

AGENDA

Transportation Policy Board

Wednesday, January 13, 2016 7:00 a.m. – 8:30 a.m.

Thurston Regional Planning Council
Conference Room A, 1st Floor
2424 Heritage Court SW, Suite A
Olympia, WA 98502-6031

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| 1. | Introductions/Announcements | Andy Ryder, Chair |
| 2. | Approval of Agenda | ACTION
Andy Ryder, Chair |
| 3. | Approval of Meeting Notes from December 9, 2015 (Attachment) | ACTION
Andy Ryder, Chair |
| 4. | Public Comment Period | |
| 5. | 7:15 – 7:20 Updates | INFORMATION
Staff |
| 6. | 7:20 – 7:25 2016 TPB Meeting Schedule (Attachment)
<i>Consistent with the Bylaws, the TPB sets its meeting schedule at the January meeting.</i> | ACTION
Karen M. Parkhurst |
| 7. | 7:25 – 7:30 Administrative Issues: <ul style="list-style-type: none">• Election of Officers (Attachment)• Business Representative Recruitment (Attachment) <i>Staff will update the Board on these issues.</i> | Briefing
Karen M. Parkhurst |
| 8. | 7:30 – 7:55 Thurston County Transportation Benefit District (TBD)
<i>County staff will provide an overview of the County's plans to institute a TBD.</i> | BRIEFING
Ramiro Chavez,
Thurston County Public Works |
| 9. | 7:55 – 8:25 Regional Transportation Plan (RTP) Update: Appendix I Modeling (Attachment)
<i>Staff will provide an overview of the new Regional Transportation Model.</i> | BRIEFING
Veena Tabbutt |
| 10. | 8:25 – 8:30 Preparing for the 2016 Legislative Session (Attachment)
<i>A focus on transportation elements.</i> | BRIEFING
Karen M. Parkhurst |
| 11. | Outside Committee Reports
<i>At the discretion of the Chair, this agenda item may be covered in the After Meeting Summary.</i> | BRIEFING
Doug DeForest |

Additional Attachment:

1. Walk n' Roll Bike Shop Invite

NEXT TPB MEETING

February 10, 2016

Assume an extended meeting

7:00 a.m. – 9:00 a.m.

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If you need special accommodations to participate in this meeting, please call us at 360.956.7575 by 10:00 a.m. three days prior to the meeting. Ask for the ADA Coordinator.
For TDD users, please use the state's toll-free relay service, 711 and ask the operator to dial 360.956.7575.

ThurstonHereToThere.org is an easy-to-navigate website which includes information on carpooling, vanpooling, rail, air, bus, bike, walking, health, telework and flexible schedules, recreation, and school transportation. Please consider using an alternate mode to attend this meeting: bike, walk, bus, carpool, or vanpool. This facility is served by Intercity Transit Routes 43 and 44.

MINUTES OF REGULAR MEETING

Transportation Policy Board
December 9, 2015
Thurston Regional Planning Council
Conference Room A, 1st Floor
2424 Heritage Court SW
Olympia, WA 98502-6031

Call to Order

Chair Andy Ryder called the meeting to order at 7:04 a.m.

Attendance

TPB Members Present:	Bud Blake, Thurston County Graeme Sackrison, Citizen Representative (Vice Chair) Martha Hankins, Citizen Representative Ryan Warner, Intercity Transit Andy Ryder, City of Lacey (Chair) Cheryl Selby, City of Olympia George Barner, Port of Olympia John O'Callahan, City of Tenino Pete Kmet, City of Tumwater Kevin Dayton, WSDOT Tracey Wood, City of Yelm Doug DeForest, Business Representative Lenore Miller, State Government Representative (Alternate)
TPB Members Absent:	Heidi Thomas, Nisqually Indian Tribe Dan Budsberg, Confederated Tribes of the Chehalis Reservation Ramsey Zimmerman, Business Representative
Staff:	Lon Wyrick, Karen Parkhurst, Jaily Brown, Paul Brewster, Veena Tabbutt, and Tom Gow
Others:	Dennis Bloom, Intercity Transit Joel Carlson, Citizen Martin Hoppe, City of Lacey Ron Landon, WSDOT

Introductions/Announcements

Members, staff, and guests provided self-introduction.

Executive Director Wyrick reported on the passage of the \$305 billion, five-year federal transportation bill – “Fixing America’s Surface Transportation Act” (FAST). Up to this point, the region and nation have worked from continuing resolutions, creating funding inconsistencies and difficulty for regions in forecasting transportation project costs. The bill includes some small increases and new funding categories while also providing small increases for local and state government. Although the bill represents stability for many transportation organizations and agencies, the amount of funding does not address the nation’s ongoing infrastructure needs. The bill incorporates some improved processes for local governments to receive funding through grants and other mechanisms. The state’s Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Organizations (RTPOs) will meet next week to discuss the bill’s formulas and funding levels to ascertain amounts for Surface Transportation Program (STP) and Federal Transit Administration funding programs. Regions should expect a delay of several months for implementation. Staff also provided information about the legislation to the Technical Advisory Committee (TAC).

Chair Ryder recognized Boardmember Barner's service on the Board since 2008. He also served on the Thurston Regional Planning Council and chaired the Council in 1981 and 1983. Chair Ryder thanked him for his work and support for the region. Chair Ryder presented Boardmember Barner with a certificate of recognition from the Board for his seven years of service and contributions.

Boardmember Barner thanked everyone for the opportunity to be a member of the Board. He commented on how the Board has evolved over the years with consistent commitment by each member. He thanked members individually for their contributions, Executive Director Wyrick for his leadership, and Senior Planner Paul Brewster for his efforts in supporting the Port's master planning efforts for the New Market Industrial Campus.

Boardmember Miller arrived.

Approval of Agenda

Boardmember O'Callahan moved, seconded by Boardmember Sackrison, to approve the agenda as published. Motion carried unanimously.

Approval of Meeting Minutes from November 16, 2015

Boardmember DeForest moved, seconded by Boardmember O'Callahan, to approve the meeting minutes of November 16, 2015 as published. Motion carried unanimously.

Public Comment

There were no public comments.

Updates

Senior Planner Karen Parkhurst distributed an *Update* on projects and programs within the region. In response to requests from the Board, each month, staff will provide an *Updates* handout and short briefing on the status of selected projects. This month's update includes:

- Chehalis Western Trail – Hub Junction. In 2016, a kiosk, panels, seating, bike rack, and landscaping will be added at the hub junction followed by a grand opening.
- Walk 'n Roll Program. The program includes a number of local schools in partnership with Intercity Transit and Thurston County Department of Health & Social Services. Planner Brewster reported Intercity Transit is hosting an open house for a bike shop at 209 Thurston Avenue on Wednesday, January 13 from 4 to 7 p.m. and on Saturday, January 16 from 1 to 4 p.m. The bike shop offers a place to refurbish recovered bikes that were abandoned on buses or found/confiscated by local police departments. Two new schools joined the program this year – Meadows and Chambers Prairie Elementary Schools.
- TIB Awards. The Transportation Improvement Board (TIB) awarded funds to two Thurston County projects:
 - \$2.3 million for Lacey's Marvin Road NE intersection improvements (Britton Parkway NE to 30th Avenue NE)
 - \$320,320 for Yelm's SR 507 for continuous sidewalk from Mosman Avenue SE to Washington Avenue SE
 -

Board members noted that this style of short briefing fits the needs they identified. Staff will also include the slides and handout in the After Meeting Summary.

