and Resurfacing Project 2018**

<i>Agency:</i> Thurston County	<i>Project ID Number:</i> 2016 STP 07	
<i>Funding Request:</i> \$800,000	<i>Match:</i> \$125,000	<i>Total Cost:</i> \$925,000
<i>Phase:</i> Construction	<i>Project Duration:</i> 2018	

**Project Overview**

This project request is for construction funding for asphalt paving on various arterial/collector roadways. Many roadways are in need of more than a chip seal 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 a safety edge, guardrail, traffic markings and shoulder and center-line rumble strips as appropriate. This application is for projects that go to construction in 2018.



**Pacific Avenue and Yelm Highway Midblock Crosswalks Study**

**Agency:** Thurston County                      **Project ID Number:** 2016 STP 11  
**Funding Request:** \$75,000                      **Match:** \$25,000                      **Total Cost:** \$100,000  
**Phase:** Study                      **Project Duration:** 2017

**Project Overview**

This study will identify mid-block crossing locations and the necessary improvements to enhance pedestrian and bicyclist safety on the Pacific Ave and Yelm Hwy corridors. The Pacific Ave corridor limits would extend from Lacey City Limits to Steilacoom Rd and the Yelm Hwy corridor from Rich Rd to Lacey City Limits. Both corridors have high vehicle speeds, traffic volumes and pedestrian and bicyclist users since these corridors provide direct access between residential and commercial areas. Currently crosswalks only exist at signalized intersections within the corridor limits which creates long distances without marked crossings. This study will also identify accessible improvements at suggested crossing locations.

**Safe and Active Routes to Schools – Thurston County**

**Agency:** Thurston County                      **Project ID Number:** 2016 STP 12  
**Funding Request:** \$58,594                      **Match:** \$9,165                      **Total Cost:** \$67,759  
**Phase:** Program                      **Project Duration:** 2017-2019

**Project Overview**

Addressing regional goals and priorities for increased share of all trips by active forms of transportation and improving safety for all modes, this Safe & Active Routes to School project aims to provide improved conditions around schools/in school neighborhoods for safe and convenient walking and bicycling. It will assess current conditions and identify needs for active transportation improvements, seek quick-win projects to begin to meet needs, and deliver encouragement/education to prepare a new generation for being safer and more active on their way to school. Target areas: southern Thurston County communities and other unincorporated areas not served by Intercity Transit’s Walk N Roll program. The project also benefits all residents of these areas by making it easier to travel more safely and efficiently and to get physical activity, supporting health goals to prevent a rise in obesity.

**Thurston County Bicycle Map, 6<sup>th</sup> Edition**

**Agency:** Thurston Regional Planning Council                      **Project ID Number:** 2016 STP 13  
**Funding Request:** \$38,210                      **Match:** \$5,965                      **Total Cost:** \$44,175  
**Phase:** Program                      **Project Duration:** 2018-2021                      **Non-Traditional Partner**

**Project Overview**

This project will update the Thurston County Bicycle Map and offer both print and electronic versions to the public. The map is updated around every 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.

### **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 an 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**

<b>Agency:</b> Safe Kids Thurston County	<b>Project ID Number:</b> 2016 TAP 06	
<b>Funding Request:</b> \$10,077	<b>Match:</b> \$2,611	<b>Total Cost:</b> \$12,688
<b>Phase:</b> Program	<b>Project Duration:</b> 2017-2019	<b>Non-Traditional Partner</b>

#### **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**

<b>Agency:</b> City of Tenino and Bucoda	<b>Project ID Number:</b> 2016 TAP 07	
<b>Funding Request:</b> \$64,875	<b>Match:</b> \$10,125	<b>Total Cost:</b> \$75,000
<b>Phase:</b> Study	<b>Project Duration:</b> 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**

<b>Agency:</b> City of Tenino	<b>Project ID Number:</b> 2016 TAP 08	
<b>Funding Request:</b> \$25,950	<b>Match:</b> \$4,050	<b>Total Cost:</b> \$30,000
<b>Phase:</b> Design and Construction	<b>Project Duration:</b> 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.

## Congestion Mitigation and Air Quality Improvement Program (CMAQ)

<i>Project ID</i>	<i>Applicant</i>	<i>Proposal</i>	<i>Phase</i>	<i>CMAQ Request</i>	<i>Total Cost</i>
2016 CMAQ 01	Intercity Transit	Intercity Transit's Youth Education Program – "Walk N Roll"	Program	\$145,000	\$168,000
2016 CMAQ 02	Tumwater	Deschutes Valley Trail: Tumwater Historical Park to Falls Park	CN	\$1,000,000	\$1,200,000

**Codes for Phases:** CN=Construction

### Intercity Transit's Youth Education Program – "Walk N Roll"

**Agency:** Intercity Transit

**Project ID Number:** 2016 CMAQ 01

**Funding Request:** \$145,000

**Match:** \$23,000

**Total Cost:** \$168,000

**Phase:** Program

**Project Duration:** 2017-2019

#### Project Overview

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

### Deschutes Valley Trail: Tumwater Historical Park to Falls Park

**Agency:** City of Tumwater

**Project ID Number:** 2016 CMAQ 02

**Funding Request:** \$1,000,000

**Match:** \$200,000

**Total Cost:** \$1,200,000

**Phase:** Construction

**Project Duration:** 2018-2019

#### Project Overview

Construction of Segment A 1 of the Deschutes Valley Trail begins the long-anticipated completion of a vital link in the regional trail system that serves as the backbone of a countywide non-motorized network. Ultimately linking Tumwater Historical Park with Henderson Boulevard via Pioneer Park, the Deschutes Valley Trail will provide a safe and convenient alternative to driving that links important destinations in Tumwater and beyond. This project has benefits for the immediate vicinity and the entire regional trail system and multimodal network. It fully supports objectives of the Regional Transportation Plan, Sustainable Thurston, and the Urban Corridor Communities, as well as Tumwater's Comprehensive Plan.

# 2017-2019 FEDERAL FUNDING PROJECT PROPOSALS

Surface Transportation Program (STP) Proposals..... 3

Transportation Alternatives Program (TAP) Proposals ..... 95

Congestion Mitigation and Air Quality Improvement  
Program (CMAQ) Proposals..... 157



# Surface Transportation Program (STP)

**Total Revenue to program:** \$6,630,964 (plus \$274,112 funding reauthorization request from Lacey)

**Non-Traditional Partner Target:** \$330,000 (\$73,674 requested)

Page #	Project ID Number	Applicant	Proposal	Phase	STP Request	Total Cost
3	2016 STP 01	Lacey	College and 22nd Ave Roundabout	CN	\$302,961	\$1,658,209
7	2016 STP 02	Olympia	Boulevard Road and Morse-Merryman Road Roundabout Construction	CN	\$799,057	\$4,591,775
13	2016 STP 03	Rainier <sup>R</sup>	Tipsoo Loop Chip Seal Project	PE, CN	\$35,309	\$442,600
19	2016 STP 04	Tenino <sup>R</sup>	Sussex Crossing Improvements	PE, CN	\$51,085	\$59,058
23	2016 STP 05	Thurston County	Mullen Road – Lacey City Limits to Carpenter Road – Right of Way	ROW	\$300,000	\$1,100,000
29	2016 STP 06	Thurston County	Mullen Road – Lacey City Limits to Carpenter Road – Construction	CN	\$2,000,000	\$6,500,000
35	2016 STP 07	Thurston County <sup>R</sup>	Countywide Restoration and Resurfacing Project 2018	CN	\$800,000	\$925,000
39	2016 STP 08	Thurston County <sup>R</sup>	Countywide Restoration and Resurfacing Project 2019	CN	\$800,000	\$925,000
43	2016 STP 09	Thurston County <sup>R</sup>	Grand Mound Transportation Study	Study	\$300,000	\$350,000
49	2016 STP 10	Thurston County <sup>R</sup>	Main Street Rochester Strategy	Study	\$216,250	\$250,000
59	2016 STP 11	Thurston County	Pacific Avenue and Yelm Highway Midblock Crosswalks Study	PE	\$75,000	\$100,000
63	2016 STP 12	Thurston County <sup>R</sup>	Safe and Active Routes to Schools – Thurston County	Program	\$58,594	\$67,759
73	2016 STP 13	TRPC*, <sup>R</sup>	Thurston County Bicycle Map, 6 <sup>th</sup> Edition	Program	\$38,210	\$44,175
81	2016 STP 14	TRPC*, <sup>R</sup>	Regional Transportation Data Management Program	Study	\$35,464	\$41,000
85	2016 STP 15	Tumwater	Desoto Street Stabilization and Rehabilitation	PE, CN	\$700,000	\$120,000
89	2016 STP 16	Yelm	Yelm Avenue / 1st Street (SR507) Corridor Study	Study	\$76,553	\$88,501
Total Requested					<b>\$6,558,483</b>	<b>\$17,963,077</b>
Total Available					<b>\$6,905,076</b>	
<b>Remaining</b>					<b>\$316,593</b>	

**Notes:** \*=Non-Traditional Partner Applicant; R=projects with rural investments. **Codes for Phases:** CN=Construction; PE=Preliminary Engineering (design); ROW=Right-of-Way





# 2016 Regional Surface Transportation Program (STP) Grant Application

**PROJECT TITLE:** College St. and 22nd Ave. Roundabout

TRPC use only

## GENERAL PROJECT INFORMATION

Agency or Organization City of Lacey  
 Contact Person Tyson Poeckh or Martin Hoppe  
 Phone Number (360) 413-4384  
 Email Address TPoeckh@ci.lacey.wa.us

**Type of Transportation Partner (Check one)**

- Traditional Transportation Partner
- Non-Traditional Transportation Partner
- Type of Regional Funding Priority (Check all that apply)**
- Safety
- Preservation
- Efficiency

**Threshold Criteria**

- Project elements meet all regional eligibility requirements
- Project elements and administration meet all federal eligibility requirements
- Applicant can demonstrate ability to obligate funding as proposed

## STATUS OF EXISTING FEDERAL PROJECTS

	Yes	No
Does the applicant have any other regional STP projects underway? (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>
Does the applicant have any other state selected federal projects underway? (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

## PROJECT OVERVIEW

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

The City Council adopted the College Street Corridor Study to improve safety, multi-modal use, community values and neighborhood circulation. The study can be viewed at the following link:  
[http://www.ci.lacey.wa.us/Portals/0/docs/Public\\_Works/\\_documents/trans/city\\_of\\_lacey\\_college\\_street\\_improvements\\_final\\_report.pdf](http://www.ci.lacey.wa.us/Portals/0/docs/Public_Works/_documents/trans/city_of_lacey_college_street_improvements_final_report.pdf)  
 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.

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

	Project Location	<u>College St between 18th and 25th</u>
<b>Construction Projects</b>	Type of Construction Project	<u>Roadway</u>
	Roadway Classification	<u>Principal Arterial</u>
	Length of Construction Project	<u>2 Miles</u>
<b>Vehicle Acquisition Projects</b>	Number of Vehicles	<u>N/A</u>
	Type of Vehicle	<u>N/A</u>
<b>Transportation Programs/Services /Studies</b>	Delivery Area of Program/Service/Study	<u>N/A</u>
	Type of Program/Service/Study	<u>N/A</u>
	Duration of Program/Service/Study	<u>N/A</u>

**PROJECT PHASING AND COSTS**

Identify project phases and costs	<b>Phase</b>	<b>Cost</b>
<b>Construction Projects</b> (mark the appropriate phase and enter cost)	Preliminary Engineering/Design:	<input type="checkbox"/> \$
	Right-of-Way:	<input type="checkbox"/> \$
	Construction:	<input checked="" type="checkbox"/> \$ 1658209
<b>Vehicle Acquisition Projects</b>	Vehicle Purchase	<input type="checkbox"/> \$
<b>Transportation Programs, Services, or Studies</b>	Programs, Studies, or Services	<input type="checkbox"/> \$

\*Construction proposals that include two or more project phases spanning more than one year must include a separate application for each phase.

**YEAR OF OBLIGATION**

<b>FFY 2017 – 2019 Project Obligation</b>	2017	2018	2019
Select the preferred federal fiscal year the project <u>will</u> obligate*	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Select an alternate federal fiscal year the project <u>could</u> obligate	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**STP FUNDING REQUEST AND MATCHING REVENUES**

<b>Federal Funding Request and Match</b> (non-federal share)			*Applicants must provide a minimum of 13.5% non-federal share to federal share. <b>Example</b> Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant*	Local funding or other sources	\$ 725248	
	State funding	\$ 630000	
	<b>STP Grant Request</b>	<b>\$ 302961</b>	
	<b>Total Project/Phase Revenue</b>	<b>\$ 1658209</b>	

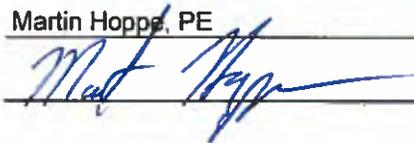
**SUPPORT FOR THE REGIONAL TRANSPORTATION PLAN, SUSTAINABLE THURSTON OR OTHER REGIONAL INITIATIVES**

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

The College Street Corridor Improvements (project C42) is specifically identified in the Regional Transportation Plan. The College and 22nd Avenue Roundabout is Phase 1 of this project, and originally received STP funding for PE in 2010 and subsequently received a State Pedestrian and Bicycle Safety Grant in 2011. The projects proximity to Mountain View Elementary School and the multi modal improvements support children and pedestrians within the project limits.

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative Martin Hoppe, PE

CA Signature and Date  9/23/16

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested STP grant. If selected, the project will obligate funding by the date indicated on the award letter; failure to do so may result in loss of funding for the project and funds will not be restored. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

Scott Spence, City Manager  
Name and Title of Designated Representative

  
Signature of Designated Representative

9/23/2016  
Date

**Project Title:** College St. and 22nd Ave. Roundabout

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

The College and 22nd Avenue Roundabout project will reconstruct College Street between 18th Ave and 25th Ave to include a roundabout at 22nd Avenue. This also includes minor improvements on 22nd Avenue with particular emphasis on children walking to schools (See attached display drawing).

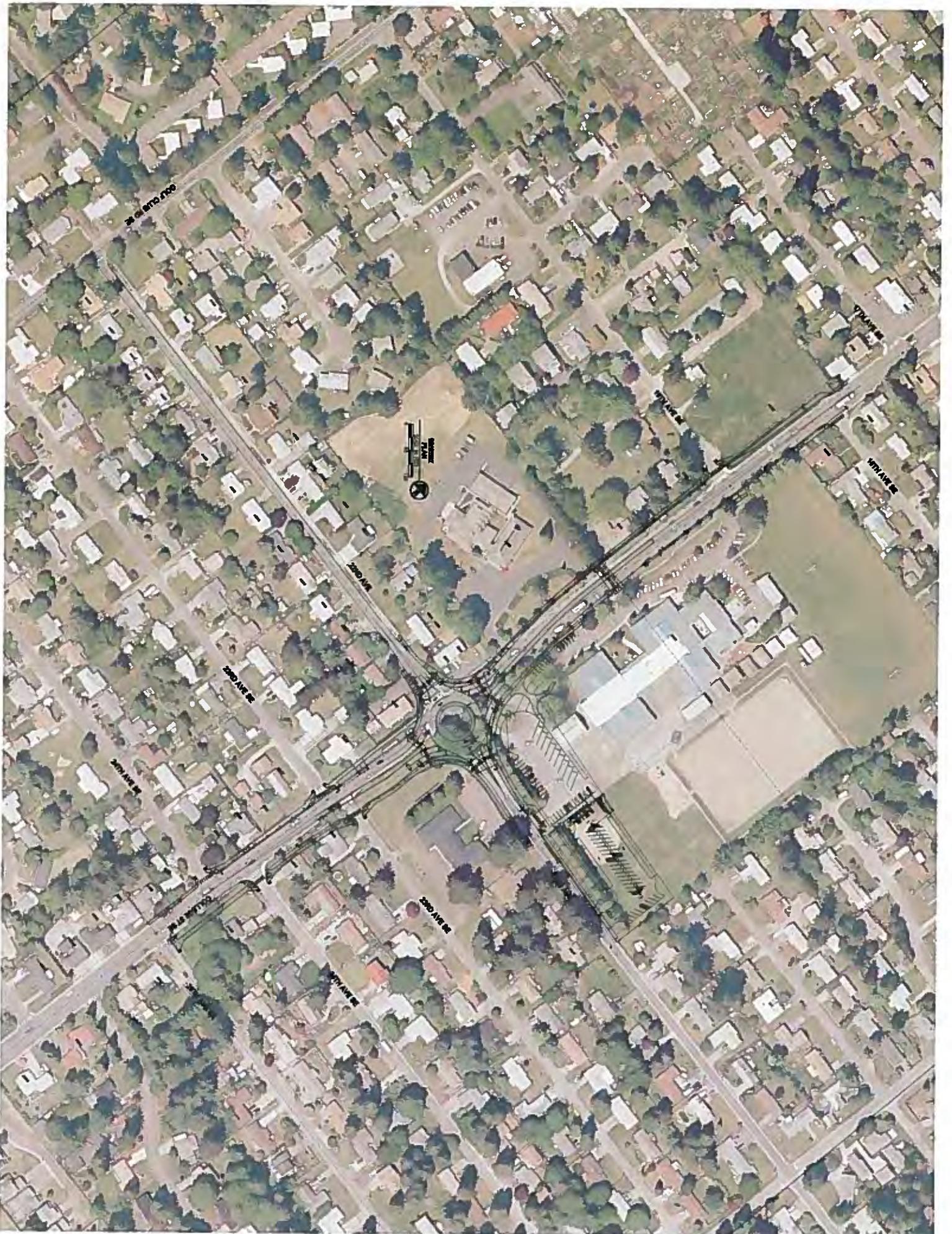
Phase 1 is the first part of a major safety improvement to the College St Corridor from Lacey Blvd to 37th Ave. This corridor is the highest priority for the City of Lacey, as it connects many residential neighborhoods to schools and activity centers.

This corridor has been thoroughly vetted by many stakeholders and citizens with 2 major studies to determine the ultimate configuration of the corridor. Our biggest supporter/partner on this project is the North Thurston Public Schools.

We are leveraging a previous STP Grant and a State Pedestrian and Bicycle Safety Grant.

This project has a particular emphasis on children walking to schools and intersection safety with supporting Goals 2a, 2c, 3a, 4c, 4e, 5a,5b, 7a, 8c, 9a, 9c, 9d, 9e,9g, 9h, 9j, 10a, 11b, 12a, 12b, 12f, 16b, 18e, and 18h of the 2040 Regional Transportation Plan that specifically apply to this project.

To ensure this project can meet its obligation commitments; the design is essentially complete and we have made offers on all right of way necessary for the project. If necessary, the City will use condemnation rights to secure property for construction.





# 2016 Regional Surface Transportation Program (STP) Grant Application

**PROJECT TITLE:** Boulevard Road & Morse-Merryman Road Roundabout Construction (1000 characters only)

## GENERAL PROJECT INFORMATION

Agency or Organization City of Olympia  
 Contact Person Mark E. Russell, P.E., Director of Transportation  
 Phone Number (360) 753-8762  
 Email Address mrussell@ci.olympia.wa.us

**Type of Transportation Partner** *(Check one)*

Traditional Transportation Partner   
 Non-Traditional Transportation Partner

**Type of Regional Funding Priority** *(Check all that apply)*

Safety	<input checked="" type="checkbox"/>
Preservation	<input checked="" type="checkbox"/>
Efficiency	<input checked="" type="checkbox"/>

**Threshold Criteria**

Project elements meet all regional eligibility requirements   
 Project elements and administration meet all federal eligibility requirements   
 Applicant can demonstrate ability to obligate funding as proposed

## STATUS OF EXISTING FEDERAL PROJECTS

	Yes	No
Does the applicant have any other regional STP projects underway? (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>
Does the applicant have any other state selected federal projects underway? (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

## PROJECT OVERVIEW

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

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.

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

<b>Construction Projects</b>	Project Location	<u>Intersection of Boulevard Rd. and Morse-Merryman Rd.</u>
	Type of Construction Project	<u>Install Roundabout</u>
	Roadway Classification	<u>Minor Arterial, Route #5253</u>
	Length of Construction Project	<u>0.20 miles</u>
<b>Vehicle Acquisition Projects</b>	Number of Vehicles	<u>N/A</u>
	Type of Vehicle	<u>N/A</u>
<b>Transportation Programs/Services /Studies</b>	Delivery Area of Program/Service/Study	<u>N/A</u>
	Type of Program/Service/Study	<u>N/A</u>
	Duration of Program/Service/Study	<u>N/A</u>

**PROJECT PHASING AND COSTS**

Identify project phases and costs	Phase	Cost
<b>Construction Projects</b> (mark the appropriate phase and enter cost)	Preliminary Engineering/Design: <input type="checkbox"/>	\$ _____
	Right-of-Way: <input type="checkbox"/>	\$ _____
	Construction: <input checked="" type="checkbox"/>	\$ 4,591,775
<b>Vehicle Acquisition Projects</b>	Vehicle Purchase: <input type="checkbox"/>	\$ _____
<b>Transportation Programs, Services, or Studies</b>	Programs, Studies, or Services: <input type="checkbox"/>	\$ _____

\*Construction proposals that include two or more project phases spanning more than one year must include a separate application for each phase.

**YEAR OF OBLIGATION**

**FFY 2017 – 2019 Project Obligation**

	2017	2018	2019
Select the preferred federal fiscal year the project <u>will</u> obligate*	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Select an alternate federal fiscal year the project <u>could</u> obligate	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**STP FUNDING REQUEST AND MATCHING REVENUES**

**Federal Funding Request and Match (non-federal share)**

From Project Applicant*	Local funding or other sources	\$ 2526343
	State funding	\$ 1266375
	<b>STP Grant Request</b>	<b>\$ 799057</b>
	<b>Total Project/Phase Revenue</b>	<b>\$ 4591775</b>

\*Applicants must provide a minimum of 13.5% non-federal share to federal share.

Example

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

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

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

See PROJECT DESCRIPTION & SIGNIFICANCE on page 4.

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative City of Olympia, Steve Sperr, P.E., Assistant City Engineer

CA Signature and Date

Steve Sperr 10/14/16

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested STP grant. If selected, **the project will obligate funding by the date indicated on the award letter**; failure to do so may result in loss of funding for the project and funds will not be restored. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

Mark E. Russell, P.E., Director of Transportation

Name and Title of Designated Representative

Mark E. Russell

Signature of Designated Representative

10/13/16

Date

**Project Title:** Boulevard Road & Morse-Merryman Road Roundabout Construction

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

Current Conditions: Boulevard Road is a two-lane urban minor arterial with bike lanes and limited sidewalks. Morse-Merryman is an urban collector with bike lanes and partial sidewalks and provides immediate access to an elementary school. Congestion at the intersection of Boulevard Road and Morse-Merryman Road is projected to fall below the acceptable standards within the next six years. During the a.m. and p.m. peak hours, substantial queues occur on westbound Morse-Merryman Road. Emergency vehicle access is becoming more difficult as traffic volumes increase. Bicyclists have raised concerns about vehicles at this intersection using the bike lane to go around left-turning vehicles, creating safety concerns. Pedestrians have difficulty crossing at the intersection during peak hours.

Project Description: The City completed a Boulevard Road Corridor Study with an extensive public involvement process in April 2006. The vision for Boulevard Road articulated in this study is to maximize pedestrian and bicycle safety, while maintaining vehicle mobility. The study identified the use of roundabouts at three intersections in the corridor, in order to minimize the number of lanes needed to serve vehicular traffic.

In 2010, the City constructed the first of the three roundabouts at Boulevard Road and Log Cabin Road. A second roundabout was constructed at the intersection of 22nd Avenue in early 2014. This proposal for the intersection of Morse-Merryman Road will be the final planned roundabout for the corridor. This project is identified in the Capital Facilities Plan (CFP) and Transportation Improvement Plan (TIP). The CFP and TIP provide for the opportunity for public review and comment through public hearings. There is support for this improvement from neighborhood associations in the immediate vicinity.

This proposal will complete the construction of 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. The single-lane roundabout will transition into 2 or 3 lanes on Boulevard Road and 2 or 3 lanes on Morse-Merryman Road.

The project will install sidewalk segments and provide crossing islands at the intersection for pedestrians. Around the roundabout, an 8-foot sidewalk with a minimum 2-foot wide textured hard-scape buffer from the circulating travel lane will be provided. Streetlights will be installed for improved safety and nighttime visibility. Bike lanes on both streets will be maintained, and a wide shared-use sidewalk will be provided for less experienced cyclists who choose not to ride in the roundabout. The intersection will be paved to preserve the street surface.

Project Significance: Boulevard Road is a major regional corridor connecting Olympia's Downtown to southeast neighborhoods, the Urban Growth Area, and surrounding jurisdictions. This corridor also serves transit, provides access to six schools, and connects southeast Olympia to medical facilities on Lilly Road.

As Olympia grows, people will benefit from the roundabout through improved vehicle flow and safety. The walking and biking improvements made as a part of this project will help make these modes more viable, which can lessen the rise of congestion as growth occurs.

**Project Title:** Boulevard Road & Morse-Merryman Road Roundabout Construction

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

The roundabout will improve pedestrian, bicycle and transit access, supporting the Commute Trip Reduction goals of the region.

This project will allow this area to densify, as planned in the Olympia Comprehensive Plan, while minimizing the impact of the additional trips. The roundabout allows the City to provide adequate vehicle capacity to serve new development, as mandated by growth management legislation. This project is consistent with the policy direction of the Regional Transportation Plan.

How does the proposal support the goals and policies of the RTP, Sustainable Thurston and other adopted community plans and goals:

The project supports the following RTP policies:

- 1d. Design and invest in transportation projects that have a lasting positive impact, reflect the goals of the people who live and work in the area, and contribute to a sense of place and community.
- 2a. Provide for quality travel mode options appropriate to existing and future land uses, including walking, biking, public transportation, rail, and motor vehicles, including freight.
- 4c Design transportation infrastructure to encourage safe user behavior.
- 9a Design and construct multimodal, context-sensitive, complete streets and roads.
- 9c Avoid widening any local arterial or collector to more than two through lanes in each direction and auxiliary turn lanes where warranted (five lanes maximum mid-block width) to preserve an acceptable community scale and minimize transportation impacts on adjacent land uses.

The project supports several Sustainable Thurston Priority goals:

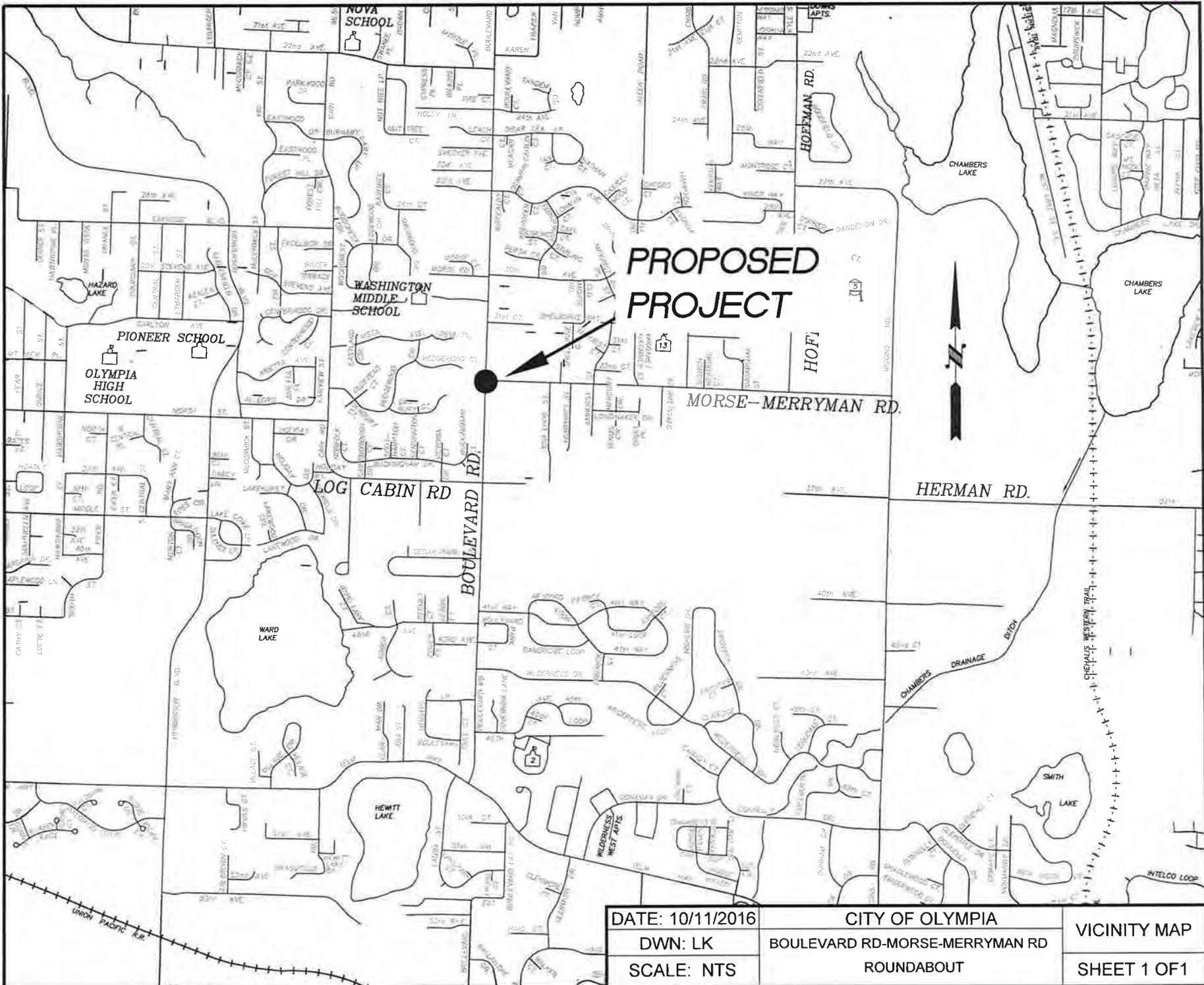
- Because the roundabout will improve mobility for all modes along Boulevard Road, this projects supports this priority goal: "Create vibrant centers, corridors, and neighborhoods while accommodating growth."
- Because the roundabout will improve conditions for walking, biking and improve access to transit, the project supports this priority goal: "Move towards carbon-neutrality."
- Because the roundabout, in comparison to a signal, will moves traffic at a slow but continuous pace with minimal delay, the project supports this priority goal: "Maintain air-quality standards."

The project supports the following Olympia Comprehensive Plan goals and policies:

- GT 1 All streets are safe and inviting for pedestrians and bicyclists. Streets are designed to be human-scale, but can also accommodate motor vehicles and encourage safe driving.
- PT 1.6 Build intersections that are safe for pedestrians, bicyclists and motor vehicles. Use minimum dimension (narrow lanes and crossings) for a human-scale environment, while maintaining vehicle access and safety.
- PT 8.5 Consider roundabouts instead of signals at intersection to maintain traffic flow.
- GT 9 The impacts of new land-use development on the transportation system are mitigated appropriately.

The improvement will support the goals of the Walk and Roll and Healthy Kids Safe Streets programs by improving safety of students walking and biking to Washington Middle School and McKenny Elementary School. The roundabout will provide sidewalk and bicycling facilities through the intersection. In particular, the splitter islands at the three legs of the intersection will shorten the crossing distances at this major intersection for students walking to school. The roundabout will also meet the goals of these programs by improving the operation of the intersection during arrival and departure times at the schools, improving the safety of students and others traveling in the area.

K:\GUEST\Transportation\STP-CMAQ-TAP Funding and Obligations\CY2017 Process\ProcessMaterials\ApplicationForms\2016 STP Application Form.doc



DATE: 10/11/2016  
 DWN: LK  
 SCALE: NTS

CITY OF OLYMPIA  
 BOULEVARD RD-MORSE-MERRYMAN RD  
 ROUNDABOUT

VICINITY MAP  
 SHEET 1 OF 1





# 2016 Regional Surface Transportation Program (STP) Grant Application

**PROJECT TITLE:** Tipsoo Loop Chip Seal Project

TRPC use only

## GENERAL PROJECT INFORMATION

Agency or Organization City of Rainier  
 Contact Person Charmayne Garrison  
 Phone Number (360) 446-2265  
 Email Address rainier@ywave.com

**Type of Transportation Partner** (Check one)

- Traditional Transportation Partner
- Non-Traditional Transportation Partner
- Type of Regional** Safety
- Funding Priority** Preservation
- (Check all that apply) Efficiency

### Threshold Criteria

- Project elements meet all regional eligibility requirements
- Project elements and administration meet all federal eligibility requirements
- Applicant can demonstrate ability to obligate funding as proposed

## STATUS OF EXISTING FEDERAL PROJECTS

	Yes	No
<b>Does the applicant have any other regional STP projects underway?</b> (yes or no)	<input type="radio"/>	<input type="radio"/>
<b>Does the applicant have any other state selected federal projects underway?</b> (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

## PROJECT OVERVIEW

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

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 SR 507 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 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.

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

<b>Construction Projects</b>	Project Location	<u>Tipsoo Loop N &amp; S in NE portion City of Rainier</u>
	Type of Construction Project	<u>Chip Seal, road maintenance</u>
	Roadway Classification	<u>arterial &amp; local collector</u>
	Length of Construction Project	<u>3 miles</u>
<b>Vehicle Acquisition Projects</b>	Number of Vehicles	<u></u>
	Type of Vehicle	<u></u>
<b>Transportation Programs/Services /Studies</b>	Delivery Area of Program/Service/Study	<u></u>
	Type of Program/Service/Study	<u></u>
	Duration of Program/Service/Study	<u></u>

**PROJECT PHASING AND COSTS**

Identify project phases and costs

	Phase	Cost
<b>Construction Projects</b> (mark the appropriate phase and enter cost)	Preliminary Engineering/Design: <input checked="" type="checkbox"/>	\$ \$20,000
	Right-of-Way: <input type="checkbox"/>	\$
	Construction: <input checked="" type="checkbox"/>	\$ \$423,300
<b>Vehicle Acquisition Projects</b>	Vehicle Purchase <input type="checkbox"/>	\$
<b>Transportation Programs, Services, or Studies</b>	Programs, Studies, or Services <input type="checkbox"/>	\$

\*Construction proposals that include two or more project phases spanning more than one year must include a separate application for each phase.

**YEAR OF OBLIGATION**

**FFY 2017 – 2019 Project Obligation**

	2017	2018	2019
Select the preferred federal fiscal year the project <u>will</u> obligate*	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Select an alternate federal fiscal year the project <u>could</u> obligate	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**STP FUNDING REQUEST AND MATCHING REVENUES**

**Federal Funding Request and Match** (non-federal share)

From Project Applicant*	Local funding or other sources	\$ 182991
	State funding	\$ 225000
	<b>STP Grant Request</b>	<b>\$ 35309</b>

\*Applicants must provide a minimum of 13.5% non-federal share to federal share.

Example

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

Total Project/Phase Revenue \$ 443300

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

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

The Tipsoo Loop Chip seal project for Tipsoo Loop N and S is intended to improve both neighborhood access to the properties of Mountain view Estates and provide a bypass route from SR 507 to Rainier Road. This project supports the goals of Sustainable Thurston, the Thurston Bountiful Byway and the South Thurston Economic development Initiative (STEDI). The project also supports several Regional Transportation goals that are outlined in greater detail in the project description on pages 3 and 4.

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative Thurston County, Scott Davis, <sup>Interim</sup> County Engineer

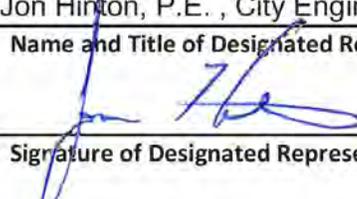
CA Signature and Date  10/17/16

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested STP grant. If selected, **the project will obligate funding by the date indicated on the award letter**; failure to do so may result in loss of funding for the project and funds will not be restored. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

Jon Hinton, P.E., City Engineer

Name and Title of Designated Representative



Signature of Designated Representative

10/17/16

Date

**Project Title:** Tipsoo Loop Chip Seal Project

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

The plat of Mountain View Estates is located in the northeast portion of the City of Rainier containing nearly 200 large acre lots and is one of the largest residential communities within the City limits. Tipsoo Loop N and Tipsoo Loop S provide access to properties within Mountain View Estates. Tipsoo Loop S also provides a road connection between that portion of SR 507 located on the east side of the City to 133rd Avenue SE and Rainier Road located on the north side of the City. Rainier Road is the main arterial connecting the City of Rainier to the Cities of Tumwater, Olympia and Lacey.

The Tipsoo Loop Chip Seal Project will reconstruct and resurface roadways in these areas to improve road cross slopes, consolidate road subgrades and provide a new driving surface for roads that are currently rated as being in poor condition by the State Transportation Improvement Board (TIB). The City of Rainier has included this project on their 6 year Transportation improvement plan for several years but has not been able to secure any funding to support the project until 2016. In late 2015 and early 2016 the Cities of Bucoda, Tenino and Rainier met and decided \$180,000 of the \$250,000 Rural Chip seal Program funds (allocated to provide road maintenance for these three south Thurston County communities) should be earmarked for the Tipsoo Loop Chip Seal Project. Because Tipsoo Loop N and S are not federally classified Thurston County Public Works has agreed to defederalize the \$35,309 of STP funding for this application, allowing the City to make this an eligible preservation project.

Applications were then prepared and discussions held with TIB to secure funding needed to perform the subgrade repair needed prior to the installation of the new chip seal driving surface. It was determined the best subgrade reconstruction would include grinding the existing chip seal driving surface, mixing those grindings with the existing subgrade and new crushed surfacing. The road crown and cross slope would then be reshaped to get water off of the roadway faster, reducing the standing water conditions that are promoting the current road deterioration. The current TIB application is requesting \$225,000 for constructing the road subgrade reclamation and, based on current poor TIB roadway ratings and discussions with TIB engineers, this project has a strong chance of being funded in November of 2016. If the TIB funding is not acquired the project can be scaled back to still complete most of Tipsoo Loop South.

The City is committed to improving these roadways that provide access to Gehrke Park and the properties of Mountain View Estates. The City will continue to contribute funds and apply for funds for this important road repair/reconstruction project until all of the roadways in this area are brought back to acceptable standards.

Regional Transportation Goals and Policies supported by this project:

Goal: Protect investments that already have been made in the transportation system and keep life-cycle costs as low as possible.

Goal 5 System Maintenance and repair

**Project Title:** Tipsoo Lop Chip Seal Project

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

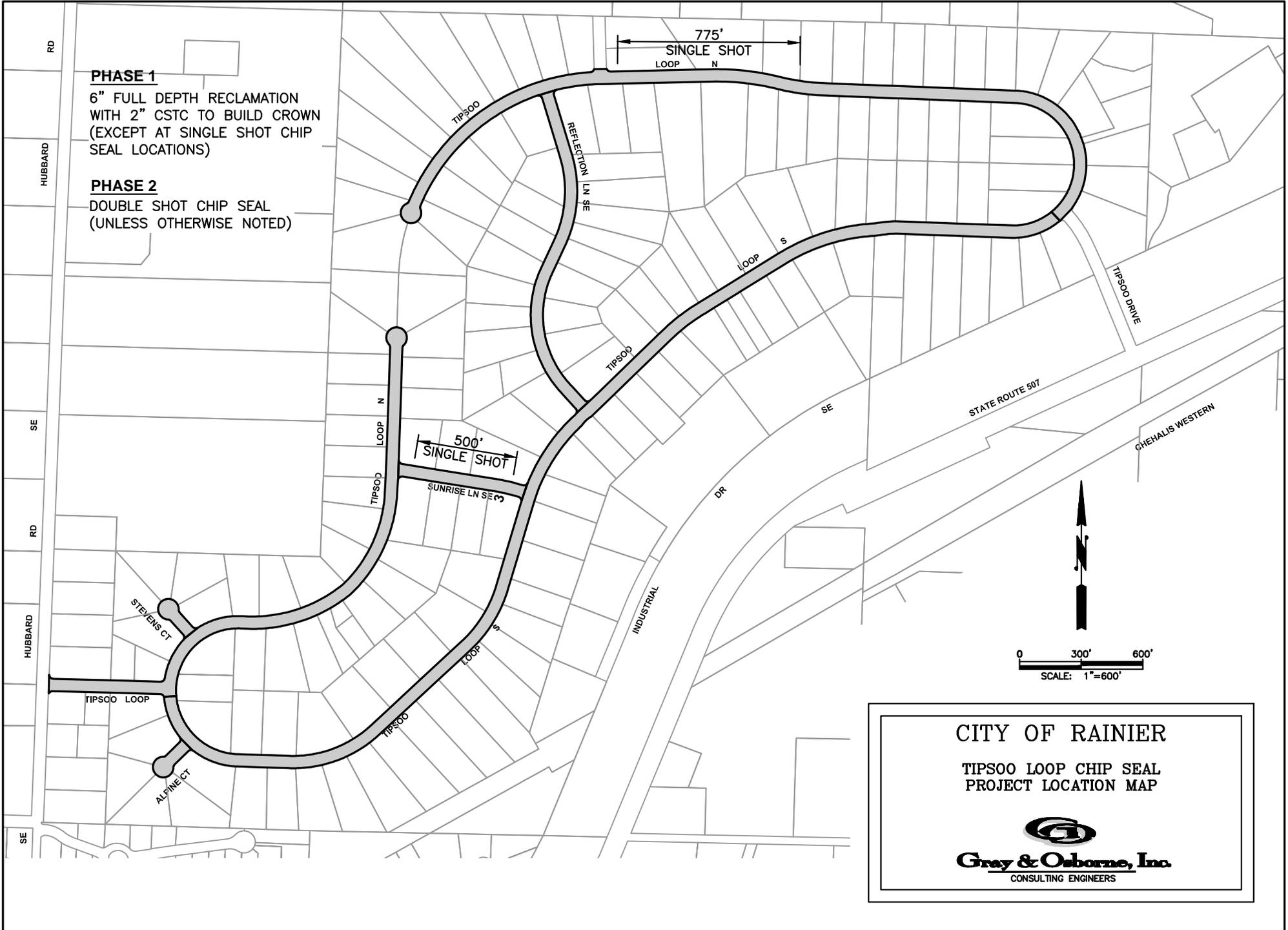
Policies:

5.a Prioritize maintenance, preservation, operations, and repair of existing transportation system.

5.b Use preventive maintenance programs to ensure lowest life-cycle costs.

K:\GUEST\Transportation\STP-CMAQ-TAP Funding and Obligations\CY2017 Process\ProcessMaterials\ApplicationForms\2016 STP Application Form.doc

M:\RAINIER\20162.76 Tipsoo Loop 2016 TIB application\Location Map-NoCallout.dwg, 10/7/2016 3:35 PM, CHRIS GASKIN



**CITY OF RAINIER  
TIPSOO LOOP CHIP SEAL PROJECT  
CONSTRUCTION COST ESTIMATE  
7-Oct-16  
G&O #20162.76**

Phase 1					
NO.	ITEM	QUANTITY		UNIT PRICE	AMOUNT
1	Minor Changes	1	CALC	\$ 500.00	\$ 500.00
2	SPCC Plan (S.P. 1-07.15(1))	1	LS	\$ 500.00	\$ 500.00
3	Mobilization, Cleanup & Demobilization	1	LS	\$ 10,000.00	\$ 10,000.00
4	Project Temporary Traffic Control	1	LS	\$ 5,000.00	\$ 5,000.00
5	Pulverize, Grade, Shape and Compact Existing Asphalt Roadway	30,790	SY	\$ 5.00	\$ 153,950.00
6	Crushed Surfacing Top Course	3,560	TN	\$ 15.00	\$ 53,400.00
7	Erosion and Water Pollution Control	1	LS	\$ 1,000.00	\$ 1,000.00
	Subtotal:				\$224,350.00
	Sales Tax @ 0.0 % (W.S. Rev. Rule 171):				\$0.00
	<b>Total Construction Cost Phase 1</b>				<b>\$225,000.00</b>

Phase 2					
NO.	ITEM	QUANTITY		UNIT PRICE	AMOUNT
1	Single Shot Chip seal	2,720	SY	\$ 4.00	\$ 10,880.00
2	Double Shot Chip Seal	30,790	SY	\$ 5.40	\$ 166,266.00
3	Sweeping	1	LS	\$ 5,000.00	\$ 5,000.00
	Subtotal:				\$177,146.00
	Sales Tax @ 0.0 % (W.S. Rev. Rule 171):				\$0.00
	<b>Total Construction Cost Phase 2</b>				<b>\$178,000.00</b>

**Total Construction Cost (Phase 1+ Phase 2) \$403,000.00**

10% Design and Construction Management \$40,300.00

**TOTAL PROJECT COST ESTIMATE(Phase 1 +Phase 2) \$443,300.00**

Assumptions:

Pulverize, Grade, Shape and Compact Existing Asphalt Roadway to a depth of 0.5 feet

2 inches of CSTC will be placed over the pulverized areas

Sunrise Ln between Tipsoo Lp S and Industrial Dr Se is not included in this project

500 feet of Sunrise Ln will receive only a single shot of Chip Seal Sunrise Ln

The 775 feet of Tipsoo Lp N east from the intersecton of Reflection Ln Se, will only recive a single shot of Chip Seal

Prepared By: Stephen C. Stewart, PE

Checked By: Jon M. Hinton, PE



# 2016 Regional Surface Transportation Program (STP) Grant Application

**PROJECT TITLE:** Sussex Crossing Improvements

TRPC use only

## GENERAL PROJECT INFORMATION

Agency or Organization City of Tenino  
 Contact Person John Millard, City Clerk/Treasurer  
 Phone Number 360.264.2368  
 Email Address clerktreasurer@ci.tenino.wa.us

**Type of Transportation Partner** (Check one)

Traditional Transportation Partner   
 Non-Traditional Transportation Partner

**Type of Regional Funding Priority** (Check all that apply)  
 Safety   
 Preservation   
 Efficiency

**Threshold Criteria**

Project elements meet all regional eligibility requirements   
 Project elements and administration meet all federal eligibility requirements   
 Applicant can demonstrate ability to obligate funding as proposed

## STATUS OF EXISTING FEDERAL PROJECTS

	Yes	No
Does the applicant have any other regional STP projects underway? (yes or no)	<input type="radio"/>	<input checked="" type="radio"/>
Does the applicant have any other state selected federal projects underway? (yes or no)	<input type="radio"/>	<input checked="" type="radio"/>

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

## PROJECT OVERVIEW

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

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.

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

<b>Construction Projects</b>	Project Location	<u>City of Tenino</u>
	Type of Construction Project	<u>Sign Installation</u>
	Roadway Classification	<u>Minor Arterial</u>
	Length of Construction Project	<u>--</u>
<b>Vehicle Acquisition Projects</b>	Number of Vehicles	<u>--</u>
	Type of Vehicle	<u>--</u>
<b>Transportation Programs/Services /Studies</b>	Delivery Area of Program/Service/Study	<u>--</u>
	Type of Program/Service/Study	<u>--</u>
	Duration of Program/Service/Study	<u>--</u>



**Project Title:** Sussex Crossing Improvements

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

In Tenino, Sussex Avenue is the community's main street as well as a state highway (SR 507) that supports freight mobility and regional travel. However, there are issues with safety, mobility, and access for pedestrians 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 and from 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 SR 507's function as Tenino's Main Street.

