



**MEMORANDUM**

**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
- Tumwater 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

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**TO:** Transportation Policy Board

**FROM:** Paul Brewster, Senior Planner

**DATE:** December 6, 2017

**SUBJECT:** FFYs 2018 and 2020 STP and CMAQ Grant – Project Review and Funding Recommendation

**PURPOSE**

Review the 2018-2020 Surface Transportation Program (STP) grant and Congestion Mitigation Air Quality Improvement Program (CMAQ) grant proposals and forward a funding recommendation to TRPC.

**Summary:**

- TRPC will award \$500,000 in federal STP grant funding for FFY 2018 and \$1.2 million in federal CMAQ grant funding for FFYs 2018 and 2020 to priority projects.
- TRPC received 4 STP and 7 CMAQ proposals.
- The Technical Advisory Committee completed a technical review on November 2. All proposals appear technically feasible and meet the eligibility requirements and should obligate on time.
- The public comment period closed on November 27. No comments were received.
- TRPC was briefed on the on the proposals on December 1 and will select priority proposals on January 5.

**REQUESTED ACTION**

- Recommend TRPC approve funding for all the primary FFY 2018 STP proposals as follows:
- 1) Award \$95,150 to 2018 STP 01 and \$338,100 to 2018 STP 02; and partially fund 2018 STP 03 with the remaining \$66,750.
  - 2) Recommend TRPC select both 2018 STP 03 and 04 as alternate proposals to receive any remaining FFY 2018 STP funds that don't obligate by June 30, 2018.
- Recommend TRPC approve funding for all the primary FFY 2018 CMAQ proposals as follows:
- 1) Fully award \$95,000 to 2018 CMAQ 01, \$363,480 to 2018 CMAQ 03, and award the remaining grant amount of \$387,520 to 2018 CMAQ 02.
  - 2) Recommend TRPC select 2018 CMAQ 04 an alternate proposal to receive any remaining FFY 2018 CMAQ funds that don't obligate by June 30, 2018.
- Recommend TRPC approve funding for all the primary FFY 2020 CMAQ proposals as follows:
- 1) Fully award \$95,000 to 2020 CMAQ 05, and award the remaining amount of \$268,000 to 2020 CMAQ 06.
  - 2) Recommend TRPC select 2018 CMAQ 04 and 2020 CMAQ 07 as alternate proposals to receive any remaining FFY 2020 CMAQ funds that don't obligate by June 30, 2018.

STP PROPOSALS

TRPC will award up to \$500,000 STP grant funding to one or more primary proposals. In addition, the council will select one or more alternate proposal to receive a contingent grant should a primary proposal encounter challenges and fail to obligate on time. Primary and alternate awardees whose proposals do not obligate in 2018 are not guaranteed future funding. Applicants may resubmit their proposals for future regional grant program cycles. STP project descriptions are appended to the end of this memorandum.

TRPC received two primary STP grant proposals:

1. City of Rainier Binghamton Streetscape Project Phase 1 (2018 STP 01); and
2. City of Yelm SW Mosman Avenue Phase 2 project (2018 STP 02).

The Binghamton Streetscape project will be completed with the additional funds. Yelm will complete the design and right of way phase with the additional funding, however additional funding will be necessary to complete construction. Both proposals received federal grants from TRPC in previous grant cycles. These proposals have fixed funding requests and are not scalable. Combined, these proposals request \$433,250. They will fulfill the region’s urban and rural funding distribution requirements (75% urban, 8% rural, 17% flexible), if selected.

Two alternate proposals were submitted:

1. City of Tumwater DeSoto Street Stabilization and Rehabilitation project (2018 STP 03); and
2. Thurston County Mobility Strategy (2018 STP 04).

Tumwater’s proposal received a \$700,000 regional STP grant in 2017. Additional funding is requested to account for increased construction costs for slope stabilization. This proposal is scalable and will accept any remaining funds not awarded to primary proposals. The Thurston County Mobility Strategy is a new unfunded study. This proposal is identified as a priority project in the *Regional Transportation Plan* and is a suitable alternate proposal that can program funding to either urban or rural areas of the county. However, this proposal is not scalable and the entire funding request is necessary for this proposal to succeed.

