

2022 Regional Surface Transportation Block Grant (STBG) Application



1. PROJECT TITLE		Yelm Hwy and Spurgeon Crk Rd SE Intersection Improvements	
If the project is programmed in the State Transportation Improvement Program, use the same title.			
2. LEAD AGENCY Provide information about the lead applicant who is requesting grant funds.			
Lead Agency	Thurston County		
Contact Person	Matt Unzelman		
Phone Number	(360) 867 2335	Email Address	matt.unzelman@co.thurston.wa.us
3. CERTIFICATION ACCEPTANCE (CA) AGENCY SPONSOR Provide information about the applicant's Certification Acceptance agency sponsor (leave blank if the same as #2 or if not applicable).			
Co-Sponsor Agency			
Contact Person			
Phone Number		Email Address	
4. PROJECT PARTNERS / CO-APPLICANTS For multi-agency joint proposals. Leave blank if not applicable.			
Name of partner organizations		Name of primary contacts	
Intercity Transit		Eric Phillips	
5. PROJECT OVERVIEW			
Provide a brief description of the proposal. (~150 words)			
<p>Thurston County Public Works has completed an alternative analysis at the intersection of Yelm Hwy and Spurgeon Crk SE to determine the appropriate improvement type to improve mobility, safety and accessibility for all users in current and future conditions. A roundabout was the chosen alternative and it will also include urban amenities such as bus stops, protected crossings with flashers, street lighting and sidewalks. Intercity transit is a project partner as this project will be replacing/improving bus facilities and accessibility. This intersection is part of Intercity Transits route 94 - Boulevard to Yelm. The roundabout will be designed to accommodate today's current traffic volumes as well as the expected traffic volumes for design year 2045 to insure the requirements of the growth management act are met and development can continue in the area. A visual aid is attached to this application.</p>			

6. STBG PROJECT TYPE (Mark all that apply)	
*Note: Capacity projects will not be considered in this call for projects. Capital Projects must be located on federal-aid routes. Rural minor collectors and local roads are ineligible. Exceptions apply to Transportation Alternative type projects.	
a. Construction, reconstruction, rehabilitation, resurfacing, restoration preservation, or operational improvements of highways	<input checked="" type="checkbox"/>
b. Bridge and tunnel replacement; and inspection and evaluation of bridges	<input type="checkbox"/>
c. Capital costs for transit projects (vehicles and facilities)	<input type="checkbox"/>
d. Carpool projects and electric and alternative fuels vehicle infrastructure	<input type="checkbox"/>
e. Bicycle and pedestrian facilities, including shared-use paths	<input checked="" type="checkbox"/>
f. Modification of sidewalks to comply with Americans with Disabilities Act	<input checked="" type="checkbox"/>
g. Highway and transit safety projects, hazard eliminations, railway/highway grade crossings	<input type="checkbox"/>
h. Capital and operating costs for traffic management systems	<input type="checkbox"/>
i. Planning and studies	<input type="checkbox"/>
j. Environmental mitigation	<input checked="" type="checkbox"/>
k. Intelligent Transportation Systems (ITS)	<input checked="" type="checkbox"/>
l. Other Enhanced treatment for stormwater runoff	
7. SUMMARY DETAILS (complete the section that best matches your project type)	
CONSTRUCTION PROJECT	
Location Description	
Limits	
Project Length	
ALL OTHER PROJECT TYPES	
Project Location	Intersection of Yelm Hwy and Spurgeon Crk Rd SE
Duration of Project	
8. TRPC FUNDING PRIORITIES	
What Regional Funding Priorities does this project advance? (Check all that apply)	
<input checked="" type="checkbox"/>	Active Transportation – Projects that support trips made by walking, bicycling, and micromobility.
<input checked="" type="checkbox"/>	Efficiency – Projects that support meeting adopted vehicle level of service standards; projects that support Transportation Demand Management goals and decrease per capita VMT.
<input type="checkbox"/>	Maintenance and Preservation – Projects that support a pavement “Best First” approach; projects that support transit asset management targets; projects that keep bridges in a state of good repair; and projects the keep all other transportation system assets in a state of good repair.
<input type="checkbox"/>	Planning – Projects that develop project lists, support regional coordination, or provide data to inform transportation planning.
<input type="checkbox"/>	Resiliency – Projects that protect the transportation system from natural and technical hazards and disruptions.
<input checked="" type="checkbox"/>	Safety – Projects that reduce fatalities and serious injuries on all public roads, on bicycle and pedestrian facilities, and on transit related facilities.
9. PROPOSAL PRIORITY If submitting more than one proposal for STBG funds, rank the priority of this proposal compared to others. Use 1 for highest priority, 2 for second, and so on.	1
10. CONTINGENCY ONLY Check if this project is only for TRPC’s contingency list. The contingency list is used to select projects if additional funding becomes available.	<input type="checkbox"/>