**Previous Work:** This project builds on crossing improvements that were previously installed at the intersection, as well as the community's efforts to lower the speed limit to 25 miles per hour on Sussex through the downtown corridor (speed limit sign changes anticipated by the end of 2016).

**Deliverables:** This project will result in installation of pedestrian-activated rapid flashing beacons at the intersection of Sussex and Custer.

**Support for Recognized Regional Initiatives:** This proposal supports the Regional Transportation System's goals of working toward an integrated, multimodal transportation system (Goal 2), enhancing the safety and security of transportation system users (goal 4), and increasing the share of trips made by bicycling and walking (Goals 11 and 12). These goals are supported by connecting residential neighborhoods to schools, providing safe routes to schools, and implementing a street design that encourages safe, multimodal user behavior in proximity to schools.

This proposal also supports the Healthy Kids – Safe Streets Action Plan by improving safety at a key intersection in Tenino and encouraging students and residents to walk and ride bikes when travelling in the city.

This proposal also supports Sustainable Thurston by minimizing the impact of highways on each of the historic south county community centers (Community Action C-2.9 and the Thurston Thrives goal for creating "safe, convenient and abundant opportunities for physical activity" by improving connections across the highway.

### Sussex/Custer Intersection Improvements – Existing Conditions



Intersection of Sussex Avenue and Custer Street. Asterisk indicates location of existing crossing signs shown in photos below. Pedestrian-activated rapid flashing beacons will need to be located on one side of the intersection or the other.



1. Intersection of Sussex Avenue and Custer Street looking east.

2. Intersection of Sussex Avenue and Custer Street looking west.



## 2016 Regional Surface Transportation Program (STP) Grant Application

**PROJECT TITLE:** Mullen Rd - Lacey City Limits to Carpenter Rd

### GENERAL PROJECT INFORMATION

Agency or Organization Thurston County Public Works  
 Contact Person Scott Davis, PE - Interim County Engineer  
 Phone Number 360-867-2329  
 Email Address davissa@co.thurston.wa.us

**Type of Transportation Partner** (Check one)

Traditional Transportation Partner   
 Non-Traditional Transportation Partner

**Type of Regional Funding Priority** (Check all that apply)

Safety	<input checked="" type="checkbox"/>
Preservation	<input checked="" type="checkbox"/>
Efficiency	<input checked="" type="checkbox"/>

**Threshold Criteria**

Project elements meet all regional eligibility requirements   
 Project elements and administration meet all federal eligibility requirements   
 Applicant can demonstrate ability to obligate funding as proposed

### STATUS OF EXISTING FEDERAL PROJECTS

	Yes	No
Does the applicant have any other regional STP projects underway? (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>
Does the applicant have any other state selected federal projects underway? (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

### PROJECT OVERVIEW

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

Mullen Road SE is the only east-west corridor between Long Lake and Pattison Lake and the project provides direct access to three schools and a fire station. Local residents, including students, use this route to walk or ride bicycles to school. The existing two lane roadway includes two 12 ft travel lanes, but does not have adequate illumination, stormwater management, or pedestrian and bicycle facilities. This project will reconstruct the road, and add sidewalks, bicycle lanes and street lighting. This project will make a safer corridor for pedestrians, bicyclists, and motorists, extend the life of the roadway, and improve water quality. In addition, it will promote multi-modal transportation by providing sidewalks and bicycle lanes that connect residential areas to local schools and to the major arterial system feeding downtown Lacey and other commercial areas.

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

	Project Location	<u>Mullen Rd SE - City Limits to Carpenter Rd SE</u>
<b>Construction Projects</b>	Type of Construction Project	<u>Re-construction</u>
	Roadway Classification	<u>Urban Minor Arterial</u>
	Length of Construction Project	<u>1 mile</u>
<b>Vehicle Acquisition Projects</b>	Number of Vehicles	<u>N/A</u>
	Type of Vehicle	<u>N/A</u>
<b>Transportation Programs/Services /Studies</b>	Delivery Area of Program/Service/Study	<u>N/A</u>
	Type of Program/Service/Study	<u>N/A</u>
	Duration of Program/Service/Study	<u>N/A</u>

**PROJECT PHASING AND COSTS**

Identify project phases and costs	<b>Phase</b>	<b>Cost</b>
<b>Construction Projects</b>	Preliminary Engineering/Design: <input type="checkbox"/>	\$ _____
(mark the appropriate phase and enter cost)	Right-of-Way: <input checked="" type="checkbox"/>	\$ \$1,100,000
	Construction: <input type="checkbox"/>	\$ _____
<b>Vehicle Acquisition Projects</b>	Vehicle Purchase: <input type="checkbox"/>	\$ _____
<b>Transportation Programs, Services, or Studies</b>	Programs, Studies, or Services: <input type="checkbox"/>	\$ _____

\*Construction proposals that include two or more project phases spanning more than one year must include a separate application for each phase.

**YEAR OF OBLIGATION**

**FFY 2017 – 2019 Project Obligation**

Select the preferred federal fiscal year the project <u>will</u> obligate*	2017	2018	2019
Select an alternate federal fiscal year the project <u>could</u> obligate	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**STP FUNDING REQUEST AND MATCHING REVENUES**

<b>Federal Funding Request and Match</b> (non-federal share)		*Applicants must provide a minimum of 13.5% non-federal share to federal share. <b>Example</b> Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant*	Local funding or other sources \$ 519000	
	State funding \$ 281000	
	<b>STP Grant Request</b> \$ 300000	
	Total Project/Phase Revenue \$ 1100000	

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

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

This project directly supports the recognized regional initiatives, in addition to the Regional Transportation Plan. The goals are met by providing a multi-modal facility that provides bike lanes and sidewalks. The sidewalks, bicycle lanes, and bus stops will link pedestrians and bicyclists to the Intercity Transit. The multi-modal facilities also provide safe routes to students attending Lakes and Woodland Elementary Schools and Timberline High School. This project also meets preservation and efficiency goals by rebuilding the roadway and improving capacity to the network by adding a roundabout at Carmenter Rd.

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative Thurston County Public Works - Scott Davis, PE - Interim County Engineer

CA Signature and Date  10/14/16

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested STP grant. If selected, **the project will obligate funding by the date indicated on the award letter**; failure to do so may result in loss of funding for the project and funds will not be restored. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

Scott Davis, PE - Thurston County Public Works - Interim County Engineer

Name and Title of Designated Representative

  
Signature of Designated Representative

10/14/16  
Date

**Project Title:** Mullen Rd - Lacey City Limits to Carpenter Rd

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

This project is to complete the funding required for right of way acquisition for the Mullen Rd project between Lacey City Limits and Carpenter Rd (Federal Aid No. STPUS-5292(004)).

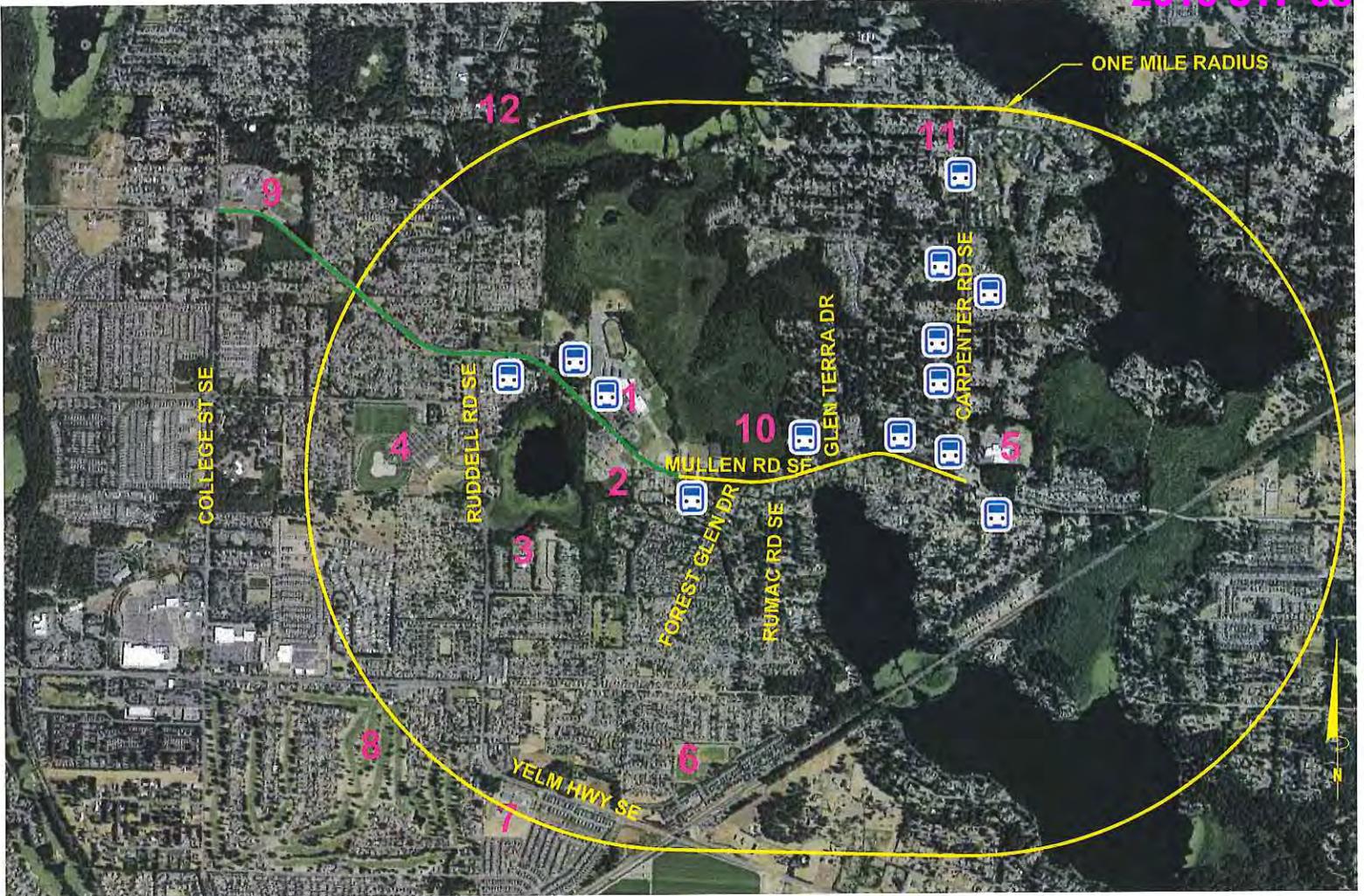
Mullen Road provides direct access to Timberline High School, Lakes and Woodland Elementary Schools, and a Fire Station as well as connecting to a large, high density residential area to the City of Lacey's core business area and the Downtown. Mullen Road is the only east-west corridor between Long Lake and Pattison Lake.

Mullen Road is federally classified as a Rural Minor Arterial and is used by more than 7,700 vehicles per day. The proposed project limits extend from City Limits to 500 feet east of Carpenter Rd. Currently the existing corridor between the City of Lacey and Carpenter Rd consists of a two-lane roadway that lacks pedestrian and bicycle facilities. Illumination is inadequate and stormwater management does not meet current Department of Ecology standards. The proposed project would have a typical section which would include two 11 foot travel lanes, 5 foot bicycle lanes, sidewalks and illumination. Retaining walls will be necessary on both sides of the project corridor to reduce impacts to adjacent homes and adjacent wetlands. Drainage will include Low Impact Development treatment and infiltration meeting current stormwater treatment standards.

By providing an efficient, multi-modal facility connecting residential areas to the central business district, it encourages the infill of vacant property in conformance with the goals of the Comprehensive Plan. By providing sidewalks, bike lanes, and bus stops this project links pedestrians and bicyclists to the Intercity Transit transportation network. This makes it convenient and thus more likely for people to walk or bike to bus stops where they can easily get on a bus to take them to their destinations rather than using single occupancy vehicles. This project in combination with the recent City of Lacey improvements will provide continuous bike lanes and sidewalks on Mullen Rd between College St and Carpenter Rd.

Public Works is ready to begin the right of way acquisition phase of the project. A NEPA determination has been issued for the project, a right of way acquisition map has been completed, and staff will be advertising for an appraiser before the end of 2016. Public Works is expected to obligate \$320,000 in right of way from the 2013 STP Program to begin right of way acquisition in early 2017.

This project is listed in the 20 yr portion of the County's Comprehensive Plan. The public will have the opportunity to comment on the project through adoption of the 2016-2021 Regional TIP and at public meetings throughout the design phase. Public Works held a public open house for this project in early 2016 and is expected to have another open house later in 2017. Staff has also met with individual property owners throughout the project corridor as well as neighborhood homeowner associations.



- PROPOSED GRANT —PROJECT LIMITS
- RECENTLY COMPLETED CITY OF LACEY IMPROVEMENTS

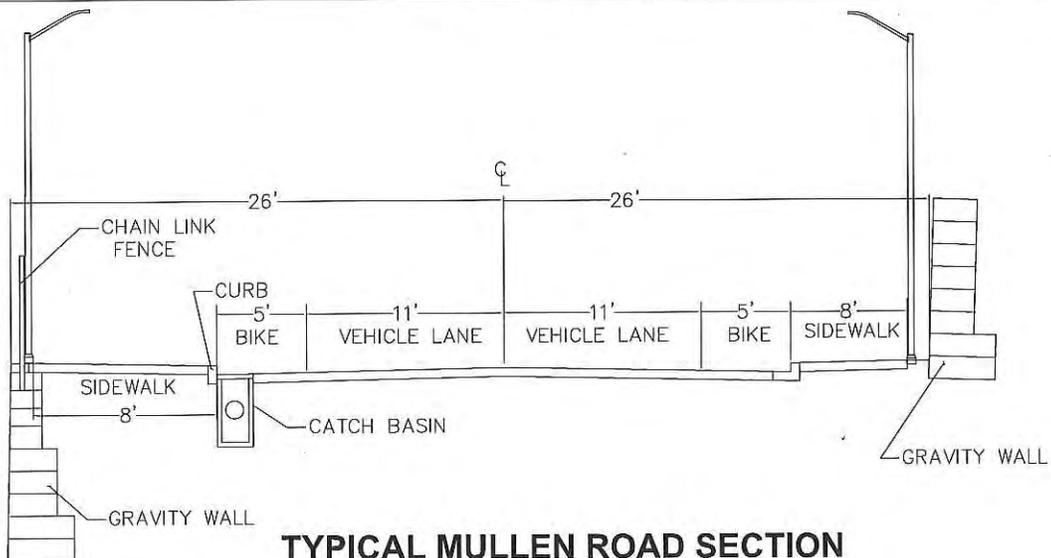


BUS STOPS WITHIN ONE MILE RADIUS

MAJOR SITES:

- |                              |                                      |
|------------------------------|--------------------------------------|
| 1 TIMBERLINE HIGH SCHOOL     | 6 LAKEPOINT PARK                     |
| 2 LAKES ELEMENTARY SCHOOL    | 7 CHAMBERS PRAIRIE ELEMENTARY SCHOOL |
| 3 ASPIRE ELEMENTARY SCHOOL   | 8 CAPITOL CITY GOLF COURSE           |
| 4 RAINIER VISTA PARK         | 9 KOMACHIN MIDDLE SCHOOL             |
| 5 WOODLAND ELEMENTARY SCHOOL | 10 NATURE RESERVE—CITY OF LACEY      |
|                              | 11 THURSTON COUNTY FAIRGROUNDS       |
|                              | 12 WONDERWOOD PARK                   |

**MULLEN ROAD SE - SIDEWALK IMPROVEMENTS, 1-MILE RADIUS VICINITY  
(SCALE 1"=1200')**

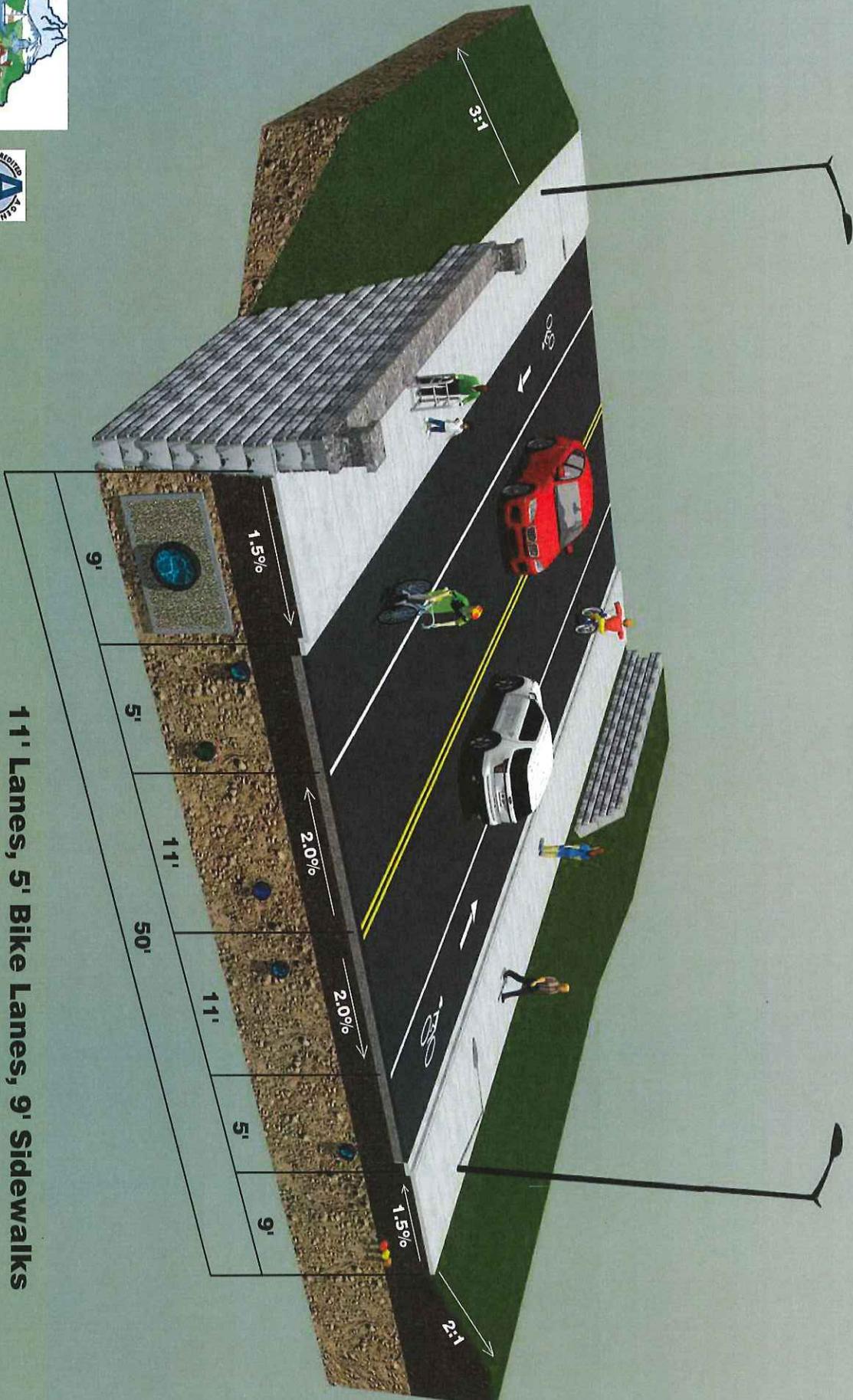


**TYPICAL MULLEN ROAD SECTION**



MULLEN RD EXISTING TYPICAL SECTION - 2 LANE  
12' Lanes, 4' Shoulders

# MULLEN RD - LACEY CITY LIMITS TO CARPENTER RD Typical Section - 2 Lane



11' Lanes, 5' Bike Lanes, 9' Sidewalks



OCT 17 2016



## 2016 Regional Surface Transportation Program (STP) Grant Application

**PROJECT TITLE:** Mullen Rd - Lacey City Limits to Carpenter Rd

FORM 001 - 01/16

### GENERAL PROJECT INFORMATION

Agency or Organization Thurston County Public Works

Contact Person Scott Davis, PE - Interim County Engineer

Phone Number 360-867-2329

Email Address davissa@co.thurston.wa.us

**Type of Transportation Partner** (Check one)

Traditional Transportation Partner

Non-Traditional Transportation Partner

**Type of Regional** Safety

**Funding Priority** Preservation

(Check all that apply) Efficiency

### Threshold Criteria

Project elements meet all regional eligibility requirements

Project elements and administration meet all federal eligibility requirements

Applicant can demonstrate ability to obligate funding as proposed

### STATUS OF EXISTING FEDERAL PROJECTS

	Yes	No
<b>Does the applicant have any other regional STP projects underway?</b> (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>
<b>Does the applicant have any other state selected federal projects underway?</b> (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

### PROJECT OVERVIEW

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

Mullen Road SE is the only east-west corridor between Long Lake and Pattison Lake and the project provides direct access to three schools and a fire station. Local residents, including students, use this route to walk or ride bicycles to school. The existing two lane roadway includes two 12 ft travel lanes, but does not have adequate illumination, stormwater management, or pedestrian and bicycle facilities. This project will reconstruct the road, and add sidewalks, bicycle lanes and street lighting. This project will make a safer corridor for pedestrians, bicyclists, and motorists, extend the life of the roadway, and improve water quality. In addition, it will promote multi-modal transportation by providing sidewalks and bicycle lanes that connect residential areas to local schools and to the major arterial system feeding downtown Lacey and other commercial areas.

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

	Project Location	<u>Mullen Rd SE - City Limits to Carpenter Rd SE</u>
<b>Construction Projects</b>	Type of Construction Project	<u>Re-construction</u>
	Roadway Classification	<u>Urban Minor Arterial</u>
	Length of Construction Project	<u>1 mile</u>
<b>Vehicle Acquisition Projects</b>	Number of Vehicles	<u>N/A</u>
	Type of Vehicle	<u>N/A</u>
<b>Transportation Programs/Services /Studies</b>	Delivery Area of Program/Service/Study	<u>N/A</u>
	Type of Program/Service/Study	<u>N/A</u>
	Duration of Program/Service/Study	<u>N/A</u>

**PROJECT PHASING AND COSTS**

Identify project phases and costs		Phase	Cost
<b>Construction Projects</b> (mark the appropriate phase and enter cost)	Preliminary Engineering/Design:	<input type="checkbox"/>	\$ _____
	Right-of-Way:	<input type="checkbox"/>	\$ _____
	Construction:	<input checked="" type="checkbox"/>	\$ \$2,000,000
<b>Vehicle Acquisition Projects</b>	Vehicle Purchase	<input type="checkbox"/>	\$ _____
<b>Transportation Programs, Services, or Studies</b>	Programs, Studies, or Services	<input type="checkbox"/>	\$ _____

\*Construction proposals that include two or more project phases spanning more than one year must include a separate application for each phase.

**YEAR OF OBLIGATION**

**FFY 2017 – 2019 Project Obligation**

	2017	2018	2019
Select the preferred federal fiscal year the project <u>will</u> obligate*	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Select an alternate federal fiscal year the project <u>could</u> obligate	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**STP FUNDING REQUEST AND MATCHING REVENUES**

<b>Federal Funding Request and Match</b> (non-federal share)			*Applicants must provide a minimum of 13.5% non-federal share to federal share. <u>Example</u> Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant*	Local funding or other sources	\$ 291000	
	State funding	\$ 4209000	
	<b>STP Grant Request</b>	\$ 2000000	
	<b>Total Project/Phase Revenue</b>	\$ 6500000	

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

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

This project directly supports the recognized regional initiatives, in addition to the Regional Transportation Plan. The goals are met by providing a multi-modal facility that provides bike lanes and sidewalks. The sidewalks, bicycle lanes, and bus stops will link pedestrians and bicyclists to the Intercity Transit. The multi-modal facilities also provide safe routes to students attending Lakes and Woodland Elementary Schools and Timberline High School. This project also meets preservation and efficiency goals by rebuilding the roadway and improving capacity to the network by adding a roundabout at Carnerter Rd

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative Thurston County Public Works - Scott Davis, PE - Interim County Engineer

CA Signature and Date  10/14/16

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested STP grant. If selected, **the project will obligate funding by the date indicated on the award letter**; failure to do so may result in loss of funding for the project and funds will not be restored. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

Scott Davis, PE - Thurston County Public Works Interim County Engineer

Name and Title of Designated Representative

  
Signature of Designated Representative

10/14/16  
Date

**Project Title:** Mullen Rd - Lacey City Limits to Carpenter Rd

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

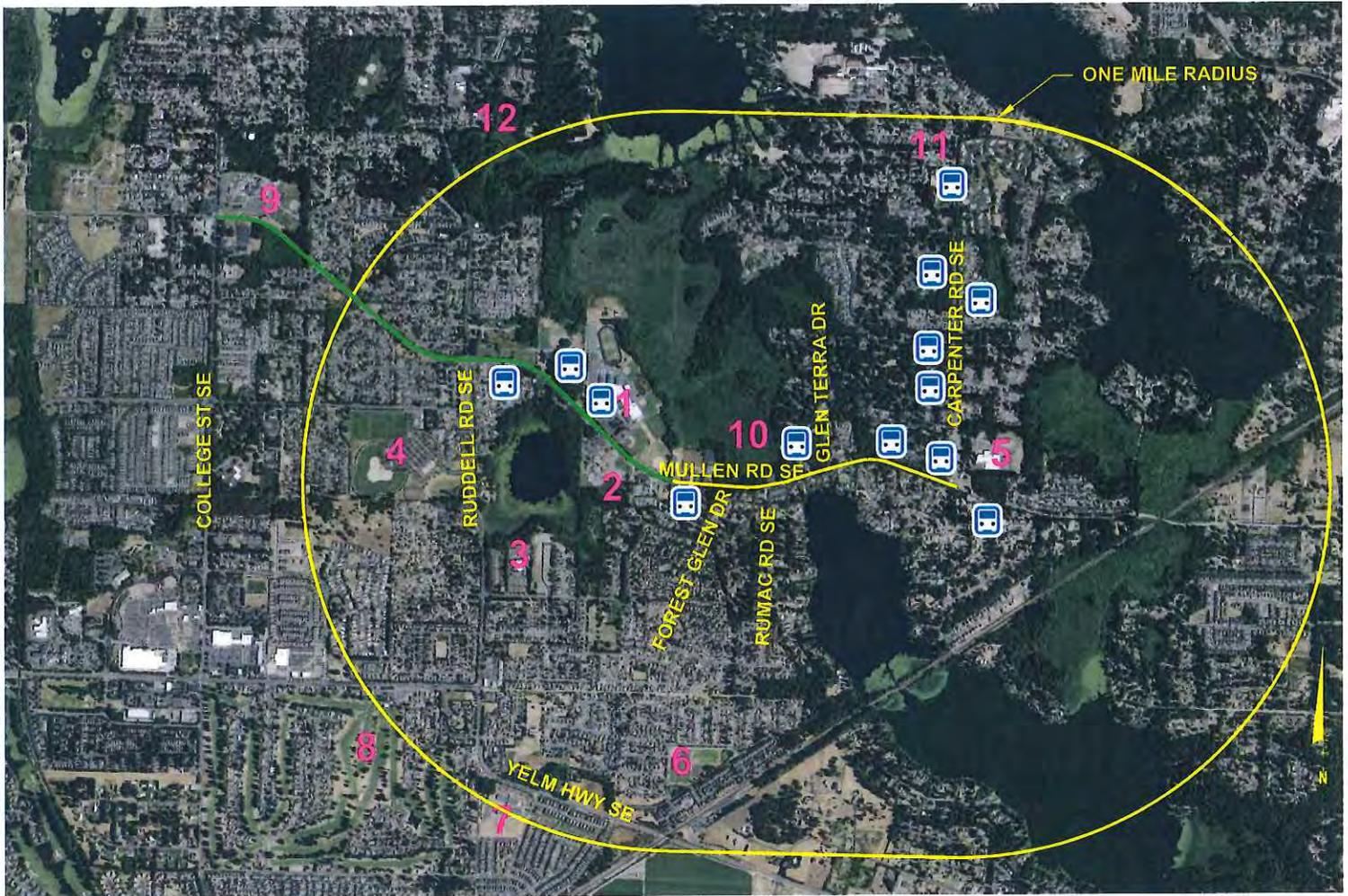
This project is to complete the funding required for construction of the Mullen Rd project between Lacey City Limits and Carpenter Rd (Federal Aid No. STPUS-5292(004)).

Mullen Road provides direct access to Timberline High School, Lakes and Woodland Elementary Schools, and a Fire Station as well as connecting to a large, high density residential area to the City of Lacey's core business area and the Downtown. Mullen Road is the only east-west corridor between Long Lake and Pattison Lake.

Mullen Road is federally classified as a Rural Minor Arterial and is used by more than 7,700 vehicles per day. The proposed project limits extend from City Limits to 500 feet east of Carpenter Rd. Currently the existing corridor between the City of Lacey and Carpenter Rd consists of a two-lane roadway that lacks pedestrian and bicycle facilities. Illumination is inadequate and stormwater management does not meet current Department of Ecology standards. The proposed project would have a typical section which would include two 11 foot travel lanes, 5 foot bicycle lanes, sidewalks and illumination. Retaining walls will be necessary on both sides of the project corridor to reduce impacts to adjacent homes and adjacent wetlands. Drainage will include Low Impact Development treatment and infiltration meeting current stormwater treatment standards.

By providing an efficient, multi-modal facility connecting residential areas to the central business district, it encourages the infill of vacant property in conformance with the goals of the Comprehensive Plan. By providing sidewalks, bike lanes, and bus stops this project links pedestrians and bicyclists to the Intercity Transit transportation network. This makes it convenient and thus more likely for people to walk or bike to bus stops where they can easily get on a bus to take them to their destinations rather than using single occupancy vehicles. This project in combination with the recent City of Lacey improvements will provide continuous bike lanes and sidewalks on Mullen Rd between College St and Carpenter Rd.

This project is listed in the 20 yr portion of the County's Comprehensive Plan. The public will have the opportunity to comment on the project through adoption of the 2016-2021 Regional TIP and at public meetings throughout the design phase. Public Works held a public open house for this project in early 2016 and is expected to have another open house later in 2017. Staff has also met with individual property owners throughout the project corridor as well as neighborhood homeowner associations.



— PROPOSED GRANT -PROJECT LIMITS  
— RECENTLY COMPLETED CITY OF LACEY IMPROVEMENTS

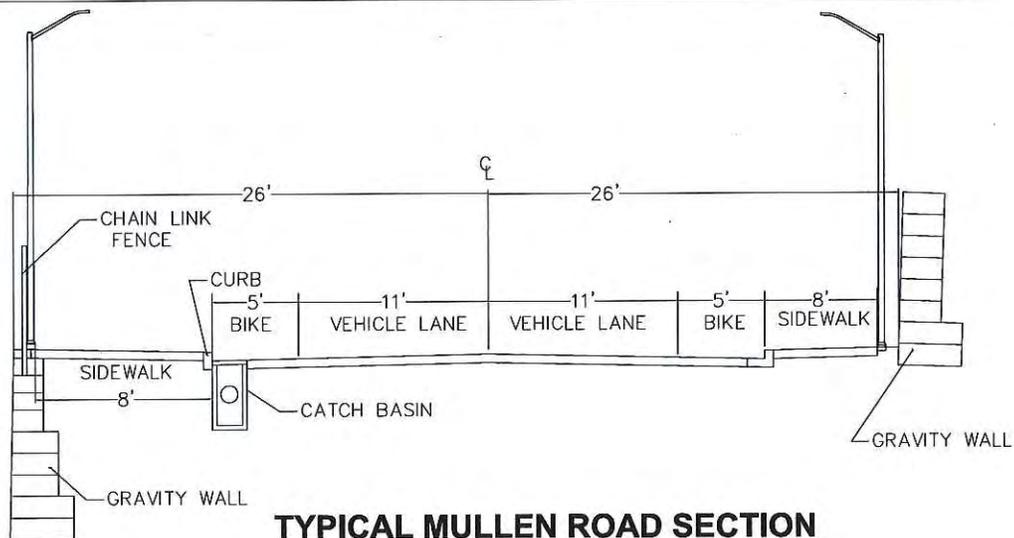


BUS STOPS WITHIN ONE MILE RADIUS

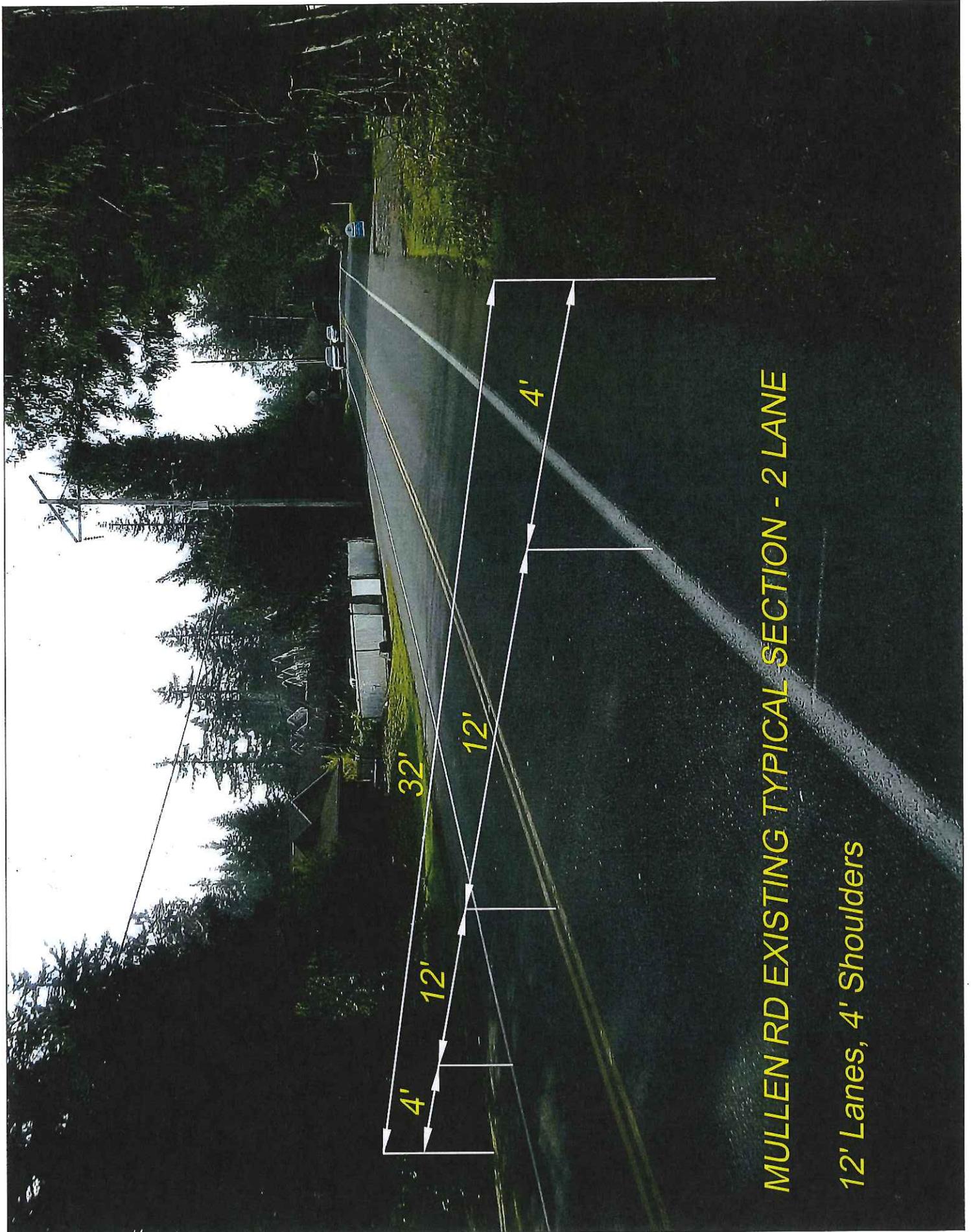
MAJOR SITES:

- |                              |                                      |
|------------------------------|--------------------------------------|
| 1 TIMBERLINE HIGH SCHOOL     | 6 LAKEPOINT PARK                     |
| 2 LAKES ELEMENTARY SCHOOL    | 7 CHAMBERS PRAIRIE ELEMENTARY SCHOOL |
| 3 ASPIRE ELEMENTARY SCHOOL   | 8 CAPITOL CITY GOLF COURSE           |
| 4 RAINIER VISTA PARK         | 9 KOMACHIN MIDDLE SCHOOL             |
| 5 WOODLAND ELEMENTARY SCHOOL | 10 NATURE RESERVE-CITY OF LACEY      |
|                              | 11 THURSTON COUNTY FAIRGROUNDS       |
|                              | 12 WONDERWOOD PARK                   |

**MULLEN ROAD SE - SIDEWALK IMPROVEMENTS, 1-MILE RADIUS VICINITY  
(SCALE 1"=1200')**



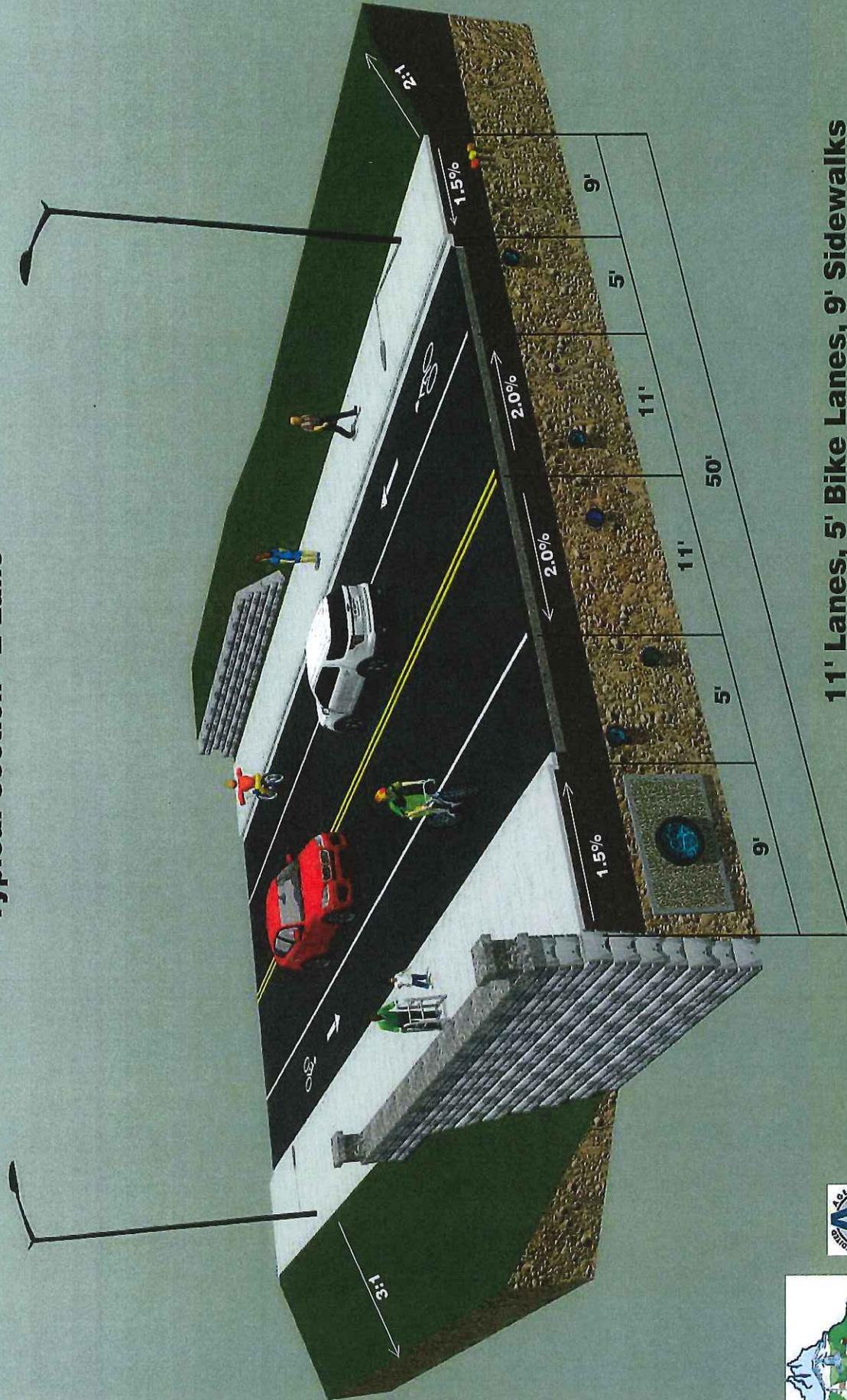
**TYPICAL MULLEN ROAD SECTION**



MULLEN RD EXISTING TYPICAL SECTION - 2 LANE

12' Lanes, 4' Shoulders

**MULLEN RD - LACEY CITY LIMITS TO CARPENTER RD**  
**Typical Section - 2 Lane**



**11' Lanes, 5' Bike Lanes, 9' Sidewalks**





# 2016 Regional Surface Transportation Program (STP) Grant Application

**PROJECT TITLE:** Countywide Restoration and Resurfacing Project 2018

## GENERAL PROJECT INFORMATION

Agency or Organization Thurston County Public Works  
 Contact Person Scott Davis, PE - Interim County Engineer  
 Phone Number 360-867-2329  
 Email Address davissa@co.thurston.wa.us

**Type of Transportation Partner** (Check one)

Traditional Transportation Partner

Non-Traditional Transportation Partner

**Type of Regional** Safety

**Funding Priority** Preservation

(Check all that apply) Efficiency

### Threshold Criteria

- Project elements meet all regional eligibility requirements
- Project elements and administration meet all federal eligibility requirements
- Applicant can demonstrate ability to obligate funding as proposed

## STATUS OF EXISTING FEDERAL PROJECTS

	Yes	No
<b>Does the applicant have any other regional STP projects underway?</b> (yes or no)	<input type="radio"/>	<input type="radio"/>
<b>Does the applicant have any other state selected federal projects underway?</b> (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

## PROJECT OVERVIEW

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

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 a safety edge, guardrail, traffic markings and shoulder and center-line rumble strips as appropriate.

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

	Project Location	<u>Countywide</u>
<b>Construction Projects</b>	Type of Construction Project	<u>2R</u>
	Roadway Classification	<u>Arterials and Collectors</u>
	Length of Construction Project	<u>TBD</u>
<b>Vehicle Acquisition Projects</b>	Number of Vehicles	<u>N/A</u>
	Type of Vehicle	<u>N/A</u>
<b>Transportation Programs/Services /Studies</b>	Delivery Area of Program/Service/Study	<u>N/A</u>
	Type of Program/Service/Study	<u>N/A</u>
	Duration of Program/Service/Study	<u>N/A</u>

**PROJECT PHASING AND COSTS**

Identify project phases and costs	<b>Phase</b>	<b>Cost</b>
<b>Construction Projects</b> (mark the appropriate phase and enter cost)	Preliminary Engineering/Design:	<input type="checkbox"/> \$ _____
	Right-of-Way:	<input type="checkbox"/> \$ _____
	Construction:	<input checked="" type="checkbox"/> \$ \$800,000
<b>Vehicle Acquisition Projects</b>	Vehicle Purchase	<input type="checkbox"/> \$ _____
<b>Transportation Programs, Services, or Studies</b>	Programs, Studies, or Services	<input type="checkbox"/> \$ _____

\*Construction proposals that include two or more project phases spanning more than one year must include a separate application for each phase.

**YEAR OF OBLIGATION**

<b>FFY 2017 – 2019 Project Obligation</b>	2017	2018	2019
Select the preferred federal fiscal year the project <u>will</u> obligate*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Select an alternate federal fiscal year the project <u>could</u> obligate	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**STP FUNDING REQUEST AND MATCHING REVENUES**

<b>Federal Funding Request and Match</b> (non-federal share)			*Applicants must provide a minimum of 13.5% non-federal share to federal share. <u>Example</u> Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant*	Local funding or other sources	\$ 125000	
	State funding	\$ _____	
	<b>STP Grant Request</b>	\$ 800000	
	<b>Total Project/Phase Revenue</b>	\$ 925000	

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

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

1. 2040 Regional Transportation Plan - System Maintenance & Repair (roadway restoration)
2. 2040 Regional Transportation Plan - System Safety & Security (rumble strips, safety edge & guardrail delineation)
3. 2013 Washington State Highway Safety Plan, Target Zero - (Run-Off-Road crashes contributed to 44% of the total fatal traffic fatalities and rumble strips, safety edge and guardrail delineation address this priority)

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative Thurston County Public Works - Scott Davis, PE - Interim County Engineer

CA Signature and Date  10/14/16

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested STP grant. If selected, **the project will obligate funding by the date indicated on the award letter**; failure to do so may result in loss of funding for the project and funds will not be restored. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

Scott Davis, PE - Thurston County Public Works - Interim County Engineer  
Name and Title of Designated Representative

  
Signature of Designated Representative

10/14/16  
Date

**Project Title:** Countywide Restoration and Resurfacing Project

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

This project request is for construction funding for asphalt paving on various arterial/collector roadways. Many Thurston County 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.

Per the 2013 Washington State Highway Safety Plan run-off-the road collisions contributed to 44% of the overall fatal traffic fatalities. Project work will include safety features such as a safety edge, guardrail, traffic markings and shoulder and center-line rumble strips as appropriate to address this type of collision.

Existing pedestrian facilities within the selected project limits will be evaluated based upon current ADA requirements and updated/improved as applicable.

Thurston County evaluates or rates 1/2 of the County arterial/collector system annually and has a funded resurfacing program in compliance with WAC 136-70. The work included in this request will be incorporated into the County's pavement management program which includes about \$1.5 million for chipseal and other pavement repair programs.

This project support the goals and policies of the 2040 Regional Transportation Plan by providing maintenance and repair (pavement restoration) as well as safety enhancements (rumble strips, safety edge and guardrail delineation).

Project delivery can be expedited for this project because no right-of-way acquisition or environmental permitting will be necessary for this project.





## 2016 Regional Surface Transportation Program (STP) Grant Application

**PROJECT TITLE:** Countywide Restoration and Resurfacing Project (2019)

7/16/16 2:04

### GENERAL PROJECT INFORMATION

Agency or Organization Thurston County Public Works  
 Contact Person Scott Davis, PE - Interim County Engineer  
 Phone Number 360-867-2329  
 Email Address davissa@co.thurston.wa.us

**Type of Transportation Partner (Check one)**

Traditional Transportation Partner   
 Non-Traditional Transportation Partner

**Type of Regional Funding Priority** (Check all that apply)  
 Safety   
 Preservation   
 Efficiency

### Threshold Criteria

Project elements meet all regional eligibility requirements   
 Project elements and administration meet all federal eligibility requirements   
 Applicant can demonstrate ability to obligate funding as proposed

### STATUS OF EXISTING FEDERAL PROJECTS

	Yes	No
Does the applicant have any other regional STP projects underway? (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>
Does the applicant have any other state selected federal projects underway? (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

### PROJECT OVERVIEW

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

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 a safety edge, guardrail, traffic markings and shoulder and center-line rumble strips as appropriate.