**Summary of STP Proposals**

Project ID	Applicant	Proposal	Phase	STP Request	Priority Status	Distribution
2018 STP 01	Rainier <sup>R</sup>	Binghamton Streetscape Project Phase 1	CN	\$95,150	Primary	Rural
2018 STP 02	Yelm <sup>U</sup>	SW Mosman Avenue Phase 2	PE, ROW	\$338,100	Primary	Urban
2018 STP 03	Tumwater <sup>U</sup>	Desoto Street Stabilization and Rehabilitation	PE, CN	\$328,000	Alternate	Urban
2018 STP 04	Thurston County <sup>R or U</sup>	Thurston County Mobility Strategy	Study	\$259,000	Alternate	Urban

Notes: R=projects in rural areas; U=Urban. Codes for Phase: PE=Preliminary Engineering (design); ROW=Right-of-Way; CN=Construction

**FFY 2018STP Funding Recommendation Option**

Both Binghamton Streetscape Project Phase 1 and SW Mosman Avenue Phase 2 proposals can be funded at the applicants’ requested amounts. This results in a \$67,750 balance that could be awarded to the Desoto Street Stabilization and Rehabilitation project. Both Desoto Street and the Thurston County Mobility Study are well suited alternate proposals and could be programmed into the Regional Transportation Improvement Program (TRIP) and could be amended as funding secure, if other funding secure projects are in jeopardy of obligating on time.

**CMAQ PROPOSALS**

CMAQ funding is limited to applicants within the PM10 Air Quality Maintenance Area. Proposals must demonstrate an air quality improvement benefit and TRPC must quantify this air quality benefit at the time of obligation. Applicants were permitted to submit up to three proposals (primary or alternate) for each CMAQ FFY grant. TRPC will award CMAQ grants to proposals that will obligate in both FFYs 2018 and 2020. CMAQ project descriptions are appended to the end of this memorandum.

**FFY 2018 CMAQ Grant**

TRPC will award an estimated \$846,000 in CMAQ funds to one or more primary proposals and select one or more alternate proposals for a contingent grant. Three primary proposals were submitted for FFY 2018:

1. Intercity Transit Youth Education Program Walk N Roll (2018 CMAQ 01);
2. Multi-Agency Smart Corridors Signal Upgrade and Transit Signal Priority Project: Phase II 2018 (2018 CMAQ 02); and
3. City of Olympia Traffic Signal Controller Upgrade to Support TSP and Enhanced Signal Coordination (2018 CMAQ 03).

One alternate proposal was submitted for FFY 2018:

1. TRPC Olympia Capitol Campus – Taming the Dragons (2018 CMAQ 04).

The application specifies this alternate project can obligate in either 2018 or 2020.

**Summary of FFY 2018 CMAQ Proposals**

Project ID	Applicant	Proposal	Phase	CMAQ Request	Priority Status	Obligation Year
2018 CMAQ 01	Intercity Transit	Intercity Transit's Youth Education Program – "Walk N Roll"	Program	\$95,000	Primary	2018
2018 CMAQ 02	Multi-Agency	Smart Corridors Signal Upgrade and Transit Signal Priority project: Phase II 2018	PE	\$216,250 to \$389,238	Primary	2018
2018 CMAQ 03	City of Olympia	Traffic Signal Controller Upgrade to Support TSP and Enhanced Signal Coordination	PE, CN	\$363,480	Primary	2018
2018 CMAQ 04	TRPC	Olympia Capitol Campus – Taming the Dragons	Study	\$216,250	Alternate	2018 or 2020

**FFY 2018 CMAQ Funding Recommendation Option**

All three primary proposals could be awarded funding. Proposals 2018 CMAQ 01 and 03 can be funded at their full request level. Since 2018 CMAQ 02 is scalable, it could be awarded \$387,520 (the remaining grant funds if the other two proposals are fully funded). The alternate proposal, 2018 CMAQ 04 could be awarded as an alternate project and programmed in the RTIP as a non-funding secure.