WSDOT Statewide Public Transportation Plan

Boardmember Warner, representing WSDOT, provided an overview and invited feedback from the Board on the 2015-2035 Washington State Public Transportation Plan. This plan will serve as the blueprint for the future of public transportation within the state. Because public transportation has become increasingly multimodal over the last several years, the plan broadly defines public transportation as walking, biking, traditional transit, Amtrak, Washington State Ferries, and other people-moving transportation modes. The plan represents a partnership with the community reflected both in the development of the plan, as well as in the ongoing work of the Washington State Department of Transportation (WSDOT).

Plan development involved collaboration with many organizations and individuals including transit agencies, cities, counties, state agencies, planning organizations, employers, nonprofits, the medical community, and others involved in public transportation. The plan's vision articulates a future in which all transportation partners in Washington work together to provide diverse and integrated public transportation options. People throughout the state use these options to make transportation choices that enable families, communities, the economy, and their environment to thrive.

Boardmember Warner commented on how development of the statewide plan reflects work completed by TRPC and the Board on Sustainable Thurston. The plan identifies four key public transportation challenges in Washington State:

- Demand
- Congestion
- Funding
- Disruptive Change

The plan includes the following major themes:

- Broadly defines public transportation as any form of public or private transportation that is accessible and available to the public and does not involve a single person in a motorized vehicle
- Recognizes that a connected, coordinated transportation system that serves all people is instrumental to thriving communities
- Supports widespread innovation to improve customer experience and boost the efficiency and resiliency of the transportation system
- Advocates for an ongoing emphasis on delivering positive customer experiences and continuous improvement
- Provides a framework for market-driven, performance-focused, and integrated transportation planning, design, construction, operations, policy and investments
- Advances the state's interest and role as a public transportation partner

The plan sets forth five transportation goals:

- Create thriving communities by supporting health, equity, prosperous economies, energy conservation, and a sustainable environment through public transportation
- Meet current and future access needs of all people by providing and sustaining a transportation system that enables people of all ages, ability, and geographic location to access jobs, goods, service, education, and community activities
- Promote adaptive transportation capacity by utilizing new technologies and partnerships to use existing transportation assets and meet changing customer needs
- Focus on enhancing the customer experience by providing public transportation that is safe, seamless, pleasant, convenient, reliable, relevant, and understandable

Currently, the plan – online and in print – is undergoing public review. WSDOT staff members are providing numerous presentations on the plan. Boardmember Warner encouraged members to review and provide comments on the plan as users of the system, as well as representatives of the Thurston region.

Boardmember Kmet questioned whether the new definition includes efforts under the Commute Trip Reduction (CTR) program. Boardmember Warner acknowledged that WSDOT is committed to all CTR efforts, and while not mentioned specifically in the plan, it is implied in the definition.

Boardmember Kmet asked whether HOV lanes are included within the plan. Boardmember Warner replied that the plan does not specifically address HOV lanes, but that topic could be an element of a future discussion.

Boardmember O'Callahan questioned whether broadly defining transportation reduces funds available for roads and buses. Boardmember Warner advised that the many sources of funds include specific definitions of the types of projects eligible for funding. Boardmember O'Callahan cited the example of defining a bicyclist as a customer, as bicyclists do not pay a bicycle fee and, in fact, pay nothing to utilize the transportation system.

Boardmember Sackrison commented on differentiating between an electric vehicle and a bicycle, as the plan considers both as private transportation. He acknowledged the goal of increasing biking and the associated value. However, he noted a conflict because the plan categorizes some private transportation forms as private and others as public.

Chair Ryder asked about major input WSDOT has received from the public regarding the plan. Boardmember Warner said the bike-pedestrian aspect generated some issues regarding the definition. Other comments referenced access to lanes and some pushback from private transportation service providers such as Uber and Lyft.

Boardmember Kmet acknowledged the importance of bicycle and pedestrian improvements to the public transportation system to enable people to access bus routes from where they live or work. However, he questioned whether carpooling is considered public transportation. The definition may be confusing and warrant more refinement.

Boardmember Hankins offered that because congestion is such an issue, the plan should consider investments that reduce congestion as elements of the public transportation vision because such investments reduce single occupancy vehicles by providing transportation choices. Boardmember Selby added that reducing single occupancy vehicles also reduces carbon emissions.

Chair Ryder acknowledged that one of the reasons for the confusion between public and private is because the plan seems to categorize all modes as public transportation – including walking. Boardmember Warner responded that public investment creates public enhancements of the public transportation system. Each project that improves a sidewalk or adds a bike lane enhances the public transportation system.

Boardmember Sackrison offered that the confusion might relate to the term “public transportation” because typically, transportation provided by entities is used by the public. The definition is not “public transportation,” but rather “transportation for the public” that includes bicycling and walking. Framing it as public transportation creates the confusion.

Boardmember Barner said his future focus would likely center on connectivity of the transportation system, especially regarding rail and the ability of people to use bikes and other modes to connect with a train. Boardmember Warner acknowledged connectivity is a major element of the plan, including connectivity to the ferry system.

Chair Ryder remarked that the issue essentially pertains to money because when the plan identifies sidewalks as part of the public transportation system, it creates an expectation that more money would be allocated for sidewalks. Broadly defining public transportation increases the public's expectation, as well as a need to identify a funding source.

Boardmember Kmet offered that jurisdictions continually make sidewalks improvements, such as the recent sidewalk and Intercity Transit bus stop enhancements in Tumwater near the Safeway store. Obviously, those improvements would be directly connected to the system rather than installing a sidewalk in a

subdivision that provides no other connectivity. He suggested revising the language to focus the intent of improving connectivity to the public transportation system.

Chair Ryder shared a recent phone call from a constituent who recently disembarked from the Amtrak Train Station and questioned how to connect to the City of DuPont. The traveler had no idea how to reach that destination. Boardmember Warner said the issue of connectivity is important because it is possible to leave the Amtrak Station and board an Intercity Transit bus with a connection to the City of DuPont.

Boardmember Hankins added that connectivity is an ongoing issue, citing frustrations associated with traveling between Olympia and SeaTac because of the inconvenient timing.

Chair Ryder recommended receiving a final briefing on the final plan to highlight additional changes to the plan.

Planner Parkhurst queried members on whether staff should draft a comment letter from the Board to WSDOT on the plan on the issues addressed during the discussion. Boardmember Kmet agreed the purpose of the Board's review was to provide comments on the plan. Planner Parkhurst offered to provide a draft of the comment letter to members electronically for review. The public comment period ends on January 5.

Executive Director Wyrick referred to ongoing discussions by the region on intracounty transit. Intercity Transit has promoted this type of travel by providing county-to-county trips, which assist in preserving some of the funding for other system improvements and removing single occupancy vehicles from the roadways. He questioned whether those aspects were included during discussions on the role of the state. He commented that we should encourage both WSDOT and the legislature to provide funding assistance for those cross county trips. Boardmember Warner replied that small and medium size transit agencies have proposed the issue as a legislative priority during the next legislative session. The agencies are supporting a funding structure for county-to-county trips.

