

# 2018 Regional Surface Transportation Program (STP) Grant Application



<b>PROJECT TITLE:</b>		<b>THURSTON COUNTY MOBILITY STRATEGY</b>			<i>TRPC use only</i>	
<i>If the proposal is programmed in the STIP, please use the same title.</i>						
<b>GENERAL PROJECT INFORMATION</b>						
Agency or Organization	Thurston County					
Contact Person	Scott Davis					
Phone Number	360.867.2345					
Email Address	davissa@co.thurston.wa.us					
<b>PROJECT CO-SPONSOR (Leave blank if not applicable)</b>						
Agency or Organization						
Contact Person						
Phone Number						
Email Address						
<b>REGIONAL FUNDING PRIORITY</b> (check all that apply)		<b>YEAR OF OBLIGATION</b> (Select the federal fiscal year the project will obligate) *			<b>ADVANCE CONSTRUCTION</b> (Select if A/C is an option)	
Safety	<b>X</b>	2020	<b>X</b>	2019		
Preservation		2021		2020		
Efficiency	<b>X</b>	2022		2021		
<i>*Applicants are expected obligate their project on time if the proposal is selected.</i>						
<b>ELIGIBILITY</b>				<b>Yes</b>	<b>No</b>	
Project elements meet all regional eligibility requirements.				<b>X</b>		
Project elements and administration will meet all federal eligibility requirements.				<b>X</b>		
Applicant can demonstrate ability to obligate funding as proposed.				<b>X</b>		
<i>Answering 'No' to any eligibility item above will disqualify the proposal.</i>						
<b>STATUS OF EXISTING FEDERAL PROJECT</b>				<b>Yes</b>	<b>No</b>	
Does the applicant have any other federal funded projects underway?				<b>X</b>		
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.						
<b>APPLICATION PRIORITY</b>						
If submitting more than one proposal, indicate the priority of this proposal compared to others submitted (i.e. 1, 2, or 3).					<b>5</b>	
<b>PROJECT OVERVIEW</b>						
<i>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 pages 3-4.</i>						
<p>Many of the arterials in Thurston County connecting urban areas to rural communities are congested today, and growth projections show congestion will increase in the future. There are limitations, however, to addressing the congestion through road widening, including funding, environmental concerns, and physical (right-of-way) limitations. Like their urban counterparts – Strategy Corridors – these critical corridors need strategies other than road widening to address congestion in these Rural Strategy Corridors. This study will evaluate different strategies, and make recommendations for implementation.</p>						

**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, The Thurston Regional Trails Plan, Urban Corridor Communities and associated District Plans, Healthy Kids Safe Streets Action Plan, South Thurston Economic Development Initiative, Thurston Thrives, Walk and Roll, Commute Trip Reduction, I-5 Action Plan, Bountiful Byways, Smart Corridors, and the Human Services Coordinated Transportation Plan.

This study is identified in the Regional Transportation Plan.

This study supports the following Sustainable Thurston’s goal: *Integrate transportation considerations into land use decisions, and vice versa*, and the Regional Transportation goals: (1) Transportation and Land Use Consistency – *Ensure the design and function of the transportation facilities are consistent with and support sustainable, health, urban, suburban and rural communities (Policies 1b, d, f, g, m);* (9) Streets, Roads, and Bridges – *establish a street and road network that provides for safe and efficient movement of people and goods while supporting adopted land use goals (Policies 9d, g, h, j);* and (20) *Secure adequate funding from all sources to implement the goals and policies of this plan (Policies 20a, c, d, and e).* Examples of supportive policies include but are not limited to:

Goal 1, Policy f – Provide transportation facilities and services which appropriately support urban development in the cities and urban growth areas, and help maintain rural character outside the urban areas.

Goal 1, Policy g – Ensure adequate transportation capacity to address growth consistent with adopted land use comprehensive plans:

Goal 9, Policy h – Incorporate alternative strategies to address congestion where road widening and traffic control devices are not acceptable, particularly along strategy corridors.

Goal 20, Policy c – Consider costs and benefits in the allocation of transportation funds to ensure best long-term investment decisions.