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

<b>Construction Projects</b>	Project Location	<u>Countywide</u>
	Type of Construction Project	<u>2R</u>
	Roadway Classification	<u>Arterials and Collectors</u>
	Length of Construction Project	<u>TBD</u>
<b>Vehicle Acquisition Projects</b>	Number of Vehicles	<u>N/A</u>
	Type of Vehicle	<u>N/A</u>
<b>Transportation Programs/Services /Studies</b>	Delivery Area of Program/Service/Study	<u>N/A</u>
	Type of Program/Service/Study	<u>N/A</u>
	Duration of Program/Service/Study	<u>N/A</u>

**PROJECT PHASING AND COSTS**

Identify project phases and costs	<b>Phase</b>	<b>Cost</b>
<b>Construction Projects</b>	Preliminary Engineering/Design: <input type="checkbox"/>	\$ _____
(mark the appropriate phase and enter cost)	Right-of-Way: <input type="checkbox"/>	\$ _____
	Construction: <input checked="" type="checkbox"/>	\$ <u>\$800,000</u>
<b>Vehicle Acquisition Projects</b>	Vehicle Purchase <input type="checkbox"/>	\$ _____
<b>Transportation Programs, Services, or Studies</b>	Programs, Studies, or Services <input type="checkbox"/>	\$ _____

\*Construction proposals that include two or more project phases spanning more than one year must include a separate application for each phase.

**YEAR OF OBLIGATION**

<b>FFY 2017 – 2019 Project Obligation</b>	2017	2018	2019
Select the preferred federal fiscal year the project <u>will</u> obligate*	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Select an alternate federal fiscal year the project <u>could</u> obligate	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**STP FUNDING REQUEST AND MATCHING REVENUES**

<b>Federal Funding Request and Match</b> (non-federal share)		*Applicants must provide a minimum of 13.5% non-federal share to federal share. <b>Example</b> Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant*	Local funding or other sources <u>\$ 125000</u>	
	State funding <u>\$ _____</u>	
	<b>STP Grant Request</b> <u>\$ 800000</u>	
	<b>Total Project/Phase Revenue</b> <u>\$ 925000</u>	

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

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

1. 2040 Regional Transportation Plan - System Maintenance & Repair (roadway restoration)
2. 2040 Regional Transportation Plan - System Safety & Security (rumble strips, safety edge & guardrail delineation)
3. 2013 Washington State Highway Safety Plan, Target Zero - (Run-Off-Road crashes contributed to 44% of the total fatal traffic fatalities and rumble strips, safety edge and guardrail delineation address this priority)

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative Thurston County Public Works - Scott Davis, PE - Interim County Engineer

CA Signature and Date  10/14/16

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested STP grant. If selected, **the project will obligate funding by the date indicated on the award letter**; failure to do so may result in loss of funding for the project and funds will not be restored. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

Scott Davis, PE - Thurston County Public - Interim County Engineer

Name and Title of Designated Representative

  
Signature of Designated Representative

10/14/16  
Date

**Project Title:** Countywide Restoration and Resurfacing Project

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

This project request is for construction funding for asphalt paving on various arterial/collector roadways. Many Thurston County 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.

Per the 2013 Washington State Highway Safety Plan run-off-the road collisions contributed to 44% of the overall fatal traffic fatalities. Project work will include safety features such as a safety edge, guardrail, traffic markings and shoulder and center-line rumble strips as appropriate to address this type of collision.

Existing pedestrian facilities within the selected project limits will be evaluated based upon current ADA requirements and updated/improved as applicable.

Thurston County evaluates or rates 1/2 of the County arterial/collector system annually and has a funded resurfacing program in compliance with WAC 136-70. The work included in this request will be incorporated into the County's pavement management program which includes about \$1.5 million for chipseal and other pavement repair programs.

This project support the goals and policies of the 2040 Regional Transportation Plan by providing maintenance and repair (pavement restoration) as well as safety enhancements (rumble strips, safety edge and guardrail delineation).

Project delivery can be expedited for this project because no right-of-way acquisition or environmental permitting will be necessary for this project.



T.R.P.C.



2016 Regional Surface Transportation Program (STP) Grant Application

PROJECT TITLE: Grand Mound Transportation Study

TRPC 410.001N

GENERAL PROJECT INFORMATION

Agency or Organization Thurston County Public Works  
 Contact Person Scott Davis, PE - Interim County Engineer  
 Phone Number 360-867-2329  
 Email Address davissa@co.thurston.wa.us

Type of Transportation Partner (Check one)

Traditional Transportation Partner   
 Non-Traditional Transportation Partner

Type of Regional Funding Priority (Check all that apply)

Safety	<input checked="" type="checkbox"/>
Preservation	<input type="checkbox"/>
Efficiency	<input checked="" type="checkbox"/>

Threshold Criteria

Project elements meet all regional eligibility requirements   
 Project elements and administration meet all federal eligibility requirements   
 Applicant can demonstrate ability to obligate funding as proposed

STATUS OF EXISTING FEDERAL PROJECTS

	Yes	No
Does the applicant have any other regional STP projects underway? (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>
Does the applicant have any other state selected federal projects underway? (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>

If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.

PROJECT OVERVIEW

Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.

The last Transportation Plan and Grand Mound Sub-Area Plan update was over 20 years ago. Since that time the area has developed, land use has changed, growth projections have been updated and analysis techniques have changed. Thurston County needs an updated plan to help guide strategic investments, facilitate economic development and maintain mobility and transportation safety. This transportation study will assess the capacity of the existing transportation system to accommodate projected traffic volumes and provide a list of improvements that will be needed in Grand Mound over the next 20 years. The implementation of these improvements will improve the local economy, traffic operations and safety for a variety of users including drivers, bicyclists and pedestrians.

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

Construction Projects	Project Location	<u>N/A</u>
	Type of Construction Project	<u>N/A</u>
	Roadway Classification	<u>N/A</u>
	Length of Construction Project	<u>N/A</u>
Vehicle Acquisition Projects	Number of Vehicles	<u>N/A</u>
	Type of Vehicle	<u>N/A</u>
Transportation Programs/Services /Studies	Delivery Area of Program/Service/Study	<u>Grand Mound UGA</u>
	Type of Program/Service/Study	<u>Study</u>
	Duration of Program/Service/Study	<u>2 Year</u>

**PROJECT PHASING AND COSTS**

Identify project phases and costs		<b>Phase</b>	<b>Cost</b>
<b>Construction Projects</b> (mark the appropriate phase and enter cost)	Preliminary Engineering/Design:	<input type="checkbox"/>	\$ _____
	Right-of-Way:	<input type="checkbox"/>	\$ _____
	Construction:	<input type="checkbox"/>	\$ _____
<b>Vehicle Acquisition Projects</b>	Vehicle Purchase	<input type="checkbox"/>	\$ _____
	<b>Transportation Programs, Services, or Studies</b>	Programs, Studies, or Services	<input checked="" type="checkbox"/> \$ 300,000

\*Construction proposals that include two or more project phases spanning more than one year must include a separate application for each phase.

**YEAR OF OBLIGATION**

<b>FFY 2017 – 2019 Project Obligation</b>	2017	2018	2019
Select the preferred federal fiscal year the project <u>will</u> obligate*	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Select an alternate federal fiscal year the project <u>could</u> obligate	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**STP FUNDING REQUEST AND MATCHING REVENUES**

<b>Federal Funding Request and Match</b> (non-federal share)			*Applicants must provide a minimum of 13.5% non-federal share to federal share. <b>Example</b> Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant*	Local funding or other sources	\$ 50000	
	State funding	\$ _____	
	<b>STP Grant Request</b>	\$ 300000	
	<b>Total Project/Phase Revenue</b>	\$ 350000	

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

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

This study meets several regional initiatives that are ongoing in Thurston County including:  
 1. Regional Transportation Plan - Transportation Relationships goals 1-3, System Management goals 4-8, System Components goals 9-12, Process 16-20.  
 ....Continued under Project Description...

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative Thurston County Public Works - Scott Davis, PE - Interim County Engineer  
 CA Signature and Date  10/14/16

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested STP grant. If selected, **the project will obligate funding by the date indicated on the award letter**; failure to do so may result in loss of funding for the project and funds will not be restored. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

Scott Davis, PE - Thurston County Public Works - Interim County Engineer  
 Name and Title of Designated Representative  
  
 Signature of Designated Representative 10/16/16  
 Date

**Project Title:** Grand Mound Transportation Study

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

**Regional Initiatives Cont....**

The plan will among other things review the existing system and develop a strategy improve safety, mobility for all users, align land use with transportation, solicit public input including with other entities such as the Confederated Tribes of the Chehalis Reservation. and WSDOT and identify needs but also strategies that can be implemented within existing funding programs.

2. Sustainable Thurston - The transportation study will directly support Strategy 1, 3 and 12. The plan will look at how investment in street design and other transportation infrastructure will support a vibrant urban area, supporting landuse plans and providing connections by creating a strategic investment plan to stimulate other investments, facilitate movement of goods and services and examining means to create a more efficient transportation system thereby reducing the overall carbon footprint of the area.

3. Thurston Bountiful Byway - Transportation safety and efficiency improvements will support visitors and businesses along the byway. The byway has become regional and national recognized (<http://www.latimes.com/travel/deals/la-tr-washington-state-rural-bicycling-route-20160902-snap-story.html>) and Grand Mound serves as a gateway to the byway, lodging for tourists, etc...

4. Thurston Thrives - by creating safe, convenient and abundant opportunities for physical activity. This would be done by developing policies, guidance and identifying projects that support complete street design.

**Project Description & Significance**

The last Transportation Plan and Grand Mound Sub-Area Plan update was almost 20 years ago. Since that time the area has developed, land use use has changed, growth projections have been updated and analysis techniques have changed. This includes the additional of a regional significant resort (Great Wolf Lodge) and the creation of the Bountiful Byway of which Grand Mound serves as one of the gateways to the byway.

Since the original land use planning efforts traffic volumes have more than doubled on many of the primary roads (e.g., Old Hwy 99). Commercial activity has increased in the area including northern Lewis County which identified Old Hwy 99 to be classified as a T2 Truck Class Route. This equates to almost 7,000,000 tons of freight of year on Old Hwy 99 alone.

Existing, current and future economic investments by the Confederated Tribes of the Chehalis Reservation. are straining the existing transportation system and the 20 year old plan is no longer adequate to deal with land use activity and needs of the community. A plan of that age also does not include current best practices to support multi-modal approach to transportation that are necessary to support many of the regional goals and objectives.

**Project Title:** Grand Mound Transportation Study

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

This effort will engage the community to identify community transportation strategies in order to accommodate existing and forecasted growth. Community stakeholders include local businesses, residents, property owners, Confederated Tribes of the Chehalis Reservation. Transportation Strategies may include roundabouts, gateways, pedestrian facilities/crossings, roadway interconnectivity, access to US12, etc... to help Grand Mound better handle the demands of a regional tourist destination and a gateway to the Thurston County Bountiful Byway.

**Collaboration and Partnerships:** The Thurston County will partner with Thurston Regional Planning Council, Washington Department of Transportation and Confederated Tribes of the Chehalis Reservation and others to help guide the study.

**Obligation Commitment** – This project will obligate after it is in the amended State Transportation Improvement Program.

The study is anticipated to result in the following products:

\*A Current Conditions Report detailing results of technical evaluation, regulatory code audit, and public outreach, including community, school, and business surveys. This report will identify safety, mobility, access, infrastructure, and regulatory concerns.

\*An Action Plan outlining strategies to address the concerns outlined in the Current Conditions Report, including identifying specific infrastructure improvements and design visualization. Inclusive in this will be developing alternatives that can be tested under future conditions.

\*Future Conditions Report detailing how existing and transportation strategies may operate under future conditions including evaluation of alternatives and indemnification of the preferred transportation strategy

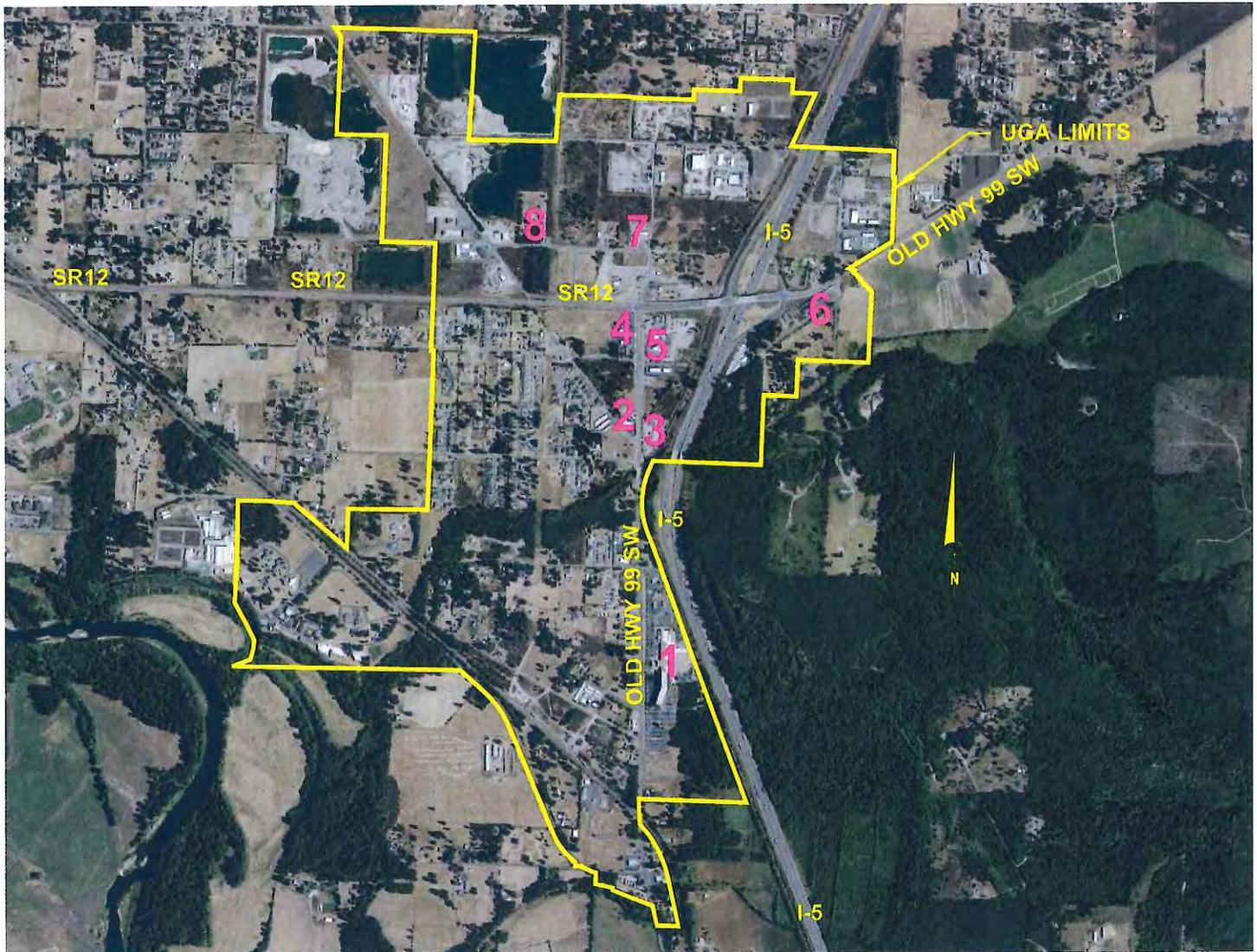
\*Preliminary Planning Estimates and investment strategy for infrastructure improvements to prepare for future grant funding.

\*Regulatory and Comprehensive Planning Changes such as changes to road standards, frontage improvements, access management, safety, suggestions for updating the Grand Mound Subarea Plan

\*A Final Report summarizing the project.

**Project Delivery** - It is anticipated that Thurston County would hire a transportation consulting firm to complete this study.

K:\GUEST\Transportation\STP-CMAQ-TAP Funding and Obligations\CY2017 Process\ProcessMaterials\ApplicationForms\2016 STP Application Form.doc



— URBAN GROWTH AREA (UGA) LIMITS

SITES WITHIN UGA LIMITS:

- 1 GREAT WOLF LODGE, CHEVRON GAS STATION, BURGER CLAIM
- 2 GRAND MOUND LIQUOR & BEVERAGE, SWEET GREENS NW, FIRST CHOICE SELF STORAGE
- 3 AZTEC TECHNOLOGY CORP.
- 4 KEYBANK, STARBUCKS, JACK IN THE BOX, ARCO GAS STATION
- 5 FIGARO'S PIZZA, QUIZNOS, GOLDEN ELITE TANNING SALON, DQ GRILL RESTAURANT, McDONALD'S, SHELL GAS STATION
- 6 TRAILER BOSS
- 7 TNT TOP NOTCH TRAILERS, R&R RV AND BOAT STORAGE LLC
- 8 ROCHESTER LUMBER, VJ'S BARGAIN BARN

**GRAND MOUND TRANSPORTATION STUDY  
(SCALE 1"=1000')**

**PROJECT LIMITS: URBAN GROWTH AREA (UGA)**





**PROJECT PHASING AND COSTS**

Identify project phases and costs

	Phase	Cost
<b>Construction Projects</b> (mark the appropriate phase and enter cost)	Preliminary Engineering/Design: <input type="checkbox"/>	\$ _____
	Right-of-Way: <input type="checkbox"/>	\$ _____
	Construction: <input type="checkbox"/>	\$ _____
<b>Vehicle Acquisition Projects</b>	Vehicle Purchase <input type="checkbox"/>	\$ _____
<b>Transportation Programs, Services, or Studies</b>	Programs, Studies, or Services <input checked="" type="checkbox"/>	\$ 250000

\*Construction proposals that include two or more project phases spanning more than one year must include a separate application for each phase.

**YEAR OF OBLIGATION**

**FFY 2017 – 2019 Project Obligation**

	2017	2018	2019
Select the preferred federal fiscal year the project <u>will</u> obligate*	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Select an alternate federal fiscal year the project <u>could</u> obligate	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**STP FUNDING REQUEST AND MATCHING REVENUES**

<b>Federal Funding Request and Match</b> (non-federal share)		*Applicants must provide a minimum of 13.5% non-federal share to federal share. <u>Example</u> Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant*	Local funding or other sources \$ 16875	
	State funding \$ 16875	
	<b>STP Grant Request</b> \$ 216250	
	<b>Total Project/Phase Revenue</b> \$ 250000	

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

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

This effort has been identified in Sustainable Thurston, Community Action C-2.9: Minimize the impact of highways on each of the historic South County community centers. This entails working with WSDOT to minimize the impacts of State Route 507 and U.S. Highway 12 on the downtowns of South County communities. Consider strategies to reduce the impacts of high traffic volumes, speeds, and truck traffic on business districts that were originally designed for pedestrians. (Continued in Project Description Section)

**CERTIFICATION ACCEPTANCE**

**CA Agency and Representative** R. Veena Tabbutt, Thurston Regional Planning Council

**CA Signature and Date** R. Veena Tabbutt 10/17/2016

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested STP grant. If selected, **the project will obligate funding by the date indicated on the award letter**; failure to do so may result in loss of funding for the project and funds will not be restored. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

Scott Davis, Interim County Engineer, Thurston County  
Name and Title of Designated Representative

[Signature] 10/17/2016  
Signature of Designated Representative Date

**Project Title:** Main Street Rochester Strategy

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

Rochester is a census-designated place in southern Thurston County, located between the Confederated Tribes of the Chehalis Reservation to the west, and Grand Mound to the east. Founded in 1852, it has an estimated population of 10,400 people in 2016. State Highway 12 (SR 12), between Bailey's IGA grocery store and 183rd Ave. SW is Rochester's Main Street. It carries an estimated daily volume of 14,000 vehicle trips per day. This area contains the majority of area businesses, a middle school, Rochester Organization of Families (ROOF) Community Services, the Boys and Girls Club, and drives the economic health of the community. However, it is not living up to its economic potential – there are empty store fronts and numerous vacant lots throughout the corridor. Increases in safety, mobility and access will increase economic vitality.

This project will engage the community in identifying strategies for SR 12 in order to accommodate through traffic, increase safety and access, support multimodal transportation, improve environmental health, and increase the economic vibrancy of the community. Community stakeholders include local businesses, residents, property owners, the Rochester School District, the Confederated Tribes of the Chehalis Reservation, and other community organizations. Strategies may include: defining downtown through items such as gateways; enhancing the pedestrian space for nearby residents, school children, and travelers that stop and explore; and increasing opportunities for multimodal travel including walking, biking, transit, freight, and passenger vehicles. Strategies may also include examining parallel routes for multimodal trails, and defining walking routes to schools. These improvements will strengthen the character of Rochester's downtown and better equip the area to recruit new and maintain existing businesses.

While not incorporated, the Rochester community values collaboration and has worked together on several successful projects including converting an older school property into a community center with police, school, community service, recreation, and library facilities. Most recently, the community came together to garner funding to add a walking path at the community center, which provides physical activity opportunities for the entire community. The Rochester community has also partnered with the nearby Confederated Tribes of the Chehalis Reservation on several health and economic development related activities.

**Collaboration and Partnership:** This project is a partnership between Thurston County, Thurston Regional Planning Council, the Washington State Department of Transportation, and Thurston Economic Development Council.

Thurston County is the project sponsor and will provide matching funds and design visualization and planning services. Thurston Regional Planning Council will be the project lead. Washington State Department of Transportation will participate in the project and provide matching funds. Thurston Economic Development Council will conduct business interviews.

**Project Title:** Main Street Rochester Strategy

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

**Previous Work:** This project will be patterned after, and leverage, a similar project in the nearby cities of Tenino and Rainier. People from the Main Street 507 communities identified a list of improvements for the cities to undertake to improve the economic vitality and safety of their downtowns.

**STEDI:** The rural community participants of the South Thurston Economic Development Initiative (STEDI) have chosen the Rochester area as an especial point of focus for the 2017 work plan, including business outreach and the launching of a Rural Buy Local Campaign. Thurston EDC staff is regularly attending monthly meetings of the Rochester Chamber of Commerce, where several contact lists of area businesses have already been generated. Representatives from the rural jurisdictions of Yelm, Rainier, Tenino, and Bucoda have pledged time and resources to the effort and many creative ideas are being discussed to engage the community. Support organizations such as the Timberland Regional Library, the Visitor & Convention Bureau, Thurston WSU Extension, Lucky Eagle Casino and others have also committed time and expertise to the endeavors. Within this context and aligning with the already existing momentum through the STEDI undertakings, it would appear to be an excellent and fortuitous time for TRPC's Rochester Main Street Project.

**Sustainable Thurston and Regional Transportation Plan:** Please see Support for Recognized Regional Initiatives.

**Obligation Commitment:** As a planning project, this project will be eligible to obligate after it is amended into the State Transportation Improvement Plan.

**Groundwork for Additional Work:** The project will result in an investment strategy with clearly identified next steps, including infrastructure investments along the highway and key intersecting streets. The final report will include project scoping and cost estimates for infrastructure improvements.

This project will result in the following products:

- A Current Conditions Report detailing results of technical evaluation, regulatory code audit, and public outreach, including community, school, and business surveys. This report will identify safety, mobility, access, infrastructure, and regulatory concerns.
- An Action Plan outlining strategies to address the concerns outlined in the Current Conditions Report, including identifying specific infrastructure improvements and design visualization.
- Preliminary Planning Estimates for infrastructure improvements to prepare for future grant funding.
- Regulatory Changes such as changes to parking requirements, building setbacks, frontage improvements, consolidation of access points to highway 12 to increase mobility, safety, and economic vibrancy along the commercial corridor.
- A Final Report summarizing the project.

**Support of Recognized Regional Initiatives (continued)**

Planning for Main Street Highways has also been highlighted in the Regional Transportation Plan as an area of special interest in how we plan for our transportation system, and is listed as a supportive measure in the Transportation and Land Use Consistency goals: Minimize the impacts of highways on each of the historic South County community centers.

K:\GUEST\Transportation\STP-CMAQ-TAP Funding and Obligations\CY2017 Process\ProcessMaterials\ApplicationForms\2016 STP Application Form.doc



10140 Highway 12 SW  
PO Box 312  
Rochester, Washington 98579  
Phone: (360) 273-6375  
Fax: (360) 273-1009  
[www.ROOFCommunityServices.org](http://www.ROOFCommunityServices.org)

October 6, 2016

Dear Transportation Policy Board,

ROOF Community Services whole heartedly supports the Thurston County, Thurston Regional Planning Council, and Washington State Department of Transportation's grant proposal for Main Street Rochester (State Route 12).

Involving the community in identifying strategies for the busy travel corridor in order to accommodate through traffic, increase safety and access, support multimodal transportation, improve environmental health, and increase the economic vibrancy of the community is a long overdue and meaningful effort.

This project will result in specific infrastructure recommendations, leading to improvements in safety, mobility and access that will benefit not just our community, but the region as a whole. Thank you for considering funding this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kellie McNelly".

Kellie McNelly  
Executive Director

*Rochester Organization of Families*

**LAW OFFICES OF LAUREL SMITH, PS**  
ATTORNEYS AND COUNSELORS AT LAW  
A PROFESSIONAL SERVICES CORPORATION

10118 Hwy. 12 SW  
P. O. Box 310  
Rochester, WA 98579  
Phone: 360-273-5941  
FAX: 360-273-6946

---

October 10, 2016

Dear Transportation Policy Board:

I have run a micro-business on Highway 12 for almost 40 years. The Main Street Rochester (State Route 12) grant proposal is a great idea. Rochester has long been the poor cousin of the Thurston County urban hub. Nevertheless, Rochester is a rural hub for local people to shop, buy gas, purchase services and goods, get involved in school organizations for their kids, bank, and eat. It is not pedestrian-friendly, does not have sidewalks, is not inviting for people to stop (will I get mugged?) but it is a community, and it is stable, and the same families have chosen to remain here for generations because, despite its looks, it has a lot to offer. Kids wander to and fro from the school to the Boys and Girls Club, and to ROOF Community Services; people walk to the Food Bank. It could be a much more attractive, inviting space, more in line with the actual spirit of its inhabitants.

Involving the community in identifying strategies for the busy travel corridor to better accommodate through traffic, increase safety and access, support multimodal transportation, improve environmental health, and increase the economic vibrancy of the community is a long overdue and meaningful effort.

This project purports to result in specific infrastructure recommendations, leading to improvements in safety, mobility and access. This will be great for the people who live here, and for the people who travel through here, and for the people who will be more likely to stop here.

Thank you for considering funding this project.

Sincerely,



Laurel Smith

10/10/2016

Dear Transportation Policy Board,

I, Brian Riley, owner of Riley Insurance Agency - Farmers Insurance, a business located in downtown Rochester on Highway 12 whole heartedly supports the Thurston County, Thurston Regional Planning Council, and Washington State Department of Transportation's grant proposal for Main Street Rochester (State Route 12).

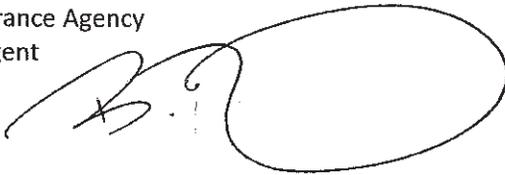
Involving the community in identifying strategies for the busy travel corridor in order to accommodate through traffic, increase safety and access, support multimodal transportation, improve environmental health, and increase the economic vibrancy of the community is a long overdue and meaningful effort.

This project will result in specific infrastructure recommendations, leading to improvements in safety, mobility and access that will benefit not just our community, but the region as a whole.

Thank you for considering funding this project.

Sincerely,

Brian Riley  
Riley Insurance Agency  
Owner/Agent

A handwritten signature in black ink, appearing to be 'B. Riley', written over a large, hand-drawn oval shape.

Board of Directors  
*Ben Elkins*  
*Camille Haskins*  
*Michael Langer*  
*Glen Morgan*  
*John Mortenson*



Superintendent  
*Kimberly M. Fry*  
 Director of Curriculum  
 Assessment & Technology  
*Justin J. Black*  
 Business Manager  
*Jill Pratt*

10-13-16

Dear Transportation Policy Board,

The Rochester School District whole heartedly supports the Thurston County, Thurston Regional Planning Council, and Washington State Department of Transportation's grant proposal for Main Street Rochester (State Route 12).

Involving the community in identifying strategies for the busy travel corridor in order to accommodate through traffic, increase safety and access, support multimodal transportation, improve environmental health, and increase the economic vibrancy of the community is a long overdue and meaningful effort.

This project will result in specific infrastructure recommendations, leading to improvements in safety, mobility and access that will benefit not just our community, but the region as a whole. Thank you for considering funding this project.

Sincerely,

Kimberly M. Fry  
 Superintendent

### Main Street Rochester Strategy



Bailey's IGA (right) serves is the first Rochester business encountered for travelers approaching from the west.



School crossing in front of middle school.



Sidewalk in front of community center.



Vacant land across from Subway.



Mainstreet Rochester vicinity map.





**PROJECT PHASING AND COSTS**

Identify project phases and costs		<b>Phase</b>	<b>Cost</b>
<b>Construction Projects</b> (mark the appropriate phase and enter cost)	Preliminary Engineering/Design:	<input type="checkbox"/>	\$ _____
	Right-of-Way:	<input type="checkbox"/>	\$ _____
	Construction:	<input type="checkbox"/>	\$ _____
<b>Vehicle Acquisition Projects</b>	Vehicle Purchase	<input type="checkbox"/>	\$ _____
<b>Transportation Programs, Services, or Studies</b>	Programs, Studies, or Services	<input checked="" type="checkbox"/>	\$ 100000

\*Construction proposals that include two or more project phases spanning more than one year must include a separate application for each phase.

**YEAR OF OBLIGATION**

<b>FFY 2017 – 2019 Project Obligation</b>	2017	2018	2019
Select the preferred federal fiscal year the project <u>will</u> obligate*	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Select an alternate federal fiscal year the project <u>could</u> obligate	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**STP FUNDING REQUEST AND MATCHING REVENUES**

<b>Federal Funding Request and Match</b> (non-federal share)			*Applicants must provide a minimum of 13.5% non-federal share to federal share. <b>Example</b> Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant*	Local funding or other sources	\$ 25000	
	State funding	\$ _____	
	<b>STP Grant Request</b>	\$ 75000	
	<b>Total Project/Phase Revenue</b>	\$ 100000	

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

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

This project directly supports the recognized regional initiatives, in addition to the Regional Transportation Plan. The goals are met by improving the safety of pedestrian and bicyclists by installing protected midblock crossings. By improving the safety of the pedestrian and bicycle facilities through the project limits the public is more likely to use alternative methods of transportation (i.e. walking or biking) to commute rather than using single occupancy vehicles.

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative Thurston County Public Works - Scott Davis, PE - Interim County Engineer

CA Signature and Date \_\_\_\_\_ 10/17/2016

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested STP grant. If selected, **the project will obligate funding by the date indicated on the award letter**; failure to do so may result in loss of funding for the project and funds will not be restored. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

Scott Davis, PE - Thurston County Public Works Interim County Engineer

Name and Title of Designated Representative

  
\_\_\_\_\_  
Signature of Designated Representative

10/17/2016  
Date

**Project Title:** Pacific Ave and Yelm Hwy Midblock Crosswalks Study

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

Regional Initiatives Cont...

- 1) Regional Transportation Plan - Transportation Relations Goals 2-3, System Management Goals 4-5 & 7 and System Components Goals 9 & 12. The study among other things will improve multi-modal components of the transportation, eliminate accessible barriers, improve safety performance by reducing risk, repair outdated sidewalk ramps, using technologies to improve crossing safety (e.g., rectangular rapid flashing beacons) and support public transportation by coordinating crossing opportunities with transit stops.
- 2) Thurston Thrives - by creating safe, convenient and abundant opportunities for physical activity. This would be done by identifying locations to improve street crossings.

Project Description and Significance

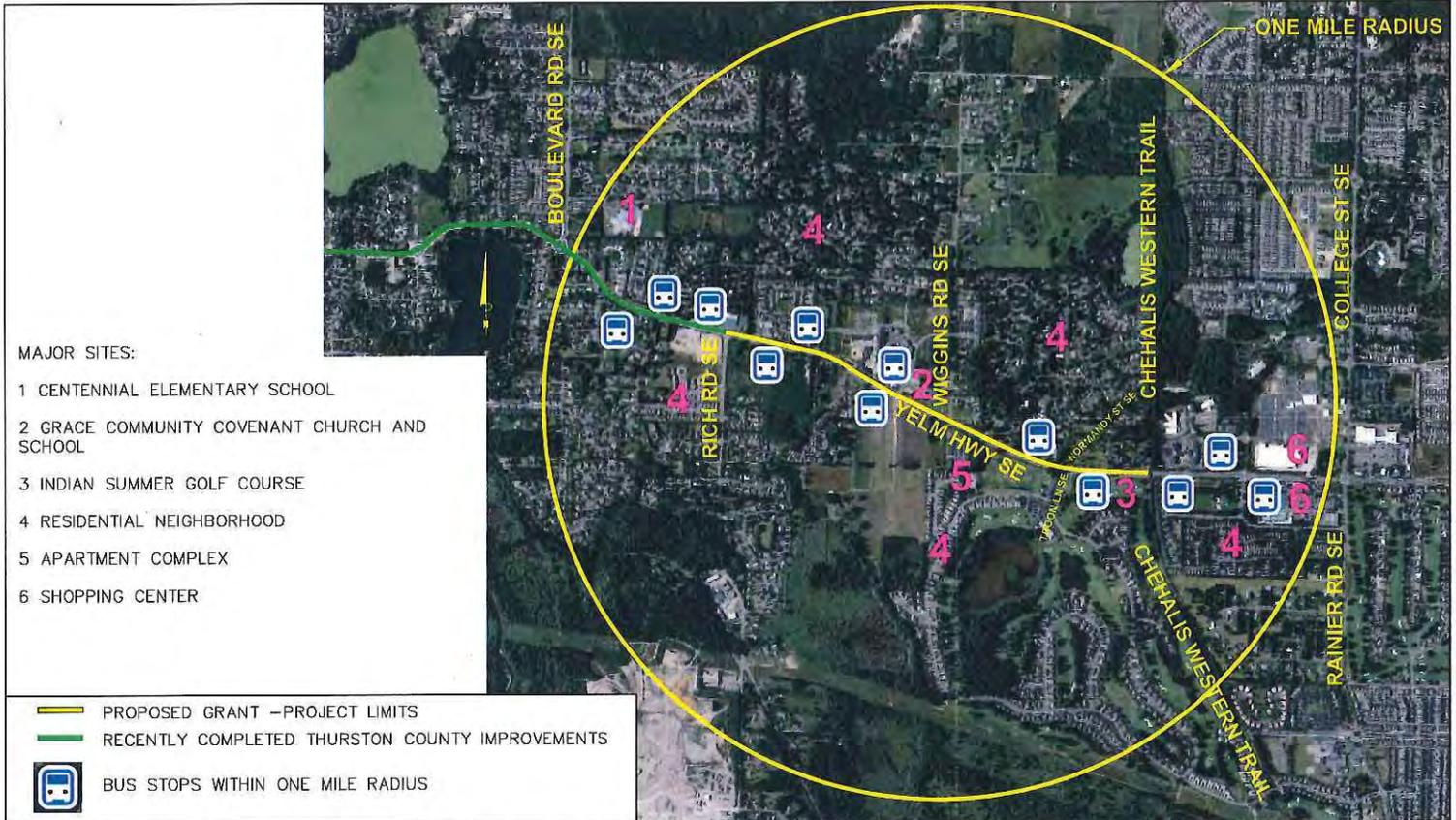
This project is to study mid-block crossings along the five lane section of Yelm Hwy, from Rich Rd to the Lacey City Limits and another 5 lane section of Pacific Ave, from Lacey City Limits to Steilacoom Rd, improving the safety of bicyclists and pedestrians.

Yelm Hwy is a major connection route between the Cities of Tumwater, Lacey and Olympia. The portion of Yelm Hwy provides direct access to several residential subdivisions and apartment complexes, several businesses, a golf course, park and the Chehalis Western Trail System. Yelm Hwy is federally classified as an Urban Principal Arterial, has an average daily traffic (ADT) volume of 21,000 vehicles per day and a posted speed limit of 40 mph.

Pacific Ave is one of the few west-east corridors that parallels 1-5 due to the lakes within the Urban Growth Areas. This portion of Pacific Ave provides direct access to a school, church, day-care, community center, elderly care facility and several businesses and residential areas. Pacific Ave is federally classified as an Urban Principal Arterial, has an ADT volume of 15,000 vehicles per day and a posted speed limit of 40 mph.

Public Works will collaborate with Intercity Transit regarding the final placement of the crossings since there are transit stops located within both project corridors.

Well-designed mid-block crossings, provide many safety benefits to pedestrians and bicyclists. Currently, crosswalks exist at signalized intersections with the corridor limits in some cases creating long distances without marked crossings. Since convenient and manageable crossing points are not identified. This study will determine the locations of the crossings as well as the specific design details including accessibility improvements. Design details could include but are not limited to medians, beacons, lighting, ramp improvements, etc.

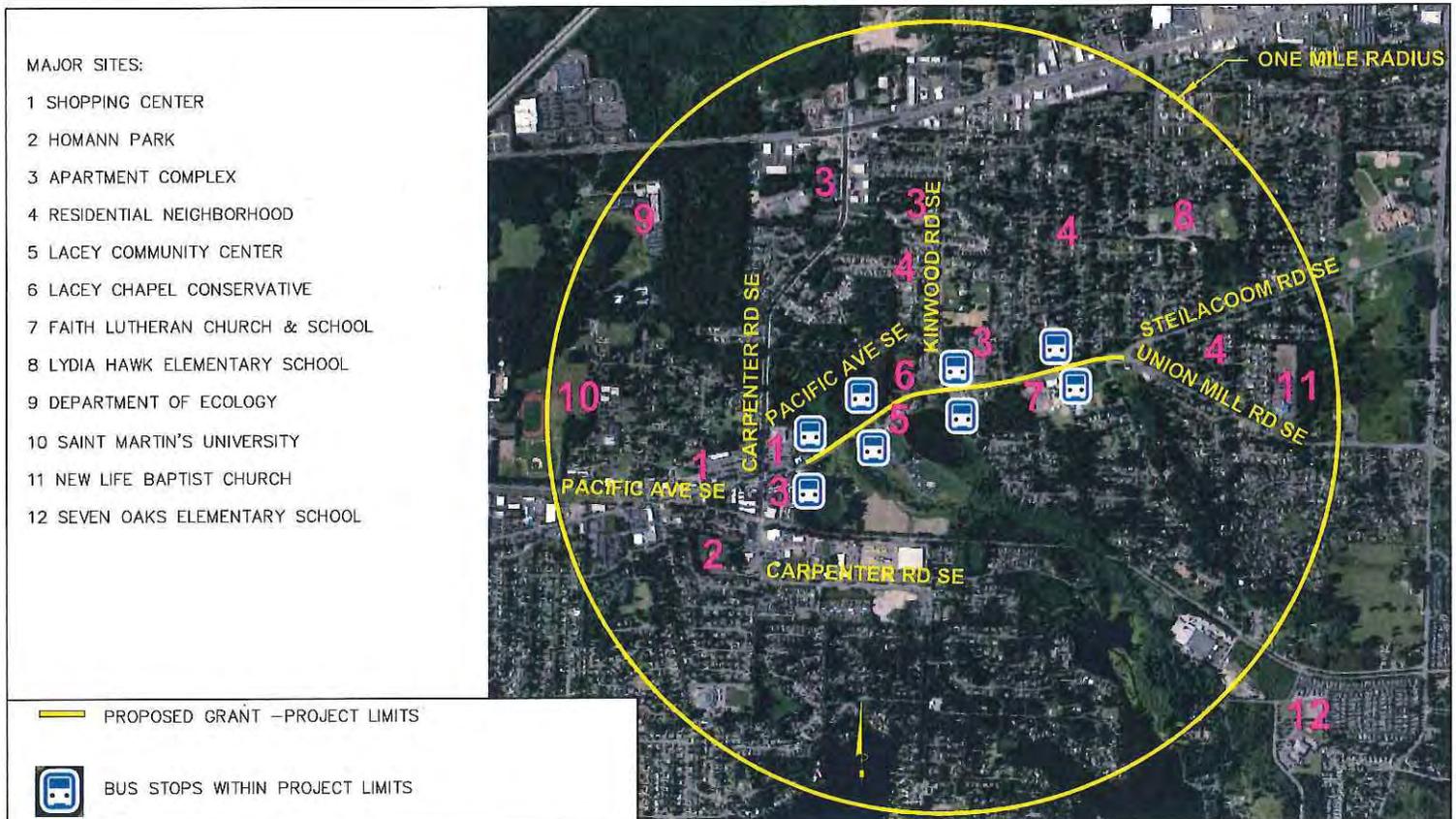


MAJOR SITES:

- 1 CENTENNIAL ELEMENTARY SCHOOL
- 2 GRACE COMMUNITY COVENANT CHURCH AND SCHOOL
- 3 INDIAN SUMMER GOLF COURSE
- 4 RESIDENTIAL NEIGHBORHOOD
- 5 APARTMENT COMPLEX
- 6 SHOPPING CENTER

 PROPOSED GRANT -PROJECT LIMITS  
 RECENTLY COMPLETED THURSTON COUNTY IMPROVEMENTS  
 BUS STOPS WITHIN ONE MILE RADIUS

**YELM HWY SE - RICH RD TO CHEHALIS WESTERN TRAIL, MIDBLOCK CROSSING LIMITS, 1-MILE RADIUS VICINITY**



MAJOR SITES:

- 1 SHOPPING CENTER
- 2 HOMANN PARK
- 3 APARTMENT COMPLEX
- 4 RESIDENTIAL NEIGHBORHOOD
- 5 LACEY COMMUNITY CENTER
- 6 LACEY CHAPEL CONSERVATIVE
- 7 FAITH LUTHERAN CHURCH & SCHOOL
- 8 LYDIA HAWK ELEMENTARY SCHOOL
- 9 DEPARTMENT OF ECOLOGY
- 10 SAINT MARTIN'S UNIVERSITY
- 11 NEW LIFE BAPTIST CHURCH
- 12 SEVEN OAKS ELEMENTARY SCHOOL

 PROPOSED GRANT -PROJECT LIMITS  
 BUS STOPS WITHIN PROJECT LIMITS

**PACIFIC AVENUE SE - LACEY CITY LIMITS TO STEILACOOM RD SE, MIDBLOCK CROSSING LIMITS, 1-MILE RADIUS VICINITY**



**PROJECT PHASING AND COSTS**

Identify project phases and costs (mark the appropriate phase and enter cost)		Phase	Cost
<b>Construction Projects</b>	Preliminary Engineering/Design:	<input type="checkbox"/>	\$ _____
	Right-of-Way:	<input type="checkbox"/>	\$ _____
	Construction:	<input type="checkbox"/>	\$ _____
<b>Vehicle Acquisition Projects</b>	Vehicle Purchase	<input type="checkbox"/>	\$ _____
<b>Transportation Programs, Services, or Studies</b>	Programs, Studies, or Services	<input checked="" type="checkbox"/>	\$ 67759

\*Construction proposals that include two or more project phases spanning more than one year must include a separate application for each phase.

**YEAR OF OBLIGATION**

**FFY 2017 – 2019 Project Obligation**

Select the preferred federal fiscal year the project <u>will</u> obligate*	2017	2018	2019
Select an alternate federal fiscal year the project <u>could</u> obligate	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**STP FUNDING REQUEST AND MATCHING REVENUES**

**Federal Funding Request and Match** (non-federal share)

From Project Applicant*	Local funding or other sources	\$ 9165
	State funding	\$ 0
<b>STP Grant Request</b>		<b>\$ 58594</b>
<b>Total Project/Phase Revenue</b>		<b>\$ 67759</b>

\*Applicants must provide a minimum of 13.5% non-federal share to federal share.  
**Example**  
 Total Project Cost is \$100,000  
 Minimum non-federal share: \$13,500  
 Federal STP Funds: \$86,500

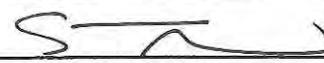
**SUPPORT FOR THE REGIONAL TRANSPORTATION PLAN, SUSTAINABLE THURSTON OR OTHER REGIONAL INITIATIVES**

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

This project contributes to accomplishment of the Health & Human Services and Schools & Transportation goals of Sustainable Thurston (ST), and the Healthy Kids, Safe Streets Action Plan. It addresses ST Transportation goals aimed at increased efficiency alongside reduced congestion and emissions. Safe Routes to School is a strategy to achieve the Thurston Thrives Community Design goal of creating safe, convenient, abundant opportunities for physical activity across Thurston County (see RTP Ch. 2, p. 37; also Appendix 2 Strategy Map)

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative Thurston County Public Works, Scott Davis, Interim County Engineer

CA Signature and Date  10/17/16

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested STP grant. If selected, the project will obligate funding by the date indicated on the award letter; failure to do so may result in loss of funding for the project and funds will not be restored. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

Tom Stuebner, Director  
 Name and Title of Designated Representative



Signature of Designated Representative

10/17/2016

Date

**Project Title:** Safe & Active Routes to Schools - Thurston County

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

Thurston County Public Health & Social Services aims to work with partners to extend, to other unincorporated areas and southern Thurston County communities, the Safe & Active Routes to Schools project (SARTS Project) we have done successfully in NE Thurston County. The project will address important transportation safety issues: only 34% of middle school students in Thurston County walk or bike to school, as well as health concerns: about 2 in 3 students do not meet physical activity recommendations. We will conduct the program in at least two school districts, beyond current work with N. Thurston Public Schools, serving multiple school sites in each (at least 5 total sites). The Health Department and partners (schools, Safe Kids Thurston County, Thurston County Public Works, and Thurston Regional Planning Council) will carry out the following Safe & Active Routes to School activities:

1. Assessment of conditions: examining street environments, presence of assets like attractive features, street lighting, and crossing improvements; traffic collision and speed data
2. Create action plans with school communities and local governments to address identified barriers to, and build on assets for safe and active transportation
3. Implement short-term improvements and provide programming support for kids and families – examples include: installation of wayfinding signs; providing safe walking route information; organizing walk or bicycle to school day; purchasing bike racks for schools
4. Update safe routes to school maps and information for families, and
5. Conduct support programming, such as convening and supporting an on-site committee at a minimum of two school sites to assist in organizing walking school buses and programs that encourage active and safe travel to school.

Safe Routes to School is listed in Thurston County's 2016-21 TIP. There are many benefits that accrue from the SARTS Project, a proven transportation & health intervention addressing education, encouragement, and engineering:

Immediate impact (within one year)

- Build community engagement on defining safe routes and making improvements
- Provide information supports for children and families to be safe and active

Medium-term results (from 1-2 years)

- More children developing skills and habits of safe and active transportation: walking, bicycling, or other physically active ways of traveling. For children and families traveling to school, as well as others traveling in the school zone or school neighborhood (motor vehicle drivers as well as people walking or bicycling), safer travel behavior results

- A more supportive environment in neighborhood around schools for safe and active transportation

Longer-term outcomes (2-5 years)

- Reduced injury collisions and traffic deaths
- Reduced motor vehicle use and associated improved air quality and reduced climate changing emissions
- Increased physical activity and reduced obesity

**Project Title:** Safe & Active Routes to Schools - Thurston County

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

The SARTS Project will not only provide some immediate benefits in terms of better understanding the barriers and opportunities for creating added support for safe and active transportation in more areas of Thurston County, it will lay the groundwork for additional larger infrastructure projects in the future. Thurston County Public Works has a track record of taking such foundational environmental assessment work and turning it into successful Safe Routes to School grant proposals to WSDOT: a current Lydia Hawk Elementary entry sidewalk and traffic calming project and a proposed (possible top-tier) safe school zone project for Olympic View Elementary. Partners continue to seek additional funding from a variety of sources to make improvements and serve people in more areas of the region (see appendices 3 and 4).