11. YEAR OF OBLIGATION (Select the preferred year for phase/project obligation)				
Year	Study/Program	PE	ROW	CN
Before 2025	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2025	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2026	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Use the space below to provide any relevant information on obligation timing and preferences.				
Would prefer "Before 2025" for PE obligation but could obligate in 2025 as well.				
TRPC staff will coordinate phase/project obligation timing with successful applicants prior to issuing award letters				
12. FUNDS FOR PROJECT COMPLETION				
12a. Has this project previously received federal funding through TRPC or other grant programs? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				
12b. If yes, please indicate which phases were completed with previous grant awards. <input type="checkbox"/> Planning/Study <input type="checkbox"/> Preliminary Engineering/Design <input type="checkbox"/> Right-of-Way				
12c. Will the requested grant funds allow the applicant to successfully complete the project? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				
12d. Do you want this proposal added to the contingency list should it only receive a partial award or no award? The contingency list is used to identify projects if additional funding becomes available. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
13. PROJECT PHASING AND COSTS				
13a. GEOGRAPHIC AREA. What census area is the project located in?				
<input checked="" type="checkbox"/> Urban Medium <input type="checkbox"/> Urban Small <input type="checkbox"/> Rural <input type="checkbox"/> Urban Small & Rural Combined				
13b. TRANSPORTATION ALTERNATIVES OPTION. Select the funding option that best serves your project's needs.				
<input type="checkbox"/> Will accept STBG only <input checked="" type="checkbox"/> Can accept some or all TA grant funds in lieu of STBG				
13c. Enter the amount of funding required for each phase applicable to your proposal.				
Cost Breakdown by Phases		Federal Request	State and Local	Total Amount
CONSTRUCTION	PE/Design	\$ 400,000.00	\$	\$ 400,000.00
	Right-of-Way	\$ 400,000.00	\$	\$ 400,000.00
	Construction	\$	\$	\$ 0.00
PLANNING OR VEHICLES	Planning/Programs	\$	\$	\$ 0.00
	Vehicles	\$	\$	\$ 0.00
Total proposed cost (Sum of all phases identified above)				\$ 800,000.00

14. MATCHING FUND DETAILS For existing proposals previously funded with federal grants, applicants must provide a minimum 13.5% non-federal match. The federal share cannot exceed 86.5% of total project cost. See the example on the right.		Match Example: Non-federal: \$13,500 Federal Funds: <u>\$86,500</u> Project Cost: \$100,000 Total
14a. MATCH SOURCE —List the source, status, and amount of all matching funds.		
Source of Funds	Current Status (secure or unsecure)	Amount
100% federally funded. Using toll credits for match.		\$
		\$
		\$
14b. MATCH TIMING LIMITATIONS —Do any matching funds pose limitations on the timing of project obligation?		
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, please provide comments below.		
No match. Toll credits will be used.		
15. CONSTRUCTION AND RIGHT-OF-WAY PROJECT READINESS		
15a. DESIGN COMPLETENESS (enter completed or target completion dates)		
Preliminary Engineering	1/1/25	
NEPA Approval	12/31/26	
15b. RIGHT-OF-WAY COMPLETENESS (enter completed or target completion dates). Use the space below to provide additional details, if necessary.		
<input type="checkbox"/> Right-of-Way is not required		
Right-of-Way acquisition	3/1/27	
Relocation Plan		
Approved Right-of-Way Plan	1/1/27	
Right-of-Way Cost Estimate or True Cost Estimate	8/31/22	
Use the space below to provide any relevant right-of-way information (~150 words).		
The preferred alternative (roundabout) was advanced in a pre-design study to determine right of way impacts. A true cost estimate has been completed for the project.		

16. PROJECT DESCRIPTION DETAILS

16a. PROJECT NEED—Describe the project need and current conditions or deficiencies to be addressed. How does the project support the Region's Priorities checked on Question 8? (~500 words).

This project addresses efficiency, safety, active transportation and resiliency at the intersection of Yelm Hwy and Spurgeon Crk Rd SE. The intersection currently operates as a "green tee" with stop control for northbound traffic on Spurgeon Creek Rd and free flow for the eastbound and westbound traffic on Yelm Hwy. A westbound acceleration lane is provided for traffic turning left from Spurgeon Creek Rd onto Yelm Hwy. The eastbound approach currently provides a single lane, the westbound approach provides a through-lane and a left-turn lane, and the northbound approach provides left-turn and right-turn lanes. The average daily traffic volume is nearly 12,000 for Yelm Hwy and 4,500 for Spurgeon Crk Rd. The speed limit is 50 mph for Yelm Hwy and 35 mph on Spurgeon Crk Rd.

There are no sidewalks or crosswalks provided at this intersection. Intercity Transit has bus stops on both sides of Yelm Hwy. The lack of crossings, sidewalks and inadequate lighting create accessibility and safety issues for riders and other pedestrians and bicyclists traveling through this intersection.