RTIP Amendment 16-01

Senior Planner Jaily Brown reported the WSDOT request would amend the recently approved 2016 RTIP. In September, an oversized truck traveling north on I-5 hit the 93rd Avenue overpass bridge damaging two girders, destroying some rebar, and knocking concrete from the structure. WSDOT immediately made some temporary repairs to one of the girders. However, they must replace the other girder to restore the structural integrity of the bridge. WSDOT was able to maintain two lanes of traffic on 93rd Avenue despite the damage.

The amendment is consistent with the Regional Transportation Plan (RTP) and air quality conformity requirements. During the TRPC briefing, some questions arose pertaining to recovery of funds from the trucking company responsible for the damage and the potential diversion of other project funds.

Boardmember Dayton shared that the department will likely not recoup 100% because the trucking company would argue that the bridge constructed in the early 1970s has expended approximately 60% of its useful life and the company should not be liable for the entire amount to repair the damage. Monetary recovery is likely 60 cents on the dollar. Seeking the difference from the driver is unlikely as well. People often ask the department why it opts for replacement rather than repair. In this particular situation, the crews will replace the girder because repair is not possible.

Planner Brown requested the Board's recommendation to TRPC to approve the RTIP Amendment 16-01 as presented.

Boardmember O'Callahan moved, seconded by Boardmember Kmet, to recommend TRPC approve RTIP Amendment 16-01 as presented. Motion carried unanimously.

Regional Transportation Plan Update

For the Board's feedback, Planner Brown reviewed the chapters and appendices of the Regional Transportation Plan (RTP) update.

Chapter 3 – Goals & Policies & Guiding Principles

The Board previously reviewed the goals, policies, and guiding principles. At the time of the first review, the Countywide Planning Policies update was underway to incorporate the Sustainable Thurston Plan. Today's review focuses on four of the RTP goals where updates were needed to address the Countywide Planning Policies and Sustainable Thurston.

Changes in the Transportation and Land Use Consistency goal include an additional policy of, "1.h Site major public facilities that generate substantial traffic near major transportation corridors." Some members questioned whether "transportation corridors" should be "transit corridors." Transportation corridors is included in section 5.1.b of the Countywide Planning Policies as an urban corridors concept, whereby transit is part of the mix while ensuring uses are sited near urban corridors to encourage a mix of access opportunities.

Policy 1.j was included to address noise as called out in the Countywide Planning Policies.

Planner Brown requested feedback on the proposed policy changes to the goal.

Boardmember DeForest acknowledged that the language appears to be good; however, it is troubling that future changes in transportation will likely create major problems that the goals do not address. Some of those problems include the region's Sustainable Thurston Plan, which calls for infill development. There has been no evaluation on where future roads will be located or the pocket gopher influence on any expansion in the urban growth and rural areas. Those issues will have significant impact on how the region expends its funds and its future actions. Those real world problems do not appear to be addressed.

Planner Brown agreed that those issues, in the sense of the goals and policies, are larger and more of guiding principles. The Board specifically included projects within the work program addressing those concerns. The policies resulting from those work activities would be included within the appropriate sections within the RTP. Some of those policies have not been determined at this point. The gopher is a good example, as it is mentioned in the Goal 18 discussion. The region is uncertain at this time as to how the gopher will affect permitting policies or future development and transportation impacts.

Chair Ryder asked whether the TAC reviewed the language. Planner Brown advised that the TAC has not reviewed highlighted sections because the changes were generated from Sustainable Thurston and the Countywide Planning Policies. However, the TAC is in receipt of the changes and extensively engaged in a previous review of all the goals and policies.

Boardmember Kmet commented that within policy 1.h public facilities are more than just office buildings. The language should be consistent with the Urban Corridors Plan. Planner Brown offered to review the language for possible revision as the proposed language was from the Countywide Planning Policies.

Planner Veena Tabbutt added that new policy 1.k North County – Urban Corridors & Centers speaks to the concerns.

Boardmember Hankins suggested reordering the policies as they both address similar issues.

Boardmember Kmet questioned whether the Countywide Planning Policies have been updated. Planner Brown advised that the policies were recently updated by the UGM Subcommittee to incorporate the Sustainable Thurston Plan within the policies. Boardmember Kmet suggested an option of including language in the narrative of examples or in the supporting measures to highlight the distinctions. For example, bus barns are public facilities but perhaps should not be located in an urban corridor. The issue is important because of the difficulty of ensuring the state locates state office buildings along transit routes. Supportive measures might be a way to expand the intent.

Boardmember Sackrison offered that bus barns should be located on a transportation corridor, which speaks to the existing language. Boardmember Kmet recommended maintaining general language for a variety of reasons while addressing the specifics in the section on supportive measures.

Boardmember O'Callahan referred to the county's Buildable Lands Report for future development. Much of the land has been developed or allocated for specific uses. He suggested planning should include a review of the land inventory. Boardmember Kmet noted that there are thousands of acres of developable land. Boardmember O'Callahan said the report provided to the Board allocated buildable lands for specific uses. Boardmember Kmet disagreed that the report identified specific uses. The northern urban growth area is larger than the City of Seattle. There is much room for development in the urban growth areas. Planner Tabbutt added that TRPC's website includes maps of buildable land supply identifying vacant and developable land.

Executive Director Wyrick noted that the report was developed to identify buildable lands and not to identify developed land. Boardmember O'Callahan said he understood zoning was established for all buildable land. Planner Tabbutt affirmed zoning was established for all parcels in Thurston County with the exception of some Joint Base Lewis McChord parcels. The region has adequate capacity for future growth for the next 25 years.

Planner Brown referred to Goal 6. Travel Demand Management. An additional policy of 6.h was added stating, "Strive to meet State Commute Trip Reduction target for the region. "

Under Goal 9, Streets, Roads and Bridges, the proposal adds to elements that had previously resided in other sections of the plan. One pertained to the mid-block five-lane configuration and the second to global service and strategy corridors. The TAC reviewed the proposed changes and staff included some additional changes to include the addition of several examples identifying a strategy corridor. The TAC also recommended a change in the last sentence under the Policies section (9.j) to state, "In Strategy Corridors LOS may exceed adopted standards." Strategy corridors are places where road widening is not a preferred option to address congestion problems. Two examples are the main street in Yelm and downtown Olympia where development is built to the edge of the roadway. Options include enhancing transit and increasing the efficiency for pedestrians and bicyclists.

Boardmember Hankins requested more clarification on how level of service (LOS) is measured. Planner Tabbutt replied that level of service is measured during PM peak periods – the busiest two hours. Staff can provide more information to the Board next month. Planner Brown noted the transportation model considers an average weekday for establishing LOS.

Boardmember DeForest recommended the inclusion of a legend defining LOS levels. Staff will make that addition.