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

<b>Construction Projects</b>	Project Location:	
	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:	Urban fringe and rural areas
	Type of Program/Service/Study:	Study
	Duration of Program/Service/Study:	Two years

**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:	\$
	Right-of-Way:	\$
	Construction:	\$
<b>Studies, Programs, or Vehicle Acquisition Projects</b>	Planning Studies or Programs:	\$350,000
	Vehicle or Capital:	\$
<b>Total Project Cost (Sum of all project phase costs identified above):</b>		<b>\$350,000</b>

**STP FUNDING REQUEST AND MATCHING REVENUES**

*\*Applicants must provide a minimum of 13.5% non-federal share to federal share. Federal share cannot exceed 86.5% of total project cost.*

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

Local funding or other sources:	\$50,000
State funding:	\$
<b>Federal STP Grant Request:</b>	<b>\$300,000</b>
<b>Total Project/Phase Revenue:</b>	<b>\$350,000</b>

**Project Title: MARTIN WAY CORRIDOR STUDY - EAST**

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

*Using the space provided below, please address the following in your narrative: Describe the proposed project and why it is a regional funding priority, paying 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 completes or lays the groundwork for subsequent implementation phases. Describe any efforts that will help ensure this project can meet its obligation commitments.*

Many of the arterials in Thurston County are congested today, and growth projections show congestion will increase 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) In what Thurston County defines as the 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 such roads 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.

As a first step, the study team will examine current and anticipated future conditions of the select roadways, identifying issues relating to safety, mobility, maintenance, and preservation. Next, the team will identify a range of strategies to address issues, taking into consideration physical, environmental, and financial considerations, as well as a set of performance measures, including multimodal measures. Next, the team will undertake a technical evaluation of potential strategies and compare them against the performance measures. The final steps will include developing final recommendations and a funding strategy.

Results will inform updates to the County’s Capital Facilities Plan, Comprehensive Plan, street standards, traffic impact fee program, and concurrency ordinance.

Throughout the process, the team will involve stakeholders and the broader public with a coordinated and comprehensive outreach strategy.

**Regional Significance**

This study is included in the Regional Transportation Plan (05).

**Obligation Timeline**

This project is a study and can rapidly obligate without issue. The project spans both the urban and rural federal areas. Therefore, it is an ideal flexible backup project.

**PROJECT DESCRIPTION & SIGNIFICANCE (continued)**

**Draft Scope of Services**

Project Management

- a. Federal reporting
- b. Contracts and interlocal agreements
- c. Consultant management

2. Outreach and Coordination

- a. Team meetings
- b. Technical advisory team meetings
- c. Public workshops/meetings
- d. Policy maker briefings

Deliverables: Monthly team meetings. Two public workshops. Six technical advisory team meetings. Three policy maker briefings.

3. Existing and Future Conditions Evaluation

- a. Road Information (e.g., classification, number of lanes, critical intersections, etc)
- b. Existing traffic volumes
- c. Existing practices to measure performance
- d. Existing performance
- e. Safety
- f. Maintenance and preservation issues
- g. Existing Restrictions (e.g. JBLM)
- h. Limitations (extensive corridor widening)
- i. Financial constraints

Deliverable: Conditions report

4. Future Strategies Alternatives Analysis and Performance Measures

- a. Identification of goals and performance measures
- b. Identification of potential strategies
- c. Technical evaluation (will likely involve modeling and a consultant), collection of traffic counts (Thurston County – match), or delay data
- d. Performance measure evaluation

Deliverable: Future Conditions Report, Future Strategies, Alternatives Analysis report

5. Recommendations

- a. Performance Measures
- b. Monitoring Plan
- c. Future Investments
  - i. Planning Level Costs

Deliverable: Final Report

6. Draft updates and recommendations to other County plans

County's Capital Facilities Plan, Comprehensive Plan, street standards, traffic impact fee program, and concurrency ordinance

CERTIFICATION ACCEPTANCE		
CA Agency and Representative	Thurston County – Scott Lindblom, PE, County Engineer	
CA Signature and Date	<i>Theresa L. Parsons for Scott Lindblom</i>	04/26/2018

**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 TRPC awards the requested STP grant. If selected, **the project must obligate by the date specified on the award letter.** Failure to do so will result in loss of funding for the project and an alternate project will be funded instead. 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.

AUTHORIZATION		
Jennifer D. Walker, PMP	Director of Public Works	
Name of Representative Authorized to Submit Application	Title	
<i>Jennifer D. Walker</i>		04/26/2018
Signature		Date

CO-AUTHORIZATION		
Name of Representative Authorized to Submit Application	Title	
Signature		Date

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