In the past 5 years there has been 13 total collisions related to the intersection. 60 percent of all crashes involved entering at an angle and largely included vehicles heading northbound on Spurgeon Crk Rd making a left onto Yelm Hwy.

The County has an adopted minimum level of service D at this intersection. The intersection currently operates at a level of service C but has been identified in multiple developer traffic reports as exceeding that level of service in the future based upon forecasted growth and development. A project is needed to improve efficiency at this intersection, to continue to meet the requirements of the growth management act and to continue to allow development in the area.

16b. SCOPE OF WORK— Succinctly describe the overall scope of the project: **1) Construction projects**— include all the types of transportation facilities and infrastructure the project will address and the proposed phase deliverables and the anticipated deliverables when fully completed; **2) For plans or studies**, clearly state the study objectives and how they will be achieved; **3) For programs, services, and vehicle acquisition**, describe the project deliverables (~300 words).

Thurston County Public Works has completed an alternative analysis at the intersection of Yelm Hwy and Spurgeon Crk SE to determine the appropriate improvement type to improve mobility, safety and accessibility for all users in current and future conditions. A roundabout was the chosen alternative and it will also include urban amenities such as bus stops, protected crossings with flashers, street lighting and sidewalks. Intercity transit is a project partner as this project will be replacing/improving bus facilities and accessibility. This intersection is part of Intercity Transits route 94 - Boulevard to Yelm. The roundabout will be designed to accommodate today's current traffic volumes as well as the expected traffic volumes for design year 2045 to insure the requirements of the growth management act are met and development can continue in the area. A visual aid is attached to this application.

Roundabouts have generally been proven to have a lower crash frequency and severity than other types of intersection control. This is due to a combination of factors including the reduction of conflict points in the intersection, the lowering of vehicle speeds, and the merge condition on entry to the intersection. Typical crash types at roundabouts include rear-end and sideswipe crashes. Severity types typically includes property damage only (PDO) and minor injury.

Environmental mitigation will be necessary due to the projects proximity to pocket gopher habitat. The costs for permitting and mitigation are included in this application.

17. OPTIONAL ATTACHMENTS

Note: The total number of attachments to support proposal should not exceed five pages.

Please identify any supplemental attachments that are included in your application.

- ☒ Vicinity Map
- ☒ Photographs
- ☒ Illustrations, cross-sections, or schematics
- ☒ Letter of Support
- ☐ Other _____

18. CERTIFICATION ACCEPTANCE (CA)

The applicant must have good standing with the WSDOT Certification Acceptance program specified in Chapter 13 of the WSDOT Local Agency Guidelines Manual:

<https://www.wsdot.wa.gov/Publications/Manuals/M36-63.htm>

☒ The applicant is a CA agency ☐ The applicant is partnering with a CA agency

CA Agency	Thurston County
CA Agency Representative	Scott Lindblom
CA Representative Title	County Engineer

<input checked="" type="checkbox"/> I acknowledge this proposal will be administered by a CA agency.	Date: 10/05/2022
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19. 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 is available and will be committed to the project if TRPC awards the requested STBG funds. If selected, **the project must obligate by the date specified on the award letter.** Failure to do so could 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 the applicant agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

LEAD AGENCY AUTHORIZATION

Name of Lead Agency Representative Authorized to Submit the Application	Matt Unzelman
Title	County Traffic Engineer
<input checked="" type="checkbox"/> I verify and endorse this proposal as stated in the preceding statement.	Date: <u>10/05/2022</u>

MULTI-AGENCY PROPOSAL PARTNER AUTHORIZATION (multiple, if applicable)

Name of Partner Representative Authorized to Submit the Application	
Title	
<input type="checkbox"/> I verify and endorse this proposal as stated in the preceding statement.	Date: _____
Name of Partner Representative Authorized to Submit the Application	
Title	
<input type="checkbox"/> I verify and endorse this proposal as stated in the preceding statement.	Date: _____
Name of Partner Representative Authorized to Submit the Application	
Title	
<input type="checkbox"/> I verify and endorse this proposal as stated in the preceding statement.	Date: _____
Name of Partner Representative Authorized to Submit the Application	
Title	
<input type="checkbox"/> I verify and endorse this proposal as stated in the preceding statement.	Date: _____