**FFY 2020 CMAQ Grant**

TRPC will award an estimated \$363,000 in CMAQ funds in 2020. TRPC will select one or more primary proposals and one or more alternate proposals. Selected proposals can obligate no earlier than FFY 2020, but must obligate by August 1, 2020.

Two primary proposals were submitted:

1. Intercity Transit Youth Education Program Walk N Roll (2020 CMAQ 05); and
2. Multi-Agency Smart Corridors Signal Upgrade and Transit Signal Priority Project: Phase III 2019 (2020 CMAQ 06).

Two alternate proposals were submitted for FFY 2020:

1. Intercity Transit Bus Stop Enhancements (2020 CMAQ 07); and
2. TRPC Olympia Capitol Campus – Taming the Dragons (2018 CMAQ 04)

### Summary of FFY 2020 CMAQ Proposals

Project ID	Applicant	Proposal	Phase	CMAQ Request	Priority Status	Obligation Year
2020 CMAQ 05	Intercity Transit	Intercity Transit's Youth Education Program – "Walk N Roll"	Program	\$95,000	Primary	2020
2020 CMAQ 06	Multi-Agency	Smart Corridors Signal Upgrade and PE Transit Signal Priority project: Phase III 2020		\$216,250 to \$320,050	Primary	2020
2018 CMAQ 04	TRPC	Olympia Capitol Campus – Taming the Dragons	Study	\$216,250	Alternate	2018 or 2020
2020 CMAQ 07	Intercity Transit	Intercity Transit Bus Stop Enhancements	PE, CN	\$171,010	Alternate	2020

#### FFY 2020 CMAQ Funding Recommendation Option

Combined, the two primary proposals 2020 CMAQ 05 and 06 request a total \$465,000. The multi-agency Smart Corridors proposal is scalable and the application presents a flexible funding request with a minimum acceptable grant of \$216,250. Both proposals can be funded as presented if the Smart Corridors proposal is awarded \$268,000.

Alternate proposals 2018 CMAQ 04 and 07 are scalable and are suitable alternate proposals and can be awarded as alternate proposals and programmed in the RTIP as non-funding secure. The TPB should consider which alternate proposal is a priority for FFY 2020 should a primary proposal fail to obligate.

#### 2018-2021 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AMENDMENTS

The TPB will act on its first RTIP Amendment on January 10. For the awarded STP and CMAQ primary grant proposals, the additional grant funding for existing projects and for the new projects will be programmed in Table 4. The selected alternate proposals will be programmed into Appendix A: Other Secured and Planned TIP Projects. Should a primary project awardee sponsor report to TRPC staff that their project is in jeopardy of obligating by June 30<sup>th</sup>, TRPC staff will perform an administrative modification to amend the alternate project as a funding secure proposal in Table 3. Once WSDOT approves the amendment, the alternate project sponsor can obligate their project.

## FFY 2018 Surface Transportation Program (STP) and FFYs 2018 and 2020 Congestion Mitigation and Air Quality Improvement Program (CMAQ) Proposal Descriptions

Copies of the complete application materials can be found at:  
[www.trpc.org/840/2018---2020-Federal-Funding-Call-for-Pro](http://www.trpc.org/840/2018---2020-Federal-Funding-Call-for-Pro)

### STP PROJECT DESCRIPTIONS

#### **Binghampton Streetscape Project Phase 1**

<b>Agency:</b> City of Rainier	<b>Project ID Number:</b> 2018 STP 01	<b>Priority Request:</b> Primary
<b>Grant Request:</b> \$95,150	<b>Grant Match:</b> \$14,850	<b>Total Cost:</b> \$332,333
<b>Phase:</b> Construction	<b>Project Duration:</b> 2018	<b>Has other federal funds?</b> Yes
<b>Location:</b> Binghampton Street (SR 507) from Minnesota Street to Dakota Avenue		

#### **Project Overview**

The Binghampton Streetscape Project (Phase 1) will enhance pedestrian space in downtown Rainier and improve crossing opportunities for residents, shoppers and students. The project will install two pedestrian-activated flashing beacons, landscaping strips, and sidewalk extensions (bulb-outs) along Binghampton Street between Minnesota Street and Dakota Avenue, both of which connect directly to the high school and middle school located directly south of the project area. The crosswalks have the highest pedestrian use for accessing the school facilities. Crosswalk signage improvements and bulbouts will shorten the crossing distance for pedestrians and increase both pedestrian and driver visibility. The new section of sidewalk on the north side of Binghampton provides safer access to businesses and significantly increases the separation of pedestrians and vehicles with the use of limited driveways and landscape strips. The design of this project has been completed and approved for construction by WSDOT. TRPC awarded this proposal \$23,355 in Transportation Alternatives Program funding in 2017. Additional funding is necessary for the construction phase of this project.