Chair Ryder pointed out the lack of connectivity of some streets that have been identified for connectivity within the region for some time. Planner Brown advised that connectivity is not an element of strategy corridors because they only pertain to existing roadways that are unable to be widened for a number of reasons. The issue of connectivity pertains to future projects, which staff is compiling and modeling for the Board's future evaluation.

Boardmember Kmet disagreed because within the document, there are references to parallel alternatives of street connections as a way to relieve congestion. That option was pursued for Yelm Highway. The strategy is missing a viable option. Planner Tabbutt noted the language was included after the TAC review, which staff will present to the Board during its next review. Planner Brown acknowledged the inclusions recommended by Martin Hoppe (City of Lacey staff). The list of issues will also be expanded.

Boardmember Kmet asked about the timeline of when LOS was established for the rural areas. Planner Tabbutt advised that rural LOS standards were established 20 years ago. Planner Brown noted that in the 2010 RTP, the region established strategy corridors and LOS. Boardmember Kmet inquired about the possibility of revisiting LOS because it could drive some improvements that might not be appropriate in the

rural area. Planner Tabbutt affirmed the county would revisit LOS as they update their transportation chapters.

Planner Brown referred to Goal 18, Environmental and Human Health, which includes additional language to support the Countywide Planning Policies. The policies speak to reducing the impacts of transportation infrastructure on the natural environment during construction, retrofit, and maintenance. Another policy addresses climate change and per capita reduction in vehicle miles traveled (VMT) in the region. Reductions for VMT match those included in the Sustainable Thurston Plan.

Boardmember Kmet noted that the policy on climate change lacks any reference to flooding but does reference more frequent and intense storms. Planner Brown acknowledged the dangers of flooding as it creates high groundwater areas. Staff could modify the language to address more frequent storm events either within the policy or in the description.

Boardmember DeForest noted that policy 18.i speaks to “acknowledging” changing weather rather than addressing the threat of changing weather. Planner Tabbutt said the policy includes action to plan for impacts. Additionally, the region initiated planning for impacts through its development of a Climate Adaptation Plan from funding received by the Department of Commerce. Staff is specifically examining the transportation network and areas vulnerable to climate impacts.

Boardmember Hankins referred to transportation planning around environmental factors and noted that the plan does not reference fires, an issue expected to grow with changing weather patterns. She asked whether the region considered green belts and the fire potential and how services surrounding those areas would be accessed. Planner Brown said the Hazard Mitigation Plan includes wildland fire information.

Planner Brewster shared information on participation by Thurston County communities to complete an update of the Hazard Mitigation Plan. The plan explores wildland fire and urban interface where population is located close to forest fuels. The first challenge was identifying at-risk communities followed by mitigation strategies, such as the creation of defensible space surrounding structures.

Planner Tabbutt recommended including a full-page box of potential impacts as information rather than including specific policies.

Boardmember Warner asked whether policy 18.j should identify the 1990 levels. Planner Tabbutt offered to include a graph in the plan identifying the levels.

Chapter 6 Environmental Considerations

Planner Brown recapped the Council’s suggestions to the chapter at its December 4 meeting. Federally, TRPC is required to consider potential environmental mitigation for the transportation system. The state requires policies for environmental impacts. This chapter supplies a general discussion of the issues, relating the issues to the goals and policies. Specific adherence to federal and state requirements happens when projects complete federal and/or state environmental reviews. The chapter addresses environmental considerations of building, managing, and maintaining the region’s transportation system.

The Council recommended several suggestions. One suggestion was the language in the draft, specifically, “non-motorized,” with a suggestion that the language could be interpreted as outdated or judgmental. The Council suggested substituting “active transportation” for “non-motorized” transportation. Boardmember Wood recommended consideration of another word as “active” does not address non-motorized transportation.

Planner Brown reported the Council referred to the different references of VMT statistics and suggested clarifying the references.

The Council also suggested language of “excellent air quality” was overstated and should be “good air quality.”

More information should be included for electric vehicles that provide a balanced view in terms of energy expended during electric vehicle charging.

Boardmember O'Callahan asked whether electric bicycles are included. Planner Brown said electric bicycles are included in the region's work program. Boardmember O'Callahan suggested including them because electric bicycles use the roads and prices for the vehicles are dropping.

Planner Brown said the Council requested the addition of permeable surfaces within the section on water quality.

In terms of noise, some communities have adopted policies that limit train whistles. The Council requested more information on those policies.

The Council also asked staff to request a review by the Thurston County Health & Social Services Department and Thurston Thrives on the section pertaining to personal health.

Boardmember Kmet questioned whether best management practices to control stormwater from transportation infrastructure only applies to the control of sediment during construction rather than from stormwater from transportation infrastructure. Planner Tabbutt clarified that the new manual defines it as infrastructure, such as swales, rain gardens, and other methods and not necessarily just for construction. The section can be reviewed by stormwater staff.

Boardmember DeForest questioned the review process between the Council and the Board as the chapter was reviewed by the Council prior to the Board. The Council offered a number of suggestions that have not been incorporated within the documents to afford time for the Board's review for either supporting or disagreeing with the suggestions. Planner Brown reported on the Council's review process, which includes a "first reading" review at one meeting, and then action consideration at a subsequent meeting. Because of the timing of the Council's meeting prior to the Board's meeting, the Council is often scheduled to review topics prior to the Board's review to ensure the schedule is maintained. The intent is not seeking Council feedback prior to the Board's input, but ensuring the process follows the schedule necessary to meet the June adoption deadline. The Council's suggested changes were not incorporated within the Board's materials because the Board's agenda was mailed prior to the Council's meeting. Because of the timing of the meetings, there was insufficient time to prepare the material.

Executive Director Wyrick offered to review the process for potential changes.

Planner Brown responded to questions on the Board's future review of the sections. The Board will review the RTP draft in February with a goal for the Council to release the plan in March for public comment.

Chair Ryder recommended strengthening language concerning collaboration between agencies for coordinating culvert replacements. Boardmember Kmet agreed as many culverts require replacement or repair.

Appendix F – Public Involvement

Planner Parkhurst described the continuing improvements to TRPC public outreach strategies in the ten years since plan adoption, including various technology capabilities. In addition to direct RTP review, we collect information and opinion through other planning efforts, such as Vision Reality, Urban Corridors, Passenger Rail, Sustainable Thurston, and the Coordinated Special Needs Plan. Each effort included feedback on transportation, which is reflected within the RTP. Because of the many and varied broad discussions, the plan addresses connections between transportation and health, transportation and local food systems, and transportation and other topics of sustainability. During Sustainable Thurston, TRPC conducted a basic needs survey of low-income individuals in the community. The Thurston County Food Bank and Thurston County Housing Authority provided assistance to reach out to that population to learn their views and priorities regarding transportation. During the update, we are also consider "environmental justice" a term used to ensure that we are planning transportation investments for all populations the region serves.

Executive Director Wyrick shared that environmental justice is a federal term generated when Spokane and other areas pursued urban renewal through highway construction, which is why the Environmental Justice requirement was established. In Spokane, the city considered only the cheapest properties and demolished those homes to build the freeway, which sparked the federal government to create the Environmental Justice requirement to ensure those areas are treated equally with other neighborhoods and groups.

Boardmember Selby left the meeting.