2022 Regional Priorities Project Evaluation Forms



INSTRUCTIONS – Score your proposal for each Regional Priority using the criteria evaluation forms. There are a maximum of 8 points for projects in the Urban Medium area and 6 points for projects located in the Urban Small and Rural areas. Summarize your total score on the last page. TRPC will validate each proposal's score.			
PROJECT TITLE		Yelm Hwy and Spurgeon Crk Rd SE Intersection Improvements	
1. EFFICIENT USE OF FEDERAL FUNDS – TRPC will evaluate the efficient use of federal funds based on the project type and the total dollar cost. Select the points below the column that best describes your project type and funding level. If your project isn't shown, enter your project type using the space for "Other."*			
Project/funding level is not an efficient use of federal funds	Acceptable use of federal funds	Reasonable use of federal funds	Best use of federal funds
Any construction or pavement maintenance (all phases) total project cost <\$250k	<ul style="list-style-type: none"> •Standalone sidewalk construction (all phases) total project cost >250k •Standalone Crosswalk (all phases) total project cost <\$250k •Electric vehicle charging stations 	<ul style="list-style-type: none"> •Pavement maintenance (urban streets) >\$250k •Trail construction (all phases) total project cost >\$250k •Signal upgrades •Fish passage barrier removal (all phases) total project cost >\$250k •Stormwater improvements >\$250k •Crosswalk (bundled) (all phases) total project cost >\$250k Other: _____ 	<ul style="list-style-type: none"> •Add funding to a project with existing federal funds (federalized project) any funding level •Street/road construction (all phases) total project cost >\$250k •Roundabout or signal construction (all phases) total project cost >\$250k •Pavement maintenance (rural roads) >\$250k •Transit building facility construction (all phases) total project cost >\$250k •Transit bus stop/other facility construction (all phases) total project cost >\$250k •Vehicle replacements •Transportation Demand Management programs •Planning/feasibility studies Other: _____
<input type="checkbox"/> -1 Point	<input type="checkbox"/> 0 Point	<input type="checkbox"/> 1 Point	<input checked="" type="checkbox"/> 2 Points
* Other projects not listed in this table will be evaluated at time of review			

PROJECT TITLE		Yelm Hwy and Spurgeon Crk Rd SE Intersection Improvements	
2. GREENHOUSE GAS EMISSIONS REDUCTION – TRPC will use a qualitative approach for evaluating GHG emissions reductions. Select the points below the column that best describes your project type. If your project isn't shown, enter your project type using the space for "Other."*			
Project will increase GHG emissions	Neutral	Project may have GHG reduction benefits	GHG reduction is one of the primary intentions of project
<ul style="list-style-type: none"> Street widening without multimodal elements 	<ul style="list-style-type: none"> Intersection improvements at non-congested areas** Pavement maintenance Fish passage barrier improvement Studies/plans without land use element Vehicle replacement without emissions reduction 	<ul style="list-style-type: none"> Bus stop improvements serving a corridor with >15-minute headways Intersection improvements in congested areas** Studies/plans with land use element or with the intent to reduce GHG Building facility construction that supports Transit operations and maintenance; traffic management; or other efficient travel New street connections without multimodal facilities <p>Other: _____</p>	<ul style="list-style-type: none"> New street connections with multimodal elements Bicycle and pedestrian infrastructure TDM projects (Walk and Roll, CTR) Vehicle replacement or retrofit resulting in lower emissions Electric vehicle charging station Vanpool/carpool investments Bus stop improvements serving a corridor with <=15-minute headways Transit corridor infrastructure and operational improvements High-capacity transportation <p>Other: _____</p>
<input type="checkbox"/> -1 Point	<input type="checkbox"/> 0 Point	<input type="checkbox"/> 1 Point	<input checked="" type="checkbox"/> 2 Points
* Other projects not listed in this table will be evaluated at time of review. **Based on jurisdictions' methodology for evaluating Level of Service.			

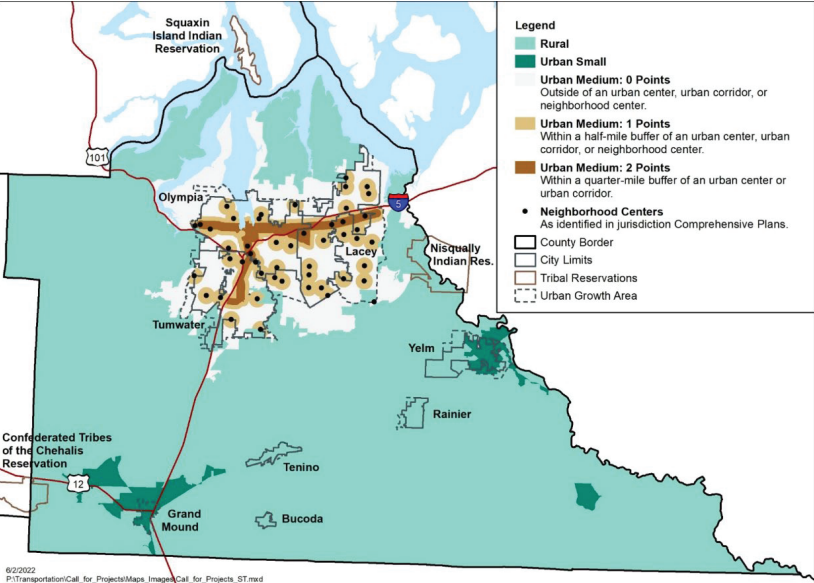
Sustainable Thurston Urban Corridors and Centers Regional Priorities criteria only applies to projects located in the Urban Medium Area.

