



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 Conservation District
- Thurston Economic Development Council
- Timberland Regional Library



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MEMORANDUM

TO: Thurston Regional Planning Council
 FROM: Veena Tabbutt, Deputy Director
 DATE: May 27, 2022
 SUBJECT: Contingency Project List

PURPOSE

To approve a list of projects for federal funding, contingent on funding being made available from Washington State Department of Transportation.

Summary:

- We are currently on track to meet our obligation target by September 30, 2022, our federal deadline.
- In late April, the Washington State Department of Transportation (WSDOT) received unexpected obligation authority from the federal Bipartisan Infrastructure Law (BIL). WSDOT indicated that they will consider awarding additional funding to local projects, or fund new or existing transit, and new design (preliminary engineering) and planning projects.
- WSDOT's criteria for funding is as follows:
 - Priority 1
Add funding to road/bridge construction projects with existing federal funding
 - Increased costs (inflation)
 - Increase local match
 - Priority 2
 - Transit projects
 - Design (preliminary engineering) projects
 - Planning Projects
- TRPC staff worked with local partners to develop a list of projects to submit to WSDOT. There is no guarantee of funding. WSDOT has requested a list from all Metropolitan Planning Organizations (MPOs) throughout the State.
- To best position the region to receive extra funding for our local priority projects, TRPC staff are asking Council to approve the Contingency Project list.
- Public comment will be provided to Council at the meeting.
- The Transportation Policy Board will review the project list and any related Regional Transportation Improvement Plan amendments at their June meeting.

REQUESTED ACTION

Approve the list of projects to be submitted to WSDOT for consideration of federal funding.

vt:bl

EQUITY CONSIDERATIONS

How has equity been considered in this agenda item?

This agenda item will help position the region to receive additional federal funding for transportation projects. The contingency project list provides benefits to many region residents including underserved populations.

PROJECT LIST

The following is a list of projects to be submitted to WSDOT for funding consideration.

| Partner | STIP-ID | Project/Proposal | Phase* | Federal Funds | Matching Funds | Total |
|-------------------|----------|----------------------------------------------------------------------|--------|--------------------|------------------|--------------------|
| Thurston County | WA-11389 | Littlelock Road & 113th Ave. SW Bridge and Intersection Improvements | PE | \$400,000 | \$62,428 | \$462,428 |
| Tumwater | WA-12858 | X Street Roundabout | ROW | \$1,296,030 | \$160,829 | \$1,456,859 |
| Tumwater | WA-11046 | Israel Rd & Linderson Way Pedestrian and Bicycle Improvements | PE | \$100,000 | \$15,607 | \$115,607 |
| Intercity Transit | IT-09458 | Pattison MOA Rehabilitation, Expansion & Modernization | CN | \$343,227 | \$53,567 | \$396,794 |
| Intercity Transit | IT-2223 | Propane-Fueled Vans for Dial-A-Lift Service | CN | \$1,079,510 | \$168,478 | \$1,247,988 |
| Intercity Transit | WA-12934 | Bus Stop Enhancements | CN | \$384,733 | \$60,045 | \$444,778 |
| Thurston County | WA-11392 | Yelm Hwy. at Spurgeon Creek Rd SE | PE | \$300,000 | \$0 | \$300,000 |
| Thurston County | WA-12305 | Rochester Main St Improvements | PE | \$600,000 | \$0 | \$600,000 |
| Tumwater | WA-13558 | Tumwater Boulevard Interchange | PE | \$1,500,000 | \$0 | \$1,500,000 |
| Tumwater | WA-12859 | I-5 & SR121/93rd Ave SE Interchange Improvements Study | PL | \$200,000 | \$0 | \$200,000 |
| TRPC | WA-12789 | Freight Goods and Services Mobility Strategy | PL | \$500,000 | \$0 | \$500,000 |
| TRPC | WA-12787 | Countywide Bicycle Connectivity Strategy | PL | \$310,000 | \$0 | \$310,000 |
| TRPC | WA-12790 | Regional Multimodal Level of Service | PL | \$250,000 | \$0 | \$250,000 |
| Total | | | | \$7,263,500 | \$520,955 | \$7,784,455 |