Planner Parkhurst said environmental justice also applies to the inclusion of all people in the planning process. TRPC's public outreach also includes those with low English proficiency to ensure they have access to the system. The Council obtained other public feedback from the I-5 Origin & Destination Survey, and the recently completed Household Travel Survey. Both informed the plan and region's transportation model. TRPC also reaches the community the region's CTR contacts at major worksites TRPC included transportation questions on the healthy youth survey and worked with Intercity Transit during the onboard bus survey to include regional transportation questions. TRPC also utilizes public meetings, focus groups, traditional media, legal ads, and participates in community events, such as health fairs. TRPC distributes bookmarks and posters, uses direct mail, and includes inserts in utility bills. Many online tools were added, such as forums and surveys, social media, and working directly with youth through high school and college class presentations and communicating with parents and children through the Walk 'n Roll Program. Specific to the RTP update, TRPC developed an online survey and investment calculator. The results, included in the appendix, reflect how the investment calculator provided the participant with an opportunity to select transportation projects to fund with a set amount of money. Approximately 1,500 individuals participated in the survey and completed the investment calculator.

Throughout the update process, TRPC staff has worked closely with local staff and TAC members. The TAC continues to meet regularly during the update and remains vested in the plan as it supports local staff when applying for grants. It is important the plan include specific language and consistency with local comprehensive plans.

Boardmember Blake left the meeting.

The formal adoption process includes legal notice and public availability of the plan at TRPC, at local libraries, and online. Oversight regulators, such as WSDOT, US Department of Transportation, and the Federal Highway Administration will review the plan to ensure it complies with all state and federal requirements prior to adoption.

TRPC prefers non-anonymous written comments. TRPC invites members to consider scheduling presentations of the plan to local boards, commissions, council meetings, and at civic and other community meetings.

Planner Parkhurst asked for feedback on the proposed public process.

Boardmember Barner commented on information in the appendix that speaks to 40% unwilling to carpool, vanpool, telework, or ride the train. He questioned how the percentage was established. Planner Parkhurst replied that one of the survey questions asked the respondents how their transportation needs would change in 10 years. Approximately 40% indicated that they would not use alternative transportation options and preferred to use their car.

Boardmember Kmet recommended outreaching to local planning commissions and Thurston Thrives committees.

Numerous members expressed interest in scheduling a presentation with their respective agencies and other organizations.

Appendix O – RTP Update Process

Planner Brown reviewed the frequency of the update process for the RTP. Each year, the plan is reviewed and amended to ensure the plan is current and in compliance. Every five years, TRPC assesses whether to

comprehensively update the plan based on any major changes that could impact the direction of forecasts. Every 10 years, TRPC completely updates the plan. The appendix also includes information on state and federal requirements. Additionally, based on feedback from the Board and the Council, staff will present more frequent and regular information on the status of the plan.

Boardmember Kmet asked whether additional language should be included for streamlining the process for minor amendments to the RTP. Planner Brown noted that the addition of the annual amendment process has contributed to streamlining amendments.

Boardmember DeForest suggested including additional language within *Requirements* that would prompt the need for an update in addition to language stating that the update frequency varies based on air quality conformity status. While federal requirements can trigger an update, other factors the region might want to consider can also prompt an update of the plan. Planner Brown affirmed staff would review the language.

Appendix J – Accomplishments

Planner Brown invited comments on the draft of Appendix J. There were no comments.

At its January meeting, the Board is scheduled to receive information on the regional transportation model.

Outside Committee Reports

Boardmember DeForest reported that 18,000 citizens have signed a petition to eliminate the I-405 new lane project.

Josh Brown, Executive Director, Puget Sound Regional Council (PSRC), recently reported that Tacoma voters approved the first street improvements in 47 years.

Other Business

Boardmember Warner encouraged members who may be contacted to participate in Intercity Transit's customer satisfaction survey.

Adjournment

With there being no further business, Chair Ryder adjourned the meeting at 8:55 a.m.

Andy Ryder, Chair



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- City of Tumwater
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- Town of Bucoda
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- Puget Sound Regional Council
- The Evergreen State College
- Thurston Economic Development Council
- Timberland Regional Library

MEMORANDUM

TO: Transportation Policy Board

FROM: Karen M. Parkhurst, Senior Planner

DATE: January 6, 2016

SUBJECT: Transportation Policy Board Meeting Schedule.

PURPOSE:

To adopt the 2016 TPB meeting schedule.

Summary:

- TPB by-laws call for adoption of the annual meeting schedule at the January meeting.
- The Policy Board meets on the second Wednesday of each month from 7:00 a.m. to 8:30 a.m. Occasionally, due to holidays, the meeting dates shift. Depending on the agenda, the Board may also hold extended meetings (typically 7:00 a.m. to 9:00 a.m.)
- In 2015, the TPB elected not to meet in August (consistent with TRPC scheduling)
- The draft schedule reflects current meeting times and no meeting in August.

REQUESTED ACTION

Take action to set the meeting dates and times for the 2016 Transportation Policy Board meetings.

Attachment



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Executive Director

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www.trpc.org

2016

TPB 2016 Meeting Dates

 Meeting Date

 Holiday (office closed)

January

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
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24	25	26	27	28	29	30
31						

February

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August

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November

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December

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- Timberland Regional Library

MEMORANDUM

TO: Transportation Policy Board

FROM: Karen M. Parkhurst, Senior Planner

DATE: January 6, 2016

SUBJECT: 2016 Election of Officers

PURPOSE:

To prepare for the February 2016 election of Chair and Vice-Chair.

Summary:

- TPB by-laws provide for the annual election of officers – Chair and Vice-Chair – at the February meeting. All voting members are eligible to serve as officers. The by-laws do not set forth term limits.
- The Chair presides at all meetings, coordinates with TPRC staff to set agendas, calls special meetings, sets meeting time and place in consultation with the membership, establishes committees as needed, and represents TPB before other groups. The Vice-Chair assumes these duties in the Chair's absence.
- The TPB holds elections in February to allow member organizations time to finalize appointments.

REQUESTED ACTION

Discussion only.



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MEMORANDUM

TO: Transportation Policy Board

FROM: Karen M. Parkhurst, Senior Planner

DATE: January 6, 2016

SUBJECT: Business Representative

PURPOSE:

To update the Board on the business representative recruitment

Summary:

- TPB by-laws allow for up to three business representatives, who serve for a term of either one or two years – with no limit to the number of terms served.
- Currently two positions are vacant. Recruitment efforts in 2015 resulted in one candidate, who continues to be interested.
- Staff is commencing another recruitment effort, and requests that members help with getting the word out.

REQUESTED ACTION

Reach out to community to encourage people to apply.



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MEMORANDUM

TO: Transportation Policy Board

FROM: Veena Tabbutt, Senior Planner
Aaron Grimes, Transportation Modeler

DATE: January 6, 2016

SUBJECT: Transportation Demand Model Update

PURPOSE

To receive an overview of the updated Transportation Demand Model.