PROJECT TITLE	Yelm Hwy and Spurgeon Crk Rd SE Intersection Improvements		
3. SUSTAINABLE THURSTON URBAN CORRIDORS AND CENTERS – TRPC will use a two-factor approach, based on: (1) A project's location within a Sustainable Thurston Urban Corridor, Urban Center, or Neighborhood Center; and (2) Project type, as criteria for prioritizing a projects ability to create vibrant urban centers.*			
INSTRUCTIONS: 1. Check the project row(s) that best describes the project type(s); 2. Locate your project using the online Urban Corridors/Centers map https://arcg.is/WKTmm to determine if it is within an Urban Corridor, Urban Center, or Neighborhood Center for points qualification below. 3. Based on project type and location, select the points column that best describes your project. Complete Question 3A if your project location is not shown on the Urban Corridors/Centers Map.			
Sustainable Thurston Urban Corridors and Centers Eligible Project Types			
<input type="checkbox"/>	Neighborhood center, urban corridor, or urban center planning projects that integrate land use and transportation, such as the Martin Way Corridor Study or the SR507 Main Street Study.		
<input checked="" type="checkbox"/>	Safety Projects that reduce bicycle and pedestrian injuries and fatalities on arterials and collectors on urban corridors or neighborhood centers. Projects could include speed reduction/management, medians, and roundabouts.		
<input checked="" type="checkbox"/>	Pedestrian street crossing improvements that provide direct and safe street crossings in neighborhood centers and urban corridors. Projects could include pedestrian signals, flashing beacons, refuge crossing islands, multi-use trail connections, bulb outs, and new or replacement ramps.		
<input checked="" type="checkbox"/>	Active transportation projects that support walking and bicycling in neighborhood centers and urban corridors. Projects could include non-motorized bridges and tunnels, navigation or wayfinding signage, multi-use paths, sidewalks, bicycle lanes, bicycle corridors, and other bicycle infrastructure such as community bicycle repair stations. Projects may also include community-focused active transportation safety education and encouragement programs. Projects may be standalone or a component of a larger road improvement project.		
<input checked="" type="checkbox"/>	Bus Stop Enhancements that improve safety and both ADA and public accessibility to transit stops on urban corridors and in neighborhood centers.		
<input checked="" type="checkbox"/>	Transit route infrastructure improvements for existing or new routes on urban corridors that support Bus Rapid Transit or other modes of high-capacity transportation.		
<input checked="" type="checkbox"/>	Intelligent Transportation Systems and traffic signal operations that improve the operating efficiency of transit services, projects that improve traffic signal operating efficiency for the movement of goods and services on urban corridors, and traffic signal efficiency that better serves ADA accessibility or bicycle and pedestrian intersection crossings where new demand is projected.		
<input type="checkbox"/>	Maintenance projects that reduce life cycle costs and preserve existing infrastructure on urban corridors and in neighborhood centers		
Project does not support Sustainable Thurston	Project does not directly support Sustainable Thurston, but improves access to goods and services	Project supports Sustainable Thurston within a half mile of an urban center, urban corridor, or neighborhood center	Project supports Sustainable Thurston within a quarter mile of an urban center or urban corridor
The project proposal is not included as an eligible project type and the project is located outside of an urban center, urban corridor, or neighborhood center.	Project is within an urban corridor, urban center, or neighborhood center (orange or yellow area on the map) but is not a preferred project type; or the project is outside of an urban center or urban corridor but is an eligible project type marked above.	The majority of the project is within a half mile of an urban center, urban corridor, or neighborhood center and is an eligible project type marked above. Use Question 3A on the next page to justify urban centers not located on the map.	The majority of the project is within a quarter mile of an urban center or urban corridor and is an eligible project type marked above. Use Question 3A on the next page to justify urban centers not located on the map.
<input type="checkbox"/> -1 Point	<input type="checkbox"/> 0 Point	<input checked="" type="checkbox"/> 1 Point	<input type="checkbox"/> 2 Points

3A. SUSTAINABLE THURSTON NEIGHBORHOOD CENTER DESCRIPTION. For a neighborhood center location not shown on the map, use the space below to describe the project's location, land use characteristics, and conditions that contribute to its function as a neighborhood center (300-word limit).

The intersection of Yelm Hwy and Spurgeon Crk is not shown as a neighborhood center on the map but the County feels strongly that this intersection is as much of an urban center or more than other surrounding locations that are classified on the map as neighborhood centers. This location has a popular gas station with mini-mart, Vans drive-thru, is adjacent to neighborhoods, other local businesses and multiple bus stops. This intersection is know to the surrounding community as Kelly's Korner.

Map 1: Sustainable Thurston Urban Corridors and Centers (<https://arcg.is/WKTmm>)



Note: projects located in Census Urban Small (dark green) or Rural areas (light green) are excluded from the Sustainable Thurston Urban Centers/Corridors criteria.