* Phases
PL = Planning
PE = Preliminary Engineering
ROW = Right of Way

CN = Construction
PROJECT DESCRIPTIONS

Road/Bridge Projects with Existing Federal Funding

Littlerock Road & 113th Ave. SW Bridge and Intersection Improvements

This project addresses both mobility and safety issues at the intersection of Littlerock Rd and 113th Ave and also replaces a deteriorated bridge over Blooms Ditch. There have been 58 reported collisions in the last 20 years. Littlerock Rd is a County arterial that has a speed limit of 50 mph and a traffic volume of more than 7,000 vehicles per day (12% heavy). This route is a major connector between south Thurston County and Tumwater. The bridge over Blooms Ditch (L-5) was constructed in 1924 and has no steel reinforcement, similar to the Salmon Creek bridge that recently failed and was replaced.

The project includes adding a left turn lane on Littlerock Rd to turn onto 113th Ave and improving the intersection sight distance. The current short span bridge will be replaced with a 50-foot-long bridge supported on pilings. The project will improve fish and frog habitat with the longer clear span.

Tumwater - X St Roundabout

The X Street Roundabout will further the implementation of the Capitol Boulevard Corridor Plan performed in 2013. The project will replace an existing signalized intersection with a modern roundabout that supports the Corridor Plan's goals of improving economic conditions along the corridor, providing transportation options and safety for walkers, cyclists, and motorists, and increasing the aesthetic appeal of the Boulevard.

Tumwater - Israel Rd & Linderson Way Pedestrian and Bicycle Improvements

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

Transit Projects

Intercity Transit - Pattison Maintenance, Operations & Administrative Facility Expansion and Modernization

Intercity Transit's Maintenance, Operations and Administrative (MOA) Facility opened for service in 1985. Designed to support 80 vehicles, today it supports the maintenance and operation of a fleet of over 400. Current facility constraints require shifts 24 hours a day, 7 days a week. The current campus serves all operations, maintenance, and administrative staff (over 400), as well as approximately 700 regional vanpool users. The Pattison facility is the sole site for all fueling, maintenance and daily dispatch of vehicles for services.

This project will renovate the existing maintenance building and continue the overall expansion and modernization project to address the significant increase in service supported by the community following the community approval of Proposition 1 in November 2018. Additional funding helps preserve our current investment in the Pattison Street MOA facility as well as enhance the safety and the efficiency of service delivery.

Intercity Transit - Propane-Powered Dial-A-Lift Vehicles

Dial-a-Lift (DAL) provides door-to-door transportation for customers whose disabilities prevent them from using fixed-route service. DAL is a federally mandated (unfunded) requirement to provide ADA-comparable

paratransit service within three-fourths of a mile of fixed-route service. The severe and subsequent termination of federal funding has had a significant negative impact on IT's ability to replace vehicles. This project will replace nine diesel-powered vehicles that are beyond their useful life, with nine propane-powered vehicles. According to the U.S. Environmental Protection Agency (EPA), the use of propane results in a reduction of approximately 13% of carbon dioxide emissions compared to biodiesel at 30-60% of carbon monoxide. Additionally, IT experienced an estimated savings of \$0.06 per mile (approximately \$18,600) in fuel costs related to the current propane fleet (12 vehicles). Funding these replacement vehicles will ensure IT can continue services and do so while improving air quality in the PM10 area.

Intercity Transit - Bus Stop Enhancements

This project will improve access and security for up to 36 existing bus stops in the Thurston region. 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. Since 2005 Intercity Transit has leveraged grant awards with local funding to enhance bus stop accessibility and develop improvements in the communities we serve.