Summary:

- TRPC's transportation demand model has undergone a major update.
- The Technical Advisory Committee (TAC) of TRPC provided extensive input for the model update.
- The model is used by TRPC as a Metropolitan Planning Organization (MPO) to assess current and future transportation conditions when developing the Regional Transportation Plan.
- The model is also used by local jurisdictions for local transportation planning studies.
- The updated model:
 - Contains an enhanced non-motorized network of trails and bicycle lanes
 - Models new or enhanced travel modes, such as carpool and vanpool and trips involving park and ride lots
 - Improves travel demand estimates at key border crossing by adding 177 transportation analysis zones (TAZs) in Pierce, Grays Harbor, Lewis, and Mason Counties
 - Models travel patterns in greater detail within Thurston County, expanding to 778 traffic analysis zones from 588 (in 1995).
 - Is better coordinated with the Puget Sound Regional Council's travel demand model
 - Contains the ability to model household travel behavior based on income
 - Contains a truck module
 - Will allow modeling of more travel demand management factors, including parking prices, or anticipated effects of new policies on telework.

REQUESTED ACTION

None. This is for your information.

Attachment: Transportation Modeling Process Update RTP chapter

Appendix I

Transportation Modeling Process

All models are wrong, but some are useful.

- George Box

Introduction

Regional transportation planning shapes the transportation policies, strategies, and programs for the region, resulting in an integrated multimodal system that moves people and goods efficiently. As part of the planning process, transportation demand modeling facilitates the evaluation of alternatives for current and future problems, helping to guide long-range transportation infrastructure investment decisions. Modeling also provides information to jurisdictional engineers and planners for localized analysis of short-range transportation issues.

What is a transportation model?

The transportation demand model is a mathematical representation of supply and demand for travel in the region and represents

the choices that people here make to travel. Traffic on the roads results from individual decisions like where, when, and how to travel. The transportation supply is generally represented by roadway, transit, and trail networks. The roadway network represents all major roads in the region, the transit network represents all public transportation service in the region, and the trails network represents major trails. In addition to the transportation networks, the other major input to the model is the land use data for the region. The demand for travel is developed using a series of equations and mathematical models applicable to the region. Land use decisions such as where to live, work, and shop also greatly impact our travel behavior. To account for all these decisions and to assess the impact of such individual choices on our community and transportation system, analysts formulate behavioral equations within the transportation model that are driven by regional surveys applicable to the greater Thurston area.

Availability of detailed data constrains the formulation of such procedures and equations.

Therefore, the modelers use reasonable assumptions for unavailable data regarding travel behavior in the region. The modeler tests these assumptions, procedures, and equations for their ability to replicate the current (base year) state of travel behavior by comparison with actual traffic counts and survey responses. The model is adjusted until it reasonably estimates the present state of travel behavior.

How is the transportation model used in the Regional Transportation Plan (RTP)?

Forecasting occurs after testing the viability of the model's base year equations and assumptions. Typically, models estimate the trips made in a future year – 20 to 25 years from now – for a forecasted future land use and the current transportation infrastructure. This tests the ability of the current system to “hold” future traffic. Such a process reveals the road sections most likely to reach congestion in a future year. Alternative projects or policies are proposed to address the congestion, and the model helps us evaluate their performance.

Why is transportation modeling needed?

In addition to the federal requirement for using transportation models to develop regional plans, such modeling provides a platform to assess future problems, potential solutions, and the outcome of employing such solutions.

Policy makers can compare these alternatives and either select the most promising option, or propose measures and policies to alleviate the problem. To provide data to inform decision making, the model generates a variety of outputs: vehicle volume to capacity ratios, travel delay, vehicle miles traveled, and mode split.

Transportation models help to build high quality multimodal transportation systems, reducing environmental impacts, minimizing traffic congestion, and avoiding dangerous travel patterns and undesirable land use patterns.

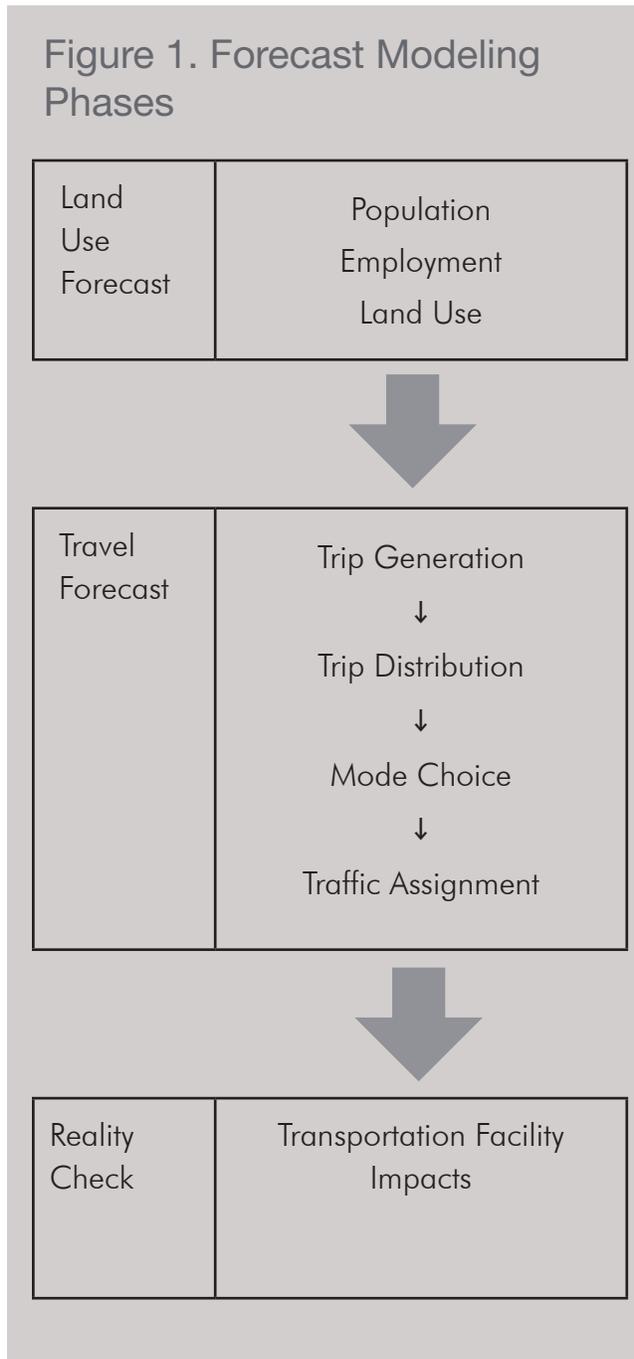
Forecast Modeling Phases ¹

Models use a sequence of phases to answer questions about future travel patterns:

1. Land Use Forecast: What might our community look like?
2. Travel Forecast: What are the travel patterns in the future?
3. Transportation Impacts: What will the effects of this travel be?

¹Much of the description of transportation modeling is based on *Inside the Blackbox: Making Transportation Models Work for Livable Communities*, by Beimborn, and Kennedy (1996). *Citizens for a Better Environment and the Environmental Defense Fund*.

Figure 1. Forecast Modeling Phases



Land Use Forecast

Land use forecasts provide information for the transportation demand model:

- Population Forecasts: How many households and of what size?
- Employment Forecasts: Where will people work, shop, or go to school?
- Land Use Development Patterns: Where will people live and what activities will take place?