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#### **SW Mosman Avenue Phase 2**

<b>Agency:</b> City of Yelm	<b>Project ID Number:</b> 2018 STP 02	<b>Priority Request:</b> Primary
<b>Grant Request:</b> \$338,100	<b>Grant Match:</b> \$53,900	<b>Total Cost:</b> \$1,653,300
<b>Phase:</b> Engineering and Construction	<b>Project Duration:</b> 2018	<b>Has other federal funds?</b> Yes
<b>Location:</b> Mosman Avenue SW from Longmire Street SW to Railroad Street SW		

#### **Project Overview**

The SW Mosman Avenue project consists of extension and rehabilitation/reconstruction and preservation from SW Railroad Street to Longmire Street SE, approximately 1,500 feet, with the new roadway connecting from Solberg Street to Longmire Street, approximately 600 feet. The new roadway alignment will transverse a portion of the Tahoma Valley Golf and Country Club property. This portion over the golf and country club property requires a relocation plan and right-of-way (ROW) acquisition.

Improvements include new pavement with two travel lanes, various locations for turn lanes and parking lanes, bike lanes, curbs and gutters, sidewalks, landscaping, ADA improvements, illumination, storm water facilities, and adjusting utilities to grade along with other miscellaneous improvements. The new Mosman Avenue/Longmire Street intersection will be stop controlled with turn lanes. TRPC awarded this project a \$155,700 STP grant in 2013. The current grant request will be used to complete engineering and to acquire ROW.

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### Desoto Street Stabilization and Rehabilitation

**Agency:** City of Tumwater      **Project ID Number:** 2018 STP 03      **Priority Request:** Alternate  
**Grant Request:** \$328,000      **Grant Match:** \$52,000      **Total Cost:** \$1,250,000  
**Phase:** Engineering and Construction      **Project Duration:** 2018      **Has other federal funds?** Yes  
**Location:** Desoto Street and 4<sup>th</sup> Avenue SW from North 2<sup>nd</sup> Avenue SW to Emerson Street

#### Project Overview

This project includes reconstruction of Desoto Street and 4th Avenue. The eastbound lane is exhibiting sagging and subsidence. Proposed improvements include slope stabilization as determined through design and reconstruction of the road. Other improvements include curbs, gutters, sidewalks, bike lane, illumination, drainage and possible utility rehabilitation or replacement. TRPC awarded this project a \$700,000 STP grant in 2017. Additional funding is necessary for the design and construction for the slope stabilization component of the project.

### Thurston County Mobility Strategy

**Agency:** Thurston County      **Project ID Number:** 2018 STP 04      **Priority Request:** Alternate  
**Grant Request:** \$259,500      **Grant Match:** \$40,500      **Total Cost:** \$300,000  
**Phase:** Study      **Project Duration:** 2018      **Has other federal funds?** No  
**Location:** Various corridors throughout Thurston County – see Project Overview

#### Project Overview

Many county arterials are congested, and growth projections show congestion will grow worse in the future. These arterials serve as primary intermodal transportation connections between communities, between urban centers and rural areas, and connections to state routes. There are limitations, however, to addressing the congestion through road widening, including funding, environmental concerns, and physical (right-of-way) limitations. Like their urban counterparts – Strategy Corridors – these critical corridors require strategies other than road widening to address congestion in these rural arterial corridors. This study will evaluate different strategies, make recommendations for implementation ultimately forming a proactive rural mobility strategy for Thurston County. The study will focus on rural roadways that are:

- a) Rural/urban transition area, which is generally contiguous with the growth boundaries of Olympia, Lacey, and Tumwater, and features higher density traffic volumes than the remainder of the rural county. These areas are predominately in the Census Urbanized Area.
- b) Rural strategy corridors, which include roads such as Old Highway 99, South Bay Road, and Rainier Road, which are essentially built out today at two travel lanes and experience relatively high levels of congestion during peak periods, and in lieu of road widening, alternatives (e.g. intersection controls, or extending/increasing transit service) may be applied to mitigate congestion.