Design (Preliminary Engineering) Projects

Thurston County - Yelm Highway and Spurgeon Creek

Improvements are needed at this intersection to improve safety and mobility performance. 12 collisions have occurred at this intersection in the past 5 years. This portion of Yelm Hwy SE is part of the National Highway System (NHS), has a posted speed limit of 50 mph and is used by more than 7,500 vehicles per day. Most of the operational delays are experienced by northbound left turning drivers from Spurgeon Creek Rd because of the lack of gaps in Yelm Hwy through traffic, especially in peak hours. A pre-design study evaluated several alternatives for this intersection including a traffic signal and roundabout. A roundabout was selected because it addressed the traffic congestion and the collision history better than a traffic signal. The project will also provide improvements for pedestrian and bicyclists as well.

Thurston County - Rochester Main Street Improvements

This project is an effort to address the dual role US 12 serves as a regional highway and Rochester's Main Street. The project developed in response to requests from Rochester area residents to address safety and mobility concerns, infrastructure needs, and to improve the economic vitality of the corridor, while strengthening Rochester's identity. In 2019 the Main Street Rochester Study completed by TRPC identified improvements such as sidewalks, bike facilities, refuge islands, street lighting to address these concerns. This design project will advance these concepts so that the future right of way and construction phases can be advanced at a later date.

Tumwater - Tumwater Boulevard and I-5 Interchange

This project will design, acquire right-of-way for, and construct improvements to the Tumwater Boulevard / I-5 Interchange. This is planned as a phased project with an interim signal followed by a roundabout at the northbound on/off, a second roundabout replacing the signal at the southbound on/off, and overpass widening.

Planning Projects

Tumwater - I-5 and SR 121/93rd Avenue SE Interchange Improvements Study

The City of Tumwater, working with Washington State Department of Transportation (WSDOT), Federal Highway Administration and Thurston Regional Planning Council, will conduct an Interchange Improvements Study for the I-5 and SR 121/93rd Avenue SE Interchange in Tumwater, WA. The area surrounding the interchange is at the southern edge of the City of Tumwater's urban growth area, has high volumes of truck traffic, and is experiencing rapid residential and commercial growth and is expected to see an approximately 20 percent increase in traffic over the coming 20-25 years. The study will examine safety and multimobility issues with the current interchange configuration, analyze alternatives and recommend a preferred alternative, and conduct an Intersection Control Evaluation (ICE) at the intersection locations, if applicable. This study would not include a full Access Revision Report.

Thurston Regional Planning Council - Freight Goods and Services Mobility Strategy

This project will develop a Regional Freight Strategy for the Thurston County Region in Washington State. A Regional Freight Strategy is a long-standing need for our community, and will help address the unique characteristics, needs, and impacts of freight mobility within our region.

Thurston Regional Planning Council - Countywide Bicycle Connectivity Strategy

TRPC and local partners will build off existing community plans and studies to develop a Countywide Bicycle Connectivity Strategy. The effort will evaluate both design considerations for both traditional bicycles and e-bikes. The strategy will also evaluate opportunities to fill gaps to develop a regional network with a range of facilities with connectivity to transit services that could serve a broader group of users with varying comfort levels for riding in and around traffic.

Thurston Regional Planning Council - Regional Multimodal Level of Service

Regional policymakers have expressed the desire to move toward a multimodal level of service that will set regional performance goals for transit, bicycle and pedestrian facilities in addition to vehicles. This study will build on the Regional Trails Plan, Bicycle and Micromobility strategy, and TRPC's GIS-based sidewalk inventory to develop a comprehensive way of measuring multimodal level of service. It will provide essential information to prioritize and select transportation infrastructure projects in the future.

Multimodal level of service is generally tied to concurrency at the jurisdiction level. Concurrency, in simple terms, is a measure to determine if the transportation network is adequate to accommodate planned growth. Establishing regional multimodal level of service standards will help the region measure whether or not investments in multimodal transportation facilities are keeping up with planned growth.