Land use forecasts can articulate a single trend based on a set of assumptions and adopted plans, or a series of alternative futures. Alternative future visions, policies, and investment strategies will lead to alternative land use development patterns. In the Thurston region, there are two land use forecasts:

- Baseline Forecast: The region’s adopted population and employment forecast based on actual trends and adopted policy.
- Preferred Alternative: The *Sustainable Thurston Plan* preferred alternative based on a more compact development style of growth.

Regional Transportation Issues that Influence Thurston Regional Planning Council's (TRPC's) Model Development

TRPC is the Metropolitan Planning Organization (MPO) serving the Lacey/Olympia/Tumwater urban area, with Olympia being the state capital (Map I-1). The MPO area had a population of 186,710 people in 2015 while its full planning area—Thurston County—had a population of 267,400. The County had approximately 134,000 jobs in 2014 and is one of the fastest-growing counties in Washington State. Seattle and Tacoma, the two largest cities of the Puget Sound Regional Council (PSRC) MPO planning area, lie respectively 30 and 60 miles to the north, while Portland, Oregon lies 100 miles to the south.

Interstate 5 (I-5) carries local, regional, state, and interstate traffic through the area. US 101 is another major highway which carries significant amounts of traffic to and from Washington's Olympic Peninsula on Thurston County's west and northwest. Pierce County to the northeast contains the main part of Joint Base Lewis-McChord (JBLM), a portion of which lies within Thurston County. JBLM and Pierce County generate large amounts of travel to and from the Thurston region.

I-5 crosses the Thurston/Pierce County border at the Nisqually River, an environmentally sensitive area. This section of highway is heavily congested during much of each weekday and also on the weekends during the summer and holidays. Widening is constrained here due to environmental and cost considerations. In 2015, the Washington State Legislature included funding for corridor improvements to the north of the Nisqually River in Pierce County, from Mounts

Road to the Thorne Lane interchange. However, they did not fund a solution for congestion at the Nisqually bridge. Commuters' ability to travel between Pierce and Thurston Counties has tremendous influence on Thurston County's travel patterns.

Numerous geographic barriers complicate the region's goal of creating a multimodal, interconnected transportation network. Glacial patterns created a series of north-south oriented inlets and lakes allowing only a few, heavily used east-west roads. A large amount of public forest and military land constrained the routing of freeways and highways. The region's rapid growth, much of it prior to Washington's Growth Management Act, saw the creation of cul-de-sac subdivisions connected by auto-oriented arterials. Overcoming these barriers will require creative solutions.

The region is primarily rural outside the MPO boundary, where state highways serve as main street through many cities and communities. Downtown Olympia is home to the Port of Olympia's marine terminal, primarily a hub for log exports. Distribution centers locating along I-5 in Lacey, Tumwater, and to the south in Lewis County serve retailers in the greater Puget Sound region.

Within this context, TRPC and its members developed and sustained a strong transportation policy framework focused on preserving the region's environmental quality and livability. The region is committed to a vision of a fully multimodal transportation system, integrating land use policy with transportation planning, using system and demand management as a means of creating efficiencies that forestall the need for traditional roadway capacity expansion, and ultimately creating good accessibility for all the region's residents and businesses.

Travel Forecast

The transportation modeling process involves a step-by-step evaluation of travelers' choices. Since it is impractical to obtain information regarding every traveler in the region, a certain level of aggregation and generalization is required. Modelers perform such tasks in a way that makes them statistically significant. To facilitate the aggregation, the whole region is divided into small, manageable geographic locations called Transportation Analysis Zones or TAZs (Map I-2). Four transportation decisions are used to simulate travel choices:

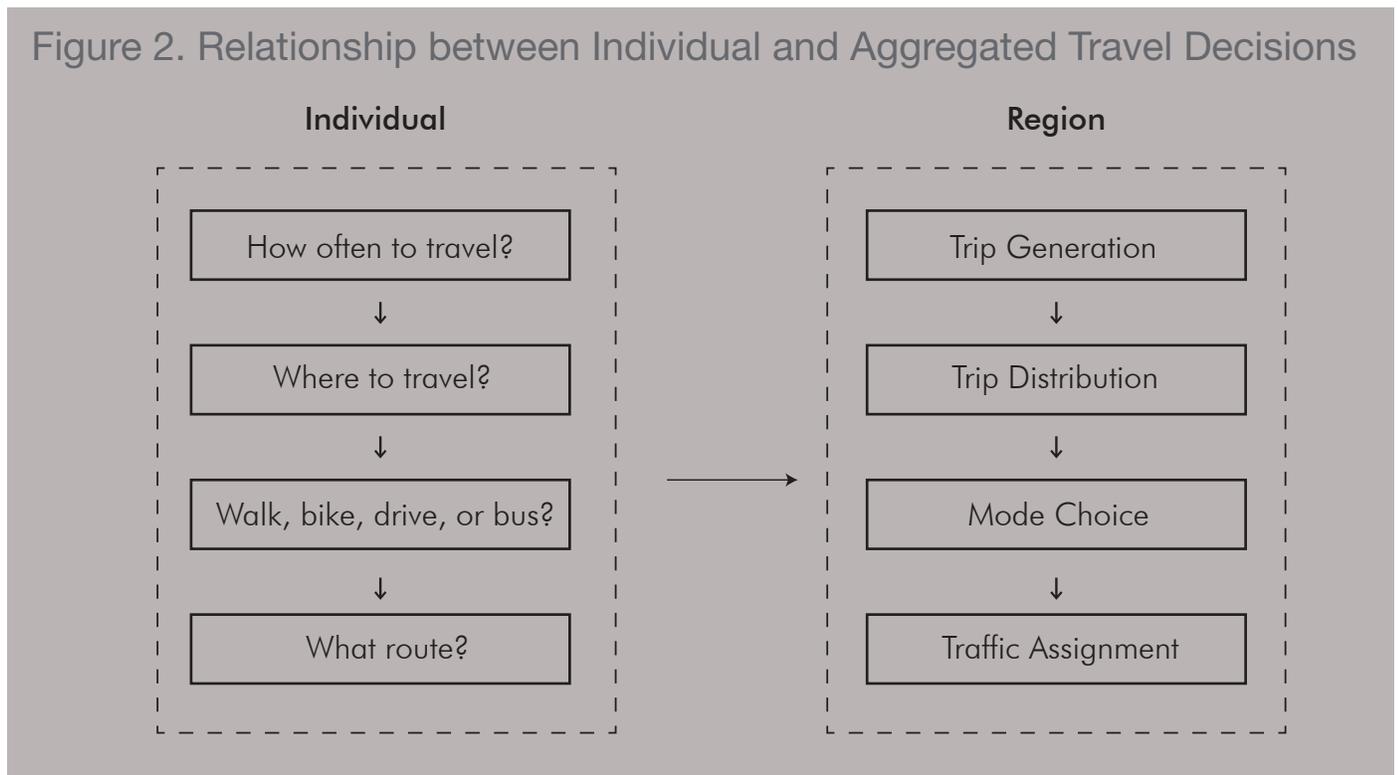
- How often to travel - Trip Generation
- Where to travel - Trip Distribution
- Which mode of transportation to use - Mode Choice
- What route to take - Trip Assignment

These decisions are aggregated for everyone in a TAZ. The relationship between individual decisions and their aggregated form is shown in Figure I-2. "When to travel?" is not considered here, but the entire travel demand model process can be performed after deciding the time of the day of the analysis.