PROJECT TITLE	Yelm Hwy and Spurgeon Crk Rd SE Intersection Improvements		
4. EQUITY – TRPC will evaluate how proposals advance transportation equity for people who experience barriers to transportation to satisfy their needs. The one-point priority projects list below reflects underserved populations’ preferred project types from a TRPC Regional Transportation Priorities survey. An extra point will be awarded to projects that can demonstrate a direct benefit to one or more underserved populations, either by geographic proximity or through a direct service provided to targeted populations. Answer Question 4A for the extra point.			
Disproportionate Burden	Neutral Projects	Priority Projects for Underserved Populations	
Projects that have a disproportionate burden on an underserved population, regardless of project type	<ul style="list-style-type: none">• Efficiency<ul style="list-style-type: none">•Add turning lanes or center lanes•Invest in new transportation technologies (improved traffic signals, real-time travel information)•Invest in projects that reduce the need to travel, such as encouraging working from home• Maintenance<ul style="list-style-type: none">•Replace transit vehicles or bus stop shelters• Resiliency<ul style="list-style-type: none">•Improve roads that are detour routes to Interstate 5 (I-5)•Improve roads that are more likely to be impacted by hazards such as flooding or landslides•Complete missing roads/street connections•Help improve water quality and/or fish habitat by fixing places where roads and bridges impact natural areas• Active Transportation<ul style="list-style-type: none">•Add bicycle lanes to existing streets•Complete the regional trail network•Invest in school/public awareness programs to reduce travel trips and increase safety	Planning and Studies with public involvement Safety <ul style="list-style-type: none">•Make intersections safer•Make crossing the street safer•Make bus stops more convenient and safer for bus riders, especially for people with disabilities Maintenance <ul style="list-style-type: none">•Increase road maintenance (fix pavement) Active Transportation <ul style="list-style-type: none">•Add sidewalks and safe street crossings to existing streets	
<input type="checkbox"/> -1 Point	<input type="checkbox"/> 0 Point	<input checked="" type="checkbox"/> 1 Point	

4A. PROJECTS WITH DEMONSTRATED BENEFIT TO UNDERSERVED POPULATIONS (EXTRA POINT) – Projects that provide a direct benefit to underserved populations may be eligible for an additional point. Use the space below to describe how this proposal advances the transportation needs of people who may experience challenges or barriers because of race/ethnicity, age, physical ability, or income (300-word limit).

Based upon the Transportation for Social Equity data website:

1. Low Income - 37.79 percentile
2. Minority - 53.03 percentile
3. Above 64 Years Old - 77.46 percentile
4. Linguistic Isolation - 43.65 percentile
5. With Disability - 72.79 percentile
6. No Car Ownership - 32.90 percentile

With improved bus and ADA sidewalk and crossing facilities underserved populations, specifically minorities, those over the age of 64 and those with disabilities, will see a direct benefit from this project. The populations specifically called out account for more than 50% of the population in this area.