### CMAQ PROJECT DESCRIPTIONS

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

**Agency:** Intercity Transit      **Project ID Number:** 2018 CMAQ 01      **Priority Request:** Primary  
**Grant Request:** \$95,000      **Grant Match:** \$14,827      **Total Cost:** \$109,827  
**Phase:** Program      **Project Duration:** 2018      **Has other federal funds?** No  
**Location:** Various schools throughout north Thurston County

#### Project Overview

Walk N Roll is a school-focused public education and outreach program that encourages students and families to use active transportation choices for all trips. It positively impacts air quality in our region, neighborhoods, and around public schools by reducing congestion and idling on the trips to and from schools. The Walk N Roll program provides hands on activities for students with school district, city, and other partners to emphasize the benefits of safe biking, walking, and transit use especially in relation to air quality and the fact that motor vehicles are the main source of outdoor air pollution. This project will fund activities for the 2019-2020 school year.

### Smart Corridors Signal Upgrade and Transit Signal Priority project: Phase II 2018

**Agency:** Multi-agency                      **Project ID Number:** 2018 CMAQ 02   **Priority Request:** Primary  
**Grant Request:** \$216,250 to \$389,238   **Grant Match:** \$33,750 to \$60,750   **Total Cost:** \$250,000 to \$450,000  
**Phase:** Engineering and Construction   **Project Duration:** 2018                      **Has other federal funds?** Yes  
**Location:** Various corridors throughout Lacey, Olympia, Tumwater, and Thurston County – see Project Overview

#### Project Overview

The Smart Corridors Signal Upgrade and Transit Signal Priority Project Phase II is a collaborative effort of six different transportation agencies, with support from Thurston Regional Planning Council and the cities of Lacey, Olympia, Tumwater, Thurston County, Intercity Transit, and Washington State Dept. of Transportation, Olympic Region. Each of those entities owns or operates equipment essential to implementation of the Smart Corridors project. This scalable project will optimize, and where appropriate synchronize, the upgraded signals, both for general traffic flows and transit, including implementation of Transit Signal Priority. Phase II will concentrate on the Martin Way corridor from Martin Way (near Lowes), west to Pacific Avenue (Olympia section), and Capitol Way/Capitol Boulevard from south of the Interstate 5 overpass to Tumwater Boulevard (Olympia-Tumwater section). A separate Phase III will focus on the remainder of Martin Way from College Street to Marvin Road and will be initiated after the construction of the new Marvin Road I-5 Interchange. This proposal will accept a minimum grant award of no less than \$250,000.

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### Traffic Signal Controller Upgrade to Support TSP and Enhanced Signal Coordination

**Agency:** City of Olympia                      **Project ID Number:** 2018 CMAQ 03   **Priority Request:** Primary  
**Grant Request:** \$363,480                      **Grant Match:** \$56,730                      **Total Cost:** \$420,210  
**Phase:** Engineering and Construction   **Project Duration:** 2018                      **Has other federal funds?** Yes  
**Location:** Various intersections throughout the City of Olympia

#### Project Overview

This project will upgrade 42 intersections in the City of Olympia with *2070 Traffic Signal Controllers*, associated intersection software, and conflict monitors. The project will expand traffic signal coordination and the ability to implement Transit Signal Priority (TSP), where beneficial, throughout Downtown Olympia and the west side of Olympia. This will help make transit more desirable and predictable. This project expands on the previous Smart Corridors Signal Upgrade and Transit Signal Priority project, funded in 2012.