**Support of Regional Transportation Plan (RTP) Goals**

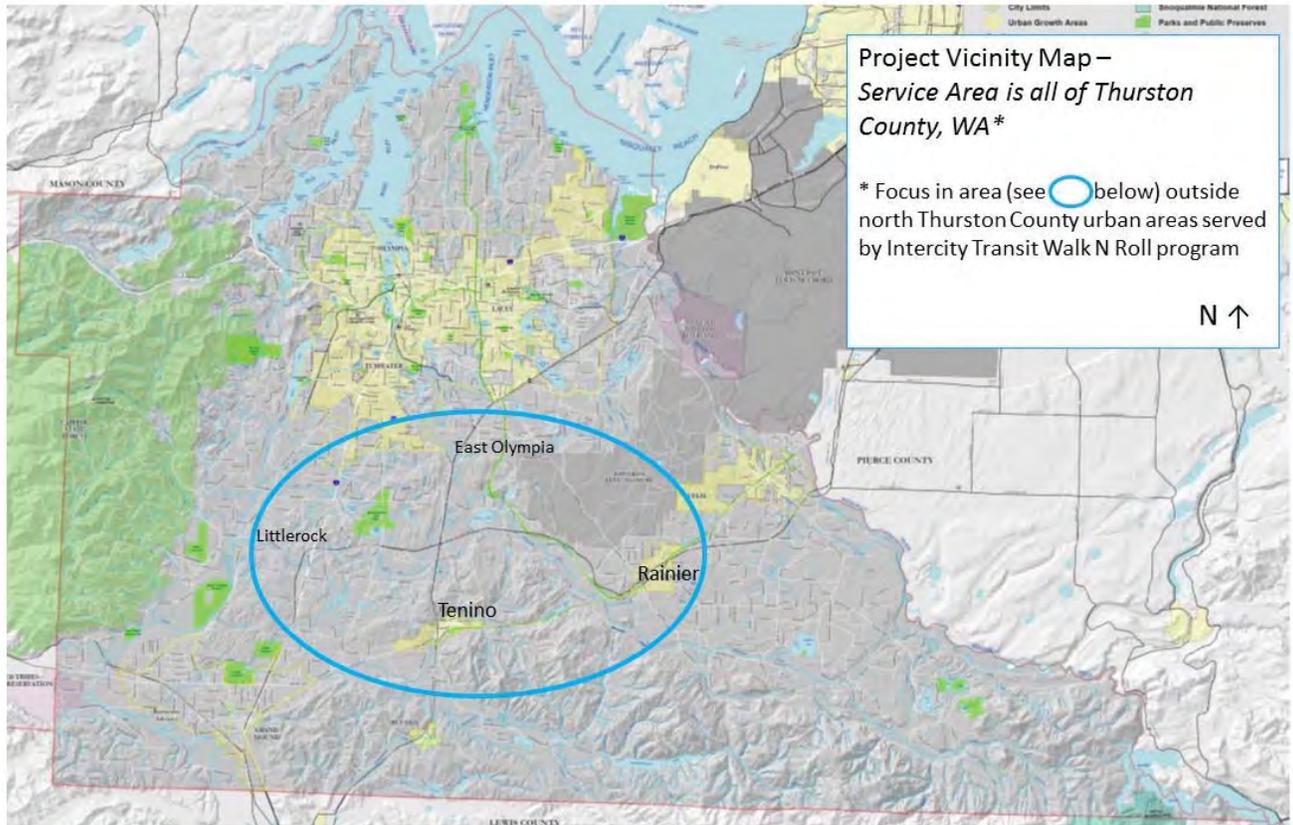
As noted above, this Safe & Active Routes to Schools project proposal puts regional goals and initiatives into action by making improvements to the built environment that increase safety and efficiency and increasing supports for active transportation. In addition to direct references to Safe Routes to School in the RTP (Policy 4.3. in System Safety and Security), the project will help to create safe and vibrant neighborhoods (Policy 1.1) and develop supports for active transportation (Policy 11.b "Provide safe and convenient bicycle routes to all schools in the region, and encourage their use.") It also addresses Policy 12.d "Develop and encourage connections for pedestrian and bicycle travel to shorten trip lengths to transit routes, schools..."). Other goals and policies for these active modes call for increasing the mode share for walking and bicycling by way of the kinds of small projects and planning efforts for which this project can provide a foundation (policies 11d., 12.f, and 12.g.). The project also directly serves the Transportation Demand Management Policy 6.b "Encourage use of public transportation, ridesharing, bicycling, and walking by improving access, convenience, and reliability." These of course all support overall emphasis in STP and the RTP on a safe and efficient Multimodal Transportation System (RTP Goal 2). In implementing the Thurston Thrives Community Design 'Sustain Safe Routes to School' strategy, this project bolsters objectives of improving places and connections (see strategy map in Appendix 2) that aim to create active-friendly environments close to where people live, and increasing the use of these active places, so that levels of physical activity increase and our community's health improves in the longer run.

Thurston County Public Health & Social Services, working with Certification Acceptance Agency Thurston County Public Works Department, is ready to obligate the funds and implement this project, alongside its partners, as soon as the funding is made available (i.e. spring 2017). This would allow us to begin assessments and work with school districts and their communities to identify needed improvements and Safe Routes to School programming. Products would include assessment reports and action plans by school district. This obligation timeline would allow us to put these steps into action as early as the end of the 2016-2017 school year, and be implementing changes for the health, safety and transportation efficiency of our community in the school years that follow.

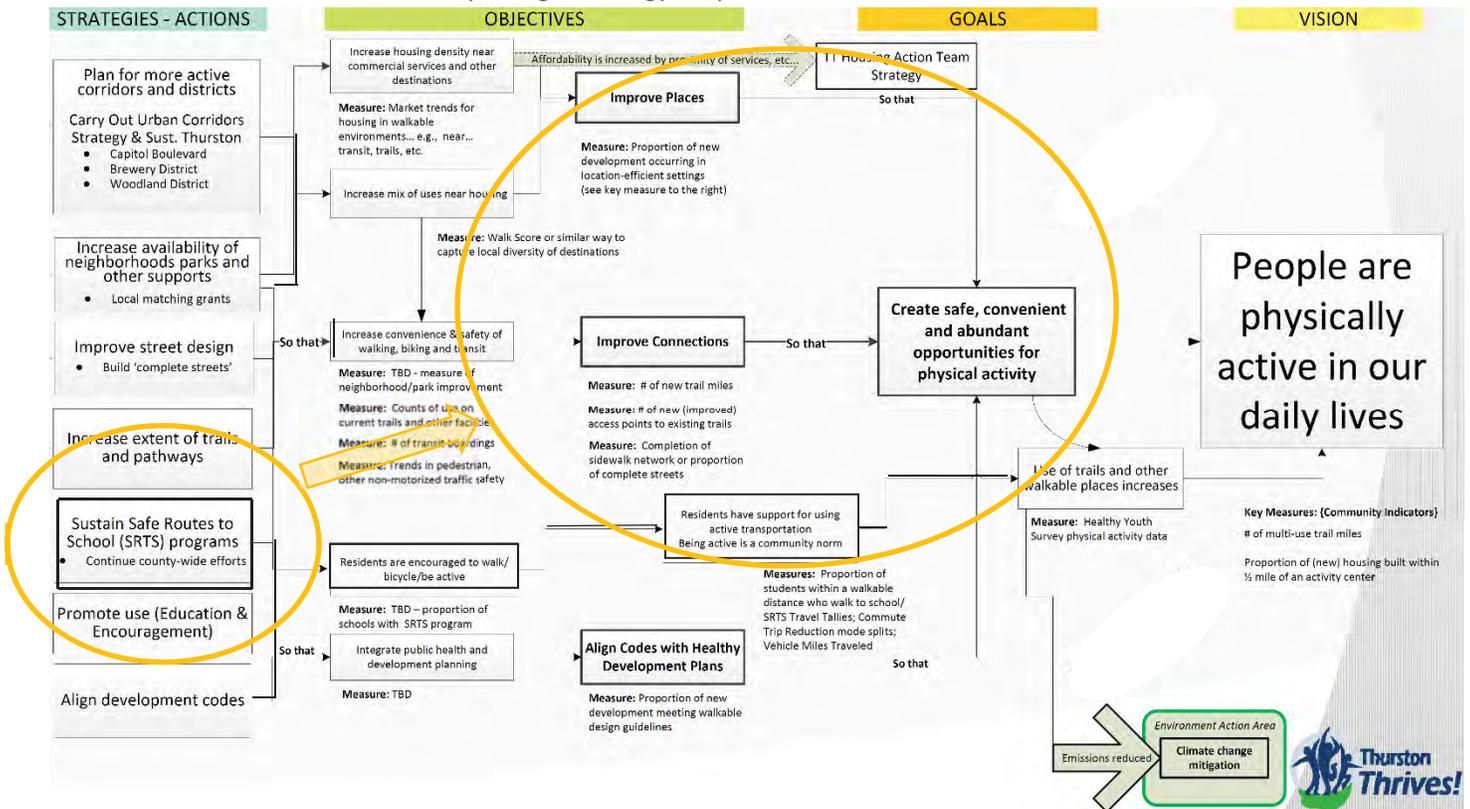
K:\GUEST\Transportation\STP-CMAQ-TAP Funding and Obligations\CY2017 Process\ProcessMaterials\ApplicationForms\2016 STP Application Form.doc

## Safe & Active Routes to Schools - Thurston County - Appendices:

### 1. Safe & Active Routes to Schools Vicinity Map



### 2. Thurston Thrives Community Design Strategy Map





October 14, 2016

Paul Brewster  
Thurston Regional Planning Council  
2424 Heritage Ct. SW, Suite A  
Olympia, WA 98502

Re: Transportation Alternatives Program Call for Projects

Dear Mr. Brewster,

Safe Routes to School projects are proven to increase participation in walking, bicycling and other active transportation to school. We see these travel modes as valuable ways for people to reach the public transportation our agency provides, especially when they lack access to a motor vehicle. Intercity Transit is committed to promoting a multi-modal approach to transportation and this type of project corresponds to and supports our mission.

The proposed Safe Routes to School project also complements our Walk N Roll program by serving areas of Thurston County outside of Intercity Transit's Public Transportation Benefit Area. Like Walk N Roll, this engages a community in improving safety and encourages use of a healthy, active form of travel. When more people in the community commit to walking, biking, and using transit, our streets become safer and less congested for all users.

We are very interested in continued collaboration to have positive impacts consistent with the Healthy Kids Safe Streets Action Plan at more schools in our community. Please support this worthwhile project to extend the benefits of safer, more active travel to and from school to more of Thurston County's families.

Sincerely,

A handwritten signature in black ink, appearing to read "Ann Freeman-Manzanares".

Ann Freeman-Manzanares  
General Manager



3729 Griffin Lane SE  
 Olympia, WA 98501  
 360-786-8907 ext. 107

Transportation Alternatives Program Call for Projects  
 c/o Paul Brewster – Thurston Regional Planning Council  
 2424 Heritage Ct. SW, Suite A  
 Olympia, WA 98502

Dated: by October 14

Mr. Brewster,

Childhood unintentional injuries are the leading cause of death among children from ages one to 19 years, representing nearly 40 percent of all deaths in this age group. Our organization is focused on preventing child injury and deaths by achieving reductions in key sources such as youth pedestrian safety, and safe biking. Working with several organizations, we formed the Youth Pedestrian Task Force in 2012 to address issues in school zones and find solutions through various programs and projects.

We have been a partner of the health department over several years during which we have successfully implemented these projects with two neighborhoods, Tanglewilde and Thompson Place in eastern Thurston County. One of the projects resulted in immediate improvements: neighborhood signs for the schools, a pathway enhancement and program support (Walk to School Day) and other traffic safety education. It has also been awarded WSDOT Safe Routes to School funding to implement new sidewalk and traffic calming infrastructure. The other, more recent project around Olympic View Elementary has held a walk to school day event and community meeting and is in the running for the next round of WSDOT Safe Routes to School funding.

We hope to continue working together with the health department and to be able to distribute bicycle helmets to children of families both within this and other safe school travel projects like Walk N Roll. Please give strong consideration to the Safe & Active Routes to School proposal from Thurston County as part of your grant process.

Sincerely,

A handwritten signature in black ink that reads "Danielle King".

Danielle King  
 Coordinator  
 Danielle@ccacwa.org



[safekidsthurstoncounty.org](http://safekidsthurstoncounty.org)

**TENINO ELEMENTARY SCHOOL**

P.O. Box 4024, Tenino, WA 98589  
360-264-3700

Charles Harrington, Principal  
Susanne Miller, Secretary

October 14, 2016

Dear Thurston County Public Health & Social Services,

Tenino Elementary is eager to have the support of Thurston County Public Health & Social Services and its partners to accomplish a Safe & Active Routes to School project.

I have seen the benefits of similar projects as I worked in the North Thurston Public Schools district in and around Lacey. We made some great strides at Lydia Hawk and Mountain View elementary schools. I also saw the benefits in the Tanglewilde neighborhood of more kids also being able, and having the encouragement, to walk safely to nearby Nisqually Middle School. It would be a great benefit to our students to have this program in our community.

Please give strong consideration to this proposed Safe & Active Routes to School project so that we can do even more to build a generation of healthy, active and safe kids. Please consider our school and school district to be a willing partner in bringing a Safe & Active Routes to School approach to our community.

Sincerely,

Charles Harrington  
Principal/Tenino Elementary

### 3. Other Current Federal/State Grants

Thurston County Public Health & Social Services is a subrecipient on a WSDOT Safe Routes to School Grant to Thurston County Public Works, which serves as the CA. See listing of Thurston County Federally Funded projects (separate attachment). The health department receives \$25,000 of the grant, which supports work on the education and encouragement aspects of the Lydia Hawk/Tanglewilde project to improve roadway conditions in the vicinity of the school entrance. Already, Thurston County has obligated and completed preliminary work on this project. The health department has conducted work to engage both Lydia Hawk and other nearby schools in safe and active routes to school activities (committee and school leadership meetings; walk- and bicycle-to-school events). Design is expected to be done within the next 8 months to allow construction during summer 2017. See below for discussion of other applications.

### 4. Other Support/Coordination

A letter of interest for support of Safe School Zones assessment and action planning has been submitted by Safe Kids Thurston County in a separate funding opportunity (Safe Kids Worldwide). This would provide the assessment and action portion of the process described in the Safe & Active Routes to Schools narrative to be done with Tenino schools. If Safe Kids were awarded that funding, we would shift the offering of this Safe & Active Routes to School project to other areas of Thurston County (examples: East Olympia, Littlerock in Tumwater School District, Rainier, and possibly other areas of Thurston County).

Intercity Transit's Walk N Roll, funded separately, serves the Public Transportation Benefit Area with Safe Routes to School programming, primarily the urban areas of Thurston County, with primary focus on education and encouragement activities. This makes an excellent counterpart to the Safe & Active Routes to Schools efforts in unincorporated and more rural areas of Thurston County.

### 5. Letters of Support (see following pages)





# 2016 Regional Surface Transportation Program (STP) Grant Application

**PROJECT TITLE:** Thurston County Bicycle Map, 6th Edition

TRPC use only

## GENERAL PROJECT INFORMATION

Agency or Organization Thurston Regional Planning Council  
 Contact Person Scott Carte  
 Phone Number 360-741-2535  
 Email Address cartes@trpc.org

**Type of Transportation Partner** (Check one)

Traditional Transportation Partner   
 Non-Traditional Transportation Partner

**Type of Regional Funding Priority** (Check all that apply)

Safety	<input checked="" type="checkbox"/>
Preservation	<input type="checkbox"/>
Efficiency	<input checked="" type="checkbox"/>

### Threshold Criteria

Project elements meet all regional eligibility requirements   
 Project elements and administration meet all federal eligibility requirements   
 Applicant can demonstrate ability to obligate funding as proposed

## STATUS OF EXISTING FEDERAL PROJECTS

	Yes	No
<b>Does the applicant have any other regional STP projects underway?</b> (yes or no)	<input type="radio"/>	<input checked="" type="radio"/>
<b>Does the applicant have any other state selected federal projects underway?</b> (yes or no)	<input type="radio"/>	<input checked="" type="radio"/>

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

## PROJECT OVERVIEW

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

This project will update Thurston County Bicycle Map and offer both print and electronic versions to the public. The map is updated around every 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.

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

<b>Construction Projects</b>	Project Location	<u>N/A</u>
	Type of Construction Project	<u></u>
	Roadway Classification	<u></u>
	Length of Construction Project	<u></u>
<b>Vehicle Acquisition Projects</b>	Number of Vehicles	<u>N/A</u>
	Type of Vehicle	<u></u>
<b>Transportation Programs/Services /Studies</b>	Delivery Area of Program/Service/Study	<u>Thurston County</u>
	Type of Program/Service/Study	<u>Bicycle Map with Traffic Safety Information</u>
	Duration of Program/Service/Study	<u>2018-2021</u>

**PROJECT PHASING AND COSTS**

Identify project phases and costs	<b>Phase</b>	<b>Cost</b>
<b>Construction Projects</b> (mark the appropriate phase and enter cost)	Preliminary Engineering/Design:	<input type="checkbox"/> \$ _____
	Right-of-Way:	<input type="checkbox"/> \$ _____
	Construction:	<input type="checkbox"/> \$ _____
<b>Vehicle Acquisition Projects</b>	Vehicle Purchase	<input type="checkbox"/> \$ _____
<b>Transportation Programs, Services, or Studies</b>	Programs, Studies, or Services	<input checked="" type="checkbox"/> \$ 44175

\*Construction proposals that include two or more project phases spanning more than one year must include a separate application for each phase.

**YEAR OF OBLIGATION**

<b>FFY 2017 – 2019 Project Obligation</b>	2017	2018	2019
Select the preferred federal fiscal year the project <u>will</u> obligate*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Select an alternate federal fiscal year the project <u>could</u> obligate	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**STP FUNDING REQUEST AND MATCHING REVENUES**

<b>Federal Funding Request and Match</b> (non-federal share)		<i>*Applicants must provide a minimum of 13.5% non-federal share to federal share.</i> <b>Example</b> Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant*	Local funding or other sources \$ 5965	
	State funding \$ _____	
	<b>STP Grant Request</b> \$ 38210	
	<b>Total Project/Phase Revenue</b> \$ 44175	

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

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

The bike map directly supports RTP policies and supportive measures, including: 2.d Promote public education on the rights and responsibilities of automobile drivers, bicyclists, and walkers...; 11.f Support education programs for motorists and bicyclists to increase understanding of bicycling laws, and encourage safe and lawful sharing of the road; Goal 11 Bicycling - Supportive Measure, "Continue to update and publish the Thurston County Bicycle Map."

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative R. Veena Tabbutt, Thurston Regional Planning Council

CA Signature and Date R. Veena Tabbutt Oct 10, 2016

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested STP grant. If selected, **the project will obligate funding by the date indicated on the award letter**; failure to do so may result in loss of funding for the project and funds will not be restored. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

R. Veena Tabbutt, Interim Executive Director, TRPC  
 Name and Title of Designated Representative

R. Veena Tabbutt Oct 10, 2016  
 Signature of Designated Representative Date

**Project Title:** Thurston County Bicycle Map, 6th Edition

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

The Thurston County Bicycle Map is TRPC's most popular document in both print and in online visits to its website. Last updated in 2015, 36,000 copies of the 5th edition were printed and distributed to bike shops, colleges, city halls, work sites, schools, libraries, sporting goods stores, and a variety of other community locations. Based on past distribution rates, staff expects the existing supply of maps will be diminished by spring in 2018.

Thurston County is becoming well known for its trail network, road rides, and its mountain biking trails. Over the last 17 years, the bike map has served bicyclists from all over the county and the greater Pacific Northwest to help plan their routes for a variety of trips. The Capital Bicycle Club shares copies of the map at the Seattle Bike Expo to promote bicycle tourism in the county, Intercity Transit uses the map to promote the Bicycle Commuter Contest, the Walk N Roll Program uses it to teach students how to read a map and bike safely in traffic, the region's CTR program distributes it to encourage bicycle commuting, and people new to the community are excited to obtain their first copy and are amazed at the bike facilities the region offers.

The bike map serves as a navigational aid to people searching for the safest, most convenient route for everyday practical trips such as going to work, school, a store, the library, the farmers market, or a park. It is also referenced to plan more extended routes to train for the Seattle to Portland Bike Ride or to simply have a fun social ride with family members or friends. Each edition improves upon the last. The 2015 edition added mountain biking trails and created a geo-referenced map that can be used on a GPS enabled smart phone, allowing a user riding in Capitol Forest or anywhere else in the county, to track their location without a cellular signal and avoid becoming lost.

The bike map requires updating to ensure the road network, bike lanes, trails, wide shoulders, neighborhood connections, and other conditions affecting bicycle travel are accurate and safe for use. TRPC staff works closely with all of the jurisdictions to obtain new data and update the map's database. While web tools such as Google Maps are convenient and easily accessible, their bicycle route data is provided through crowd sourcing and is not verified for accuracy. The bike map's route information is validated by local public works and transportation department staff as suitable for publication. This distinction is important to the bike map's unique role in providing current, accurate, and safe information to people who are bicycling in our region's communities.

In addition to bicycle facilities, the map includes a variety of other useful bike related information:

- Bicycle riding skills and safety tips
- Bicycle traffic laws
- Trail courtesy tips
- Health promotion messages
- Instructions to load a bike on transit bus bike racks
- Links to the Washington State and Pierce County Bike Maps

Important contact information is also provided:

- Emergency services
- Public works - maintenance
- Puget Sound region transit agencies
- Bike shops, community bike repair locations, and bicycle clubs

**Project Title:** Thurston County Bicycle Map, 6th Edition

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

This project will produce:

1. A sixth edition of the Thurston County Bicycle Map. The cartography will update all changes to the street network and bicycle infrastructure. The layout design, figures, photographs, and narrative content will be refreshed. A 3 year supply of maps will be printed and made available at a variety of convenient locations throughout the county and upon request. The life cycle of the sixth edition is anticipated to supply and serve the community from Spring 2018 through Winter 2021.

2. Marketing, distribution, and storage of the print edition

3. Electronic versions of the map will be updated and posted to [www.thurstoncountybikemap.org](http://www.thurstoncountybikemap.org) including:

- Downloadable versions of the print edition in a format that can be viewed with computers and mobile devices
- An online interactive map tool that provides route suggestions, distances, and elevation profiles based on users' origins and destinations
- A downloadable geo-referenced map for GPS-enabled smart phones to track a user's location without wireless service
  - Online instructions and links to smart phone apps to support viewing the online map products with a variety of devices

K:\GUEST\Transportation\STP-CMAQ-TAP Funding and Obligations\CY2017 Process\ProcessMaterials\ApplicationForms\2016 STP Application Form.doc



October 7, 2016

Thurston Regional Planning Council  
2424 Heritage Ct. SW  
Olympia, WA 98502

Dear Thurston Regional Planning Council,

Intercity Transit is very pleased to endorse the Thurston Regional Planning Council's (TRPC) Surface Transportation Program (STP) grant application related to the Thurston County Bicycle Map update. This map is an indispensable tool for bike enthusiasts and novices alike. It is also one of the most popular publications we distribute throughout our system and at our transit fairs.

Many governments, non-profits, and citizen groups within Thurston County have labored for years to give us the outstanding bicycle network we now enjoy and rely upon. Our network of multi-use paths such as the Western-Chehalis Trail, the Yelm to Tenino Trail, and the Woodland Trail are the envy of communities across the country. How these trails tie into our transit system, bike lanes, the rest of our transportation infrastructure, and other community facilities is of vital importance to our citizens. The bicycle map meets this need and is an important educational tool for encouraging safe and courteous riders and improving the overall fitness of our community. It is also an important recruiting tool to encourage greater levels of bicycle ridership and a healthier lifestyle, which nicely complements Intercity Transit's broader mission.

Intercity Transit takes great pride in supporting bicycling as an integral and sustainable mode of transportation throughout our service area. Keeping the Thurston County Bicycle Map current, attractive, user-friendly, and free is an important component of our broader public transportation system.

Thank you for your consideration of this worthy project!

Sincerely,

A handwritten signature in black ink, appearing to read "Ann Freeman-Manzanares".

Ann Freeman-Manzanares  
General Manager



Olympia Safe Streets Campaign  
Box 1423 Olympia, WA 98507

October 9, 2016

Thurston Regional Planning Council  
2424 Heritage Court SE Suite A  
Olympia, WA 98502

Subject: Support for Thurston County Bicycle Map 6<sup>th</sup> Edition Funding Request

Council Members,

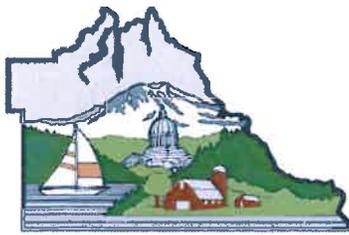
Olympia Safe Streets Campaign (OSSC) advocates for active transportation that is safe, accessible and promotes community health. We enthusiastically support the application by TRPC to receive funds to maintain and distribute the Thurston Bicycle Map.

In the past, OSSC has been a recipient of TRPC grant funds and had taken the lead on a cooperative effort to create, update and distribute the Bicycle Map. Lacey, Olympia, Tumwater, Thurston County, Yelm, Climate Solutions, Department of Ecology, Capital Bicycling Club, and Intercity Transit all supported the 2012 funding cycle that funded two editions of the Bike Map. We are pleased that TRPC is able to make this project their own and we look forward to continuing updates and wide availability of the map. This is an important tool for local cyclists and for visitors.

We will continue to support the map through ongoing communication to TRPC staff about updates and by assisting with promotion.

A handwritten signature in cursive script that reads "Karen Messmer".

Karen Messmer, President  
Olympia Safe Streets Campaign

Cathy Wolfe  
District OneSandra Romero  
District TwoBud Blake  
District Three

**THURSTON COUNTY**  
WASHINGTON  
SINCE 1852

**PUBLIC HEALTH AND  
SOCIAL SERVICES DEPARTMENT**

Tom Stuebner, MSPH  
DirectorRachel C. Wood, MD, MPH  
Health Officer

Transportation Alternatives Program Call for Projects  
c/o Paul Brewster – Thurston Regional Planning Council  
2424 Heritage Ct. SW  
Olympia, WA 98502

October 12, 2016

Dear TRPC Transportation Alternatives Program Grant Reviewers,

I write to offer support to the proposal from Thurston Regional Planning Council to update and reproduce the Thurston County Bicycle Map. This funding opportunity had supported the printing of the map previously (a 2011 Olympia Safe Streets Campaign TAP application) and that small grant was leveraged into substantial effort to update and reproduce the bicycle map more than once, with much of the mapping and design work being conducted by TRPC staff. It is very appropriate then that for this next round, Thurston Regional Planning Council be the lead on the project and recipient of the funds to help cover these technical costs as well as the re-printing of the map. The next edition (likely by 2018) will no doubt continue to improve on map, which has been very popular in the community since its inception back in 2000.

The bicycle map is a great information resource for not just bicyclists but others using the trail system or other facilities on our region's public roadways and streets. It helps to implement not only the Thurston Thrives, which has an objectives of residents being "encouraged to walk/bicycle/be active" and "have support for using active transportation," and Sustainable Thurston and Regional Transportation Plan goals of a Multimodal Transportation System, especially policy 2d. "Promote public education on the rights and responsibilities of automobile drivers, bicyclists...and ways to travel together efficiently and safely." RTP Policy 11f. also notes the importance of providing education about bicycling lawfully and sharing the road.

We thank you for your consideration of this and other proposals that enhance the support for healthy, active forms of transportation. Investing in improvements that make walking and bicycling easier is a critically important way that our community can continue to improve its health outcomes and become a more thriving place to live.

Sincerely,

Tom Stuebner, MSPH  
Director



**PO BOX 624  
Olympia, WA 98507**

**[www.capitalbicycleclub.com](http://www.capitalbicycleclub.com)**

---

Council Members,

CBC is strongly in support of reprinting the Thurston County Bicycle Map. We feel it is an asset to the bicycling community. In addition to being a concise compendium of safe bicycle rides; the grading of roads based on their friendliness to bicyclists we feel is a invaluable tool to new riders or riders new to the area. We hope with this in mind you will approve reprinting the Thurston County Bicycle Map.

Yours Sincerely,

William Stevenson  
CBC President



# 2016 Regional Surface Transportation Program (STP) Grant Application

**PROJECT TITLE:** Regional Transportation Data Management Program

### GENERAL PROJECT INFORMATION

Agency or Organization Thurston Regional Planning Council

Contact Person Scott Carte

Phone Number 360.741.2535

Email Address cartes@trpc.org

**Type of Transportation Partner** (Check one)

- Traditional Transportation Partner
- Non-Traditional Transportation Partner

- |  |              |                                     |
|--|--------------|-------------------------------------|
| <b>Type of Regional Funding Priority</b> | Safety       | <input checked="" type="checkbox"/> |
|  | Preservation | <input type="checkbox"/>            |
| (Check all that apply)                   | Efficiency   | <input checked="" type="checkbox"/> |

**Threshold Criteria**

- Project elements meet all regional eligibility requirements
- Project elements and administration meet all federal eligibility requirements
- Applicant can demonstrate ability to obligate funding as proposed

### STATUS OF EXISTING FEDERAL PROJECTS

	Yes	No
Does the applicant have any other regional STP projects underway? (yes or no)	<input type="radio"/>	<input checked="" type="radio"/>
Does the applicant have any other state selected federal projects underway? (yes or no)	<input type="radio"/>	<input checked="" type="radio"/>

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

### PROJECT OVERVIEW

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

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 online data hosting solutions, to promote efficiency in data collection, storage, and reporting.

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

	Project Location	_____
<b>Construction Projects</b>	Type of Construction Project	_____
	Roadway Classification	_____
	Length of Construction Project	_____
<b>Vehicle Acquisition Projects</b>	Number of Vehicles	_____
	Type of Vehicle	_____
<b>Transportation Programs/Services /Studies</b>	Delivery Area of Program/Service/Study	<u>Thurston County</u>
	Type of Program/Service/Study	<u>Study</u>
	Duration of Program/Service/Study	<u>One year</u>

**PROJECT PHASING AND COSTS**

Identify project phases and costs			<b>Phase</b>	<b>Cost</b>
<b>Construction Projects</b> (mark the appropriate phase and enter cost)	Preliminary Engineering/Design:	<input type="checkbox"/>	\$	_____
	Right-of-Way:	<input type="checkbox"/>	\$	_____
	Construction:	<input type="checkbox"/>	\$	_____
<b>Vehicle Acquisition Projects</b>	Vehicle Purchase	<input type="checkbox"/>	\$	_____
<b>Transportation Programs, Services, or Studies</b>	Programs, Studies, or Services	<input checked="" type="checkbox"/>	\$	41000

\*Construction proposals that include two or more project phases spanning more than one year must include a separate application for each phase.

**YEAR OF OBLIGATION**

<b>FFY 2017 – 2019 Project Obligation</b>	2017	2018	2019
Select the preferred federal fiscal year the project <u>will</u> obligate*	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Select an alternate federal fiscal year the project <u>could</u> obligate	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**STP FUNDING REQUEST AND MATCHING REVENUES**

<b>Federal Funding Request and Match</b> (non-federal share)		
From Project Applicant*	Local funding or other sources	\$ 5536
	State funding	\$ _____
	<b>STP Grant Request</b>	<b>\$ 35464</b>
Total Project/Phase Revenue		\$ 41000

\*Applicants must provide a minimum of 13.5% non-federal share to federal share.

Example  
Total Project Cost is \$100,000  
Minimum non-federal share: \$13,500  
Federal STP Funds: \$86,500

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

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

This project directly reflects Thurston Regional Planning Council's mission, to "provide visionary leadership on regional plans, policies, and issues." One of the supporting elements of this mission is to: "assemble and analyze data that support local and regional decision making."  
This project also supports several goals in the Regional Transportation Plan, as outlined in the project description.

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative Thurston Regional Planning Council

CA Signature and Date Rita Veena Tabbutt Oct 14, 2016

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested STP grant. If selected, **the project will obligate funding by the date indicated on the award letter**; failure to do so may result in loss of funding for the project and funds will not be restored. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

R. Veena Tabbutt, Interim Executive Director, TRPC

Name and Title of Designated Representative

Rita Veena Tabbutt

Signature of Designated Representative

Oct 14, 2016

Date

**Project Title:** Regional Transportation Data Management Program

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

Jurisdictions within Thurston County collect traffic data for a variety of state and local transportation facilities, to assist with transportation planning activities. Data include items such as: traffic counts (for both vehicles and bicycles), traffic safety, traffic signal timing, travel time data, turning movement counts, pavement condition, and pavement markings (such as crosswalks). These data sets are collected by local staff, consultants, and the state, in a variety of formats, on a variety of schedules, and often on a project by project basis. Collecting the data sets is time-consuming, but the real challenge is in managing, analyzing and sharing what is collected.

Despite the challenges, the need for up-to-date and accurate transportation data has never been stronger. These data sets provide a rich source of information to aid in updating regional transportation models and transportation plans, both of which inform local policymaker decision-making. The information gleaned from the data sets can also be used to educate legislators about transportation safety and maintenance needs – one of the reasons the Thurston Regional Planning Council (TRPC) has requested an annual State of the Transportation System report for the Thurston Region. With Federal performance measures now mandatory, and the region exploring other performance measures to monitor the progress of Sustainable Thurston implementation, the ability to analyze and report on various types of traffic data will become increasingly important to our region.

For all of these reasons, members of TRPC's Transportation Technical Advisory Committee (TAC) requested that TRPC explore a coordinated approach to traffic data collection, storage, and retrieval - with the goals of supporting transportation model development and calibration, local infrastructure studies, local and regional planning efforts, and performance measure development.

The opportunities for such an approach are greatly improved by the availability of new online solutions that not only facilitate data storage, but also provide tools for data quality assurance, data analysis, and data sharing – including the ability to generate maps, reports and graphs. Online solutions would represent a significant investment for the region, but may also lead to savings in both time and dollars at the local level. There are a wide variety of possible solutions to explore; recognizing this, the proposed project is to conduct a Needs Assessment. Subsequent funding would be sought for implementation, if the region decides it is warranted.

**Project Title:** Regional Transportation Data Management Program

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

**Collaboration and Partnership:** This project is a collaboration between local jurisdictions, the state, and TRPC.

**Leverage:** This project will support the update of the Regional Intelligent Transportation System (ITS) Architecture – a project that will be underway in 2017.

**Groundwork for additional work:** This project will lay the groundwork for a Regional Transportation Data Management Program.

**Obligation:** This is a planning project and can obligate on schedule.

**Support for Regional Transportation Plan:**

This project supports several goals in the Regional Transportation Plan.

**Goal 7: Transportation Technologies –** Use technology-based approaches to address transportation congestion, safety, efficiency, and operations. **Supporting measure:** Use technology resources in evaluation system performance.

**Goal 9: Streets, Roads, and Bridges. Policy 9j.** Meet two-hour p.m. peak level of service standards.

Thurston Regional Planning Council staff will facilitate the Needs Assessment, involving local and state partners. Work will include:

1. Convening a working group with a broad array of partners from local jurisdictions and the state, focusing on staff that collect and analyze relevant data sets.
2. Developing a list of features, functionality, performance components and other considerations for a Regional Transportation Data Management Program.
3. Coordinating a series of demonstrations for the working group, from various software vendors.
4. Issuing a request for proposals, or soliciting bids from various vendors, to develop cost estimates.
5. Interviewing metropolitan planning organizations that host a coordinated traffic data collection program regarding the pros and cons of a regional solution.
6. Summarizing the information in a feasibility report for presentation to the Technical Advisory Committee, Transportation Policy Board, and Thurston Regional Planning Council.

K:\GUEST\Transportation\STP-CMAQ-TAP Funding and Obligations\CY2017 Process\ProcessMaterials\ApplicationForms\2016 STP Application Form.doc



# 2016 Regional Surface Transportation Program (STP) Grant Application

**PROJECT TITLE:** Desoto Street Stabilization and Rehabilitation

TW/Cassidy

## GENERAL PROJECT INFORMATION

Agency or Organization City of Tumwater  
 Contact Person Jay Eaton  
 Phone Number (360) 754-4140  
 Email Address jeaton@ci.tumwater.wa.us

**Type of Transportation Partner** (Check one)

Traditional Transportation Partner   
 Non-Traditional Transportation Partner

**Type of Regional Funding Priority** (Check all that apply)

Safety	<input checked="" type="checkbox"/>
Preservation	<input checked="" type="checkbox"/>
Efficiency	<input checked="" type="checkbox"/>

**Threshold Criteria**

Project elements meet all regional eligibility requirements   
 Project elements and administration meet all federal eligibility requirements   
 Applicant can demonstrate ability to obligate funding as proposed

## STATUS OF EXISTING FEDERAL PROJECTS

	Yes	No
Does the applicant have any other regional STP projects underway? (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>
Does the applicant have any other state selected federal projects underway? (yes or no)	<input type="radio"/>	<input checked="" type="radio"/>

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

## PROJECT OVERVIEW

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

Desoto Street is a major collector roadway serving as a integral part of a transportation corridor between I-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 adding an uphill bike lane providing for a safe multi-modal facility and preserving existing infrastructure.

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

	Project Location	<u>Desoto Street: 2nd Avenue to 4th Avenue</u>
<b>Construction Projects</b>	Type of Construction Project	<u>Transportation System</u>
	Roadway Classification	<u>Major Collector (FA Route 5307)</u>
	Length of Construction Project	<u>750 Feet, Approx.</u>
<b>Vehicle Acquisition Projects</b>	Number of Vehicles	<u></u>
	Type of Vehicle	<u></u>
<b>Transportation Programs/Services /Studies</b>	Delivery Area of Program/Service/Study	<u></u>
	Type of Program/Service/Study	<u></u>
	Duration of Program/Service/Study	<u></u>

**PROJECT PHASING AND COSTS**

Identify project phases and costs	Phase	Cost
<b>Construction Projects</b> (mark the appropriate phase and enter cost)	Preliminary Engineering/Design: <input checked="" type="checkbox"/>	\$ 110000
	Right-of-Way: <input type="checkbox"/>	\$
	Construction: <input checked="" type="checkbox"/>	\$ 710000
<b>Vehicle Acquisition Projects</b>	Vehicle Purchase: <input type="checkbox"/>	\$
<b>Transportation Programs, Services, or Studies</b>	Programs, Studies, or Services: <input type="checkbox"/>	\$

\*Construction proposals that include two or more project phases spanning more than one year must include a separate application for each phase.

**YEAR OF OBLIGATION**

FFY 2017 – 2019 Project Obligation	2017	2018	2019
Select the preferred federal fiscal year the project <u>will</u> obligate*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Select an alternate federal fiscal year the project <u>could</u> obligate	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**STP FUNDING REQUEST AND MATCHING REVENUES**

<b>Federal Funding Request and Match</b> (non-federal share)		*Applicants must provide a minimum of 13.5% non-federal share to federal share. <b>Example</b> Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant*	Local funding or other sources \$ 120000	
	State funding \$	
	<b>STP Grant Request</b> \$ 700000	
	<b>Total Project/Phase Revenue</b> \$ 820000	

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

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

Safe and efficient connections from urban neighborhoods to activity centers including retail, business and recreational uses for all users is a goal common to the RTP, Sustainable Thurston and Thurston Thrives. This project provides an important multi-modal connection that maintains that ability with increased safety and reliability.

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative City of Tumwater - Jay Eaton

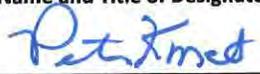
CA Signature and Date  10/13/2016

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested STP grant. If selected, **the project will obligate funding by the date indicated on the award letter**; failure to do so may result in loss of funding for the project and funds will not be restored. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

Pete Kmet, Mayor

Name and Title of Designated Representative



Signature of Designated Representative

10/14/16

Date

**Project Title:** Desoto Street Stabilization and Rehabilitation

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

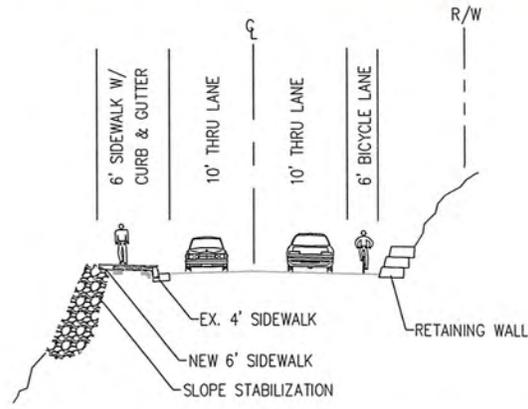
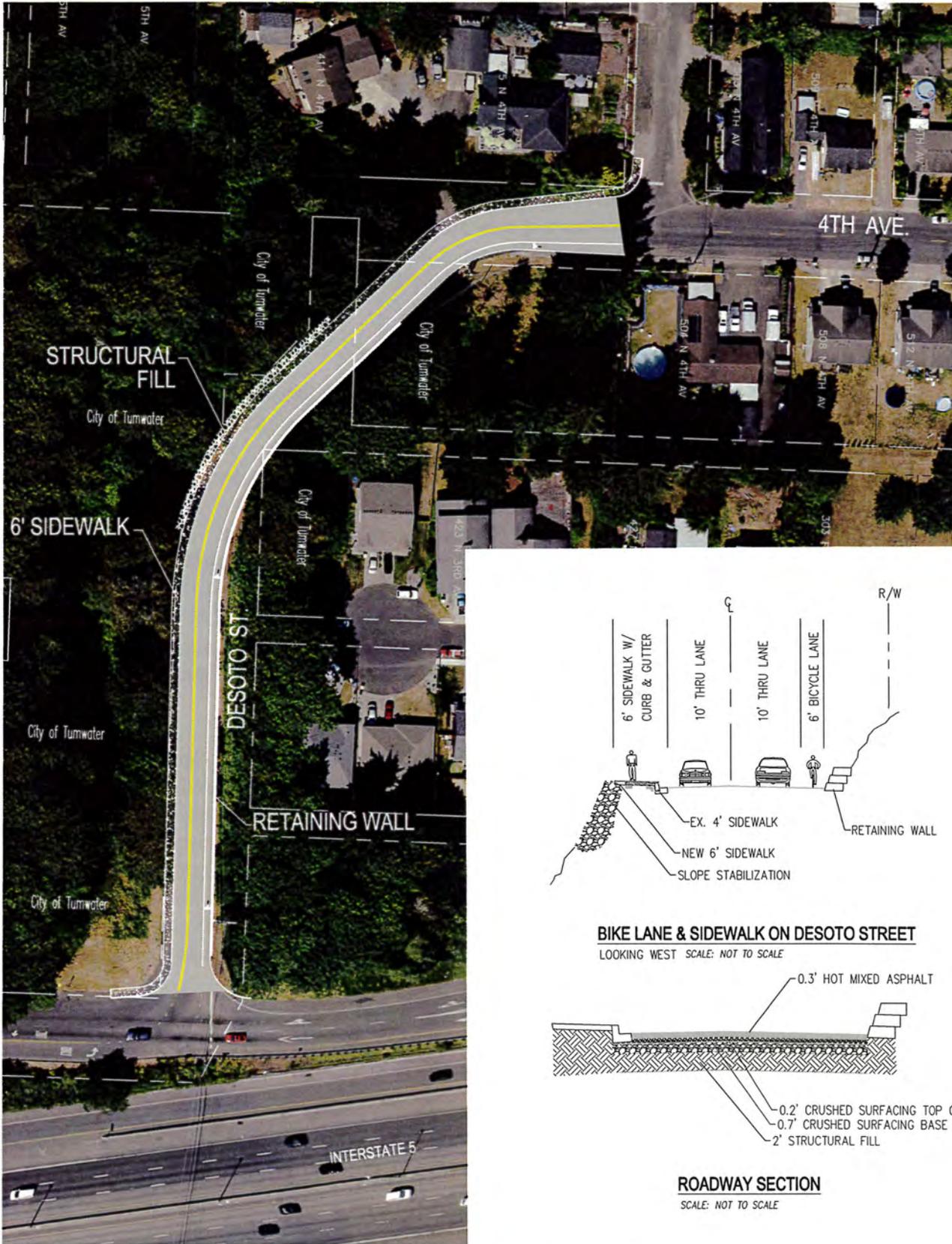
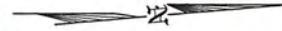
Desoto Street is a major collector roadway serving as an integral part of a transportation corridor between I-5 and SR101 and connects this area of Tumwater, the Brewery District and regional traffic via Yelm Hwy and beyond to SPSCC and West Olympia. The route is an identified bike route serving recreational and commuter users and providing access from Tumwater Hill areas to the Brewery District businesses and the recreational opportunities available including Tumwater Historical Park and Falls Park. The route provides an efficient and convenient connection to these uses for pedestrians including access to the Intercity Transit system.

Desoto Street, located on the edge of Desoto Canyon, consists of two traffic lanes and a sidewalk which have experienced significant settlement along the edge of the canyon creating safety concerns for all users. This project will reconstruct the facility by constructing structural fill, stabilizing the canyon slopes and replacement of the failed road and sidewalk surfaces while adding an uphill bike lane providing for a safe multi-modal facility and preserving existing infrastructure.

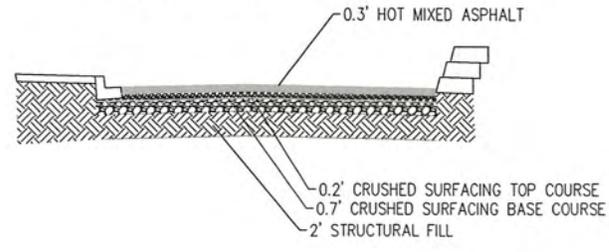
This project supports the Regional Transportation Plan in that it promotes pedestrian and bicycle useage, connects local neighborhoods to commercial centers and preserves and enhances existing infrastructure. This route also provides one of the few transportation corridors that provides an alternative to the use of I-5 and SR101 accessing between Tumwater and West Olympia.

The project also supports the city's Transportation Benefit District with the goal to preserve, maintain and increase the life cycle of the City's transportation system.

SEC. 27, T. 17N, R. 2W, W.M.



**BIKE LANE & SIDEWALK ON DESOTO STREET**  
LOOKING WEST SCALE: NOT TO SCALE



**ROADWAY SECTION**  
SCALE: NOT TO SCALE

**DESOTO ST. IMPROVEMENTS**  
SCALE: 1" = 100'



# 2016 Regional Surface Transportation Program (STP) Grant Application

**PROJECT TITLE:** Yelm Avenue / 1st Street (SR 507)

TRPC Use Only

### GENERAL PROJECT INFORMATION

Agency or Organization City of Yelm  
 Contact Person Chad Bedlington, PW Director  
 Phone Number (360) 458 - 8412  
 Email Address chadb@ci.yelm.wa.us

**Type of Transportation Partner** (Check one)

Traditional Transportation Partner   
 Non-Traditional Transportation Partner

**Type of Regional Funding Priority** (Check all that apply)

Safety	<input checked="" type="checkbox"/>
Preservation	<input checked="" type="checkbox"/>
Efficiency	<input checked="" type="checkbox"/>

**Threshold Criteria**

Project elements meet all regional eligibility requirements   
 Project elements and administration meet all federal eligibility requirements   
 Applicant can demonstrate ability to obligate funding as proposed

### STATUS OF EXISTING FEDERAL PROJECTS

	Yes	No
Does the applicant have any other regional STP projects underway? (yes or no)	<input type="radio"/>	<input checked="" type="radio"/>
Does the applicant have any other state selected federal projects underway? (yes or no)	<input checked="" type="radio"/>	<input type="radio"/>

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

### PROJECT OVERVIEW

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

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 intercity transit, parking and pedestrian movements from the existing shopping, parks and public facilities.