☒ 1 Extra Point

TOTAL PROJECT SCORE

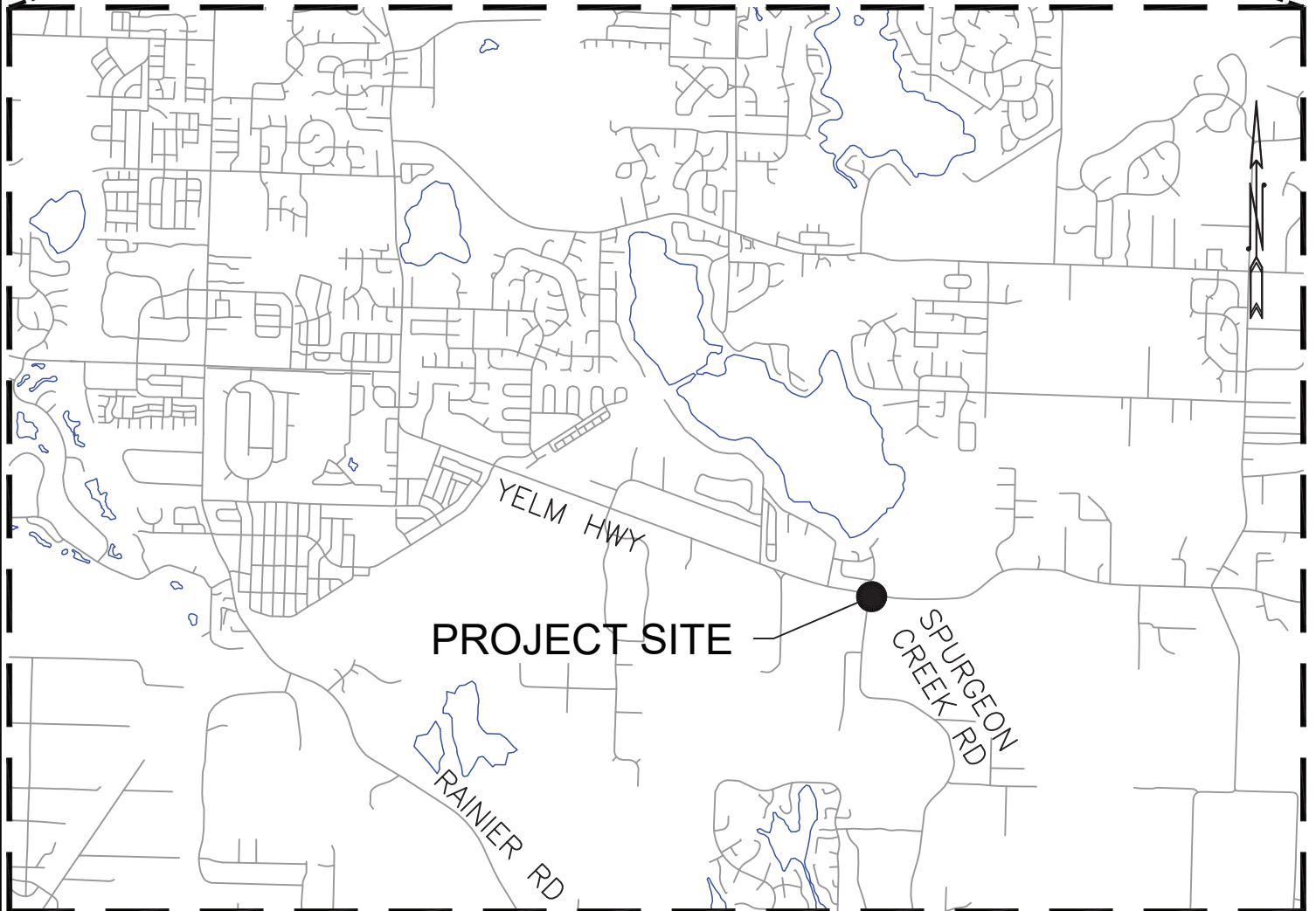
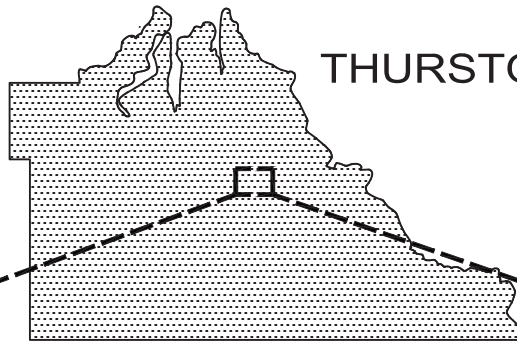
5. PROPOSAL SCORE – Enter your proposal's score for each Regional Priority below.

1. EFFICIENT USE OF FEDERAL FUNDS 2 points maximum.	2
2. GREENHOUSE GAS EMISSIONS REDUCTION 2 points maximum.	2
3. SUSTAINABLE THURSTON URBAN CENTERS AND CORRIDORS (only for projects in the Urban Medium Area). 2 points maximum.	1
4. EQUITY 2 points maximum.	2
TOTAL SCORE	7