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### Olympia Capitol Campus – Taming the Dragons

**Agency:** TRPC                                      **Project ID Number:** 2018 CMAQ 04   **Priority Request:** Alternate  
**Grant Request:** \$216,250                      **Grant Match:** \$33,750                      **Total Cost:** \$250,000  
**Phase:** Program                                      **Project Duration:** 2018 or 2020                      **Has other federal funds?** Yes  
**Location:** Olympia Capitol Campus

#### Project Overview

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

This scalable and flexible project could obligate in 2018 or 2020 and could be sized from \$150,000 to \$250,000 in total project cost. The amount would determine the level of intensity and the number of agencies targeted.

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

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

**Agency:** Intercity Transit                      **Project ID Number:** 2020 CMAQ 05   **Priority Request:** Primary  
**Grant Request:** \$95,000                      **Grant Match:** \$14,827                      **Total Cost:** \$109,827  
**Phase:** Program                      **Project Duration:** 2020                      **Has other federal funds?** No  
**Location:** Various corridors throughout Thurston County – see Project Overview

**Project Overview**

Walk N Roll is a school-focused public education and outreach program that encourages students and families to use active transportation choices for all trips. It positively impacts air quality in our region, neighborhoods, and around public schools by reducing congestion and idling on the trips to and from schools. The Walk N Roll program provides hands on activities for students with school district, city, and other partners to emphasize the benefits of safe biking, walking, and transit use especially in relation to air quality and the fact that motor vehicles are the main source of outdoor air pollution. This project will fund activities for the 2020-2021 school year.

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**Smart Corridors Signal Upgrade and Transit Signal Priority project: Phase III 2020**

**Agency:** Multi-agency                      **Project ID Number:** 2018 CMAQ 02   **Priority Request:** Primary  
**Grant Request:** \$216,250 to \$320,050   **Grant Match:** \$33,750 to \$49,950   **Total Cost:** \$250,000 to \$370,000  
**Phase:** Design and Engineering                      **Project Duration:** 2020                      **Has other federal funds?** Yes  
**Location:** Various corridors throughout Lacey, Olympia, Tumwater, and Thurston County – see Project Overview

**Project Overview**

The Smart Corridors Signal Upgrade and Transit Signal Priority Project Phase III is a collaborative effort of six different transportation agencies, with support from Thurston Regional Planning Council and the cities of Lacey, Olympia, Tumwater, Thurston County, Intercity Transit, and Washington State Dept. of Transportation, Olympic Region. Each of those entities owns or operates equipment essential to implementation of the Smart Corridors project. This scalable project will optimize, and where appropriate synchronize, the upgraded signals, both for general traffic flows and transit, including implementation of Transit Signal Priority. Phase III 2020 will concentrate on the remainder of Martin Way from College Street to Marvin Road (Lacey, Thurston County, Olympia section), and will be initiated after the construction of the new Marvin Road – Interstate 5 interchange, which will change signal timing throughout this section of Lacey. An alternate Phase III is west Olympia (signal upgrades funded through a separate CMAQ application), should the construction of the Marvin Road interchange get delayed pushing the timeframe outside of the availability of CMAQ funding. This proposal will accept a minimum grant award of no less than \$250,000.

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**Intercity Transit Bus Stop Enhancements**

**Agency:** Intercity Transit                      **Project ID Number:** 2020 CMAQ 07   **Priority Request:** Primary  
**Grant Request:** \$171,010                      **Grant Match:** \$26,690                      **Total Cost:** \$197,700  
**Phase:** Engineering and Construction                      **Project Duration:** 2020                      **Has other federal funds?** No  
**Location:** Various bus stops throughout Intercity Transit's service area.

**Project Overview**

This project will improve access and security for up to 36 existing bus stops in the Thurston County PM10 Air Quality Maintenance Area. Bus stops enhancements will vary from location, but will typically include landing pad improvements, sidewalk infill, shelters, and solar lighting. Investing in the safety, security and accessibility of neighborhood access to transit service supports Intercity Transit's opportunity to market and promote use of public transportation and complements walking and biking as the most environmentally conscience mode of transportation. Often the decision to use public transportation is determined by access, convenience and the perceived security at the bus stop; this is especially true for persons with disabilities or conditions that may limit physical capacity. This program is scalable and can be obligated upon notification of award.

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