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

<b>Construction Projects</b>	Project Location	<u>N/A</u>
	Type of Construction Project	<u>N/A</u>
	Roadway Classification	<u>N/A</u>
	Length of Construction Project	<u>N/A</u>
<b>Vehicle Acquisition Projects</b>	Number of Vehicles	<u>N/A</u>
	Type of Vehicle	<u>N/A</u>
<b>Transportation Programs/Services /Studies</b>	Delivery Area of Program/Service/Study	<u>Yelm's Histori Central Business District</u>
	Type of Program/Service/Study	<u>Corridor Study</u>
	Duration of Program/Service/Study	<u>12-18 months</u>

Yelm 1<sup>st</sup> St.

**PROJECT PHASING AND COSTS**

Identify project phases and costs	<b>Phase</b>	<b>Cost</b>
<b>Construction Projects</b> (mark the appropriate phase and enter cost)	Preliminary Engineering/Design:	\$ _____
	Right-of-Way:	\$ _____
	Construction:	\$ _____
<b>Vehicle Acquisition Projects</b>	Vehicle Purchase	\$ _____
<b>Transportation Programs, Services, or Studies</b>	Programs, Studies, or Services <input checked="" type="checkbox"/>	\$ 88501

\*Construction proposals that include two or more project phases spanning more than one year must include a separate application for each phase.

**YEAR OF OBLIGATION**

**FFY 2017 – 2019 Project Obligation**

Select the preferred federal fiscal year the project will obligate\*

	2017	2018	2019
Select the preferred federal fiscal year the project <u>will</u> obligate*	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Select an alternate federal fiscal year the project <u>could</u> obligate	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**STP FUNDING REQUEST AND MATCHING REVENUES**

<b>Federal Funding Request and Match</b> (non-federal share)		*Applicants must provide a minimum of 13.5% non-federal share to federal share. <b>Example</b> Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant*	Local funding or other sources \$ 11948	
	State funding \$ 0	
	<b>STP Grant Request</b> \$ 76553	
Total Project/Phase Revenue		\$ 88501

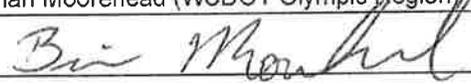
**SUPPORT FOR THE REGIONAL TRANSPORTATION PLAN, SUSTAINABLE THURSTON OR OTHER REGIONAL INITIATIVES**

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

The corridor study would focus on coordinating vehicular, bicycle, public transportation and pedestrian access in the downtown area of the City of Yelm while enhancing safety and efficiency for all facets of transportation. The Central Business District, private businesses and city parks within the vicinity would benefit by determining critical transportation modes in a heavily used corridor which also serves as a hub of activity in the City of Yelm.

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative Brian Moorehead (WSDOT Olympic Region)

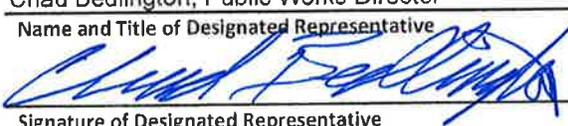
CA Signature and Date  10-12-16

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested STP grant. If selected, **the project will obligate funding by the date indicated on the award letter**; failure to do so may result in loss of funding for the project and funds will not be restored. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

Chad Bedlington, Public Works Director

Name and Title of Designated Representative



Signature of Designated Representative

10/12/16

Date

**Project Title:** Yelm Avenue / 1st Street (SR 507) Corridor Study

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

Yelm's historic Central Business District is bisected by Yelm Avenue and bounded by 1st Street, together which comprise State Route 507.

The City of Yelm and Washington State Department of Transportation have had multiple improvements constructed within this corridor over the years to improve safety, vehicle capacity, and pedestrian access. These improvements have been designed and constructed as individual projects without benefit of a corridor plan to provide a template for the downtown core.

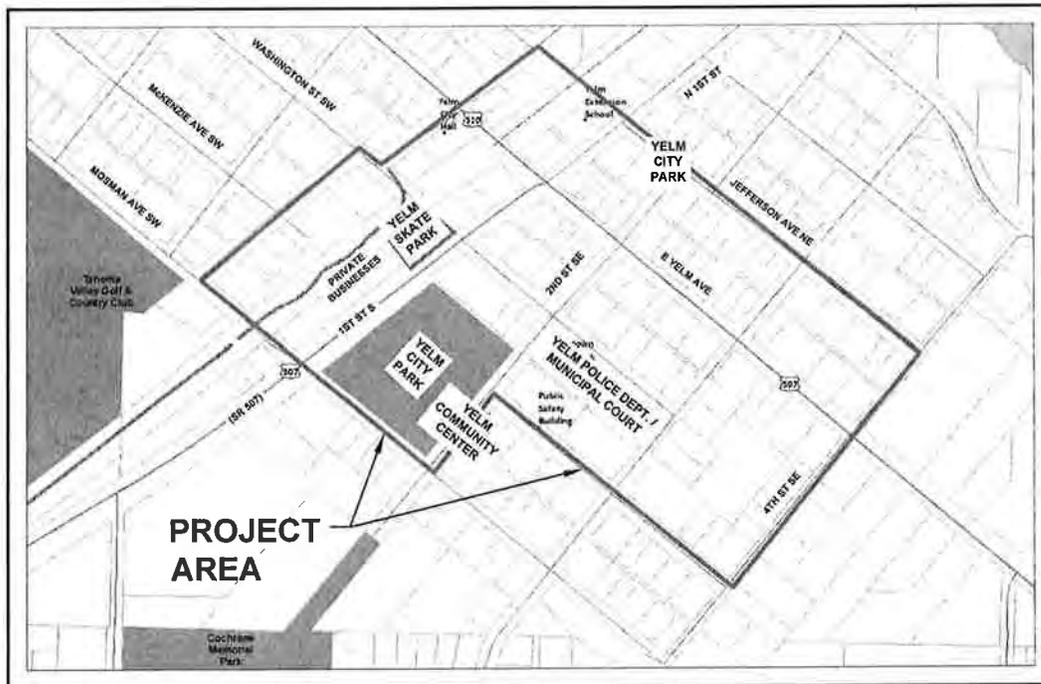
The City of Yelm's Six-Year Transportation Improvement Program includes projects along the Yelm Avenue / 1st Ave (SR 507) corridor and within the corridor study vicinity. A sidewalk project along 1st Street S is scheduled to start construction early 2017. To date this project is currently in the design phase and WSDOT review has been scheduled.

The corridor study would focus on coordinating the many modes of travel in the downtown, which already includes sidewalks and bike lanes and is part of Intercity Transit's Route 94. The study would result in a plan to coordinate these modes as well as identify opportunities to integrate the various transportation modes in a heavily used corridor which also serves as a hub of activity in Yelm.

Areas of focus of the study would be:

- Safe and convenient pedestrian crossings of Yelm Avenue and 1st Street, focusing on those shopping in the downtown core and recreating at Yelm City Park, the Yelm Community Center, and the Yelm Skate Park.
- Better methods to accommodate Intercity Transit stops in the downtown core.
- Parking on the side streets to ease parking congestion on Yelm Avenue.

This project has a particular emphasis on pedestrian and multinodal transportation systems through the corridor study. The project is in line with supporting goals 1a, 1b, 1d, 1e, 1k, 1n, 2a, 2c, 2d, 3a, 3d, 4a, 4c, 4h, 5d, 6a, 6b, 6f, 6h, 7c, 7d, 7e, 8a, 8d, 9a, 9e, 9g, 9h, 10a, 10b, 10e, 10f, 10h, 11a, 11f, 12a, 12d, 12e, 12g, 16a, 16b, 16c, 16d, 16f, 17a, 17b, 17d, 17e, 18c, 18e, 18f, 18g, 19a, 19c, 19d, 20a, 20b, 20c, 20f, 20g, and 20h of the 2040 Regional Transportation Plan that specifically apply to this project.



**CITY OF YELM**  
YELM AVENUE / 1ST STREET (SR 507)  
CORRIDOR STUDY  
PROJECT VICINITY & LOCATION MAPS



**Gray & Osborne, Inc.**  
CONSULTING ENGINEERS

# Transportation Alternatives Program (TAP)

Total Revenue to program: \$1,194,092

Non-Traditional Partner Target: \$120,000 (\$79,709 requested)

Page #	Project ID Number	Applicant	Proposal	Phase	TAP Request	Total Cost
95	2016 TAP 01	Intercity Transit	Bus Stop Enhancements for Safety & Accessibility	PE, CN	\$328,700	\$380,000
101	2016 TAP 02	Lacey	Pedestrian and Bicycle Plan for Lacey and the Lacey UGA	Study	\$117,600	\$137,600
107	2016 TAP 03	Olympia	Pedestrian Crossing Flashing Beacon Installation	PE, CN	\$360,440	\$416,700
115	2016 TAP 04	Olympia School District*	School Speed Limit Zone Flashing Beacon Installation Project	PE, CN	\$69,632	\$80,500
121	2016 TAP 05	Rainier <sup>R</sup>	Binghamton Streetscape Phase 1 Crosswalk Signage Project	CN	\$23,355	\$27,000
125	2016 TAP 06	Safe Kids Thurston County* <sup>R</sup>	Bike Helmets for Thurston County Students	Program	\$10,077	\$12,688
131	2016 TAP 07	Tenino/Bucoda <sup>R</sup>	Yelm-Tenino Trail Extension Feasibility Study	Study	\$64,875	75,000
137	2016 TAP 08	Tenino <sup>R</sup>	Yelm-Tenino Trail Wayfinding Signage	CN	\$25,950	\$30,000
143	2016 TAP 09	Tumwater	Capitol Boulevard Pedestrian Crossing Improvements	CN	\$121,100	\$140,000
149	2016 TAP 10	Yelm	Fort Stevens Elementary - Pedestrian Improvements	ROW, CN	\$414,949	\$479,710
Total Requested					<b>\$1,536,678</b>	<b>\$1,779,198</b>
Total Available					\$1,194,092	
<b>Remaining</b>					<b>(\$342,586)</b>	

Notes: \*=Non-Traditional Partner Applicant; R=projects with rural investments. Codes for Phases: CN=Construction; PE=Preliminary Engineering (design); ROW=Right-of-Way





# 2016 Regional Transportation Alternatives Program (TAP) Grant Application

**PROJECT**

**TITLE:** Bus Stop Enhancements for Safety & Accessibility

TRPC use only

**GENERAL PROJECT INFORMATION**

Agency or Organization Intecity Transit  
 Contact Person Dennis Bloom  
 Phone Number 360.705.5832  
 Email Address dbloom@intercitytransit.com

**Type of Transportation Partner** **Select One**

Traditional Transportation Partner   
 Non-Traditional Transportation Partner

**Threshold Criteria** (check all that apply)

	Yes	No
Project elements meet all regional eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Project elements and administration meet all federal eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Applicant can demonstrate ability to obligate funding as proposed	<input checked="" type="radio"/>	<input type="radio"/>

**STATUS OF EXISTING FEDERAL PROJECTS**

**Does the applicant have any other regionally selected projects underway? (yes or no)**  Yes  No  
**Does the applicant have any other state selected federal projects underway? (yes or no)**  Yes  No

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

**PROJECT INFORMATION**

**Applicant's Project Priority** **Yes** **No**  
 Are you submitting more than one TAP application (3 maximum)?  Yes  No  
 If "Yes," what priority is this project application? \_\_\_\_\_ of \_\_\_\_\_

**TYPE OF PROJECT OR PROGRAM**

*(Identify one "Primary Purpose" and any "Secondary Purpose" project type that applies)*

	Primary	Secondary
Safe Routes to School project or program	<input type="radio"/>	<input type="checkbox"/>
Provision of facilities for pedestrians and/or bicycles	<input checked="" type="radio"/>	<input type="checkbox"/>
Preservation and/or conversion of abandoned railway corridors for bike/ped trails	<input type="radio"/>	<input type="checkbox"/>
Construction of turnouts, overlooks, and viewing areas	<input type="radio"/>	<input type="checkbox"/>
Recreational Trails Program (Section 206 of title 23)	<input type="radio"/>	<input type="checkbox"/>
Inventory, control and removal of outdoor advertising	<input type="radio"/>	<input type="checkbox"/>
Preservation & rehabilitation of historic transportation buildings, structures, facilities	<input type="radio"/>	<input type="checkbox"/>
Vegetation management in ROW to control invasive species or control erosion	<input type="radio"/>	<input type="checkbox"/>
Archaeological activities related to impacts from transportation projects	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to address stormwater associated with highway runoff	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to reduce wildlife mortality or improve habitat connectivity	<input type="radio"/>	<input type="checkbox"/>

**PROJECT OVERVIEW**

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

Make 63 existing bus stops ADA accessible within Intercity Transit's service district of Lacey, Olympia, Tumwater, Yelm and Thurston County. The purpose of this effort is to meet federal guidelines by constructing accessible 'landing pads' for ADA bus ramp deployment including, where appropriate, adding or improving curbing and ancillary storm water run-off. This undertaking also undertakes improvements for pedestrian accessibility to transit stops that are adjoined at sidewalk or pedestrian pathways. Together, these improvements increase operational functionality and safety at the stop for the transit vehicle/driver, the riding public and, in particular, for riders who may have physical limitations or impairments.

PROJECT LOCATION AND DETAILS – applicants may submit a map of the project or program/service area	
Project Location	Tumwater, Olympia, Lacey, Yelm, Thurston Co.
Construction Projects	Type of Construction Project: Sidewalk improvements
	Length/Size of Construction Project: _____
Programs/Services	Delivery Area of Program/Service: _____
	Duration of Program/Service: _____

PROJECT PHASING AND COSTS			
Identify project phases and costs		Phase	Cost
Construction Projects (mark the appropriate phase and enter cost)	Preliminary Engineering/Design:	<input checked="" type="checkbox"/>	\$ 114,000
	Right-of-Way:	<input type="checkbox"/>	\$
	Construction:	<input checked="" type="checkbox"/>	\$ 266,000
Program or Operational Element Costs	Program or Operations Cost:		\$
	Other Cost:		\$
Total Project Cost (Sum of all project phase costs identified above):			\$ 380,000

YEAR OF OBLIGATION			
<b>FFY 2017 – 2019 Project Obligation</b>	2017	2018	2019
Select the preferred federal fiscal year the project will obligate*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Select an alternate federal fiscal year the project could obligate	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

TAP FUNDING REQUEST AND MATCHING REVENUES			
<b>Federal Funding Request and Match</b> (non-federal share)			
From Project Applicant*	Local funding or other sources	\$ 51,300	<small>*Applicants must provide a minimum of 13.5% non-federal share to federal share.  <b>Example</b>                      Total Project Cost is \$100,000                      Minimum non-federal share: \$13,500                      Federal STP Funds: \$86,500</small>
	State funding	\$	
	<b>TAP Grant Request</b>	<b>\$ 328,700</b>	
	Total Project/ Phase Revenue	\$ 380,000	

CERTIFICATION ACCEPTANCE	
CA Agency and Representative	WSDOT Olympic Region, Brian Moorehead <span style="color: red;">10-6-16</span>
CA Signature and Date	

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested TAP grant. If selected, the project will obligate funding in Federal Fiscal Year 2016, prior to August 1, 2016. Failure to do so will result in loss of funding for the project. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible.

This project has the full endorsement of the governing body/leadership of this agency or organization.

Ann Freeman-Manzanares, General Manager	_____
Name and Title of Designated Representative	
	_____
Signature of Designated Representative	10/7/16
	Date

**Project Title:** Bus Stop Enhancements for Safety & Accessibility

#### SUPPORT FOR RECOGNIZED REGIONAL INITIATIVES

*Identify any ways in which the proposed project supports existing regional initiatives. Examples of such initiatives include, but are not limited to, Sustainable Thurston, Urban Corridor Communities, Walk and Roll, Healthy Kids Safe Streets, Thurston Thrives, Commute Trip Reduction.*

Both the update of 2040 Regional Transportation Plan (RTP) and Sustainable Thurston goals continue to support improving accessibility, convenience, and safety as ways to encourage the use of alternative modes of transportation. RTP's Work Program and Project list for Multimodal Improvements & Public Transportation supports continued investments in transit options that maintain and encourage its use together with CTR efforts, land use that builds density and 'complete street' designs to improve safety and reduce impacts on infrastructure/environment.

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

**Using the space provided on pages 3 and 4 below, please address the following in your narrative:** Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.

Bus riders are inherently "pedestrians" for a part of their trip. When there's a lack of a sidewalk, curb cut or limited waiting area at a bus stop it tends to discourage and/or prohibit the use of transit service, especially those that have limited mobility. Likewise, from an operational perspective, a bus operator's ability to navigate to and from a bus stop zone significantly improves when the stop itself includes easily recognizable design features that make boarding and de-boarding of customers easier, safer and many times faster.

With these design challenges in mind, Intercity Transit plans to continue to upgrade and improve the functionality of bus stops throughout our service district. The intent has been to not only improve on-street stop locations along major transit corridors where ridership is the highest and add new stops where conditions and land use are warranted, but to also improve existing stops in locations where the lack pedestrian amenities, like sidewalks and/or curbs, also requires bus stops be designed to comply with the functionality of ADA accessibility.

With over 12,000 weekday boardings per day, it has often been said that, "a bus ride begins before you get on the bus." It is an expression that conveys the fact that those who use public transit need to be able to get to and from a bus stop without impediments. And the attributes of a bus stop will influence its use (i.e., form follows function). The lack of accessibility at a stop though can also mean a person who is mobility challenged will need to use Intercity Transit's more expensive paratransit service - "Dial-A-Lift" (DAL) - requiring ride scheduling and preparation to comply with that service's requirements. On the other hand, accessibility improvements at a stop can mean the difference between a person using DAL service (prescribed by federal mandate) or having the option to use fixed route service, and in doing so, contribute to improving service efficiencies at the system level.

Starting in 2005, Intercity Transit began the process of upgrading and retrofitting existing stops to include sidewalk and accessibility improvements. We also added shelters to locations that met specific performance criteria. These efforts, funded in part over the past 5 funding cycles of regional Enhancement/TAP grants, have made a difference. The current total of 945 bus stops within our service district has used the funding assistance to provide 76 new shelters locations (totaling 286 stops now with shelters), 113 locations have had additional ADA accessibility improvements made, and 45 locations have had solar lighting added to help improve safety at shelter stops (total of 70 shelters now have solar lighting). If this year's round of funding is approved, will we continue to make improvements to an additional 63 stops that need accessible 'landing pads' and adjoining sidewalk improvements in order to meet federal ADA guidelines for fixed route service stops. (See attached map: Proposed Bus Stop Enhancements - 2017, by location).

Intercity Transit staff regularly updates the Intercity Transit Authority (governing body) and the public on service and capital facility projects throughout the year. The agency encourages public comment on all our activities, current and projected. In addition, annual reviews and public hearings for the update of our state required 6 year Transit Development Plan and the agency's 6 year Strategic Plan, which includes bus stop (next page)

**Project Title:** Bus Stop Enhancements for Safety & Accessibility

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

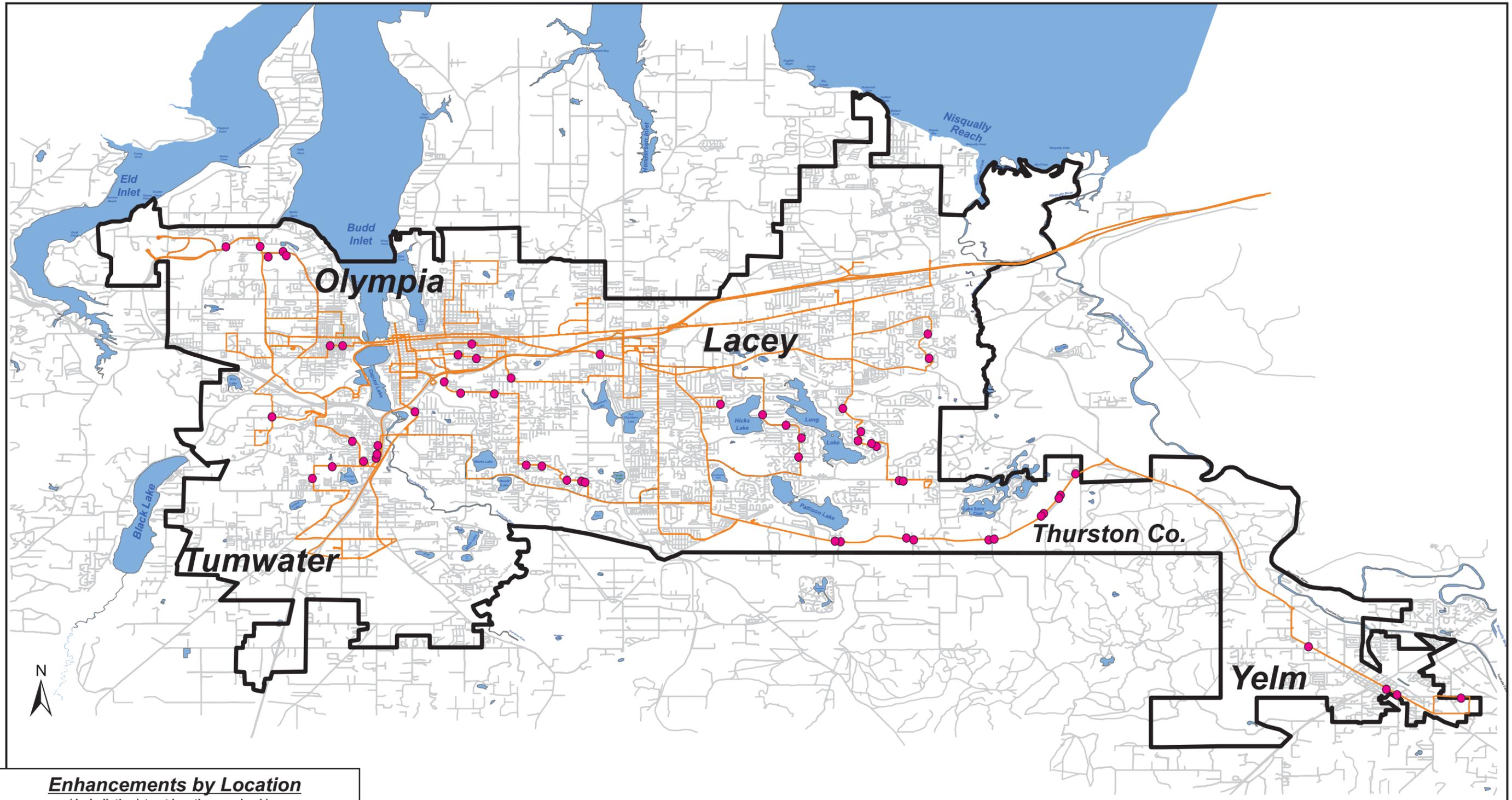
enhancements, also require approval by the Transit Authority. The Authority is now interested in applying for the 2017-19 TAP funds, one of only a couple of regional funding opportunities available to a public transit system.

Intercity Transit facilities and services are also included in updates to TRPC's Regional TIP review and approval process. In addition, Intercity Transit's current agency goals include a number of elements that support the request for regional funding:

- :: Providing outstanding customer service:
  - o Enhancement of our user-friendly system and the appearance and functionality of facilities.
- :: Provide responsive transportation options, including:
  - o Working with local jurisdictions and create partnerships to plan and coordinate land use.
  - o Identifying opportunities to connect with local health-related and sustainability programs.
  - o Continue to champion multimodal approaches to area transportation options.

K:\GUEST\Transportation\STP-CMAQ-TAPFundinandObligations\CY2017Process\ProcessMaterials\ApplicationForms\2016TAPApplicationForm.doc

# Proposed Bus Stop Enhancement Locations: TAP 2017



**Enhancements by Location**  
(Jurisdiction/street locations on back)

- ADA Improvement: Landing Pad/Sidewalk
- Bus Routes
- PTBA Boundary



## Bus Stop Enhancement Locations by Jurisdiction: TAP 2017

<b>THURSTON COUNTY</b>			
<b>Locate #</b>	<b>Street On</b>	<b>Cross Street</b>	<b>Improvement</b>
1	Kaiser Rd	Cedrona Dr	ADA/Landing Pad
2	28th Ave	Cooper Point Rd	ADA/Landing Pad
3	Cooper Point Rd	29th Ave	ADA/Landing Pad
4	Deerbush Dr	Schonberg Ln	ADA/Landing Pad
5	Deerbush Dr	Goldenrod Dr	ADA/Landing Pad
6	Carpenter Rd	Carpenter Lp	ADA/Landing Pad
7	Carpenter Rd	Long Lake Park	ADA/Landing Pad
8	Wilderness Dr	Boulevard Rd	ADA/Landing Pad
9	Yelm Hwy	Spurgeon Crk Rd	ADA/Landing Pad
10	Yelm Hwy	Johnson Rd	ADA/Landing Pad
11	Yelm Hwy	Braywood Lane	ADA/Landing Pad
12	Yelm Hwy	Braywood	ADA/Landing Pad
13	Yelm Hwy/SR 510	Burnett Rd	ADA/Landing Pad
14	Yelm Hwy	Braywood	ADA/Landing Pad
15	Yelm Hwy	Gallup Dr	ADA/Landing Pad
16	Yelm Hwy	Braywood Lane	ADA/Landing Pad
17	Yelm Hwy	Lake St. Clair Rd	ADA/Landing Pad
18	Yelm Hwy	Spurgeon Crk Rd	ADA/Landing Pad
19	Wilderness Dr	Wilderness Lp	ADA/Landing Pad
20	Donnelly Dr	Wiggins Rd	ADA/Landing Pad
21	Donnelly Dr	Wiggins Rd	ADA/Landing Pad
22	Donnelly Dr	Edgeworth Dr	ADA/Landing Pad
23	Wilderness Dr	Wilderness Ct	ADA/Landing Pad
24	Lake Forest Dr	Fordham Ct	ADA/Landing Pad
25	Lake Forest Dr	Marquette	ADA/Landing Pad
26	Mullen	Early Spring Dr	ADA/Landing Pad
27	Lake Forest Dr	Fordham Ct	ADA/Landing Pad
28	Marvin Rd	Terri Ct	ADA/Landing Pad
29	Yelm Hwy	Englewood Dr	ADA/Landing Pad
30	Yelm Hwy	Englewood Dr	ADA/Landing Pad
<b>LACEY</b>			
<b>Locate #</b>	<b>Street On</b>	<b>Cross Street</b>	<b>Improvement</b>
31	Pacific Ave	Music 6000	ADA/Landing Pad
32	Lilac St	Shady Lane Rd	ADA/Landing Pad
33	Ruddell Rd	27th Ave	ADA/Landing Pad
34	Carpenter Rd	Vista Village	ADA/Landing Pad
35	Carpenter Rd	41st Ave	ADA/Landing Pad

<b>OLYMPIA</b>			
<b>Locate #</b>	<b>Street On</b>	<b>Cross Street</b>	<b>Improvement</b>
36	Capitol Blvd	Eskridge Ave	ADA/Landing Pad
37	Union Ave	Fairview St	ADA/Landing Pad
38	Boulevard Rd	Ellis	ADA/Landing Pad
39	28th Ave	Division St	ADA/Landing Pad
40	28th Ave	Division St	ADA/Landing Pad
41	5th Ave	Decatur St	ADA/Landing Pad
42	5th Ave	Rogers St	ADA/Landing Pad
43	7th Ave	Fairview St	ADA/Landing Pad
44	22nd Ave	Boundary St	ADA/Landing Pad
45	22nd Ave	Wilson St	ADA/Landing Pad
46	Eastside St	18th Ave	ADA/Landing Pad
47	Lake Forest Dr	Carnegie Dr	ADA/Landing Pad
48	Lake Forest Dr	Creighton Ct	ADA/Landing Pad
49	Lake Forest Dr	Oxford Dr	ADA/Landing Pad
50	Lake Forest Dr	Oxford Dr	ADA/Landing Pad
51	Union	Fir	ADA/Landing Pad
<b>TUMWATER</b>			
<b>Locate #</b>	<b>Street On</b>	<b>Cross Street</b>	<b>Improvement</b>
52	Linwood Ave	Liberty	ADA/Landing Pad
53	Rural Rd	48th Ave	ADA/Landing Pad
54	Linwood Ave	Liberty St	ADA/Landing Pad
55	S. 2nd Ave	C St	ADA/Landing Pad
56	Barnes Blvd	Vista Lp	ADA/Landing Pad
57	S. 7th Ave	I St	ADA/Landing Pad
58	S. 2nd Ave	F St	ADA/Landing Pad
59	S. 2nd Ave	F St	ADA/Landing Pad
60	RW Johnson Blvd	29th Ave	ADA/Landing Pad
<b>YELM</b>			
<b>Locate #</b>	<b>Street On</b>	<b>Cross Street</b>	<b>Improvement</b>
61	Yelm Ave/SR 507	3rd St	ADA/Landing Pad
62	Yelm Ave/SR 507	Prairie Park Ln	ADA/Landing Pad
63	103rd St	Grove Rd	ADA/Landing Pad



# 2016 Regional Transportation Alternatives Program (TAP) Grant Application

**PROJECT**

**TITLE:** Pedestrian and Bicycle Plan for Lacey and the Lacey Urban Growth Area

TRPC use only

**GENERAL PROJECT INFORMATION**

Agency or Organization City of Lacey  
 Contact Person Ryan Andrews, Planning Manager  
 Phone Number (360) 412-3190  
 Email Address randrews@ci.lacey.wa.us

**Type of Transportation Partner** Select One

Traditional Transportation Partner   
 Non-Traditional Transportation Partner

**Threshold Criteria** (check all that apply)

	Yes	No
Project elements meet all regional eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Project elements and administration meet all federal eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Applicant can demonstrate ability to obligate funding as proposed	<input checked="" type="radio"/>	<input type="radio"/>

**STATUS OF EXISTING FEDERAL PROJECTS**

Does the applicant have any other regionally selected projects underway? (yes or no)  Yes  No  
 Does the applicant have any other state selected federal projects underway? (yes or no)  Yes  No

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

**PROJECT INFORMATION**

**Applicant's Project Priority**

Are you submitting more than one TAP application (3 maximum)?  Yes  No  
 If "Yes," what priority is this project application? \_\_\_\_\_ of \_\_\_\_\_

**TYPE OF PROJECT OR PROGRAM**

*(Identify one "Primary Purpose" and any "Secondary Purpose" project type that applies)*

	Primary	Secondary
Safe Routes to School project or program	<input type="radio"/>	<input checked="" type="checkbox"/>
Provision of facilities for pedestrians and/or bicycles	<input checked="" type="radio"/>	<input type="checkbox"/>
Preservation and/or conversion of abandoned railway corridors for bike/ped trails	<input type="radio"/>	<input type="checkbox"/>
Construction of turnouts, overlooks, and viewing areas	<input type="radio"/>	<input type="checkbox"/>
Recreational Trails Program (Section 206 of title 23)	<input type="radio"/>	<input type="checkbox"/>
Inventory, control and removal of outdoor advertising	<input type="radio"/>	<input type="checkbox"/>
Preservation & rehabilitation of historic transportation buildings, structures, facilities	<input type="radio"/>	<input type="checkbox"/>
Vegetation management in ROW to control invasive species or control erosion	<input type="radio"/>	<input type="checkbox"/>
Archaeological activities related to impacts from transportation projects	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to address stormwater associated with highway runoff	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to reduce wildlife mortality or improve habitat connectivity	<input type="radio"/>	<input type="checkbox"/>

**PROJECT OVERVIEW**

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

The Pedestrian and Bicycle Plan for Lacey and the Lacey Urban Growth Area will provide a comprehensive plan to enhance Lacey's pedestrian and bicycle system. The Pedestrian and Bicycle Plan will contain an inventory of existing pedestrian and bicycle facilities; identify pedestrian and bicycle generating land uses including schools, parks, residential areas and commercial nodes; identification of associated gaps and a methodology for prioritizing capital improvements to eliminate them; identification of potential funding sources; and prioritized measures to implement the Pedestrian and Bicycle Plan. The Pedestrian and Bicycle Plan will implement the policies of the 2016 Land Use Element for Lacey and the Lacey Urban Growth Area, the City of Lacey 2030 Transportation Plan, and will implement strategies identified in Sustainable Thurston.

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

	Project Location	_____
<b>Construction Projects</b>	Type of Construction Project	_____
	Length/Size of Construction Project	_____
<b>Programs/Services</b>	Delivery Area of Program/Service	Lacey city limits and unincorporated Lacey UGA
	Duration of Program/Service	18 months for plan development and adoption

**PROJECT PHASING AND COSTS**

Identify project phases and costs <b>Construction Projects</b> (mark the appropriate phase and enter cost)	Preliminary Engineering/Design:	<input type="checkbox"/>	\$ _____
	Right-of-Way:	<input type="checkbox"/>	\$ _____
	Construction:	<input type="checkbox"/>	\$ _____
<b>Program or Operational Element Costs</b>	Program or Operations Cost:		\$ 137600
	Other Cost:		\$ _____
<b>Total Project Cost (Sum of all project phase costs identified above):</b>			\$ 137600

**YEAR OF OBLIGATION**

<b>FFY 2017 – 2019 Project Obligation</b>	2017	2018	2019
Select the preferred federal fiscal year the project <u>will</u> obligate*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Select an alternate federal fiscal year the project <u>could</u> obligate	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

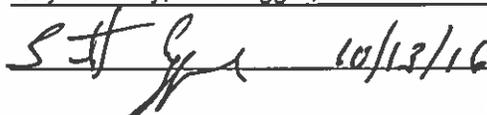
\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**TAP FUNDING REQUEST AND MATCHING REVENUES**

<b>Federal Funding Request and Match (non-federal share)</b>			<p>*Applicants must provide a minimum of 13.5% non-federal share to federal share. <b>Example</b> Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500</p>
From Project Applicant*	Local funding or other sources	\$ 20000	
	State funding	\$ _____	
	<b>TAP Grant Request</b>	\$ 117600	
	<b>Total Project/ Phase Revenue</b>	\$ 137600	

**CERTIFICATION ACCEPTANCE**

**CA Agency and Representative** City of Lacey, Scott Egger, Public Works Director

**CA Signature and Date**  10/13/16

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested TAP grant. If selected, the project will obligate funding in Federal Fiscal Year 2016, prior to August 1, 2016. Failure to do so will result in loss of funding for the project. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible.

This project has the full endorsement of the governing body/leadership of this agency or organization.

Scott Spence, City Manager

Name and Title of Designated Representative

  
Signature of Designated Representative

10/13/2016  
Date

**Project Title:** Pedestrian and Bicycle Plan for Lacey and the Lacey Urban Growth Area

#### SUPPORT FOR RECOGNIZED REGIONAL INITIATIVES

*Identify any ways in which the proposed project supports existing regional initiatives. Examples of such initiatives include, but are not limited to, Sustainable Thurston, Urban Corridor Communities, Walk and Roll, Healthy Kids Safe Streets, Thurston Thrives, Commute Trip Reduction.*

The Pedestrian and Bicycle Plan for Lacey and the Lacey Urban Growth Area will support the efforts of Sustainable Thurston, Urban Corridor Communities, Walk and Roll, Healthy Kids Safe Streets, and Thurston Thrives. The Plan will ensure that community contains a safe, well-connected and convenient pedestrian and bicycle network that will lead to reduction in greenhouse gas emissions, will ensure safe pedestrian access to area schools, and will eliminate barriers to ensure residents are physically active.

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

The Pedestrian and Bicycle Plan for Lacey and the Lacey Urban Growth Area will provide a comprehensive plan to enhance Lacey's pedestrian and bicycle system. The Pedestrian and Bicycle Plan will address the goals and policies contained in Lacey's Comprehensive Plans including the 2016 Land Use Element for Lacey and the Lacey Urban Growth Area and the City of Lacey 2030 Transportation Plan which prioritize and encourage pedestrian and bicycle trips by ensuring the community contains a safe, well-connected, and convenient pedestrian and bicycle circulation network. To implement this goal, the City has established as a priority policy and future work program item to develop the Pedestrian and Bicycle Plan to inventory existing facilities, identify deficiencies, and identify and prioritize future capital improvements.

The Pedestrian and Bicycle Plan will be completed in several steps. First, an inventory of the existing pedestrian and bicycle system within Lacey and the Lacey Urban Growth Area will be completed by Thurston Regional Planning Council staff and integrated into the City's Geographic Information System (GIS).

Second, the City will engage a contractor to use the GIS data to conduct spatial analyses identifying pedestrian and bicycle generating land uses including schools, parks, residential areas and commercial nodes and associated gaps in the pedestrian and bicycle facilities that serve these uses. Based on the outcomes of the analysis, the contractor will then develop a methodology for prioritizing pedestrian and bicycle capital projects and provide recommended measures to implement and fund the capital projects.

Finally, the contractor will prepare the draft Plan. The Plan will integrate and document the information previously stated and also include a policy and local design guide for pedestrian and bicycle facilities which will recommend changes to existing City design standards and identify potential funding sources to complete proposed capital improvements.

A steering committee will be formed with a broad representation of stakeholders including: Lacey Public Works, Thurston County Public Works, Thurston Regional Planning Council, Thurston County Health Department, North Thurston Public Schools, Intercity Transit, business and environmental groups, and a broad cross-section of walkers and bikers including the senior community, disabled and/or blind users, and advocacy groups. The purpose of the steering committee will be to review recommendations developed by the contractor preparing the Plan and also provide input throughout the planning process. The final Plan will reflect the committee's input and recommendations.

Throughout the Plan's development, City of Lacey staff will conduct a robust public participation program to seek input from a broad array of interested citizens. Much like the City's recently completed "Envision Lacey" outreach program, the public participation program will include informational booths at public events, outreach to schools,

**Project Title:** Pedestrian and Bicycle Plan for Lacey and the Lacey Urban Growth Area

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

outreach at sporting events and area parks programs, social media, and traditional direct mail and print methods.

The Pedestrian and Bicycle Plan will implement, locally, the policies of the 2016 Land Use Element for Lacey and the Lacey Urban Growth Area, the City of Lacey 2030 Transportation Plan. Additionally, the Plan will implement policies at the regional level including policies of the Regional Transportation Plan, Sustainable Thurston, Urban Corridor Communities, Walk and Roll, Healthy Kids Safe Streets, and Thurston Thrives. The Plan will ensure that community contains a safe, well-connected and convenient pedestrian and bicycle network that will lead to reduction in greenhouse gas emissions, will ensure safe pedestrian access to area schools, and will eliminate barriers to ensure residents are physically active. The benefits of this Plan will not only support the Lacey area but will support the greater goals of the region.

The Pedestrian and Bicycle Plan will also lay the groundwork for subsequent implementation phases. As a primary outcome of the Plan, pedestrian and bicycle improvement projects will be identified and prioritized. Capital improvements identified in the Plan may include bike lanes, sidewalks, and crossings that could be funded through future funding opportunities as they become available. Implementation of the Bicycle and Pedestrian Plan through capital projects will ensure that the vision set forth in the Plan is achieved. Through continued coordination and implementation of the Pedestrian and Bicycle Plan, Lacey and its regional partners can effectively expand and enhance the regional pedestrian and bicycle network.

K:\GUEST\Transportation\STP-CMAQ-TAPFundinandObligations\CY2017Process\ProcessMaterials\ApplicationForms\2016TAPApplicationForm.doc



October 10, 2016

CITY COUNCIL

ANDY RYDER  
Mayor

CYNTHIA PRATT  
Deputy Mayor

VIRGIL CLARKSON  
JEFF GADMAN

LENNY GREENSTEIN

JASON HEARN

MICHAEL STEADMAN

CITY MANAGER

SCOTT H. SPENCE

Thurston Regional Planning Council  
2424 Heritage Court SW, Suite A  
Olympia, WA 98502

Subject: Transportation Alternatives Program (TAP) Grant Application for Pedestrian and Bicycle Plan for Lacey and the Lacey Urban Growth Area

Dear Thurston Regional Planning Council:

The City of Lacey is pleased to submit an application for Transportation Alternatives Program (TAP) funding for development of a Pedestrian and Bicycle Plan for Lacey and the Lacey Urban Growth Area.

The Pedestrian and Bicycle Plan for Lacey and the Lacey Urban Growth Area is a priority implementation item to address the goals and policies contained in Lacey's Comprehensive Plans including the recently adopted 2016 Land Use Element for Lacey, the Lacey Urban Growth Area, and the City of Lacey 2030 Transportation Plan.

Additionally, the Pedestrian and Bicycle Plan will support the regional priorities established in the Regional Transportation Plan, Regional Sustainability Plan, Urban Corridor Communities, Walk and Roll, Healthy Kids Safe Streets, and Thurston Thrives.

The Plan will ensure that the community contains a safe, well-connected and convenient pedestrian and bicycle network that will lead to reduction in greenhouse gas emissions, will ensure safe pedestrian access to area schools, and will eliminate barriers to ensure residents are physically active. The Pedestrian and Bicycle Plan will also identify and prioritize future capital improvements which will lay the groundwork for subsequent implementation—ensuring that our transportation system truly accommodates all modes.

We urge support of the City's application for funding of the Pedestrian and Bicycle Plan for Lacey and the Lacey Urban Growth Area as a key strategy in implementing local and regional transportation goals.

Sincerely,

Scott Spence  
City Manager



TDD Relay  
1-800-833-6388

City Council  
(360) 491-3214

City Manager  
(360) 491-1214

City Attorney  
(360) 491-1802

Community Development  
(360) 491-5642

Finance  
(360) 491-3212

Parks & Recreation  
(360) 491-4857

Police  
(360) 459-4333

Public Works  
(360) 491-5600

Fax #  
(360) 438-2669







# 2016 Regional Transportation Alternatives Program (TAP) Grant Application

**PROJECT**

**TITLE:** Pedestrian Crossing Flashing Beacon Installation



**GENERAL PROJECT INFORMATION**

Agency or Organization City of Olympia  
 Contact Person Mark E. Russell, P.E., Director of Transportation  
 Phone Number (360) 753-8762  
 Email Address mrussell@ci.olympia.wa.us

**Type of Transportation Partner** Select One

Traditional Transportation Partner   
 Non-Traditional Transportation Partner

**Threshold Criteria** (check all that apply)

	Yes	No
Project elements meet all regional eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Project elements and administration meet all federal eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Applicant can demonstrate ability to obligate funding as proposed	<input checked="" type="radio"/>	<input type="radio"/>

**STATUS OF EXISTING FEDERAL PROJECTS**

**Does the applicant have any other regionally selected projects underway?** (yes or no)  Yes  No  
**Does the applicant have any other state selected federal projects underway?** (yes or no)  Yes  No  
*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

**PROJECT INFORMATION**

**Applicant's Project Priority** Yes No  
 Are you submitting more than one TAP application (3 maximum)?  Yes  No  
 If "Yes," what priority is this project application? \_\_\_\_\_ of \_\_\_\_\_

**TYPE OF PROJECT OR PROGRAM**

*(Identify one "Primary Purpose" and any "Secondary Purpose" project type that applies)*

	Primary	Secondary
Safe Routes to School project or program	<input type="radio"/>	<input checked="" type="checkbox"/>
Provision of facilities for pedestrians and/or bicycles	<input checked="" type="radio"/>	<input type="checkbox"/>
Preservation and/or conversion of abandoned railway corridors for bike/ped trails	<input type="radio"/>	<input type="checkbox"/>
Construction of turnouts, overlooks, and viewing areas	<input type="radio"/>	<input type="checkbox"/>
Recreational Trails Program (Section 206 of title 23)	<input type="radio"/>	<input type="checkbox"/>
Inventory, control and removal of outdoor advertising	<input type="radio"/>	<input type="checkbox"/>
Preservation & rehabilitation of historic transportation buildings, structures, facilities	<input type="radio"/>	<input type="checkbox"/>
Vegetation management in ROW to control invasive species or control erosion	<input type="radio"/>	<input type="checkbox"/>
Archaeological activities related to impacts from transportation projects	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to address stormwater associated with highway runoff	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to reduce wildlife mortality or improve habitat connectivity	<input type="radio"/>	<input type="checkbox"/>

**PROJECT OVERVIEW**

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

This proposal will replace the existing in-pavement flashing light systems at nine pedestrian crosswalk locations with new Rectangular Rapid Flashing Beacons (RRFB's). The current in-pavement systems are reaching the end of their service life and have become difficult to maintain. The RRFB pedestrian warning devices will be installed at the street edge near the crosswalk to alert motorists of pedestrians.

The City of Olympia is actively working to improve pedestrian crossings. Wide, busy streets can be a barrier to a pedestrian. Concern about a street crossing can prevent a person from making even a short trip on foot. Because of the high-volume vehicle traffic and the width of the streets, pedestrian crossing improvements along these streets can influence an increase in walking and transit trips along these corridors.

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

<b>Construction Projects</b>	Project Location	Various Locations - Nine (9) Sites
	Type of Construction Project	Replace in-pavement flashing lights at crosswalks with RF
	Length/Size of Construction Project	
<b>Programs/Services</b>	Delivery Area of Program/Service	N/A
	Duration of Program/Service	N/A

**PROJECT PHASING AND COSTS**

Identify project phases and costs (mark the appropriate phase and enter cost)	Phase	Cost
<b>Construction Projects</b>	Preliminary Engineering/Design: <input checked="" type="checkbox"/>	\$ 40125
	Right-of-Way: <input type="checkbox"/>	\$ 0
	Construction: <input checked="" type="checkbox"/>	\$ 376575
<b>Program or Operational Element Costs</b>	Program or Operations Cost:	\$ 0
	Other Cost:	\$ 0
<b>Total Project Cost</b> (Sum of all project phase costs identified above):		\$ 416700

**YEAR OF OBLIGATION**

FFY 2017 – 2019 Project Obligation	2017	2018	2019
Select the preferred federal fiscal year the project will obligate*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Select an alternate federal fiscal year the project could obligate	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

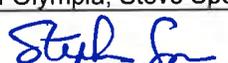
\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**TAP FUNDING REQUEST AND MATCHING REVENUES**

<b>Federal Funding Request and Match</b> (non-federal share)			*Applicants must provide a minimum of 13.5% non-federal share to federal share. <u>Example</u> Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant*	Local funding or other sources	\$ 56260	
	State funding	\$ 0	
	<b>TAP Grant Request</b>	<b>\$ 360440</b>	
	Total Project/ Phase Revenue	\$ 416700	

**CERTIFICATION ACCEPTANCE**

**CA Agency and Representative** City of Olympia, Steve Sperr P.E., Assistant City Engineer

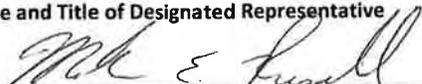
**CA Signature and Date**  10/14/16

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested TAP grant. If selected, the project will obligate funding in Federal Fiscal Year 2016, prior to August 1, 2016. Failure to do so will result in loss of funding for the project. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible.

This project has the full endorsement of the governing body/leadership of this agency or organization.

Mark E. Russell, P.E., Director of Transportation

**Name and Title of Designated Representative**  
  
**Signature of Designated Representative**

10/14/16  
**Date**

**Project Title:** Pedestrian Crossing Flashing Beacon Installation

#### SUPPORT FOR RECOGNIZED REGIONAL INITIATIVES

*Identify any ways in which the proposed project supports existing regional initiatives. Examples of such initiatives include, but are not limited to, Sustainable Thurston, Urban Corridor Communities, Walk and Roll, Healthy Kids Safe Streets, Thurston Thrives, Commute Trip Reduction.*

See PROJECT DESCRIPTION & SIGNIFICANCE on page 4.