SEC.02. T.17N. R.1W

THURSTON COUNTY



VICINITY MAP

Yelm Hwy SE/Spurgeon Creek Rd SE Intersection Improvements

CP# 61525

Existing Project Limits Photos

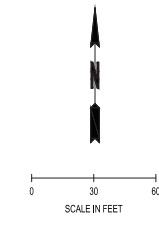
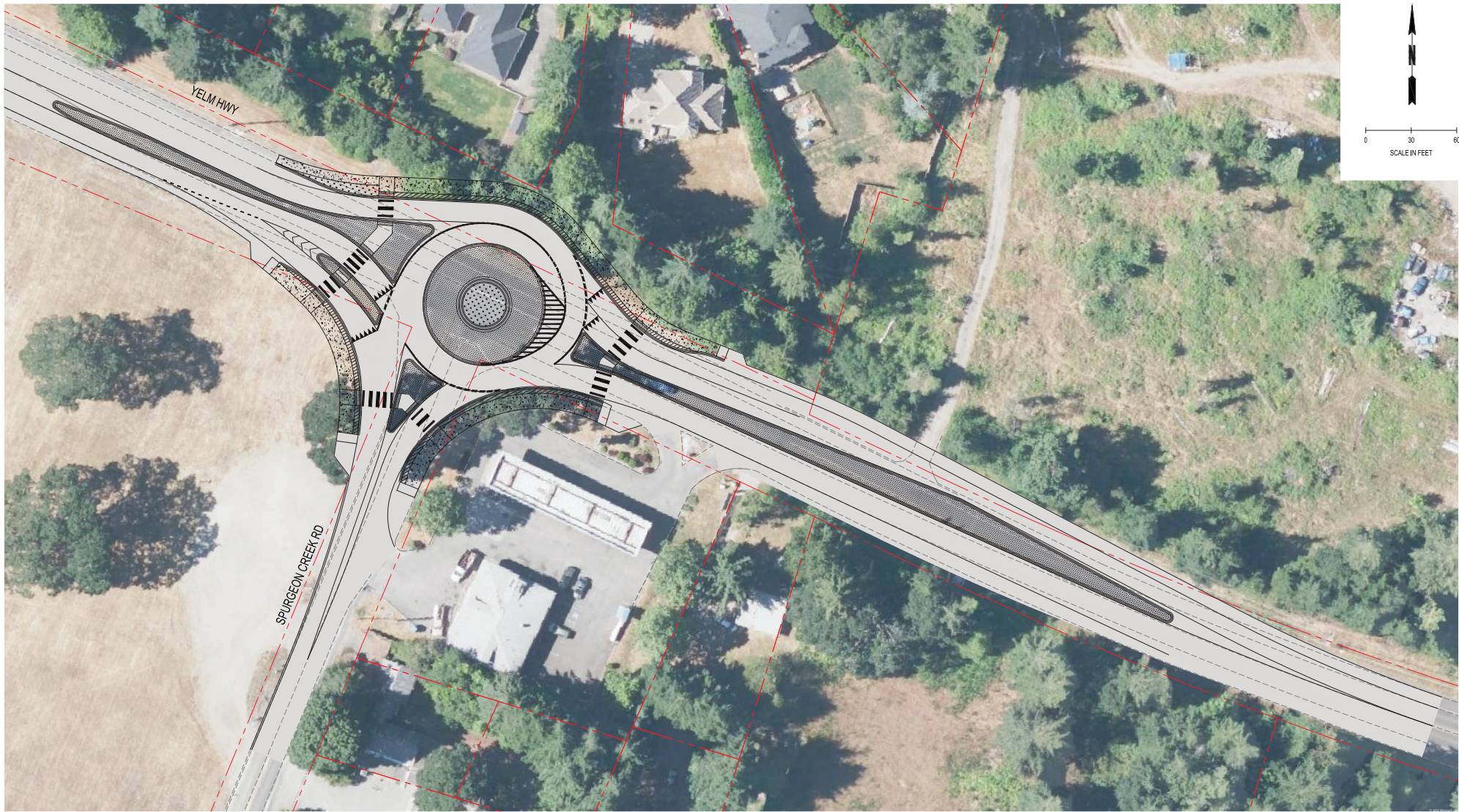


Picture 1 – No Pedestrian or Bicycle Crossing to Bus Stop



Picture 2 – Spurgeon Creek Rd Looking NB

May 21, 2022 9:43:56am - User: jacob@scj.com
N:\PROJECTS\WASH THURSTON COUNTY\SPURGEON CREEK & YELM HWY INTERSECTION EVALUATION - PHASE 1\LANDSCAPE\YELM\SCJ\2022-03-01-MP-EXHIBIT.DWG



SCJ ALLIANCE
CONSULTING SERVICES
8730 TALLON LANE NE, SUITE 200, LACEY, WA 98516
P: 360.352.1405 F: 360.352.1503
SCJALLIANCE.COM

HORIZONTAL SCALE:
1"=50'
DATE: March, 2022
JOB NO.:
DRAWING FILE NO.:

ROUNDOABOUT CONCEPT
YELM HWY AND SPURGEON CREEK RD

EXHIBIT NO:
EX-01
SHEET NO:
1 of 1



September 14, 2022

Thurston Regional Planning Council
2411 Chandler Court SW
Olympia, WA 98502

Re: TRPC's 2022 Federal Funding Call for Projects

Intercity Transit is pleased to partner with Thurston County for a project to provide improvements at the intersection of Yelm Highway and Spurgeon Creek Rd. The project includes installing a roundabout and other urban facilities, such as sidewalks, crosswalks, and street lighting. Intercity Transit has bus stops on both sides of Yelm Highway near this intersection as part of Transit Route 94 with service from the Olympia Transit Center to the City of Yelm. This intersection currently does not have sidewalks on the south side of Yelm Highway or crosswalks for riders accessing these bus stops, which is challenging because Yelm Highway has a traffic volume of more than 12,000 vehicles per day.

The proposed project will include new bus facilities on both sides of the roundabout with sidewalks, crosswalks, and enhanced street lighting. The crosswalks will include a refuge island at mid-crossing and flashing lights that are activated by push buttons. This will improve safety for pedestrians and bicyclists accessing the bus stops.

Please feel free to contact Matt Unzelman at Matt.Unzelman@co.thurston.wa.us or (360) 867-2335 if you have any questions or need further information. We hope that this application is successful.

Sincerely,

A handwritten signature in black ink that reads "Ann Freeman Manzanares".

Ann Freeman Manzanares
General Manager/ CEO