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

The proposed project will replace the existing in-pavement flashing light systems at nine pedestrian crosswalk locations with new Rectangular Rapid Flashing Beacons (RRFBs). Listed are the nine pedestrian crossing locations.

1. Capital Mall Drive at Capital Medical Center
2. State Avenue at Wilson Street
3. Capitol Way at the Tivoli Fountain
4. 5th Avenue at the Capitol Lake Dam
5. 5th Avenue at Sylvester Street
6. 4th Avenue at Bayview Market
7. 4th Avenue at Sylvester Street
8. Black Lake Boulevard/Division Street at 4th Avenue
9. Martin Way at the Chehalis Western Trail

The beacons help people walk across busy streets by alerting drivers to the pedestrian who is attempting to cross. These crossings were identified and initially improved based on requests from the public. All of these crossings are on major streets.

Of the nine crossings, six are on Urban Corridors: State Avenue, 4th Avenue, Martin Way, Black Lake Boulevard and Capitol Way. These improvements will help to make these urban corridors more walkable and help people access transit, consistent with the Urban Corridors Communities objectives.

Five of the crossings, one on Martin Way at the Chehalis Western Trail and four near Heritage Park on 4th and 5th Avenues will help people walk for recreation, consistent with the goals of Thurston Thrives, and Healthy Kids Safe Streets.

All of the nine crossings are on transit routes. The beacons will help people access bus stops, which supports our community's Commute Trip Reduction efforts.

**Why it is a regional funding priority/benefits it will deliver:** This project will improve the safety of pedestrian crossings on several major streets in Olympia. All of these streets are transit routes and these beacons will improve pedestrian access to bus stops. Destinations along these streets include parks, stores, medical facilities, and employment sites which are regional destinations. Improving these crossings for people who arrive at these destinations by bus will serve a regional population in addition to local walking trips.

**Project Title:** Pedestrian Crossing Flashing Beacon Installation

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

Does it leverage previous work or lay the groundwork for subsequent implementation phases: The beacons will replace damaged in-pavement lighting systems. Since the in-pavement systems were installed, technology has advanced, and beacon systems prove more effective in alerting drivers, more durable and less costly to maintain.

Describe efforts to ensure this project can meet its obligation commitments: Because all of the crossings have an older non-functioning in-pavement lighting system in place, electrical wiring is in place, making installation of beacons more simple. City engineering and project management resources are available to complete this project.

How does the proposal support the goals and policies of the RTP, Sustainable Thurston and other adopted community plans and goals:

The project supports the following RTP policies:

- 2a. Provide for quality travel mode options appropriate to existing and future land uses, including walking, biking, public transportation, rail and motor vehicles, including freight.
- 4c. Design transportation infrastructure to encourage safe user behavior.
- 5a. Prioritize maintenance, preservation, operations and repair of the existing transportation system.
- 6b. Encourage the use of public transportation, ridesharing, bicycling and walking by improving access, convenience, and reliability.
- 9a. Design and construct multimodal, context-sensitive, complete streets and roads.
- 12c. Provide frequent pedestrian crossings, especially in urban areas, along primary transit routes, and near activity centers.

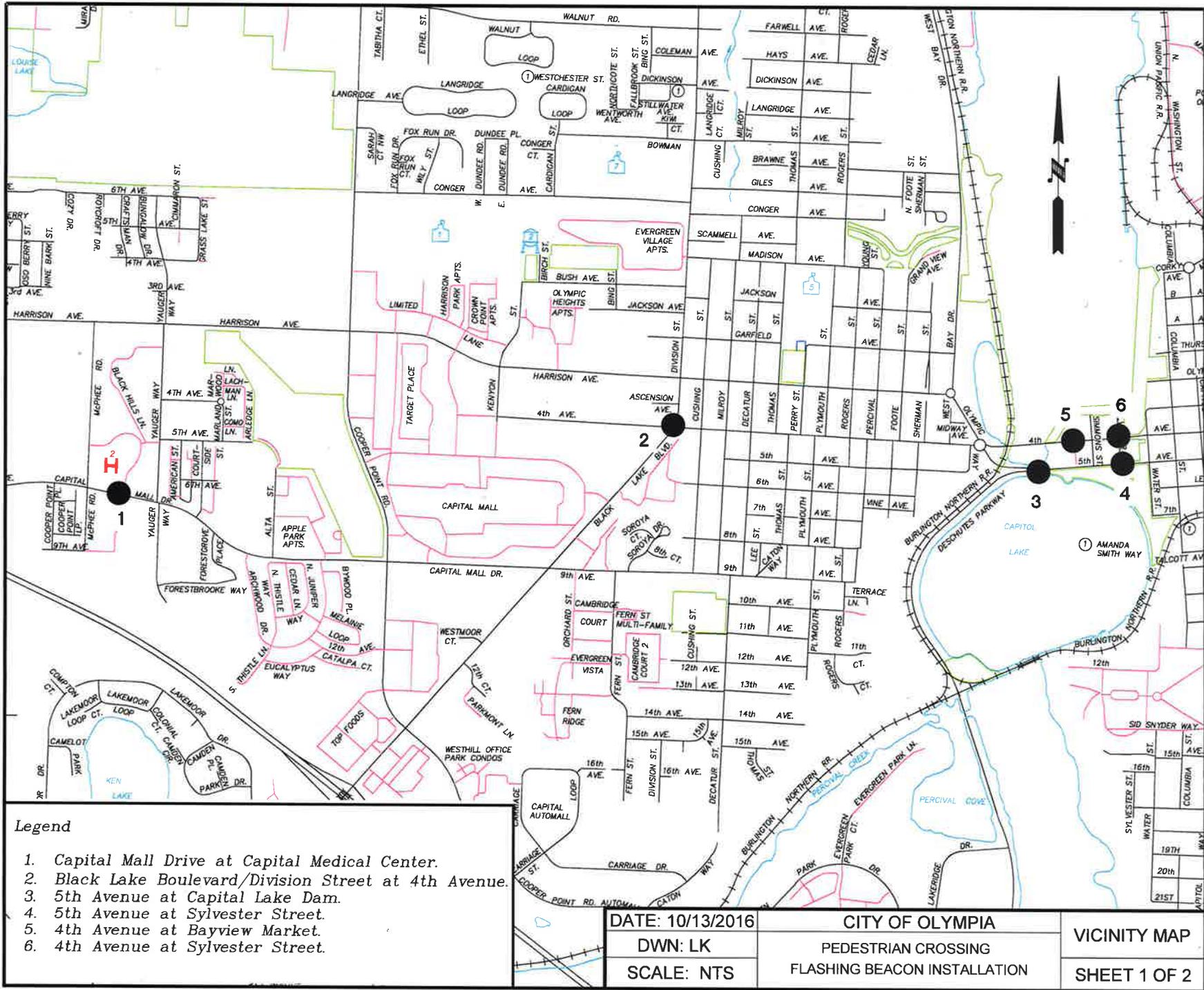
The project supports several Sustainable Thurston Priority goals:

- Because all of these crossings help promote walking in the urban area on transit corridors, the project supports this priority goal: "Create vibrant centers, corridors, and neighborhoods while accommodating growth."
- Because the crossings promote walking instead of driving, the project supports these priority goals: "Move towards carbon-neutrality" and "Maintain air-quality standards."

The project supports the following City of Olympia Comprehensive Plan goals and policies:

- PT 21.3 Build new streets and retrofit existing streets to be more inviting for walking with sidewalks, crossing improvements and streetscape enhancements.
- GT 23 Pedestrian crossing improvements remove barriers for walkers on major streets, especially wide streets with high vehicle volumes.
- PT 23.2 Raise driver awareness of pedestrians at crosswalks on wide, high-volume streets using blinking lights, flags, signs, markings, and other techniques.
- PT 23.3 Add safe, mid-block crossings for pedestrians to new and existing streets. This is especially important on major streets that have long distances between stop lights and those with high-frequency transit service.

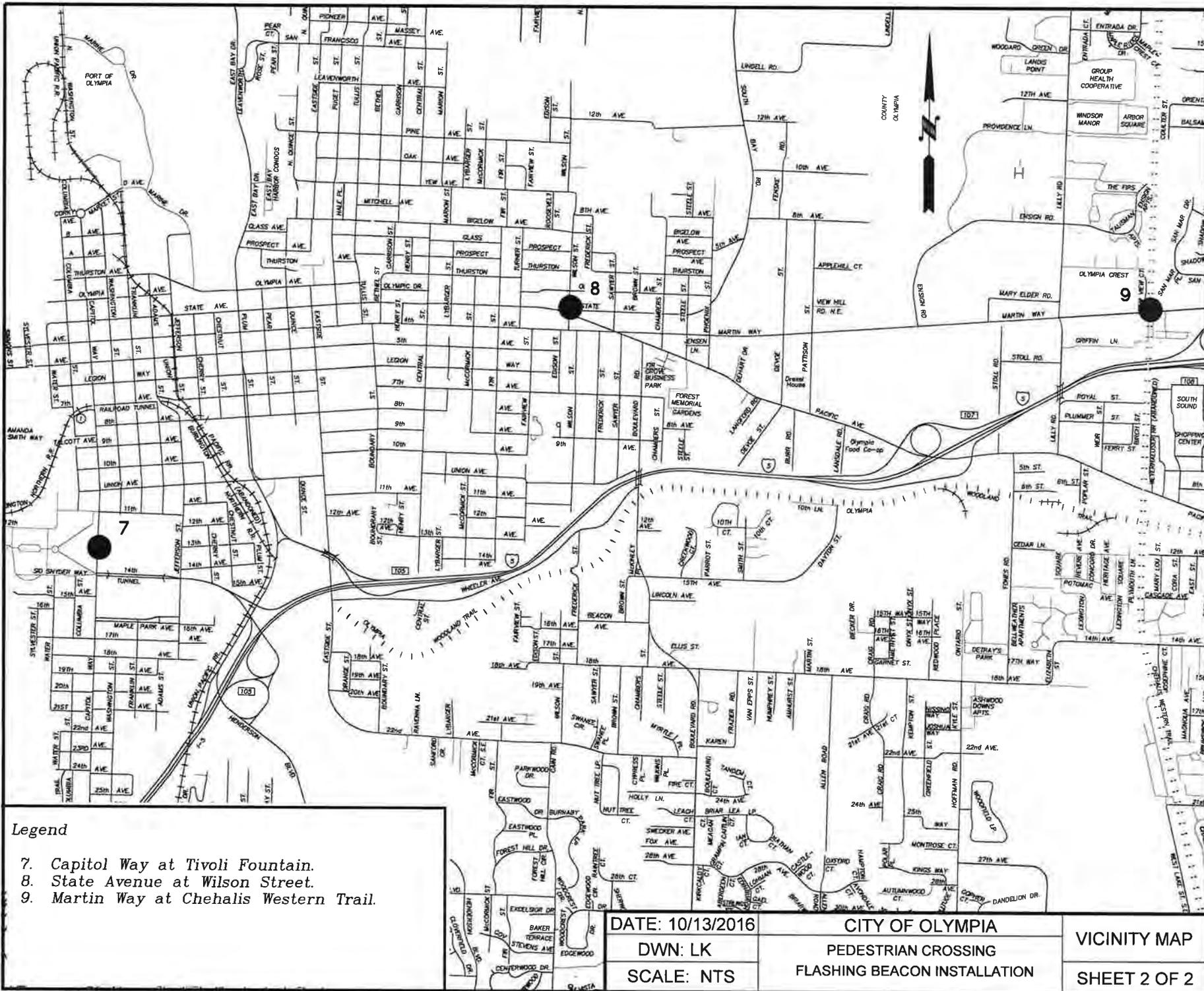
X:\GUEST\Transportation\STP-CMAQ-TAPFundinandObligations\CY2017Process\ProcessMaterials\ApplicationForms\2016TAPApplicationForm.doc



**Legend**

1. Capital Mall Drive at Capital Medical Center.
2. Black Lake Boulevard/Division Street at 4th Avenue.
3. 5th Avenue at Capital Lake Dam.
4. 5th Avenue at Sylvester Street.
5. 4th Avenue at Bayview Market.
6. 4th Avenue at Sylvester Street.

DATE: 10/13/2016	CITY OF OLYMPIA	VICINITY MAP
DWN: LK	PEDESTRIAN CROSSING	SHEET 1 OF 2
SCALE: NTS	FLASHING BEACON INSTALLATION	



- Legend
- 7. Capitol Way at Tivoli Fountain.
  - 8. State Avenue at Wilson Street.
  - 9. Martin Way at Chehalis Western Trail.

DATE: 10/13/2016	CITY OF OLYMPIA	VICINITY MAP
DWN: LK	PEDESTRIAN CROSSING	SHEET 2 OF 2
SCALE: NTS	FLASHING BEACON INSTALLATION	

# Typical Rectangular Rapid Flashing Beacon Installation







# 2016 Regional Transportation Alternatives Program (TAP) Grant Application

**PROJECT**

**TITLE:** School Speed Limit Zone Flashing Beacon Installation Project



**GENERAL PROJECT INFORMATION**

Agency or Organization Olympia School District  
 Contact Person Jennifer Priddy, Assistant Superintendent  
 Phone Number (360) 596-6129  
 Email Address jpriddy@osd.wednet.edu

**Type of Transportation Partner** **Select One**

Traditional Transportation Partner   
 Non-Traditional Transportation Partner

**Threshold Criteria** (check all that apply)

	Yes	No
Project elements meet all regional eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Project elements and administration meet all federal eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Applicant can demonstrate ability to obligate funding as proposed	<input checked="" type="radio"/>	<input type="radio"/>

**STATUS OF EXISTING FEDERAL PROJECTS**

**Does the applicant have any other regionally selected projects underway? (yes or no)**  Yes  No  
**Does the applicant have any other state selected federal projects underway? (yes or no)**  Yes  No  
*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

**PROJECT INFORMATION**

**Applicant's Project Priority** **Yes** **No**  
 Are you submitting more than one TAP application (3 maximum)?  Yes  No  
 If "Yes," what priority is this project application? 1 of 1

**TYPE OF PROJECT OR PROGRAM**

*(Identify one "Primary Purpose" and any "Secondary Purpose" project type that applies)*

	Primary	Secondary
Safe Routes to School project or program	<input checked="" type="radio"/>	<input type="checkbox"/>
Provision of facilities for pedestrians and/or bicycles	<input type="radio"/>	<input type="checkbox"/>
Preservation and/or conversion of abandoned railway corridors for bike/ped trails	<input type="radio"/>	<input type="checkbox"/>
Construction of turnouts, overlooks, and viewing areas	<input type="radio"/>	<input type="checkbox"/>
Recreational Trails Program (Section 206 of title 23)	<input type="radio"/>	<input type="checkbox"/>
Inventory, control and removal of outdoor advertising	<input type="radio"/>	<input type="checkbox"/>
Preservation & rehabilitation of historic transportation buildings, structures, facilities	<input type="radio"/>	<input type="checkbox"/>
Vegetation management in ROW to control invasive species or control erosion	<input type="radio"/>	<input type="checkbox"/>
Archaeological activities related to impacts from transportation projects	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to address stormwater associated with highway runoff	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to reduce wildlife mortality or improve habitat connectivity	<input type="radio"/>	<input type="checkbox"/>

**PROJECT OVERVIEW**

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

This project will improve school crossings on Carlyon Avenue at Lybarger Street and on North Street at Pifer Road and at Olympia High School west driveway. The existing 20 MPH school speed limit zone signing which currently has "When Flagged" or "When Children are Present" signing will be replaced. This project will include installation of School Speed Limit Zone flashing beacons and signing at the two locations listed above. Solar powered units will be installed. The intent of installing this type of traffic-control device is to get motorists' attention in a more effective way, by providing more positive guidance to motorists informing them of when the school zone speed limit is in effect. Improved motorist compliance to the school zone speed limit can improve pedestrian crossing safety. These improvements 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.



**Project Title:** School Speed Limit Zone Flashing Beacon Installation Project

#### SUPPORT FOR RECOGNIZED REGIONAL INITIATIVES

*Identify any ways in which the proposed project supports existing regional initiatives. Examples of such initiatives include, but are not limited to, Sustainable Thurston, Urban Corridor Communities, Walk and Roll, Healthy Kids Safe Streets, Thurston Thrives, Commute Trip Reduction.*

Supports Sustainable Thurston quality-of-life issues of promoting public safety, schools and transportation. Supports Walk and Roll Program goal of building a generation of safe and healthy walkers by promoting traffic safety around schools.

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

Parents and school administrators have expressed safety concerns for school children when crossing Carlyon Avenue at Lybarger Street and when crossing North Street at Pifer Road and at the Olympia High School west driveway. Currently, in the vicinity of these crossings, the street is signed as a 20 MPH school speed limit zone. This speed limit is in effect "When Flagged" or "When Children are Present." However, many motorists do not understand when the 20 MPH speed limit is in effect or choose not to obey this speed limit in general. This situation contributes to concerns for the safety of school children when walking in the marked crosswalk, children waiting at the curb about to cross the street, and children walking along the street in close proximity to the crosswalks. These existing crossings are also identified with high visibility crosswalks and school crossing signing. At locations with "When Flagged" signing, school personnel install flags at the beginning of school walk times, indicating to motorists that the school zone speed limit is in effect, and then remove the flags at the end of school walk times, indicating to motorists that the school zone speed limit is not currently in effect.

This project will include installation of School Speed Limit Zone Flashing Beacons and corresponding signing at the two locations listed above.

The intent of installing this type of traffic control device is to get motorists' attention in a more effective way, by providing more positive guidance to motorists, informing them when the school zone speed limit is in effect. Improved motorist compliance with the school zone speed limit can improve pedestrian crossing safety. These improvements will enhance the safety of students walking and bicycling to and from school and crossing at these locations, and encourage students to walk and bicycle to school rather than being driven to school. It also enhances the walking routes shared by and between Pioneer Elementary School, Washington Middle School, and Olympia High School.

The solar-powered flashing beacons will be programmed each school year to automatically turn on at the start of school walk times, off at the end of school walk times, and account for early dismissals, late starts, and holidays.

This project is consistent with the Thurston Regional Transportation Plan by providing improvements for our multimodal transportation system. These improvements will enhance the safety of students walking and bicycling to and from school and crossing at these locations, and encourage students to walk and bicycle to school rather than being driven to school.

**Project Title:** School Speed Limit Zone Flashing Beacon Installation Project

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

The project supports the following RTP policies:

- 2a. Provide for quality travel mode options appropriate to existing and future land uses, including walking, biking, public transportation, rail and motor vehicles, including freight.
- 4c. Design transportation infrastructure to encourage safe user behavior.
- 6b. Encourage the use of public transportation, ridesharing, bicycling and walking by improving access, convenience, and reliability.
- 9a. Design and construct multimodal, context-sensitive, complete streets and roads.
- 12c. Provide frequent pedestrian crossings, especially in urban areas, along primary transit routes, and near activity centers.

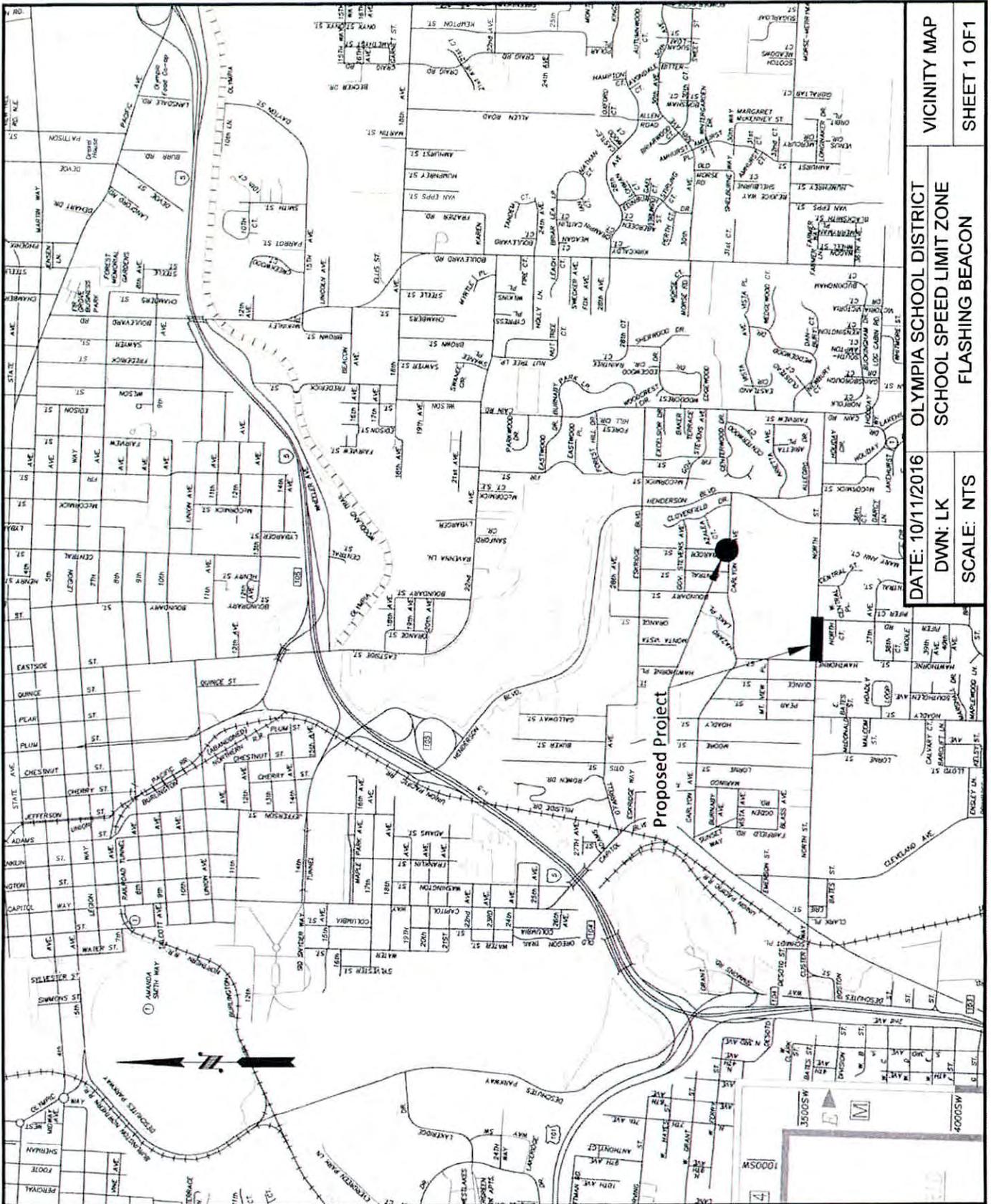
The project supports Sustainable Thurston Priority goals:

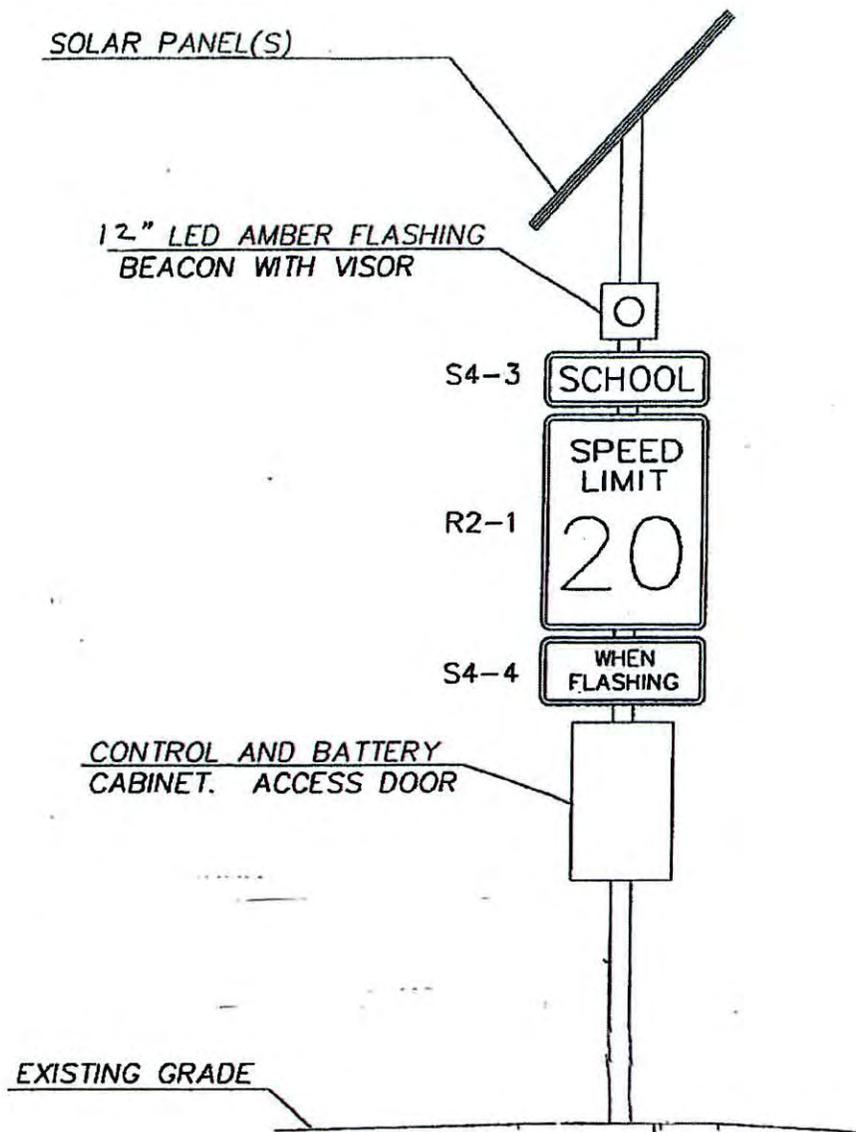
- Because the crossings promote walking instead of driving, the project supports these priority goals: "Move towards carbon-neutrality," and "Maintain air-quality standards."

The project supports the following Olympia Comprehensive Plan goals and policies:

- PT 21.3 Build new streets and retrofit existing streets to be more inviting for walking with sidewalks, crossing improvements and streetscape enhancements.
- GT 23 Pedestrian crossing improvements remove barriers for walkers on major streets, especially wide streets with high vehicle volumes.
- PT 23.2 Raise driver awareness of pedestrians at crosswalks on wide, high-volume streets using blinking lights, flags, signs, markings, and other techniques.

K:\GUEST\Transportation\STP-CMAQ-TAPFundinandObligations\CY2017Process\ProcessMaterials\ApplicationForms\2016TAPApplicationForm.doc





# BEACON ASSEMBLY

N.T.S.



# 2016 Regional Transportation Alternatives Program (TAP) Grant Application

## PROJECT

**TITLE:** Binghampton Streetscape Phase 1 Crosswalk Signage Project

TRPC use only

### GENERAL PROJECT INFORMATION

Agency or Organization City of Rainier  
 Contact Person Charmayne Garrison  
 Phone Number (360) 446-2265  
 Email Address rainier@ywave.com

**Type of Transportation Partner** Select One

- Traditional Transportation Partner
- Non-Traditional Transportation Partner

**Threshold Criteria** (check all that apply)

	Yes	No
Project elements meet all regional eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Project elements and administration meet all federal eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Applicant can demonstrate ability to obligate funding as proposed	<input checked="" type="radio"/>	<input type="radio"/>

### STATUS OF EXISTING FEDERAL PROJECTS

- Does the applicant have any other regionally selected projects underway? (yes or no) Yes:  No:
- Does the applicant have any other state selected federal projects underway? (yes or no) Yes:  No:

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

### PROJECT INFORMATION

- Applicant's Project Priority** Yes:  No:
- Are you submitting more than one TAP application (3 maximum)? of
- If "Yes," what priority is this project application?

### TYPE OF PROJECT OR PROGRAM

*(Identify one "Primary Purpose" and any "Secondary Purpose" project type that applies)*

	Primary	Secondary
Safe Routes to School project or program	<input type="radio"/>	<input checked="" type="checkbox"/>
Provision of facilities for pedestrians and/or bicycles	<input checked="" type="radio"/>	<input type="checkbox"/>
Preservation and/or conversion of abandoned railway corridors for bike/ped trails	<input type="radio"/>	<input type="checkbox"/>
Construction of turnouts, overlooks, and viewing areas	<input type="radio"/>	<input type="checkbox"/>
Recreational Trails Program (Section 206 of title 23)	<input type="radio"/>	<input type="checkbox"/>
Inventory, control and removal of outdoor advertising	<input type="radio"/>	<input type="checkbox"/>
Preservation & rehabilitation of historic transportation buildings, structures, facilities	<input type="radio"/>	<input type="checkbox"/>
Vegetation management in ROW to control invasive species or control erosion	<input type="radio"/>	<input type="checkbox"/>
Archaeological activities related to impacts from transportation projects	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to address stormwater associated with highway runoff	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to reduce wildlife mortality or improve habitat connectivity	<input type="radio"/>	<input type="checkbox"/>

### PROJECT OVERVIEW

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

The current Binghampton Streetscape Project Phase 1 funds sidewalk improvements, ADA ramps, bulbouts and crosswalks along that portion of SR 507 located within City of Rainier corporate limits between Minnesota Street N and Dakota Avenue N. The project includes funds for two pairs of solar powered pedestrian activated flashing beacons for the Dakota Avenue and Minnesota Street crosswalks. Since both the Dakota Avenue and Minnesota Street crosswalks are used by pedestrians and students to access the high school and middle school complex and sport fields directly south of SR 507, The City is requesting additional TAP grant funds to upgrade the crosswalk signage to solar powered pedestrian activated LED rapid flashing units.



**Project Title:** Binghampton Streetscape Phase 1 Crosswalk Signage Project

#### SUPPORT FOR RECOGNIZED REGIONAL INITIATIVES

*Identify any ways in which the proposed project supports existing regional initiatives. Examples of such initiatives include, but are not limited to, Sustainable Thurston, Urban Corridor Communities, Walk and Roll, Healthy Kids Safe Streets, Thurston Thrives, Commute Trip Reduction.*

The proposed crosswalk flasher sign upgrades would be added to the Binghampton Streetscape Project (Phase 1) . This project implements several regional initiatives including the Sustainable Thurston Plan, the 2025 Regional Transportation Plan, the Thurston Bountiful Byway, the South Thurston Economic Development Initiative (STEDI), and the Main Street 507 Project.

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

**Using the space provided on pages 3 and 4 below, please address the following in your narrative:** *Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

The proposed crosswalk flasher sign upgrades would be part of the previously TAP funded Binghampton Streetscape Project Phase 1 which will enhance pedestrian space in downtown Rainier and improve crossing opportunities for residents, shoppers, and area students.

This project has grown out of several regional initiatives including Sustainable Thurston, the Thurston Bountiful Byway, the South Thurston Economic Development Initiative (STEDI), and the Main Street 507 Project. Regional support is perhaps best summarized in the Sustainable Thurston plan which states, "Create safe and vibrant South County city and town centers that foster entrepreneurship, active transportation, civic pride, and a sense of place." (Goal C-2)

the project is reflected in Rainier's preferred alternative from the Thurston Regional planning Council-led Main Street 507 Project, a planning effort previously funded by Surface Transportation Program funding, and is a priority of regional plans including Sustainable Thurston and the 2025 Regional transportation Plan.

The Main Street 507 Project resulted in three primary goals for Rainier, addressing traffic concerns, enhancing pedestrian space and improving community character and aesthetics.



CROSSWALKS  
 WHERE PARB  
 FLASHING, LED  
 SIGNAGE IS  
 PROVIDED.

CITY OF RAINIER  
 REVISED SR 507  
 SIDEWALK IMPROVEMENTS

Gray & Osborne, Inc.  
 CONSULTING ENGINEERS



# 2016 Regional Transportation Alternatives Program (TAP) Grant Application

## PROJECT

**TITLE:** Bike Helmets for Thurston County Students

TRPC use only

### GENERAL PROJECT INFORMATION

Agency or Organization Safe Kids Thurston County  
 Contact Person Danielle King  
 Phone Number 360-786-8907 ext. 107  
 Email Address danielle@ccacwa.org

**Type of Transportation Partner** Select One

Traditional Transportation Partner   
 Non-Traditional Transportation Partner

**Threshold Criteria** (check all that apply)

	Yes	No
Project elements meet all regional eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Project elements and administration meet all federal eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Applicant can demonstrate ability to obligate funding as proposed	<input checked="" type="radio"/>	<input type="radio"/>

### STATUS OF EXISTING FEDERAL PROJECTS

**Does the applicant have any other regionally selected projects underway?** (yes or no)  Yes  No

**Does the applicant have any other state selected federal projects underway?** (yes or no)  Yes  No

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

### PROJECT INFORMATION

**Applicant's Project Priority** Yes  No

Are you submitting more than one TAP application (3 maximum)? of

If "Yes," what priority is this project application?

### TYPE OF PROJECT OR PROGRAM

*(Identify one "Primary Purpose" and any "Secondary Purpose" project type that applies)*

	Primary	Secondary
Safe Routes to School project or program	<input checked="" type="radio"/>	<input type="checkbox"/>
Provision of facilities for pedestrians and/or bicycles	<input type="radio"/>	<input checked="" type="checkbox"/>
Preservation and/or conversion of abandoned railway corridors for bike/ped trails	<input type="radio"/>	<input type="checkbox"/>
Construction of turnouts, overlooks, and viewing areas	<input type="radio"/>	<input type="checkbox"/>
Recreational Trails Program (Section 206 of title 23)	<input type="radio"/>	<input type="checkbox"/>
Inventory, control and removal of outdoor advertising	<input type="radio"/>	<input type="checkbox"/>
Preservation & rehabilitation of historic transportation buildings, structures, facilities	<input type="radio"/>	<input type="checkbox"/>
Vegetation management in ROW to control invasive species or control erosion	<input type="radio"/>	<input type="checkbox"/>
Archaeological activities related to impacts from transportation projects	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to address stormwater associated with highway runoff	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to reduce wildlife mortality or improve habitat connectivity	<input type="radio"/>	<input type="checkbox"/>

### PROJECT OVERVIEW

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

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.

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

Project Location \_\_\_\_\_

Construction Projects Type of Construction Project \_\_\_\_\_

Length/Size of Construction Project \_\_\_\_\_

Programs/Services Delivery Area of Program/Service Thurston County

Duration of Program/Service 2016-2017 and 2017-2018 School Years

**PROJECT PHASING AND COSTS**

Identify project phases and costs (mark the appropriate phase and enter cost)	Phase	Cost
Construction Projects Preliminary Engineering/Design:	<input type="checkbox"/>	\$ _____
Right-of-Way:	<input type="checkbox"/>	\$ _____
Construction:	<input type="checkbox"/>	\$ _____
Program or Operational Element Costs	Program or Operations Cost:	\$ 8422
	Other Cost:	\$ 1654.88
<b>Total Project Cost (Sum of all project phase costs identified above):</b>		<b>\$ 10076.88</b>

**YEAR OF OBLIGATION**

**FFY 2017 – 2019 Project Obligation**

Select the preferred federal fiscal year the project will obligate*	2017	2018	2019
Select an alternate federal fiscal year the project could obligate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**TAP FUNDING REQUEST AND MATCHING REVENUES**

Federal Funding Request and Match (non-federal share)			*Applicants must provide a minimum of 13.5% non-federal share to federal share. Example Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant*	Local funding or other sources	\$ 2610.5	
	State funding	\$ _____	
	<b>TAP Grant Request</b>	<b>\$ 10076.88</b>	
	<b>Total Project/ Phase Revenue</b>	<b>\$ 12687.38</b>	

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative Intercity Transit, Dennis Bloom

CA Signature and Date \_\_\_\_\_

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested TAP grant. If selected, the project will obligate funding in Federal Fiscal Year 2016, prior to August 1, 2016. Failure to do so will result in loss of funding for the project. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible.

This project has the full endorsement of the governing body/leadership of this agency or organization.

Gary Burris, Executive Director  
Name and Title of Designated Representative

Gary Burris  
Signature of Designated Representative

Oct. 12th, 2016  
Date

**Project Title:** Bike Helmets for Thurston County Students

#### SUPPORT FOR RECOGNIZED REGIONAL INITIATIVES

*Identify any ways in which the proposed project supports existing regional initiatives. Examples of such initiatives include, but are not limited to, Sustainable Thurston, Urban Corridor Communities, Walk and Roll, Healthy Kids Safe Streets, Thurston Thrives, Commute Trip Reduction.*

The proposed Bike Helmets for Thurston County Students Program supports Sustainable Thurston four ways: maintaining a strong and resilient economy by reducing driving and auto costs through alternative transportation; planning for a growing population by reducing cars on congested roadways, school zones, and school drop off/pick up areas; addressing growing health concerns, such as obesity, by providing vital daily exercise; and using local resources as efficiently as possible by combining separate organization efforts.

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

**Using the space provided on pages 3 and 4 below, please address the following in your narrative:** Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.

The Bike Helmets for Thurston County Students Program is a collaboration between Safe Kids Thurston County, Intercity Transit, and the Thurston County Health and Social Services Department to supply Thurston County elementary and middle school student bike riders with bike helmets and bike safety education. Some of the schools we propose servicing are part of current Safe Routes to School programs. Providing programs which enable children to safely utilize alternative transportation modes to get to and from school within school walking route areas potentially solves several challenges identified by Sustainable Thurston: maintaining a strong and resilient economy by reducing driving and auto costs; planning for a growing population by reducing cars on congested roadways, in school zones, and along school drop off and pick up areas; addressing growing health concerns, such as obesity, by providing vital daily exercise; and using local resources as efficiently as possible, by combining existing community programs and organizations to work most effectively cohesively. This project will also support existing Walk N Roll and Safe Routes to School programs, and International Walk to School and Bike to School Days. This request is being supported by Intercity Transit who has agreed to defederalize the grant funds if awarded in support of this non-traditional partner project.

Encouraging children to walk and bike to school positively addresses many community issues, such as listed above. But it is an ethical imperative that we prevent child injury and reduce health disparities for social equity. Childhood unintentional injuries are the leading cause of death in children ages 1 to 19 years, representing nearly 40 percent of all deaths in this age group. 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. Providing a bicycle helmet for children from ages 3 to 14, yields an estimated cost savings of \$630 for a cost of only \$14 per helmet.

During recent International Walk to School Day and Walk N Roll program events, it was evident that many students are still in need of helmets as they bicycle to and from school. Intercity Transit will sponsor this Safe Kids Thurston County program and will defederalize the grant funds. Intercity Transit will work with Safe Kids Thurston County and the Thurston County Public Health & Social Services Department to determine which schools have a greater need. We will work together through our existing Walk N Roll and Safe Routes to School programs to identify schools to be recipients of the helmets. Fifty schools in the community will receive at least 13 helmets. Some of these schools include current or future Walk N Roll schools: Chambers Prairie; Meadows; Mountain View; and Salish (in Lacey/N.Thurston); Garfield; Reeves (in Olympia); Michael T. Simmons; Peter G Schmidt; Tumwater Hill (in Tumwater). We will also include schools who have been served by the Youth Pedestrian Safety Task Force and current or future Thurston County Safe Routes to School program sites (some of which have been helped by WSDOT grants that do not allow purchase of bicycle helmets): Lydia Hawk; Olympic View; Nisqually (in Lacey/N.Thurston); and Tenino schools. Other schools likely to be addressed through collaboration between our three organizations are: Boston Harbor; Jefferson Middle; ORLA (Olympia); Pleasant Glade (N. Thurston); East Olympia; Littlerock (Tumwater); and Griffin, Rainier, Rochester and Yelm schools.

**Project Title:** Bike Helmets for Thurston County Students

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

Safe Kids Thurston County, Intercity Transit, and the Thurston County Public Health & Social Services Department will deliver bike helmets to schools suggested above along with 27 other schools not listed in a variety of sizes. This effort will take place during 2017 with extra emphasis on distribution during National Bike month in May. Training in proper fitting will be given to school personnel and to students directly. Education, in the form of coloring pages and tip sheets will be provided to distribute to students as helmets are distributed. All educational materials will be gleaned from nationally recognized organizations, such as Safe Kids Worldwide, National Highway Traffic Safety Administration, and Children’s Safety Network.



October 14, 2016

Paul Brewster  
Thurston Regional Planning Council  
2424 Heritage Ct. SW, Suite A  
Olympia, WA 98502

**Re: Transportation Alternatives Program Call for Projects**

Dear TRPC Transportation Alternatives Program Grant Reviewers:

I am writing in support of Safe Kids Thurston County's grant application to fund the Bike Helmets for Thurston County Students Project. This proposal would allow three strong partner - Safe Kids Thurston County, Thurston County Public Health & Social Services, and Intercity Transit's Walk N Roll program - to work together to get more bicycle helmets on more students' heads. Having three agencies involved in the distribution and education of helmets increases our reach and effectiveness. If given the opportunity, Intercity Transit agrees to work with the applicant and the awarding agency after notice of award to support defederalizing the grant funds to allow greater program efficiencies and support the project.

We have seen the benefits of similar projects that Walk N Roll (our youth education program) has administered, including Earn-a-Bike classes where students are given helmets and bike safety education. When students have the tools they need to get around safely (bikes, helmets, bike and pedestrian education) they are more able and empowered on our streets and sidewalks.

Please give strong consideration to the proposed Bike Helmets for Thurston County Students Project so we can do even more to build the next generation of healthy, active, and safe kids who are multi-modal and consider all forms of transportation as they move through their lives.

Sincerely,

A handwritten signature in black ink, appearing to read "Ann Freeman-Manzanares".

Ann Freeman-Manzanares  
General Manager

Cathy Wolfe  
District One

Sandra Romero  
District Two

Bud Blake  
District Three



**THURSTON COUNTY**  
WASHINGTON  
SINCE 1852

**PUBLIC HEALTH AND  
SOCIAL SERVICES DEPARTMENT**

Tom Stuebner, MSPH  
Director

Rachel C. Wood, MD, MPH  
Health Officer

Transportation Alternatives Program Call for Projects  
c/o Paul Brewster – Thurston Regional Planning Council  
2424 Heritage Ct. SW  
Olympia, WA 98502

October 13, 2016

Dear TRPC Transportation Alternatives Program Grant Reviewers,

This letter expresses my support for the proposed bicycle helmet distribution project from Safe Kids Thurston County. Our staff who work on Safe Routes to School programs regularly encounter children who arrive at school by bicycle but lack a bicycle helmet. Part of this is not enough encouragement of the use of helmets, but it also stems from low- or no-cost helmets not being readily available to families in our community.

There continues to be room for improvement on physical activity among young people in Thurston County, with only 34% of middle schoolers getting to school by walking or bicycling. Promoting active transportation, as our department and partners do, should include the appropriate safety and injury prevention information and support. Making the life-saving, injury-preventing tool of a bicycle helmet available through schools where Safe Routes to School projects are occurring allows more families with limited means to engage in active transportation (whether on bicycle or other wheeled travel mode such as scooters or skates) safely.

We will partner in this project to address safety and encouragement needs of low-income families as it helps with the *Thurston Thrives* goal of having safe, convenient and abundant opportunities for physical activity (Community Design) throughout our community. It also addresses Regional Transportation Plan goals of System Safety and Security (particularly Policy 4a. which encourages a mixed approach including education), and boosting travel by this and other active modes.

Please support the Safe Kids Thurston County application for TAP funding.

Sincerely,

Tom Stuebner, MSPH  
Director



# 2016 Regional Transportation Alternatives Program (TAP) Grant Application

**PROJECT**

**TITLE:** Yelm-Tenino Trail Extension Feasibility Study

TRPC use only

**GENERAL PROJECT INFORMATION**

Agency or Organization City of Tenino  
 Contact Person John Millard, City Clerk/Treasurer  
 Phone Number 360.264.2368  
 Email Address clerktreasurer@ci.tenino.wa.us

**Type of Transportation Partner** **Select One**

Traditional Transportation Partner   
 Non-Traditional Transportation Partner

**Threshold Criteria** (check all that apply)

	Yes	No
Project elements meet all regional eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Project elements and administration meet all federal eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Applicant can demonstrate ability to obligate funding as proposed	<input checked="" type="radio"/>	<input type="radio"/>

**STATUS OF EXISTING FEDERAL PROJECTS**

**Does the applicant have any other regionally selected projects underway?** (yes or no)  Yes  No  
**Does the applicant have any other state selected federal projects underway?** (yes or no)  Yes  No

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

**PROJECT INFORMATION**

**Applicant's Project Priority**

	Yes	No
Are you submitting more than one TAP application (3 maximum)?	<input checked="" type="radio"/>	<input type="radio"/>
If "Yes," what priority is this project application?	2	of 2

**TYPE OF PROJECT OR PROGRAM**

*(Identify one "Primary Purpose" and any "Secondary Purpose" project type that applies)*

	Primary	Secondary
Safe Routes to School project or program	<input type="radio"/>	<input type="checkbox"/>
Provision of facilities for pedestrians and/or bicycles	<input type="radio"/>	<input checked="" type="checkbox"/>
Preservation and/or conversion of abandoned railway corridors for bike/ped trails	<input type="radio"/>	<input checked="" type="checkbox"/>
Construction of turnouts, overlooks, and viewing areas	<input type="radio"/>	<input type="checkbox"/>
Recreational Trails Program (Section 206 of title 23)	<input checked="" type="radio"/>	<input type="checkbox"/>
Inventory, control and removal of outdoor advertising	<input type="radio"/>	<input type="checkbox"/>
Preservation & rehabilitation of historic transportation buildings, structures, facilities	<input type="radio"/>	<input type="checkbox"/>
Vegetation management in ROW to control invasive species or control erosion	<input type="radio"/>	<input type="checkbox"/>
Archaeological activities related to impacts from transportation projects	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to address stormwater associated with highway runoff	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to reduce wildlife mortality or improve habitat connectivity	<input type="radio"/>	<input type="checkbox"/>

**PROJECT OVERVIEW**

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

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. The anticipated benefits of 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.

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

Project Location \_\_\_\_\_  
**Construction Projects** Type of Construction Project \_\_\_\_\_  
 Length/Size of Construction Project \_\_\_\_\_  
**Programs/Services** Delivery Area of Program/Service Tenino, Bucoda, and Unincorporated Thurston County  
 Duration of Program/Service One Year

**PROJECT PHASING AND COSTS**

Identify project phases and costs	<b>Phase</b>	<b>Cost</b>
<b>Construction Projects</b>	Preliminary Engineering/Design: <input type="checkbox"/>	\$ _____
(mark the appropriate phase and enter cost)	Right-of-Way: <input type="checkbox"/>	\$ _____
	Construction: <input type="checkbox"/>	\$ _____
<b>Program or Operational Element Costs</b>	Program or Operations Cost: _____	\$ _____
	Other Cost: _____	\$ 75000
<b>Total Project Cost</b> (Sum of all project phase costs identified above):		\$ 75000

**YEAR OF OBLIGATION**

**FFY 2017 – 2019 Project Obligation**

Select the preferred federal fiscal year the project <u>will</u> obligate*	2017	2018	2019
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Select an alternate federal fiscal year the project <u>could</u> obligate		<input checked="" type="checkbox"/>	<input type="checkbox"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**TAP FUNDING REQUEST AND MATCHING REVENUES**

<b>Federal Funding Request and Match</b> (non-federal share)			*Applicants must provide a minimum of 13.5% non-federal share to federal share. <b>Example</b> Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant*	Local funding or other sources	\$ 10125	
	State funding	\$ _____	
	<b>TAP Grant Request</b>	<b>\$ 64875</b>	
	Total Project/ Phase Revenue	\$ 75000	

**CERTIFICATION ACCEPTANCE**

**CA Agency and Representative** Thurston Regional Planning Council - Veena Tabbut, Executive Director

**CA Signature and Date** R. Veena Tabbut 10/17/2016

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested TAP grant. If selected, the project will obligate funding in Federal Fiscal Year 2016, prior to August 1, 2016. Failure to do so will result in loss of funding for the project. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible.

This project has the full endorsement of the governing body/leadership of this agency or organization.

Wayne Fournier, City of Tenino Mayor  
 Name and Title of Designated Representative

Wayne Fournier  
 Signature of Designated Representative

10/14/16  
 Date

**Project Title:** Yelm-Tenino Trail Extension Feasibility Study

#### SUPPORT FOR RECOGNIZED REGIONAL INITIATIVES

*Identify any ways in which the proposed project supports existing regional initiatives. Examples of such initiatives include, but are not limited to, Sustainable Thurston, Urban Corridor Communities, Walk and Roll, Healthy Kids Safe Streets, Thurston Thrives, Commute Trip Reduction.*

This proposal supports the Thurston Regional Trails Plan by building a functional regional trails network (Goal 1), promoting the safety and security of all trail users (Goal 2), and ensuring trails are developed seamlessly across community borders and between regions (Goal 4).

This proposal also supports the Thurston Thrives goal for creating "safe, convenient and abundant opportunities for physical activity" by encouraging residents to walk/bicycle and be active.

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

The Yelm-Tenino Trail is part of a regional shared-use trail network that connects the cities of Yelm, Rainier, and Tenino to Lacey, Olympia, and points beyond. The regional network offers great opportunities for both practical and recreational trips made by walking, biking, skating, and other non-motorized means away from cars and trucks. Each year, participants in the Seattle-to-Portland bicycling event, other organized bicycling events, and thousands of other users enjoy the trail. The Olympia-Lacey-Tumwater Visitors and Convention Bureau has also highlighted the Yelm-Tenino Trail as a way to explore the Thurston Bountiful Byway, a draw for agritourism to the region.

The Town of Bucoda is the only incorporated community in Thurston County that is not connected to the regional trail network by safe, dedicated bicycle and pedestrian facilities. Travelling between Tenino and Bucoda by foot or bike, users are relegated to the narrow shoulder of State Route 507 (SR 507). People do not feel safe walking or biking on this route due to the potential conflicts with vehicles travelling in excess of 55 miles per hour. The only way to access Bucoda is over the Skookumchuck River via the Tono Road bridge on the east and over BNSF Railway's mainline railroad via East 6th Street on the west. When the Skookumchuck River floods, the bridge is closed. When a train comes through town, East 6th Street becomes unpassable. The proposed feasibility study will evaluate options for using a portion of a multi-use path as a temporary emergency access/egress route for Bucoda should both routes in and out of town become inaccessible due to a hazard event.

The Yelm-Tenino Trail currently terminates at Tenino City Park, which acts as an anchor to the community's downtown. BNSF Railway's mainline travels north-south through Tenino, and east-west traffic through Tenino is limited to two railroad crossings: one at Old Highway 99 and the other on Morningside Drive. West Tenino is located along Old Highway 99 on the west side of the railroad and west of downtown. Over the next 5 to 10 years, West Tenino is anticipated to develop as a mix of residential and commercial development and would benefit from multimodal connections to the rest of the community. Much of the trail, if already planned for, could be extended as part of future development.

This project will engage various community stakeholders including residents, BNSF, Washington State Department of Transportation, Thurston County, the Town of Bucoda, and the City of Tenino in identifying a preferred location for extensions of the Yelm-Tenino Trail in order to increase safety and access, support multimodal transportation, and improve connections to the regional trail network.

**Collaboration and Partnership:** This project is a partnership between the City of Tenino, the Town of Bucoda, and Thurston Regional Planning Council. Tenino and Bucoda are the project sponsors and will provide matching funds. Thurston Regional Planning Council will be the project lead, conduct public input, and solicit for a consultant to conduct the technical analysis.

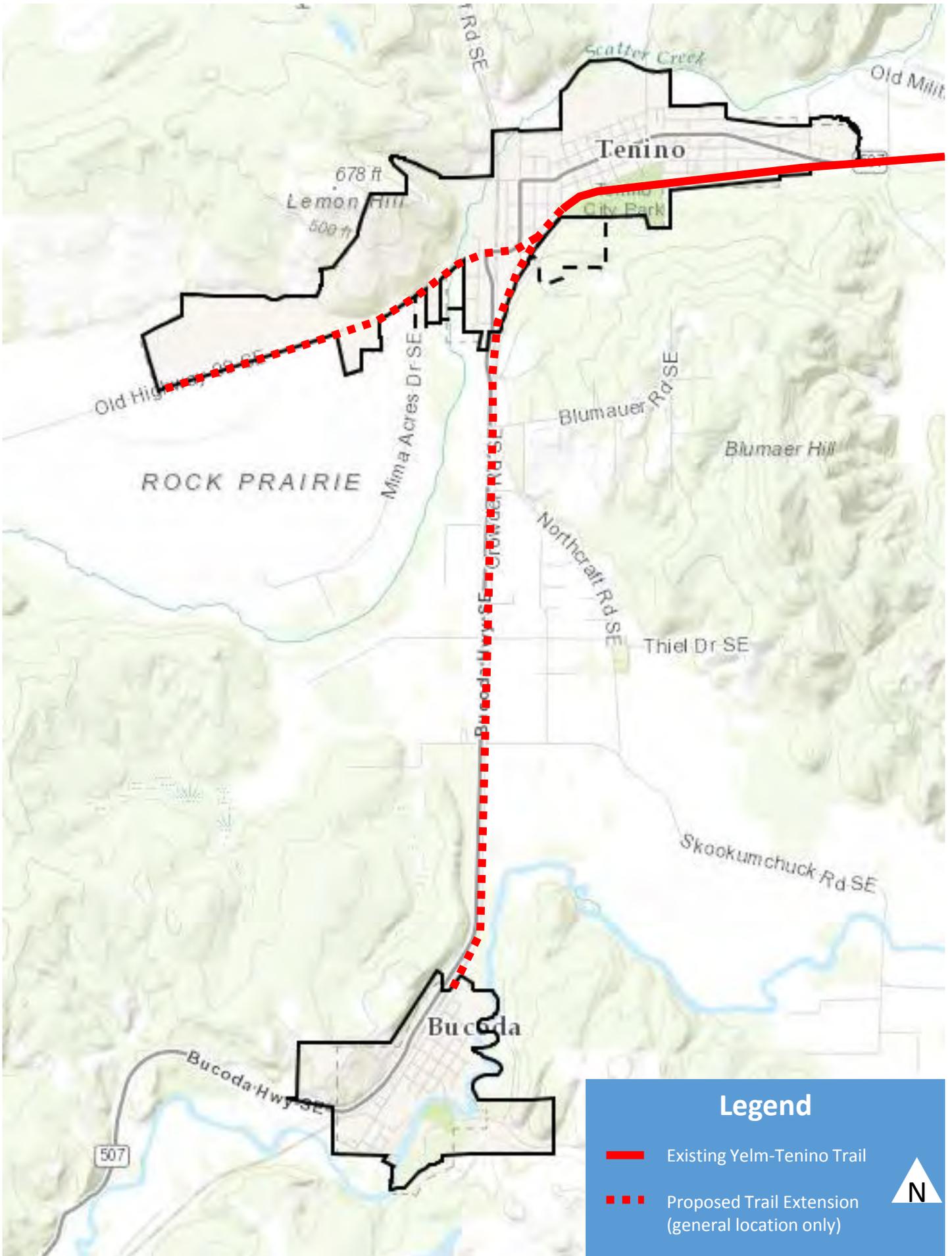
**Project Title:** Yelm-Tenino Trail Extension Feasibility Study

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

**Groundwork:** This project will lay the groundwork for the Yelm-Tenino trail extension. It also lays the groundwork for connecting Thurston Regional Trails network to those in other jurisdictions, especially the Willapa Hills Trail that connects Chehalis to the Willapa Bay in Raymond.

**Deliverables:** This project will result in a feasibility report that analyzes route alternatives, identifies right-of-way acquisition needs for the preferred route, and preliminary planning estimates for trail and infrastructure improvements.

**Support for Recognized Regional Initiatives:** The Yelm-Tenino Trail extension supports the Regional Transportation System's goals of working toward an integrated, multimodal transportation system (Goal 2) and increasing the share of trips made by bicycling and walking (Goals 11 and 12). These goals are supported through providing quality travel mode options appropriate to existing and future land uses.



## Yelm-Tenino Trail Extension Feasibility Study



SR 507, looking west at the BNSF crossing. SR 507 turns left to Bucoda on the other side of the trestle; Old Highway continues straight towards West Tenino.



SR 507, just outside Bucoda, looking north towards Tenino. Note the BNSF railroad is to the right beyond the guard rail and trees.



Old Highway 99, looking west towards West Tenino. Note the road's narrow shoulders.



6<sup>th</sup> Street at-grade railroad crossing looking towards downtown Bucoda.



Terminus of the Yelm-Tenino Trail at the Depot Museum, Tenino City Park.



# 2016 Regional Transportation Alternatives Program (TAP) Grant Application

## PROJECT

**TITLE:** Yelm-Tenino Trail Wayfinding Signage

TRPC use only

### GENERAL PROJECT INFORMATION

Agency or Organization City of Tenino  
 Contact Person John Millard, City Clerk/Treasurer  
 Phone Number 360.264.2368  
 Email Address clerktreasurer@ci.tenino.wa.us

**Type of Transportation Partner** **Select One**

- Traditional Transportation Partner
- Non-Traditional Transportation Partner

**Threshold Criteria** (check all that apply)

	Yes	No
Project elements meet all regional eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Project elements and administration meet all federal eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Applicant can demonstrate ability to obligate funding as proposed	<input checked="" type="radio"/>	<input type="radio"/>

### STATUS OF EXISTING FEDERAL PROJECTS

- Does the applicant have any other regionally selected projects underway? (yes or no)  Yes  No
- Does the applicant have any other state selected federal projects underway? (yes or no)  Yes  No

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

### PROJECT INFORMATION

- Applicant's Project Priority**
- Are you submitting more than one TAP application (3 maximum)?  Yes  No
- If "Yes," what priority is this project application? 1 of 2

### TYPE OF PROJECT OR PROGRAM

*(Identify one "Primary Purpose" and any "Secondary Purpose" project type that applies)*

	Primary	Secondary
Safe Routes to School project or program	<input type="radio"/>	<input type="checkbox"/>
Provision of facilities for pedestrians and/or bicycles	<input type="radio"/>	<input checked="" type="checkbox"/>
Preservation and/or conversion of abandoned railway corridors for bike/ped trails	<input type="radio"/>	<input type="checkbox"/>
Construction of turnouts, overlooks, and viewing areas	<input type="radio"/>	<input type="checkbox"/>
Recreational Trails Program (Section 206 of title 23)	<input checked="" type="radio"/>	<input type="checkbox"/>
Inventory, control and removal of outdoor advertising	<input type="radio"/>	<input type="checkbox"/>
Preservation & rehabilitation of historic transportation buildings, structures, facilities	<input type="radio"/>	<input type="checkbox"/>
Vegetation management in ROW to control invasive species or control erosion	<input type="radio"/>	<input type="checkbox"/>
Archaeological activities related to impacts from transportation projects	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to address stormwater associated with highway runoff	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to reduce wildlife mortality or improve habitat connectivity	<input type="radio"/>	<input type="checkbox"/>

### PROJECT OVERVIEW

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

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. The City will work with Thurston County to defederalize the funds, if granted.

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

Construction Projects	Project Location	City of Tenino
	Type of Construction Project	Wayfinding Signage
	Length/Size of Construction Project	
Programs/Services	Delivery Area of Program/Service	
	Duration of Program/Service	

**PROJECT PHASING AND COSTS**

Identify project phases and costs	Phase	Cost
Construction Projects	Preliminary Engineering/Design:	\$ 6000
(mark the appropriate phase and enter cost)	Right-of-Way:	\$
	Construction:	\$ 18000
Program or Operational Element Costs	Program or Operations Cost:	\$
	Other Cost:	\$ 6000
	<b>Total Project Cost (Sum of all project phase costs identified above):</b>	<b>\$ 30000</b>

**YEAR OF OBLIGATION**

<b>FFY 2017 – 2019 Project Obligation</b>	2017	2018	2019
Select the preferred federal fiscal year the project will obligate*	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Select an alternate federal fiscal year the project could obligate	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**TAP FUNDING REQUEST AND MATCHING REVENUES**

<b>Federal Funding Request and Match (non-federal share)</b>			*Applicants must provide a minimum of 13.5% non-federal share to federal share. <b>Example</b> Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant*	Local funding or other sources	\$ 4050	
	State funding	\$ 0	
	<b>TAP Grant Request</b>	<b>\$ 25950</b>	
	<b>Total Project/ Phase Revenue</b>	<b>\$ 30000</b>	

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative: Thurston County, Scott Davis, Interim County Engineer

CA Signature and Date: [Signature] 10/17/16

**Project Verification and Endorsement**  
 This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested TAP grant. If selected, the project will obligate funding in Federal Fiscal Year 2016, prior to August 1, 2016. Failure to do so will result in loss of funding for the project. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible.

This project has the full endorsement of the governing body/leadership of this agency or organization.

Wayne Fournier, Mayor  
 Name and Title of Designated Representative

[Signature]  
 Signature of Designated Representative

10/14/16  
 Date

**Project Title:** Yelm-Tenino Trail Wayfinding Signage

#### SUPPORT FOR RECOGNIZED REGIONAL INITIATIVES

*Identify any ways in which the proposed project supports existing regional initiatives. Examples of such initiatives include, but are not limited to, Sustainable Thurston, Urban Corridor Communities, Walk and Roll, Healthy Kids Safe Streets, Thurston Thrives, Commute Trip Reduction.*

The proposal supports Sustainable Thurston Goal C-2 which calls for creating "safe and vibrant South County city and town centers that foster entrepreneurship, active transportation, civic pride, and a sense of place" by connecting neighborhood bike/walk networks with a regional multi-use path. This proposal also supports the Thurston Thrives goal for creating "safe, convenient and abundant opportunities for physical activity" by encouraging residents to walk/bicycle and be active.

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

The Yelm-Tenino Trail is both a regional and local amenity that encourages walking, biking, and other forms of non-motorized transportation and recreation. Each year, participants in the Seattle-to-Portland bicycling event, other organized bicycling events, and thousands of non-organized cyclists and pedestrians utilize the trail. The Olympia-Lacey-Tumwater Visitors and Convention Bureau has also highlighted the Yelm-Tenino Trail as a way to explore the Thurston Bountiful Byway, a draw for agritourism to the region.

Although the Yelm-Tenino Trail sees a great deal of use throughout the year, there is no signage in Tenino city limits that guide residents or visitors to the trail, nor are there signs that guide trail users to city amenities. Without signage, many trail users are unaware of the abundant recreational, cultural, and amusement opportunities available in Tenino including the city's campground, the Quarry Pool, the Depot Museum, etc.

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. Wayfinding signs could encourage trail users to utilize the existing R/T service to access the trail, City Park, and the campground. This project leverages previous work the City has undertaken to establish a gateway sign at Tenino City Park (to be constructed in 2017) and directional signage along Sussex Avenue (installed spring 2016).

In addition to the trail head at Olympia Street, there are two major neighborhood connectors to the Yelm-Tenino Trail at Park/Sussex Avenues and Reynolds Street. In each case, the surrounding residential neighborhoods have paved access to the trail, but there is no signage indicating the purpose of these connectors or the proximity of the Yelm-Tenino Trail. Further, the presence of the city's campground is easy to miss even though it is right next to the trail. The City of Tenino proposes installing wayfinding signage at four key points along the Yelm-Tenino Trail within City limits:

- Olympia Street. The main entrance to Tenino City Park is located at the intersection of Olympia Street and Park Avenue; this point also acts as a trail head for the Yelm-Tenino Trail, and an informational kiosk sits at the park entrance in close proximity to the trail. In 2017, the city will be installing a gateway sign over the park entrance. A directional sign at the intersection of Olympia Street and Sussex Avenue would guide visitors and residents to the trail head. The sign style would be the same as directional signage already installed at this location (see attached photo X). Directional signs on the Yelm-Tenino Trail could orient trail users to Olympia Street and point the way towards amenities such as the city's historic downtown and the library.

**Project Title:** Yelm-Tenino Trail Wayfinding Signage

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

- Campground and Ball Fields. The campground in Tenino City Park is underutilized and nondescript from the trail. There is an unimproved pathway that leads from the trail into the campground, and a directional sign at this location could identify the campground and point the way to city amenities such as the ball fields and quarry pool.
- Reynolds Street. Reynolds Street connects the residential neighborhoods south of Sussex Avenue to the Yelm-Tenino Trail, but the access point is unmarked. A directional sign at the intersection of Reynolds Street and Sussex Avenue would guide visitors and residents to the trail access. The sign style would be the same as directional signage already installed along Sussex Avenue (see attached photo X). Directional signs on the Yelm-Tenino Trail could orient users to the cities of Yelm and Rainier, Tenino City Park, and Reynolds Street. A gateway sign at the end of Reynolds Street would mark this as a major point for accessing the trail.
- Park Avenue/Sussex Avenue. Park Avenue meets Sussex Avenue near the eastern city limits. As part of the Park Trail Subdivision, a 4' sidewalk was constructed on city property and leads to the Yelm-Tenino Trail. Installing a gateway sign for the Yelm-Tenino Trail at Park/Sussex would mark this as a major point for accessing the trail. Directional signs on the trail would welcome trail users to the city and point the way to city amenities such as Tenino City Park, the campground, and the quarry pool.

Wayfinding signage supports the Regional Transportation System's goal of working toward an integrated, multimodal transportation system that supports adopted land use plans, reduces overall need to drive, and encourages transit, walking, and cycling as choices. This goal is supported through making connections that provide bicycle and pedestrian access between residential and commercial destinations.

Wayfinding signage also supports Sustainable Thurston Goal C-2 which calls for creating "safe and vibrant South County city and town centers that foster entrepreneurship, active transportation, civic pride, and a sense of place" by connecting neighborhood bike/walk networks with a regional multi-use path. Finally, wayfinding signage supports the Thurston Thrives goal for creating "safe, convenient and abundant opportunities for physical activity" by encouraging residents to walk/bicycle and be active.

The City will work with Thurston County to defederalize the funds, if granted.

**Proposed Wayfinding Signage for the Yelm-Tenino Trail  
City of Tenino**



- 2. Campground and Ball Fields**
- a. Directional Signs (on trail)
    - Campground
    - Ball fields
    - Quarry Pool



- 1. Olympia Street**
- a. Directional Signs (on Olympia)
    - Yelm-Tenino Trail
  - b. Directional Signs (on trail)
    - Olympia Street
    - Historic Downtown
    - Library

- 3. Reynolds Street**
- a. Gateway Sign (at trail)
  - b. Directional Signs (on trail)
    - Rainier/Yelm
    - Tenino City Park
  - c. Directional Sign (on trail)
    - Reynolds Street
  - d. Directional Sign (on Reynolds)
    - Yelm-Tenino Trail



- 4. Park and Sussex Avenues**
- a. Gateway Sign (at Park/Sussex Ave)
  - b. Welcome Sign (on trail)
  - c. Directional Signs (on trail)
    - Park Avenue
    - Tenino City Park
    - Campground
    - Quarry Pool





# 2016 Regional Transportation Alternatives Program (TAP) Grant Application

## PROJECT

**TITLE:** Capitol Boulevard Pedestrian Crossing Improvements

TAPC use only

### GENERAL PROJECT INFORMATION

Agency or Organization City of Tumwater  
 Contact Person Jay Eaton  
 Phone Number (360)754-4140  
 Email Address jeaton@ci.tumwater.wa.us

**Type of Transportation Partner** Select One

Traditional Transportation Partner   
 Non-Traditional Transportation Partner

**Threshold Criteria** (check all that apply)

	Yes	No
Project elements meet all regional eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Project elements and administration meet all federal eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Applicant can demonstrate ability to obligate funding as proposed	<input checked="" type="radio"/>	<input type="radio"/>

### STATUS OF EXISTING FEDERAL PROJECTS

**Does the applicant have any other regionally selected projects underway? (yes or no)**  Yes  No  
**Does the applicant have any other state selected federal projects underway? (yes or no)**  Yes  No

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

### PROJECT INFORMATION

**Applicant's Project Priority** Yes  No   
 Are you submitting more than one TAP application (3 maximum)? of  
 If "Yes," what priority is this project application?

### TYPE OF PROJECT OR PROGRAM

*(Identify one "Primary Purpose" and any "Secondary Purpose" project type that applies)*

	Primary	Secondary
Safe Routes to School project or program	<input type="radio"/>	<input type="checkbox"/>
Provision of facilities for pedestrians and/or bicycles	<input checked="" type="radio"/>	<input type="checkbox"/>
Preservation and/or conversion of abandoned railway corridors for bike/ped trails	<input type="radio"/>	<input type="checkbox"/>
Construction of turnouts, overlooks, and viewing areas	<input type="radio"/>	<input type="checkbox"/>
Recreational Trails Program (Section 206 of title 23)	<input type="radio"/>	<input type="checkbox"/>
Inventory, control and removal of outdoor advertising	<input type="radio"/>	<input type="checkbox"/>
Preservation & rehabilitation of historic transportation buildings, structures, facilities	<input type="radio"/>	<input type="checkbox"/>
Vegetation management in ROW to control invasive species or control erosion	<input type="radio"/>	<input type="checkbox"/>
Archaeological activities related to impacts from transportation projects	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to address stormwater associated with highway runoff	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to reduce wildlife mortality or improve habitat connectivity	<input type="radio"/>	<input type="checkbox"/>

### PROJECT OVERVIEW

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

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 upgrade locations 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.

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

	Project Location	Capitol/M and Capitol between Dennis & Israel
<b>Construction Projects</b>	Type of Construction Project	Pedestrian Crossing
	Length/Size of Construction Project	
<b>Programs/Services</b>	Delivery Area of Program/Service	
	Duration of Program/Service	

**PROJECT PHASING AND COSTS**

Identify project phases and costs <b>Construction Projects</b> (mark the appropriate phase and enter cost)	Preliminary Engineering/Design:	Phase <input type="checkbox"/>	Cost \$ 10000
	Right-of-Way:	<input type="checkbox"/>	\$
	Construction:	<input checked="" type="checkbox"/>	\$ 130000
<b>Program or Operational Element Costs</b>	Program or Operations Cost:		\$
	Other Cost:		\$
<b>Total Project Cost (Sum of all project phase costs identified above):</b>			\$ 140000

**YEAR OF OBLIGATION**

<b>FFY 2017 – 2019 Project Obligation</b>	2017	2018	2019
Select the preferred federal fiscal year the project will obligate*	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Select an alternate federal fiscal year the project could obligate	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

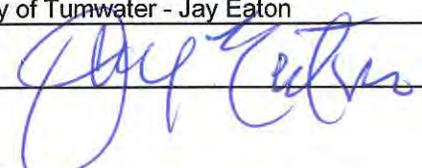
\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**TAP FUNDING REQUEST AND MATCHING REVENUES**

<b>Federal Funding Request and Match (non-federal share)</b>			*Applicants must provide a minimum of 13.5% non-federal share to federal share. <b>Example</b> Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant*	Local funding or other sources	\$ 18900	
	State funding	\$	
	<b>TAP Grant Request</b>	\$ 121100	
	Total Project/ Phase Revenue	\$ 140000	

**CERTIFICATION ACCEPTANCE**

CA Agency and Representative City of Tunwater - Jay Eaton

CA Signature and Date  10/13/2016

**Project Verification and Endorsement**  
This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested TAP grant. If selected, the project will obligate funding in Federal Fiscal Year 2016, prior to August 1, 2016. Failure to do so will result in loss of funding for the project. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible.

This project has the full endorsement of the governing body/leadership of this agency or organization.

Pete Kmet, Mayor  
Name and Title of Designated Representative

  
Signature of Designated Representative

10/17/16  
Date

**Project Title:** Capitol Boulevard Pedestrian Crossing Improvements

#### SUPPORT FOR RECOGNIZED REGIONAL INITIATIVES

*Identify any ways in which the proposed project supports existing regional initiatives. Examples of such initiatives include, but are not limited to, Sustainable Thurston, Urban Corridor Communities, Walk and Roll, Healthy Kids Safe Streets, Thurston Thrives, Commute Trip Reduction.*

This project directly supports the goals common to Sustainable Thurston, the Urban Corridors Plan, Thurston Thrives and the Regional Transportation Plan. These all rely on our ability to create vibrant corridors, centers and neighborhoods in order to provide access to goods and services, provide a mix of uses and densities along our corridors and improve the health of our communities. In order for these things to occur we need to provide transportation choices that are dependent on safe, efficient and convenient multi-modal opportunities.

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

This project would upgrade existing pedestrian crossings on Capitol Blvd. near 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 (RRFB's) at each location.

Capitol Boulevard is a major five lane arterial roadway serving both local and regional traffic and serves as a primary transit corridor. The proposed upgrade locations are located in dense commercial/office land uses with frequent pedestrian traffic. The high traffic volumes (17,000vpd at Market Street; 13,000 vpd at the Dennis/Israel location), frequent pedestrian crossings and driver non-compliance with the existing crossings pose safety and desirability of use issues to pedestrians. The existing crossings currently have median refuge islands which provide the user with the option of only crossing one direction of traffic at a time, but the nature of the crossings still put the pedestrian at some risk. Even drivers that do comply with requirements to stop for pedestrians can actually block the view of pedestrians crossings in the adjacent lane which happens frequently at both of these crossing locations.

Both of the proposed improvement locations serve Intercity Transit bus stops. Crossings that are considered by the user to be unsafe or even uncomfortable tend to distract from the use of the public transportation system.

The addition of RRFB's at pedestrian crossings along heavily traveled corridors like Capitol Boulevard have been shown to increase driver awareness and compliance with their requirement to "Stop for Pedestrians" at crossing locations. This awareness includes the situation described above with stopped vehicles blocking the view of pedestrians crossing adjacent lanes. This dramatically improves the safety for the pedestrian as well as provides a more comfortable crossing, both of which serve to increase pedestrian use and activity which is supportive of many of the ideals the community desires to achieve.

During the Capitol Boulevard Corridor Plan development, pedestrian safety was a primary concern. That plans purpose was to improve economic conditions, provide Transportation options and safety for walkers, cyclists and motorists and improve the aesthetics of the boulevard. To achieve these results the plan depends on more intense mixed use neighborhood centers promoting activity on the boulevard. These types of uses are dependent on convenient and safe pedestrian access to the land uses to be developed and to transportation options that reduce the reliance on single occupancy vehicles and create safe and healthy non-motorized opportunities. This interaction between transportation choices and land use is paramount to achieving consistency between the transportation system and land use which is necessary to realize the goals of the plan.

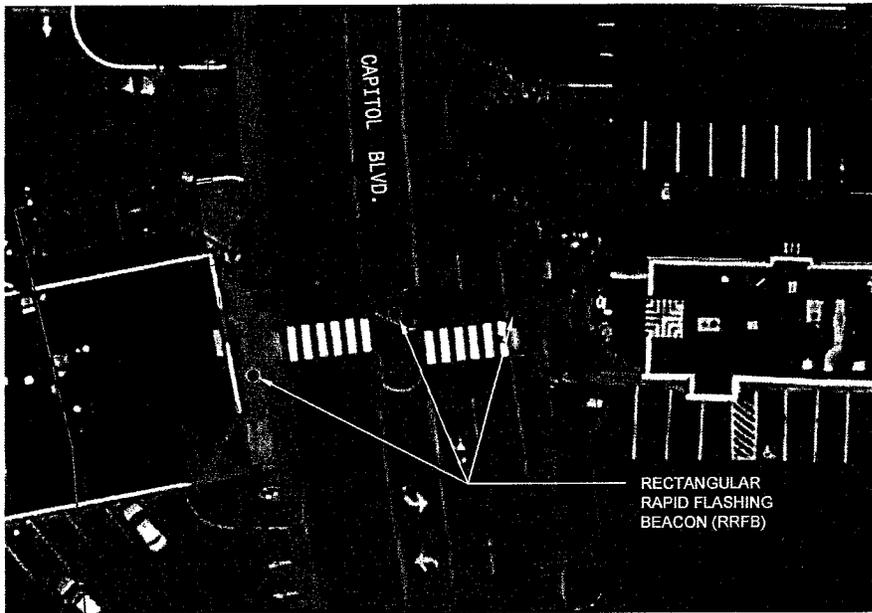
**Project Title:** Capitol Boulevard Pedestrian Crossing Improvements

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

This project directly supports many of the guiding principles and goals included in the Regional Transportation Plan (RTP). This project supports transportation choices which provide for sustainable systems, support communities and the people within and provide safe, efficient and fiscally responsible strategies to achieve the goals of the RTP. The goals that this project directly influences include Transportation and Land Use Consistency; Multi Modal Transportation System; Barrier Free Transportation; System safety and security; TDM; Public Transportation; Walking and Environmental and Human Health.

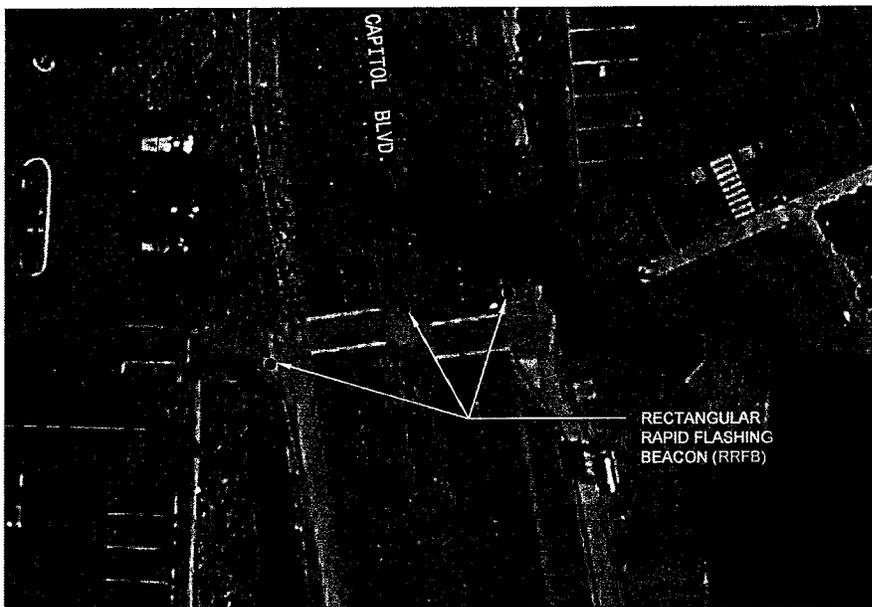
K:\GUEST\Transportation\STP-CMAQ-TAPFundinandObligations\CY2017Process\ProcessMaterials\ApplicationForms\2016TAPApplicationForm.doc





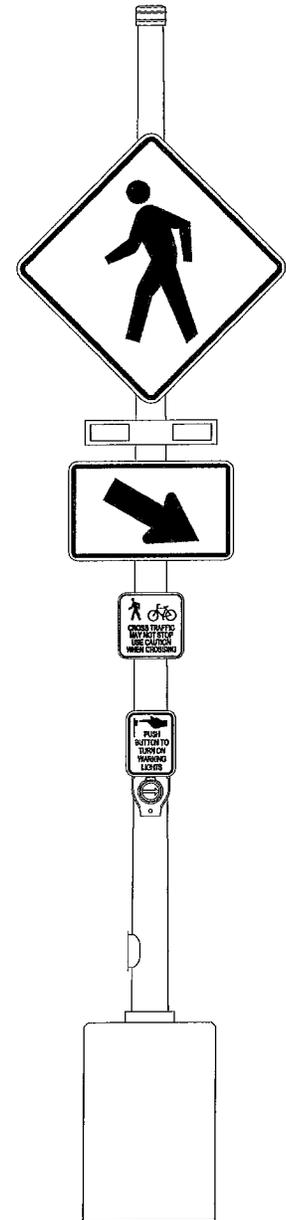
5110 CAPITOL BLVD. RRFB PLACEMENT

SCALE: 1" = 50'



6880 CAPITOL BLVD. RRFB PLACEMENT

SCALE: 1" = 50'



TYP. RRFB STANDARD

SCALE: NOT TO SCALE

City of Tumwater  
Public Works Department  
Engineering Division  
555 Israel Road SW, Tumwater, WA 98501  
(360) 754-4140 Voice, 754-4142 Fax

DESIGNED: XXX	SCALES:	JOB NUMBER
DRAWN: XXX	HOR. AS NOTED	ST XXXXX
CHECKED: XX	VERT. AS NOTED	DATE
APPROVED: XXX	FIELD BOOK XX	OCT' 16

SITE PLANS  
CAPITOL BLVD. CROSSWALKS  
RECTANGULAR RAPID FLASHING BEACONS

DRAWING NUMBER
<b>2</b>
SHEET 2 OF 2



# 2016 Regional Transportation Alternatives Program (TAP) Grant Application

**PROJECT**

**TITLE:** Fort Stevens Elementary - Pedestrian Improvements

**GENERAL PROJECT INFORMATION**

Agency or Organization City of Yelm  
 Contact Person Chad Bedlington, PW Director  
 Phone Number (360) 458 - 8412  
 Email Address chadb@ci.yelm.wa.us

**Type of Transportation Partner** **Select One**

Traditional Transportation Partner   
 Non-Traditional Transportation Partner

**Threshold Criteria** (check all that apply)

	Yes	No
Project elements meet all regional eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Project elements and administration meet all federal eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Applicant can demonstrate ability to obligate funding as proposed	<input checked="" type="radio"/>	<input type="radio"/>

**STATUS OF EXISTING FEDERAL PROJECTS**

**Does the applicant have any other regionally selected projects underway?** (yes or no)  Yes  No  
**Does the applicant have any other state selected federal projects underway?** (yes or no)  Yes  No  
*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

**PROJECT INFORMATION**

**Applicant's Project Priority**

Are you submitting more than one TAP application (3 maximum)?  Yes  No  
 If "Yes," what priority is this project application? \_\_\_\_\_ of \_\_\_\_\_

**TYPE OF PROJECT OR PROGRAM**

*(Identify one "Primary Purpose" and any "Secondary Purpose" project type that applies)*

	Primary	Secondary
Safe Routes to School project or program	<input checked="" type="radio"/>	<input type="checkbox"/>
Provision of facilities for pedestrians and/or bicycles	<input type="radio"/>	<input checked="" type="checkbox"/>
Preservation and/or conversion of abandoned railway corridors for bike/ped trails	<input type="radio"/>	<input type="checkbox"/>
Construction of turnouts, overlooks, and viewing areas	<input type="radio"/>	<input type="checkbox"/>
Recreational Trails Program (Section 206 of title 23)	<input type="radio"/>	<input type="checkbox"/>
Inventory, control and removal of outdoor advertising	<input type="radio"/>	<input type="checkbox"/>
Preservation & rehabilitation of historic transportation buildings, structures, facilities	<input type="radio"/>	<input type="checkbox"/>
Vegetation management in ROW to control invasive species or control erosion	<input type="radio"/>	<input type="checkbox"/>
Archaeological activities related to impacts from transportation projects	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to address stormwater associated with highway runoff	<input type="radio"/>	<input type="checkbox"/>
Environmental mitigation to reduce wildlife mortality or improve habitat connectivity	<input type="radio"/>	<input type="checkbox"/>

**PROJECT OVERVIEW**

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

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 sidewalk on the north and south sides of 100th way southeast directly in front of the school and to the east and west respectively. This project will tie into existing sidewalk and provide ADA compliant walkways along the roadways to eliminate the gaps.

Construction Projects Project Location See Location Map  
Type of Construction Project Pedestrian Improvements Project  
Length/Size of Construction Project  
 Programs/Services Delivery Area of Program/Service Local Transportation Safety Program  
Duration of Program/Service 6 months

Identify project phases and costs (mark the appropriate phase and enter cost)		<b>Phase</b>	<b>Cost</b>
<b>Construction Projects</b>	Preliminary Engineering/Design:	<input type="checkbox"/>	\$ _____
	Right-of-Way:	<input checked="" type="checkbox"/>	\$ 0
	Construction:	<input checked="" type="checkbox"/>	\$ 479710
<b>Program or Operational Element Costs</b>	Program or Operations Cost:		\$ 0
	Other Cost:		\$ 0
<b>Total Project Cost</b> (Sum of all project phase costs identified above):			\$ 479710

**FFY 2017 – 2019 Project Obligation**

Select the preferred federal fiscal year the project will obligate\*  
 Select an alternate federal fiscal year the project could obligate

	2017	2018	2019
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**Federal Funding Request and Match** (non-federal share)

<i>From Project Applicant*</i>	<i>Local funding or other sources</i>	\$ 64761
	<i>State funding</i>	\$ _____
	<b>TAP Grant Request</b>	\$ 414949
	<b>Total Project/ Phase Revenue</b>	\$ 479710

\*Applicants must provide a minimum of 13.5% non-federal share to federal share.  
**Example**  
 Total Project Cost is \$100,000  
 Minimum non-federal share: \$13,500  
 Federal STP Funds: \$86,500

CA Agency and Representative Brian Moorehead (WSDOT Olympic Region)  
 CA Signature and Date *Brian Moorehead* 10-21-16

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested TAP grant. If selected, the project will obligate funding in Federal Fiscal Year 2016, prior to August 1, 2016. Failure to do so will result in loss of funding for the project. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible.

This project has the full endorsement of the governing body/leadership of this agency or organization.

*Chad Bedlington, PW Director*  
 Name and Title of Designated Representative

*Chad Bedlington*  
 Signature of Designated Representative

10/27/16  
 Date

**Project Title:** Fort Stevens Elementary - Pedestrian Improvements

#### SUPPORT FOR RECOGNIZED REGIONAL INITIATIVES

*Identify any ways in which the proposed project supports existing regional initiatives. Examples of such initiatives include, but are not limited to, Sustainable Thurston, Urban Corridor Communities, Walk and Roll, Healthy Kids Safe Streets, Thurston Thrives, Commute Trip Reduction.*

The proposed sidewalk promotes pedestrian and student safety systems. Because the project connects sidewalks and walking paths for pedestrians and students in the vicinity of Fort Stevens Elementary, it promotes safe routes to schools. The project promotes walking and policies relating to a direct, safe, interconnected pedestrian and student network providing pedestrian crossings and developing direct connections to the school.

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to benefits the proposal will deliver. Consider all modes of travel in your description. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

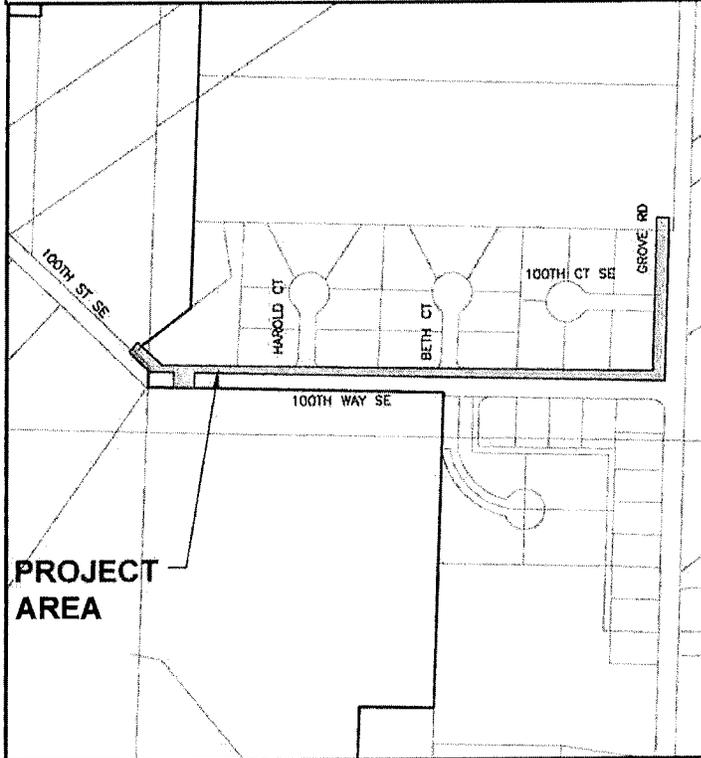
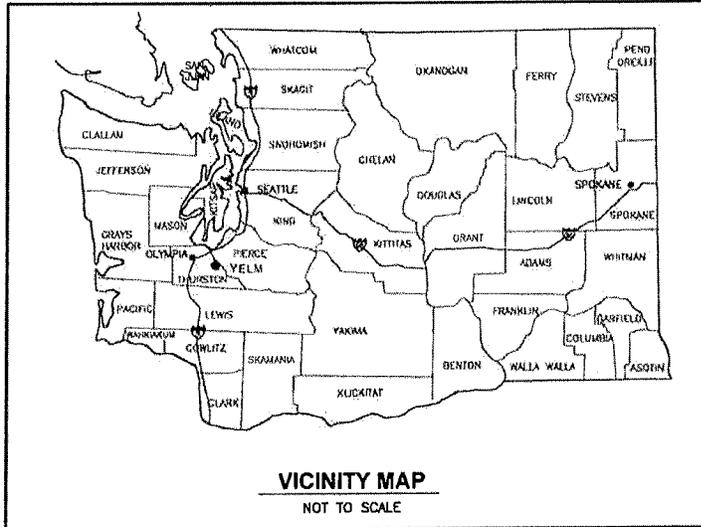
City staff worked directly with the Yelm School District to evaluate the projects proposed improvements and determine the underlying benefits to the school and surrounding neighborhoods. This project was first added to the City's 6-year TIP in 2015 as a potential project to fill gaps in our pedestrian and school infrastructure. That process included a public comment period prior to a resolution to adopt the TIP, presentation to City Council for annual adoption of the TIP and taking public comment at City Council Meetings.

From the school officials, there is a total of 568 students at the school and there are 219 students listed for walking which is also the number of children that live within 1-mile of the school that are not accounted for in bus or bike trips. Currently the School District is required to provide bus service to area students within the 1-mile area as pedestrian routes around the school are designated as hazardous routes without completion of a sidewalk network to access the school. This project would alleviate that issue and also reduce bus service and operating costs to the school district.

The Grove Rd construction area is outside of the City limits and the County has agreed to support the project. A supporting e-mail has been attached to this application for reference. A previous submittal for the Safe Routes to School Program was completed for this project for design funds only. If that grant is approved no design funds for this TAP application are required. The SRTS application is attached at the end of this application. Should SRTS design funding not be granted for this project, the City shall provide local match to complete engineer/permitting. City staff will conduct project management and primary construction engineering for this project to further defray engineering costs on the project.

This project has a particular emphasis on children walking to schools and intersection safety. It applies specifically to this project and supports 1a, 1l, 2a, 2b, 2d, 3a, 3b, 3c, 4c, 4e, 5b, 6a, 6b, 7a, 9c, 9d, 9g, 10f, 10g, 10i, 12a, 12b, 12d, 12f, 16b, 18e, and 18h of the 2040 Regional Transportation Plan goals and policies.

The project includes the construction of curb, gutter and 6-foot wide cement concrete sidewalk with planter strip from the existing sidewalk on the north sides of 100th St SE connecting to the Grove Rd SE on the north side and to the Fort Stevens Elementary on the south side via two crossings located to match existing walking path and sidewalk access points to the school grounds. The existing walking path leading into the school will be maintained. New sidewalk will connect to existing sidewalk along the west side of Grove Rd SE from approximately 200'-north of the intersection of 100th Ct SE & Grove Rd to 101 Way SE & Grove Rd and tie into the north side of 100th Way SE. A stormwater conveyance, water quality and infiltration system will be installed within ROW and shoulder area just west of Harold Ct. At the connection from Harold Ct and the bend at 100th St SE and 100th Way SE, RRFB crossing will be installed for added visibility and safety. This project includes ADA compliant curb ramp retrofits.

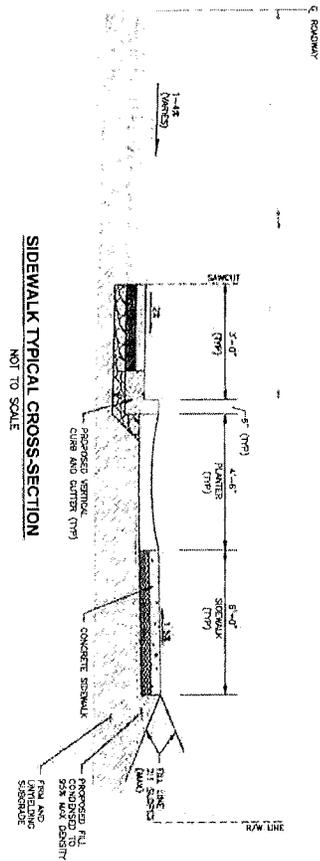


**PROJECT LOCATION MAP**  
FORT STEVENS ELEMENTARY PEDESTRIAN  
IMPROVEMENTS PROJECT

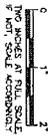
G&O PROPOSAL #20186.39



**Gray & Osborne, Inc.**  
CONSULTING ENGINEERS



**SIDEWALK TYPICAL CROSS-SECTION**  
NOT TO SCALE



DATE: AUG 2010	SCALE: NOTED
DRAWN: C.H.T.	CHECKED: C.H.T.
APPROVED: B.L.S.	

**CITY OF YELM**  
YALM COUNTY WASHINGTON  
**FORT STEVENS ELEMENTARY PEDESTRIAN IMPROVEMENTS PROJECT**  
TYPICAL CROSS SECTION

**PRELIMINARY NOT FOR CONSTRUCTION**

NO.	REVISION	DATE	APPRO.

DATE: AUG 2010  
SCALE: NOTED  
DRAWN: C.H.T.  
CHECKED: C.H.T.  
APPROVED: B.L.S.

**Gray & Osborne, Inc.**  
CONSULTING ENGINEERS  
701 DOCKEN AVENUE NORTH SUITE 200  
SEATTLE, WASHINGTON 98108 • (206) 284-0550

**CITY OF YELM**  
**Fort Stevens Pedestrian Improvements**  
**G&O #20166.39**  
**PRELIMINARY COST ESTIMATE**  
**8/11/2016**

<u>NO.</u>	<u>DESCRIPTION</u>	<u>QTY</u>	<u>UNITS</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
1	SPCC Plan	1	LS	\$ 1,000.00	\$ 1,000.00
2	Mobilization, Cleanup and Demobilization	1	LS	\$ 40,000.00	\$ 40,000.00
3	Project Temporary Traffic Control	1	LS	\$ 25,000.00	\$ 25,000.00
4	Clearing and Grubbing	1	LS	\$ 5,000.00	\$ 5,000.00
5	Removal of Structure and Obstruction	1	LS	\$ 2,500.00	\$ 2,500.00
6	Locate Existing Utilites	1	LS	\$ 500.00	\$ 500.00
7	Crushed Surfacing Top Course	80	TON	\$ 36.00	\$ 2,880.00
8	Crushed Surfacing Base Course	160	TON	\$ 36.00	\$ 5,760.00
9	Planing Bituminous Pavement	300	SY	\$ 7.00	\$ 2,100.00
10	HMA CI 1/2" PG 64-22	100	TON	\$ 100.00	\$ 10,000.00
11	Storm Conveyance and Infiltration Systems	1	LS	\$ 150,000.00	\$ 150,000.00
12	Adjust / Relocate Existing Utilities and Structures	1	LS	\$ 20,000.00	\$ 20,000.00
13	Erosion/Water Pollution Control	1	LS	\$ 10,000.00	\$ 10,000.00
14	Top Soil, Type A	100	CY	\$ 35.00	\$ 3,500.00
15	Bark or Wood Chip Mulch	70	CY	\$ 10.00	\$ 700.00
16	Cement Conc. Traffic Curb and Gutter	1800	LF	\$ 22.00	\$ 39,600.00
17	Cement Conc. Sidewalk	1120	SY	\$ 50.00	\$ 56,000.00
18	Cement Conc. Curb Ramp	9	EA	\$ 1,500.00	\$ 13,500.00
19	Remove and Relocate Fence	100	LF	\$ 80.00	\$ 8,000.00
20	Permanent Signing	1	LS	\$ 30,000.00	\$ 30,000.00
21	Channelization Improvements (8-22.5)	1	LS	\$ 10,000.00	\$ 10,000.00
Subtotal, All Items					\$ 436,100.00
Contingency (10%)					\$ 43,610.00
No Sales Tax, per Revenue Rule 171					0.00%
<b>Total Estimated Construction Cost</b>					<b>\$ 479,710.00</b>
Construction Management (15%)					\$ 71,956.50
<b>Total Design and CM</b>					<b>\$ 71,956.50</b>
<b>TOTAL</b>					<b>\$ 551,666.50</b>

## Notes:

New Cement Conc. Curb Gutter and Sidewalk on one side of the street  
Connect at the existing school walkway entrance  
No Existing Curb and Gutter  
Section description - 4.5' planter, 6' sidewalk, 2 ft HMA replacement at curb  
Landscaping - 4" topsoil with seeding in planter - 2' Bark mulch behind new sidewalk  
12 New sidewalk ramps / retrofits  
Signing and Channelization includes removal of existing markings  
Assumed No Right-of-Way required  
Storm Improvements include CB's, Pipes, WQ and Infiltration Gallery  
Prepared By: Cory N. Taylor, EIT  
Checked By: Tani Stafford, P.E.

**Cory Taylor**

---

**From:** Scott Davis <davissa@co.thurston.wa.us>  
**Sent:** Tuesday, April 19, 2016 7:17 AM  
**To:** Chad Bedlington  
**Cc:** Cory Taylor; Scott Lindblom  
**Subject:** RE: Yelm SRTS application - Fort Stevens Elementary

Chad

Thurston County does not have a specific project currently identified for this area. Although in general terms we do have a safe routes to school program and bike/pedestrian program on our Capital Plan Facilities Plan that are intended to capture bike/ped/school projects as they arise for grant purposes, etc...The capital facilities plan can be viewed at - <http://www.co.thurston.wa.us/planning/cap-facilities-plan/docs/adopted-capital-facilities-plan-2016-2021.pdf>

Although Thurston County Public Works can/will support the City with this grant application we cannot at this time commit to it financially.

Please provide a copy of your completed application to me when you are done. We will add this site to our list of ped/bike candidate locations and priority array.

Thank you for letting us know of this project and hopefully you successful in obtaining design funds.

Regards

Scott Davis, PE  
 Traffic Engineering & Operations Manager  
 Thurston County Public Works  
 360-867-2345  
[davissa@co.thurston.wa.us](mailto:davissa@co.thurston.wa.us)

**From:** Chad Bedlington [mailto:chadb@ci.yelm.wa.us]  
**Sent:** Thursday, April 14, 2016 12:01 PM  
**To:** Scott Davis <davissa@co.thurston.wa.us>  
**Cc:** Cory Taylor <ctaylor@g-o.com>  
**Subject:** Yelm SRTS application - Fort Stevens Elementary

Hi Scott,

I am working with Gray and Osborne on a "design only" application to Local Programs for engineering some sidewalks and bike lanes for a safe routes to school project near and adjacent to Fort Stevens Elementary. Parts of the area to potentially benefit is located outside the City limits, include some of the possible ROW improvements. Generally we would want to extend sidewalk from the intersection of Middle Rd SE and 100<sup>th</sup> Wy SE, Easterly on both sides on 100<sup>th</sup> Wy SE from that point to the intersection with Grover Rd SE. Then extend sidewalk, curb and gutter, Northerly to the terminus of the existing sidewalk on Grove Rd SE just south of Greenleaf Ave SE (see attached map).

To your knowledge, does the County have any projects in a CIP or generally being considered for bike/ped in this area?



# Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Total Revenue to program: \$1,000,000

No Non-Traditional Partner Target

<i>Page #</i>	<i>Project ID Number</i>	<i>Applicant</i>	<i>Proposal</i>	<i>Phase</i>	<i>CMAQ Request</i>	<i>Total Cost</i>	
159	2016 CMAQ 01	Intercity Transit	Intercity Transit's Youth Education Program – Walk N Roll	Program	\$145,000	\$168,000	
167	2016 CMAQ 02	Tumwater	Deschutes Valley Trail: Tumwater Historical Park to Falls Park	CN	\$1,000,000	\$1,200,000	
					Total Requested	\$1,145,000	\$1,368,000
					Total Available	\$1,000,000	
					Remaining	(\$145,000)	

Codes for Phases: CN=Construction





# 2016 Regional Congestion Mitigation Air Quality Improvement Program (CMAQ) Grant Application

**PROJECT TITLE:** Intercity Transit's Youth Education Program - "Walk N Roll"

## GENERAL PROJECT INFORMATION

Agency or Organization Intercity Transit  
 Contact Person Jessica Gould  
 Phone Number 360-705-5855  
 Email Address jgould@intercitytransit.com

**Type of Transportation Partner** **Select One**  
 Traditional Transportation Partner   
 Non-Traditional Transportation Partner

**Threshold Criteria** (check all that apply)

	Yes	No
The project is located in the Air Quality Maintenance Area (see application instructions)	<input checked="" type="radio"/>	<input type="radio"/>
Project elements meet all regional eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Project elements and administration meet all federal eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Applicant can demonstrate ability to obligate funding as proposed	<input checked="" type="radio"/>	<input type="radio"/>

## STATUS OF EXISTING FEDERAL PROJECTS

**Does the applicant have any other regionally selected projects underway?** (yes or no)  Yes  No  
**Does the applicant have any other state selected federal projects underway?** (yes or no)  Yes  No

*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

**Applicant's Project Priority**

Are you submitting more than one CMAQ application (3 maximum)?  Yes  No  
 If "Yes," what priority is this project application? \_\_\_\_\_ of \_\_\_\_\_

## TYPE OF PROJECT OR PROGRAM

*Identify project type that applies to this proposal*

Alternative Fuels and Vehicles	<input type="checkbox"/>
Congestion Reduction and Traffic Flow Improvements	<input type="checkbox"/>
Transit Improvements	<input type="checkbox"/>
Bicycle and Pedestrian Facilities and Programs	<input checked="" type="checkbox"/>
Travel Demand Management	<input type="checkbox"/>
Public Education and Outreach Activities Related to Air Quality	<input checked="" type="checkbox"/>
Transportation Management Associations	<input type="checkbox"/>
Carpooling and Vanpooling	<input type="checkbox"/>
Freight / Intermodal	<input type="checkbox"/>
Diesel Engine Retrofits and Other Advanced Truck Technologies	<input type="checkbox"/>
Idle Reduction Programs	<input type="checkbox"/>
Training for Implementation of Air Quality Programs	<input type="checkbox"/>
Inspection / Maintenance (I/M) Program	<input type="checkbox"/>

## PROJECT OVERVIEW

*Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.*

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

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

**Project Type and Location**

Project Location \_\_\_\_\_  
 Construction Projects Type of Construction Project \_\_\_\_\_  
 Length/Size of Construction Project \_\_\_\_\_  
 Programs/Services Delivery Area of Program/Service Olympia, Tumwater and North Thurston Public School  
 Duration of Program/Service From June 2017 - June 2019

**PROJECT PHASING AND COSTS**

Identify project phases and costs		<b>Phase</b>	<b>Cost</b>
<b>Construction Element</b> (mark the appropriate phase and enter cost)	Preliminary Engineering/Design:	<input type="checkbox"/>	\$ _____
	Right-of-Way:	<input type="checkbox"/>	\$ _____
	Construction:	<input type="checkbox"/>	\$ _____
<b>Program or Operational Element</b>	Program or Operations:	<input checked="" type="checkbox"/>	\$ 168000
			\$ _____
	<b>Total Project Cost</b> (Sum of all project phase costs identified above)		\$ 168000

**YEAR OF OBLIGATION**

**FFY 2017 – 2018 Project Obligation**

Select the preferred federal fiscal year the project will obligate\*  
 Select an alternate federal fiscal year the project could obligate

	2017	2018
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>

\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**YEAR OF OBLIGATION**

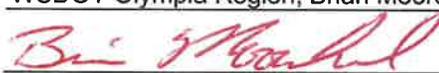
**Federal Funding Request and Match** (non-federal share)

From Project Applicant*	Local funding or other sources	\$ 23000
	State funding	\$ _____
	<b>CMAQ Grant Request</b>	\$ 145000
	<b>Total Project/Phase Revenue</b>	\$ 168000

\*Applicants must provide a minimum of 13.5% non-federal share to federal share.

**Example**  
 Total Project Cost is \$100,000  
 Minimum non-federal share: \$13,500  
 Federal STP Funds: \$86,500

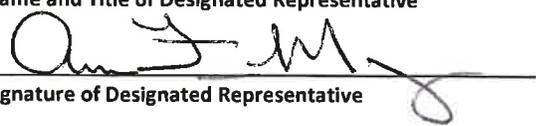
**CERTIFICATION ACCEPTANCE**

CA Agency and Representative WSDOT Olympia Region, Brian Moorehead 10-6-16  
 CA Signature and Date 

**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested CMAQ grant. If selected, the project will obligate funding in Federal Fiscal Years 2017 or 2018 as specified on an award letter. Failure to do so will result in loss of funding for the project. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible.

This project has the full endorsement of the governing body/leadership of this agency or organization.

Ann Freeman-Manzanares, General Manager  
 Name and Title of Designated Representative  
  
 Signature of Designated Representative

10/14/16  
 Date

**Project Title:** Intercity Transit's Youth Education Program - "Walk N Roll"

#### SUPPORT FOR SUSTAINABLE THURSTON OR OTHER RECOGNIZED REGIONAL INITIATIVES

*Identify ways in which the proposed project supports implementation of Sustainable Thurston or other existing regional initiatives related to Sustainable Thurston. Examples of other initiatives related to the eligible project area include, but are not limited to, Urban Corridor Communities and associated District Plans, Healthy Kids Safe Streets, Walk and Roll, Commute Trip Reduction, Smart Corridors.*

Walk N Roll is a key part of our community's strategy to improve, leverage, and support the use of the built environment for daily physical activity, improved air quality, and increased rates of biking, walking, and transit use. Walk N Roll is embodied within the Healthy Kids - Safe Streets Action Plan (Education & Encouragement). Walk N Roll implements Transportation Demand Management, Public Transportation and walking goals within 'What Moves You' - Regional Transportation Plan 2040 (Chapter 3-12 - walking).

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

**Using the space provided on pages 3 and 4 below, please address the following in your narrative:** Describe the proposed project and why it is a regional funding priority, paying particular attention to anticipated benefits to be realized. Specify ways in which this project will reduce vehicle miles of travel or increase overall system operating efficiency in the Lacey-Olympia-Tumwater urbanized area. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.

Intercity Transit is seeking grant funding to support the Youth Education & Outreach programs that operate under the program title of "Walk N Roll" (two year period). This program educates and encourages youth and families through a number of programs to access their community by biking, walking, and using transit. Elementary and middle school administrators and teachers are eager to participate in the nationally recognized Walk N Roll program to increase awareness and use of healthy, active forms of transportation and to reduce congestion, idling, and collisions on the trip to school. Walk N Roll reaches thousands of families every year across the Lacey-Olympia-Tumwater urbanized area by working directly with schools. Safe routes to school programs like Walk N Roll participate actively in public outreach and education to effect a reduction of vehicle miles traveled and to increase overall transportation system operating capacity. Air quality is improved for everyone when students and families choose to walk, bike, or take the bus rather than drive to school. Safe routes to school programs like Walk N Roll have also been shown to improve indoor air quality by reducing the number of cars idling in the school drop off zone.

Consider the following:

- As much as 20% - 30% of morning traffic is generated by parents driving their children to schools. (Source: US Environmental Protection Agency – 2003)
- 40% to 55% of students living within ½ mile of school are being driven. (National Center for Safe Routes to School)
- Forty years ago 50% of students walked or rode bikes to school. Today fewer than 15% travel on their own steam. (Federal Highway Administration, National Travel Survey)
- Half of children struck by cars near schools are hit by parents driving other children to school. (Source: National Highway Traffic Safety Administration – 2003)

Grant funding is necessary to maintain and expand this important program that supports a significant number of outreach and educational activities throughout the Olympia, Tumwater and North Thurston school districts and Intercity Transit service area. Walk N Roll has developed a model program over the past eight years. Our partners in the school districts, the Cities, and other local agencies are interested in expanding and developing Walk N Roll as a strategy to reach regionally significant transportation goals. During the next two years of program support (with grant support) Walk N Roll will look toward developing new relationships with the partnering schools and TRPC to develop "safe routes" maps for neighborhoods near participating schools as an opportunity to further the "next steps" of the Healthy Kids - Safe Streets Action Plan. This two year grant request represent less than 50% of the overall Youth Education program costs operated by Intercity Transit and would allow our youth education staff to leverage and continue development and expansion of these critical programs, while continuing the fostering of significant volunteer assistance and supporting actions through the Youth Education Programs at Intercity Transit.

**Project Title:** Intercity Transit's Youth Education Program - "Walk N Roll"

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

This Community Design strategy is part of the Thurston Thrives initiative and is recognized in the Schools and Transportation chapter of the Sustainable Thurston plan. Walk N Roll is identified by several regional plans as a key transportation strategy including:

- The Healthy Kids - Safe Streets Action Plan identified Walk N Roll as the key strategy for outreach and education
- The Sustainable Thurston Plan incorporated the Healthy Kids Safe Streets plan into its Schools and Transportations Chapter, and named Walk N Roll as a key strategy
- The Thurston Thrives initiative named safe routes to school programs like Walk N Roll as a key Community Design strategy
- What Moves You - 2040 -The Regional Transportation Plan identifies outreach to youth as a strategy and supportive measure to achieve the regional planning goals related to walking, Transportation Demand Management, Commute Trip Reduction, and Public Transportation and specifically identifies implementation of the Healthy Kids, Safe Streets Action Plan as a supportive measure.

If grant funds are awarded, Walk N Roll will be able to expand into new schools within Olympia, Tumwater, and North Thurston Public Schools, continue to provide outreach and expansion of programs to existing schools and will coordinate efforts to further implement the Healthy Kids- Safe Streets Action plan by supporting action to develop safe walking and biking maps for neighborhood schools.

Programming Goals for 2017- 2018 and 2018- 2019 School Years:

1. Regional collaboration to align goals and leverage resources
  - a. Participate in regional Safe Routes to School summit with community partners
2. Educational Outreach
  - a. Air Quality
    - i. Pace Car safe driving pledge and Anti-Idling Campaign – parent driver education
  - b. Walking Route maps
    - i. Work with schools, administrators, PE teachers, parents and students to identify safe walking routes to school. End product created will be a functional map for school communities to use with the school in the center.
  - c. Transit Education
    - i. Green Tours with middle schools – students learn how to use transit and build model sustainable communities
  - d. Walk to School Day Events – monthly
  - e. Bike to School Month in May – youth specific School Mini Bicycle Commuter Challenge at 9 schools
  - f. Earn-a-Bike Classes – using recycled bikes to teach traffic safety skills and maintenance
    - i. After school classes taught by Walk N Roll staff and community volunteers
    - ii. Students earn a refurbished, donated bike and new helmet
  - g. Safe Routes to School Bike and Pedestrian Safety Education Program
    - i. Continue to support existing use of this curriculum in Tumwater and North Thurston Public Schools PE classes
    - ii. Coordinate community volunteers and provide tools to maintain existing PE bike equipment
    - iii. Identify and apply for funding to bring this curriculum, training, and equipment to interested school districts
    - iv. Coordinate and identify opportunities to develop bicycle and walking maps for school age children to use consistent with the Healthy Kids-Safe Streets Action Plan (\$3,000 for TRPC GIS support).
  - h. Evaluation
    - i. National Center for Safe Routes to School Parent Survey and student travel surveys to track program effectiveness
    - ii. Local and regional updates to policy makers and participating agencies as requested

Cathy Wolfe  
District One

Sandra Romero  
District Two

Bud Blake  
District Three



**THURSTON COUNTY**  
WASHINGTON  
SINCE 1852

**PUBLIC HEALTH AND  
SOCIAL SERVICES DEPARTMENT**

Tom Stuebner, MSPH  
Director

Rachel C. Wood, MD, MPH  
Health Officer

Congestion Mitigation & Air Quality Program Call for Projects  
c/o Paul Brewster – Thurston Regional Planning Council  
2424 Heritage Ct. SW, Suite A  
Olympia, WA 98502

October 12, 2016

Dear Thurston Regional Planning Council CMAQ Grant Reviewers,

I write to express support for the proposed extension of Intercity Transit’s Walk N Roll program to more schools in Thurston County. Safe Routes to School projects are a key part of our community’s strategy to improve the supportiveness of the built environment for daily physical activity. This strategy for improving our community’s design while encouraging more participation in active transportation to school is part of the Thurston Thrives (TT) initiative recognized in the Sustainable Thurston plan and the Regional Transportation Plan.

The Walk N Roll program continues education and promotion about safe and active travel to school, sustaining efforts many years in the making. Middle and elementary school students will continue to be encouraged to participate in healthy ways to get to school and gain important traffic safety skills. This program encourages active transportation and foster a community norm around being active, both key objectives on the TT Community Design strategy.

The proposed work with northern Thurston County school districts will build on existing safe routes to school projects on which Intercity Transit has a proven track record, and complements efforts by Safe Kids Thurston County, Thurston County and Thurston Regional Planning Council that we expect in future years to focus increasingly in areas outside of IT’s service area.

We appreciate your consideration of this request for funding to extend the Walk N Roll program to new sites and building on the partnership that brings more healthy, active transportation options to children and families in our community.

Sincerely,

Tom Stuebner, MSPH  
Director



# George Washington Bush Middle School

In pursuit of excellence!

Linda O'Shaughnessy ☐ Principal  
Shawn Guthrie ☐ Assistant Principal

Seana Ditterline ☐ Counselor  
Carole Mihalyi ☐ Activities Director

To Whom It May Concern:

The Walk N Roll program has been a great benefit to Bush Middle School over the past year. I am writing in support of Walk N Roll, specifically the Earn a Bike classes, in hopes that other schools can participate in this important community program.

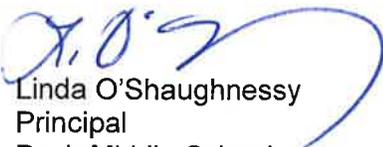
Our school is surrounded by very busy roads, with limited opportunities for safe walking, biking, and bus riding and a need for improved safe routes to school. Since the beginning of the Earn a Bike classes in 2016, we have seen an increased interest in biking at our school. Students who had never biked to school before, were empowered to try it after taking the Earn a Bike class. Not only did they get new skills to navigate, they also got the tools to do this, including a refurbished bike, helmet, bike lights, maps and 8 hours of riding and bike maintenance instruction.

We had almost 40 students earn bicycles this spring and we hope that we will have an additional 20 more students have the same opportunity this fall. Our students are learning basic bike maintenance and safe riding skills and after completion of 8 hours of instruction they will have earned their own bicycle and helmet. These donated bikes were saved from the landfill, refurbished by community volunteers, and earned by students who may not have otherwise had access to a bike.

Students build self-esteem through learning new skills, and they have a great new way to get around while getting exercise. The emphasis on riding safely in traffic gives students the skills they need to enlarge the distance they can travel independently.

We are excited about the opportunities that our students have been offered and we would like the Earn a Bike classes to be offered at other middle schools in Thurston County. We've seen first-hand how earning a bike can give students independence, create healthy habits, and expand their world by teaching them the skills they need to navigate their world independently and safely.

Sincerely,



Linda O'Shaughnessy  
Principal  
Bush Middle School



October 1, 2016

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

Dear Thurston Regional Planning Council Grant Reviewers,

We are writing to express support for the Walk N Roll program and encourage funding of both the Walk N Roll program and Earn a Bike classes. Walk N Roll has been partnering with Nisqually Middle School since September 2015 by supporting their program, Nisqually Walks, which strives to encourage more students to walk and bike to school. During the 2015- 2016 school year, monthly walks were planned out by the student leadership class. They picked the incentives, promoted the events, and handed out "totem tickets" to their fellow students. Walk N Roll supported this student led movement by providing advice, incentives, and staffing.

Nisqually Middle School is very excited to host the Earn a Bike classes, which will be coming to Nisqually Middle School in Spring 2017 and Fall 2017. The goal for those classes is to reach 70 students and provide 8 hours of on-bike and bike maintenance skills to each student. Upon completion of the class, students earn a free bicycle, helmet, lock and light.

The Walk N Roll program's Earn a Bike Class would be an incredible benefit to students at Nisqually Middle School in Lacey. Many students at Nisqually do not have access to safe, healthy, active transportation or the knowledge and skill to bike safely. The skills that they learn will stay with them through their life and the bike that they earn will give them the tool that they need to get around independently.

If the Walk N Roll program receives grant funding, Intercity Transit and Nisqually Middle School will partner to bring the Earn a Bike classes to 70 students as well as providing 70 bikes for those students.

**This class will complement existing Walk to School events and outreach at Nisqually Middle School done in partnership with Safe Kids Thurston County and Thurston County Public Health.**

Thank you for considering this request to support Walk N Roll and to bring their Earn a Bike classes to students at Nisqually Middle School. We look forward to working together with Intercity Transit's youth education program to bring transportation options to students.

Sincerely,



Principal  
Nisqually Middle School

To whom it may concern,

Who we are: We are the 6-8th graders at Nisqually Middle School in Lacey, WA. The purposes of our leadership class is to help make our school a happier and more fun place for other students to be at.

At Nisqually we have a monthly walk to school day, called Nisqually Walks. One reason is it that would encourage students to walk, and ride bikes. This is how we can allow student to want to be involved. Another reason also, putting more kids together and be social. It also helps kids do healthy activities.

The contest is whoever walks or ride their bike gets a special ticket. Then we do a drawing and the students that gets pulled wins a cool prize. That would encourage students to want to participate. Everyone wants to get cool and fun prizes. This is a great way to help staying healthy.

We need to improve the announcements and say there's prizes. Like gift cards, key chains. Or something like cool popular thing that all kids want. Also, we need to improve our lifestyle. Not like driving so much. Maybe get out your handy dandy bike and ride to school. Or walk with friends in groups.

We believe that walking and biking to school is important because it is healthy, safe and it also gets kids social. One reason why it important for us to stay healthy is because walking just 30 minutes a day it can help prevent disease and stroke. We also want to teach how to walk safely in your neighborhood or across the street. The last reason why we think this is important is because it gets kids exercising and social and then they talk to each other while they are walking.

We want to see the Walk N Roll program continue and start at other schools because it helps students and families to exercise. We need America to exercise. It strengthens our bodies, like muscles. We need to be able to move. It reduces injuries, and keeping yourself up and moving. This is one reason why we need to exercise.

Another reason why we need to exercise is to decrease fat. You can get fat by eating bad food or too much food. If we don't exercise we get heavier and heavier. We are going to not able to do many things. And just sitting on the couch watching television and eating unhealthy food, so get up and moving. This is a way we need to decrease our fat.

The last reason is it reduce depression. Everyone has depression in there life. Even for no reason. This will make people happier. This changes your brain chemistry. And makes life way more easier just by exercising. These are reasons we need to exercise.

For all these reasons, we ask that you continue to support the Walk N Roll program and help other schools to start this program just like our school.

Signed,

The Leadership Class at NMS

John Flynn  
 Gabriela Rosado  
 Dania Sandifer  
 Caron Kelley  
 Alina Sa  
 [Signature]  
 [Signature]  
 [Signature]

Bailey Balkemaith  
 Gabby Arellano  
 Desiraye Fil  
 Hillaryne  
 Alice Buchanan



# 2016 Regional Congestion Mitigation Air Quality Improvement Program (CMAQ) Grant Application

**PROJECT TITLE:** Deschutes Valley Trail: Tumwater Historical Park to Falls Park

### GENERAL PROJECT INFORMATION

Agency or Organization City of Tumwater  
 Contact Person Jay Eaton  
 Phone Number (360)754-4140  
 Email Address jeaton@ci.tumwater.wa.us

**Type of Transportation Partner** **Select One**  
 Traditional Transportation Partner   
 Non-Traditional Transportation Partner

**Threshold Criteria** (check all that apply)

	Yes	No
The project is located in the Air Quality Maintenance Area (see application instructions)	<input checked="" type="radio"/>	<input type="radio"/>
Project elements meet all regional eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Project elements and administration meet all federal eligibility requirements	<input checked="" type="radio"/>	<input type="radio"/>
Applicant can demonstrate ability to obligate funding as proposed	<input checked="" type="radio"/>	<input type="radio"/>

### STATUS OF EXISTING FEDERAL PROJECTS

Does the applicant have any other regionally selected projects underway? (yes or no)  Yes  No  
 Does the applicant have any other state selected federal projects underway? (yes or no)  Yes  No  
*If yes to either, attach separate documentation describing status of each project including project name, funding source, year of award, progress to date, future obligation commitments and strategy for meeting those obligation commitments in addition to those associated with new project funding.*

**Applicant's Project Priority**

Are you submitting more than one CMAQ application (3 maximum)?  Yes  No  
 If "Yes," what priority is this project application? \_\_\_\_\_ of \_\_\_\_\_

### TYPE OF PROJECT OR PROGRAM

Identify project type that applies to this proposal

- Alternative Fuels and Vehicles
- Congestion Reduction and Traffic Flow Improvements
- Transit Improvements
- Bicycle and Pedestrian Facilities and Programs
- Travel Demand Management
- Public Education and Outreach Activities Related to Air Quality
- Transportation Management Associations
- Carpooling and Vanpooling
- Freight / Intermodal
- Diesel Engine Retrofits and Other Advanced Truck Technologies
- Idle Reduction Programs
- Training for Implementation of Air Quality Programs
- Inspection / Maintenance (I/M) Program

### PROJECT OVERVIEW

Brief abstract (~ 150 words) of proposal identifying problem or need, how the proposal will address it, and anticipated benefits. This is a high level summary suitable for reports and on-line descriptions. Detailed project information is provided on page 3.

Construction of Segment A1 of the Deschutes Valley Trail begins the long-anticipated completion of a vital link in the regional trail system that serves as the backbone of a countywide non-motorized network. Ultimately linking Tumwater Historical Park with Henderson Boulevard via Pioneer Park, the Deschutes Valley Trail will provide a safe and convenient alternative to driving that links important destinations in Tumwater and beyond. This project has benefits for the immediate vicinity and the entire regional trail system and multimodal network. It fully supports objectives of the Regional Transportation Plan, Sustainable Thurston, and the Urban Corridor Communities, as well as Tumwater's Comprehensive Plan.

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

**Project Type and Location**

	Project Location	Deschutes Valley: Historical Park to Falls Park
<b>Construction Projects</b>	Type of Construction Project	Shared Use Trail
	Length/Size of Construction Project	1500 L.F.
<b>Programs/Services</b>	Delivery Area of Program/Service	
	Duration of Program/Service	

**PROJECT PHASING AND COSTS**

Identify project phases and costs <b>Construction Element</b> (mark the appropriate phase and enter cost)	Preliminary Engineering/Design:	<input type="checkbox"/>	\$
	Right-of-Way:	<input type="checkbox"/>	\$
	Construction:	<input checked="" type="checkbox"/>	\$ 120000
	Program or Operations:	<input type="checkbox"/>	\$
<b>Program or Operational Element</b>			\$
<b>Total Project Cost</b> (Sum of all project phase costs identified above)			\$ 120000

**YEAR OF OBLIGATION**

**FFY 2017 – 2018 Project Obligation**

Select the preferred federal fiscal year the project <u>will</u> obligate*	2017	2018
Select an alternate federal fiscal year the project <u>could</u> obligate	<input type="checkbox"/>	<input checked="" type="checkbox"/>

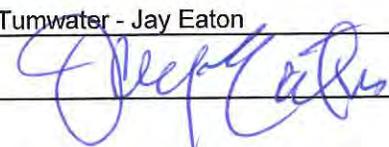
\*Applicants are expected to obligate their project on time, as stated on this application and indicated on the award letter, if the project proposal is selected.

**YEAR OF OBLIGATION**

<b>Federal Funding Request and Match</b> (non-federal share)		*Applicants must provide a minimum of 13.5% non-federal share to federal share. <b>Example</b> Total Project Cost is \$100,000 Minimum non-federal share: \$13,500 Federal STP Funds: \$86,500
From Project Applicant* Local funding or other sources	\$ 200000	
State funding	\$	
<b>CMAQ Grant Request</b>	\$ 1000000	
<b>Total Project/Phase Revenue</b>	\$ 1200000	

**CERTIFICATION ACCEPTANCE**

**CA Agency and Representative** City of Tumwater - Jay Eaton

**CA Signature and Date**  10/13/2016

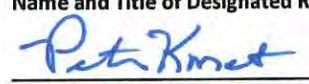
**Project Verification and Endorsement**

This project proposal reflects established local funding priorities consistent with the Regional Transportation Plan. Costs represent accurate planning level estimates needed to accomplish the work described herein. The project described is financially feasible, and local match revenue identified above is available and will be committed to the project if it receives the requested CMAQ grant. If selected, the project will obligate funding in Federal Fiscal Years 2017 or 2018 as specified on an award letter. Failure to do so will result in loss of funding for the project. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which TRPC has no control, and for which this agency or organization will be responsible.

This project has the full endorsement of the governing body/leadership of this agency or organization.

Pete Kmet, Mayor

**Name and Title of Designated Representative**



**Signature of Designated Representative**

10/14/16

**Date**

**Project Title:** Deschutes Valley Trail: Tumwater Historical Park to Falls Park

#### SUPPORT FOR SUSTAINABLE THURSTON OR OTHER RECOGNIZED REGIONAL INITIATIVES

*Identify ways in which the proposed project supports implementation of Sustainable Thurston or other existing regional initiatives related to Sustainable Thurston. Examples of other initiatives related to the eligible project area include, but are not limited to, Urban Corridor Communities and associated District Plans, Healthy Kids Safe Streets, Walk and Roll, Commute Trip Reduction, Smart Corridors.*

This project fully supports Sustainable Thurston objectives by increasing access to safe and convenient travel options which in turn reduces environmental impacts, increases healthy travel choices, lowers household travel costs, and enhances overall quality of life. Supported Sustainable Thurston goals include creation of vibrant centers, corridors and neighborhoods; moving towards a carbon-neutral future; maintaining air quality standards; and making strategic investments that advance sustainability regionally.

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

*Using the space provided on pages 3 and 4 below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying particular attention to anticipated benefits to be realized. Specify ways in which this project will reduce vehicle miles of travel or increase overall system operating efficiency in the Lacey-Olympia-Tumwater urbanized area. Identify any collaboration or partnership with other entities with a vested interest in this project. Note whether this project leverages previous work, such as an implementation phase of a previous study or design phase, or whether it lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments. Indicate how this proposal supports the goals and policies of the Regional Transportation Plan, the transportation initiatives in Sustainable Thurston, or other adopted community plans and goals.*

First envisioned in the 1986 Tumwater Trails Plan, the Deschutes Valley Trail (DV Trail) will connect Capitol Lake with Henderson Boulevard via Pioneer Park. It was incorporated into the Regional Trails Plan in 2007 and is included in the 2040 Regional Transportation Plan as project B6 on the financially constrained RTP project list. This trail was identified as a 2015 legislative priority by Tumwater and is included in the City's Comprehensive Plan and TIP, and the 2017-2020 Regional Transportation Improvement Program. TRPC funded design of the DV Trail in 2013 with an award of regional STP funds.

Segment A1 of the DV Trail will connect Simmons Trail in Tumwater Historical Park to Tumwater Falls Park, two popular community destinations. Segment A1 provides an off-street alternative to busy Deschutes Way with its US 101 on-ramp and I-5 on-ramp which can discourage all but the most intrepid cyclists from use. By connecting to Simmons Trail, Segment A1 effectively extends connectivity of Tumwater's recently completed Historical Park Trail in Tumwater Historical Park and the Capitol Lake Interpretive Trail to provide a direct off-street connection between Deschutes Parkway in Olympia and Tumwater Falls Park.

#### ANTICIPATED BENEFITS

The DV Trail is a regional priority project because it will connect Tumwater into the regional trail network, providing convenient, safe, direct travel options between Henderson Boulevard and the commercial, civic, and employment heart of Tumwater for cyclists and pedestrians. This relatively flat and direct corridor offers an attractive alternative for non-motorized travelers who today have no choice but to take the lengthier and congested route traveled by cars. This shorter non-motorized route will increase the viability of biking and walking for more people for more trip purposes, resulting in a reduction in vehicle miles traveled that will benefit the region's air quality, including lessening production of PM10 (the region's criteria pollutant) and greenhouse gas emissions.

This non-motorized connection will have multiple benefits beyond that of reducing pollutants:

- It will connect people and places all along the Capitol Way / Capitol Boulevard corridor, helping to fulfill mobility objectives of the Capitol Boulevard Corridor Plan, Brewery District Plan, and Urban Corridors.
- The DV Trail will enable more people working at CTR-affected worksites in Tumwater to bike or walk to work, reducing single-occupancy vehicle traffic during peak commute periods.
- The trail will ultimately connect with the region's Woodland Trail in the vicinity of Tumwater Historical Park, linking Tumwater into the region-wide Class 1 trail system and expanding the bike-ability of the entire region for all of its residents and visitors.
- This project supports objectives of the Urban Corridors Task Force and regional strategy corridors by providing viable alternatives to driving along some of the region's most congested streets.

**Project Title:** Deschutes Valley Trail: Tumwater Historical Park to Falls Park

#### PROJECT DESCRIPTION & SIGNIFICANCE (continued)

Completion of the DV Trail will provide more people with a convenient intermodal bike-and-transit linkage, particularly those who live within a mile or two of transit but are not served directly by Intercity Transit.

Segment A1 of the Deschutes Valley Trail is the logical "first link" in this important corridor as described below.

#### LEVERAGED PROJECTS AND OPPORTUNITIES FOR SEGMENT A1

Segment A1 of the DV Trail will leverage previous investments and promote further opportunities. First, it will extend the effective capacity of the Tumwater Historical Park Trail funded by TRPC in 2014, enabling people to travel between Deschutes Parkway in Olympia and Tumwater Falls Park on safe, convenient, off-road facilities. This segment will also leverage the investments Tumwater and TRPC made in upgrading Capitol Boulevard between M Street and the Deschutes River to add bike lanes; the terminus of Segment A1 is accessible to these Capitol Boulevard facilities, enabling cyclists to continue on to points north or south on designated bike lanes.

The Deschutes Valley Trail is an important component of the non-motorized network for both the Brewery District and the Capitol Boulevard Corridor. While subsequent segments will extend south to the Capitol Boulevard Corridor vicinity, Segment A1 provides a critical first linkage for the Brewery District because it intersects with a solid on-street network of bike lanes and sidewalks while providing off-street linkages between parks, restaurants, businesses, and the brewery redevelopment site.

Segment A1 is a contiguous, connected extension of existing facilities that expands the utility of every component of the non-motorized network.

#### SUPPORT FOR REGIONAL TRANSPORTATION PLAN AND OTHER REGIONAL INITIATIVES

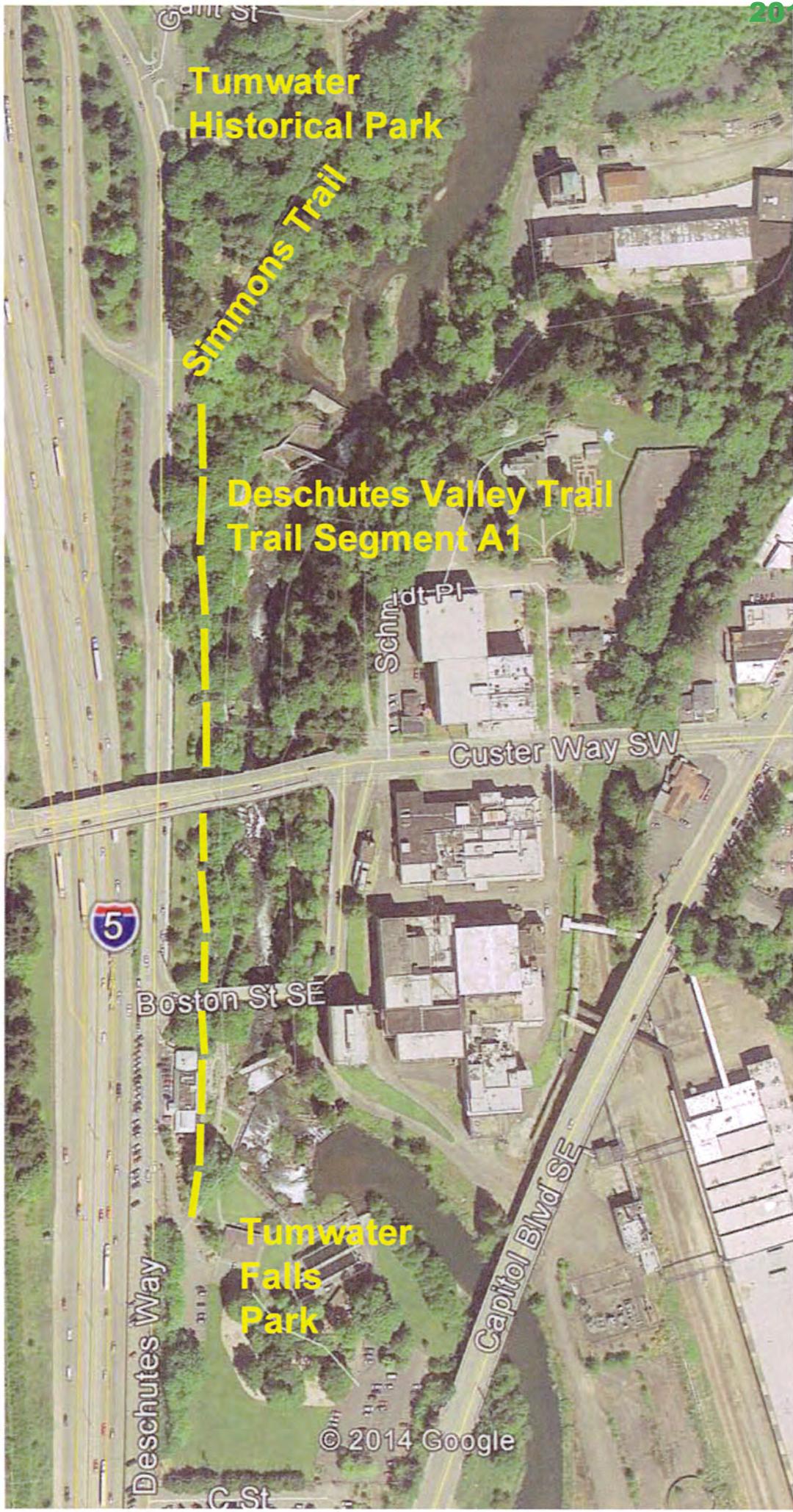
The Deschutes Valley Trail is fully supportive of and consistent with the Regional Transportation Plan. For decades the Thurston Region has actively worked to promote multi-modal travel alternatives in its Regional Transportation Plans, funding programs, and other efforts. The recently adopted 2040 RTP carries on this commitment and identifies the Deschutes Valley Trail on its list of financially constrained projects (B6). Other ways in which this project supports RTP objectives include:

- Providing facilities that support mobility, access, and economic goals in adopted land use plans and designated Strategy Corridors (Policies 1.b, 1.c, 1.e)
- Investing in projects that have a lasting positive impact, reflect community goals, and contribute to a sense of place (1.d)
- Investing in mode-specific strategies that contribute to development of an integrated, multimodal transportation system (Policy 2.a, 2.c, 11.a, 12.a)
- Encouraging use of biking and other modes by improving access, convenience, and reliability (Policy 6.b)
- Promoting CTR objectives (Policy 6.c and 6.h)
- Decreasing annual per capita vehicle miles traveled (Policy 6.i)
- Investing in a network of contiguous and connected dedicated shared-use trail corridors (Policy 11.c)
- Developing and encouraging connections for pedestrian and bike travel to transit routes, schools, parks, trails, activity centers, and other destinations (Policy 12.d).
- Developing a transportation system that supports compact urban development policies and non-motorized travel to curb growth in VNT in order to increase energy efficiency, reduce environmental impacts, and encourage physical activity and community health (Policy 18.c, 18.f)
- Ensuring Federal Clean Air Act requirements are met (Policy 18.e).

In addition to supporting the RTP and Sustainable Thurston, completion of the Deschutes Valley Trail will directly support objectives and actions of Thurston Thrives!, the Walk-and-Roll program, the Healthy Kids Safe Streets action plan, Urban Corridor Communities, the Brewery District, the Capitol Boulevard Corridor, and Commute Trip Reduction by expanding safe, convenient non-motorized travel options.

K:\GUEST\Transportation\STP-CMAQ-TAP\Funding\and\Obligations\CY2017\Process\ProcessMaterials\ApplicationForms\2016 CMAQ Application Form.doc

2016 TRPC Regional Congestion Mitigation Air Quality Improvement Program Grant Application, page: 4



Tumwater  
Historical Park

Simmons Trail

Deschutes Valley Trail  
Trail Segment A1

Schmidt Pl

Custer Way SW



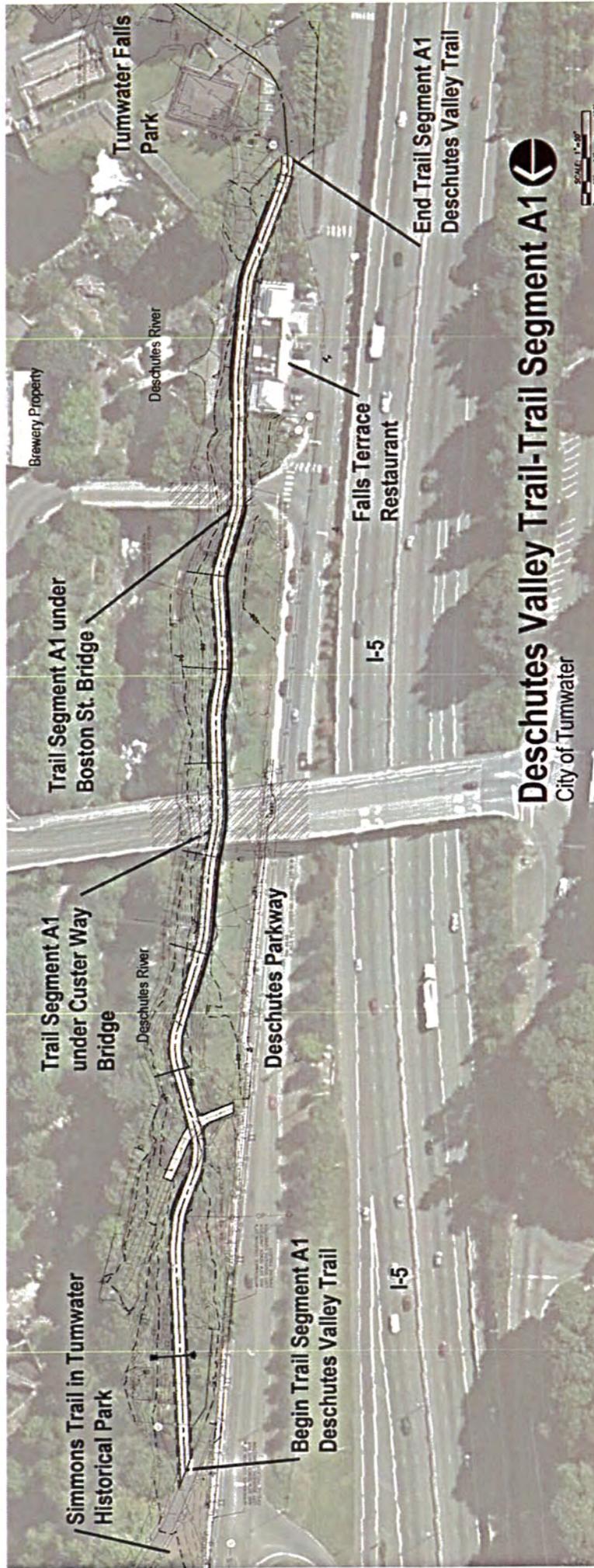
Boston St SE

Tumwater  
Falls  
Park

Capitol Blvd SE

Deschutes Way

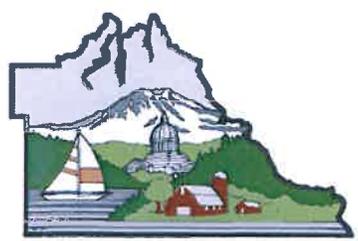
© 2014 Google



Cathy Wolfe  
District One

Sandra Romero  
District Two

Bud Blake  
District Three



**THURSTON COUNTY**  
WASHINGTON  
SINCE 1852

**PUBLIC HEALTH AND  
SOCIAL SERVICES DEPARTMENT**

Tom Stuebner, MSPH  
Director

Rachel C. Wood, MD, MPH  
Health Officer

Congestion Mitigation & Air Quality Program Call for Projects  
Thurston Regional Planning Council  
2424 Heritage Ct. SW, Suite A  
Olympia, WA 98502

October 17, 2016

Dear Thurston Regional Planning Council CMAQ Grant Reviewers,

This letter expresses support for the City of Tumwater proposal to construct a portion of the Deschutes Valley Trail. This project would make a substantial gain in trail access for an important area of Thurston County, as Tumwater is the last urban area of Thurston County that does not have a multi-use trail for active transportation and recreation (other than a 0.4-mile segment across Tumwater Historical Park to Deschutes Parkway).

The strategy for improving our community's design by achieving better connections for, and encouraging participation in, active transportation is part of the Thurston Thrives (TT) initiative recognized in the Sustainable Thurston plan and the Regional Transportation Plan. In fact one of the key measures that we have established for tracking the progress of this strategy is the increase in available miles of the regional trail system over time, with a 5-year target this trail would help meet by almost doubling the length of Tumwater's trail. The new Deschutes Valley Trail segment will also connect additional park destinations for more people.

Investing in improvements that make walking and bicycling easier is a critically important way that our community can continue to improve its health outcomes, as it leads to more people being able easily to access physical activity as part of their daily lives. It also reduces emissions and improves air quality as an increasing share of all trips can be done by these non-polluting, active transportation modes.

We thank you for your consideration of this and other proposals that enhance the built environment for healthy, active forms of transportation.

Sincerely,

Tom Stuebner, MSPH  
Director

Chris Hawkins,  
Lead, Thurston Thrives  
Community Design Action Team