Trip Generation: How often to travel?

This step estimates the total number of person-trips from each TAZ by aggregating all travelers' decisions of how often to travel. If homes are present in a TAZ, trip production will include home-based trips, with characteristics such as household size and income influencing the number of trips. If the TAZ contains commercial/office locations, then the total

Figure 2. Relationship between Individual and Aggregated Travel Decisions



In developing the RTP, TRPC uses what is referred to as a “four-step” model, due to the four main steps: trip generation, trip distribution, mode choice and trip assignment.

The majority of Metropolitan Planning Organizations (MPOs) that perform regional transportation demand modeling use some form of a trip-based four-step model. Modelers use the first three steps to estimate the demand for travel. In the fourth step – trip assignment – the modelers balance the travel demand with the travel supply, as trips are loaded onto one or more transportation networks.

number of person-trips also includes how often people travel to these locations. This step of the model employs land use, population, and employment forecasts. It also uses the estimated values of how frequently people travel to different types of land uses like manufacturing, retail, or education. The *2013 Household Travel Survey for Thurston County* forms the basis for calculating trip frequency by land use.

Since each trip has two ends, the model distinguishes trips produced and trips attracted for each TAZ. “Trips produced” originate in the TAZ, and “trips attracted” end at the TAZ. The modeler categorizes person-trips according to their purpose, such as home-based work trips, home-based shopping trips, or non-home-based trips, depending on the requirement of the analysis.

Trip Distribution: Where to travel?

The previous step provides the total number of trips produced (originating) and attracted (ending) for a given TAZ. However, it does not answer the question of where the originating trips end or where the ending trips begin. This step of travel demand modeling – trip distribution – answers the question: How many trips from a given TAZ, downtown Olympia for example, are going to other TAZs, such as Capital Mall or Yelm. From a different perspective, this step can also be viewed as an aggregated form of individual travelers’ decisions of where to travel because it calculates the number of trips between pairs of TAZs.

TRPC uses the most popular method used for trip distribution, the gravity model. In this method, a destination TAZ with more activity (measured in terms of trips attracted and trips produced) attracts more trips from any given origin TAZ than a destination TAZ with less activity, and a destination TAZ that is closer to the origin TAZ attracts more trips than a destination TAZ that is farther away. The “farther” measure reflects not just the geographical distance, but also the travel time and cost between the TAZs.

If a sufficiently long time period is selected – a day – the total number of trips produced in this time-period in the whole region is exactly equal to the total number of trips attracted to the region. However, the results from the gravity model might not represent this balance. Therefore, the whole step is repeated until a balance between trips produced and attracted is achieved.

Mode Choice: Which mode of transportation to use?

Once the “how often” and “where to travel” questions are answered, the next step is to choose a transportation mode. This step primarily categorizes the trips between a given origin TAZ and destination TAZ according to the transportation modes: drive alone, carpool, vanpool, transit, bike, or walk.

The analysis of the choice of mode considers many factors, including:

- The characteristics of the household, such as income and number of vehicles;
- The characteristics of the mode that influence mode choice, such as bus frequency, bike lanes, in-vehicle travel time, and parking costs.

Analysts most commonly employ logit models for this step. These highly mathematical models predict the probability that a given traveler chooses a particular mode. For the current model we calibrated mode choice to the *2013 Household Travel Survey*.

Traffic Assignment: What route to take?

Next, the model estimates the specific roads or transit routes taken by travelers. Known as traffic assignment, this step assigns trips between a given origin and destination TAZ pair to a calculated route. When trips between all origin and destination pairs are assigned to their respective routes, the traffic builds on the transportation system, estimating traffic

volumes on each road. Usually auto assignment (assigning cars to their route) is done separately from transit assignment (assigning ridership to fixed bus routes).

The simple way of estimating a route between TAZs is to compute the path that takes the least travel time. In the case of auto assignment, if congestion and its effects are also included in calculating the travel time of the routes, this process needs to be performed repeatedly until a solution is obtained.

Transportation Impacts

TRPC’s vision is to create a model that both addresses its fundamental planning mandates (long range plan update analysis, air quality conformity determination, etc.) and helps to answer the following major planning questions:

- What is the future travel demand between the Thurston region and the central Puget Sound region to the north, and what are the resultant impacts both on the Thurston region as a whole and on key facilities such as I-5? A corollary question: How will the presence and growth of JBLM affect these travel patterns?
- How can the Thurston region absorb its projected future growth and provide good transport services while achieving its environmental and land use goals?
- What specific strategies for managing demand and maximizing system efficiency (e.g. congestion pricing, managed lanes, increased vanpooling, etc.) would be effective for the Thurston region given our goals and values?

- What are likely daily congestion patterns across all modes as the region grows?
- How can the region's transit services best respond to future growth in light of regional goals and values?
- Where and how will freight be moving within, into, and out of the Thurston region?

- Contains a truck module.
- Will allow modeling of more travel demand management factors, including parking prices, or anticipated effects of new policies on telework.

This model replaces an earlier version of the EMME model, developed in the early 2000s and used for the 2025 RTP. The previous model represented a large step forward for the region's technical capabilities, allowing for multimodal transportation demand modeling for the first time. The previous model was also the first TRPC model to be developed using local household travel data, obtained from the 1998/9 TRPC Household Travel Survey and the 1997 I-5/US 101 origin-destination survey.

TRPC's first transportation demand model was T-Model2, a model that estimated only vehicle trips based on national average travel data rather than a region-specific survey.

History of TRPC's Transportation Models

TRPC's latest travel demand model (EMME) was completed in 2015. The 2015 model development effort is a significant milestone for TRPC and is based on guidelines received from a FHWA-sponsored national review by experts in the field called the Travel Model Improvement Program modeling peer review. The new model:

- Contains an enhanced non-motorized network of trails and bicycle lanes.
- Models new or enhanced travel modes such as carpool, vanpool, and trips involving park and rides.
- Improves travel demand estimates at key border crossings by expanding into Pierce, Grays Harbor, Lewis, and Mason Counties.
- Models travel patterns in greater detail within Thurston County.
- Is better coordinated with the Puget Sound Regional Council's travel demand model.
- Contains the ability to model household travel behavior based on income groups.

Limitations of Transportation Models

We can use transportation demand modeling for a variety of applications - within certain limitations. A modeler and model users must carefully decide how the capability of the model matches a specific analysis purpose.

Generally the data used for formulation of transportation models is large enough to produce a statistically significant model. However, due to the inherent complexity of travel behavior, specific aspects of that behavior,

such as transit ridership by elders, might not be captured. Alternative methods, such as surveys, are often recommended for analysis of such aspects.

Since transportation models are used for regional forecasts, they typically focus on weekday peak travel times during the morning and evening rush hours, when the system is busiest. Traditionally, the model does not include travel behavior on weekends.

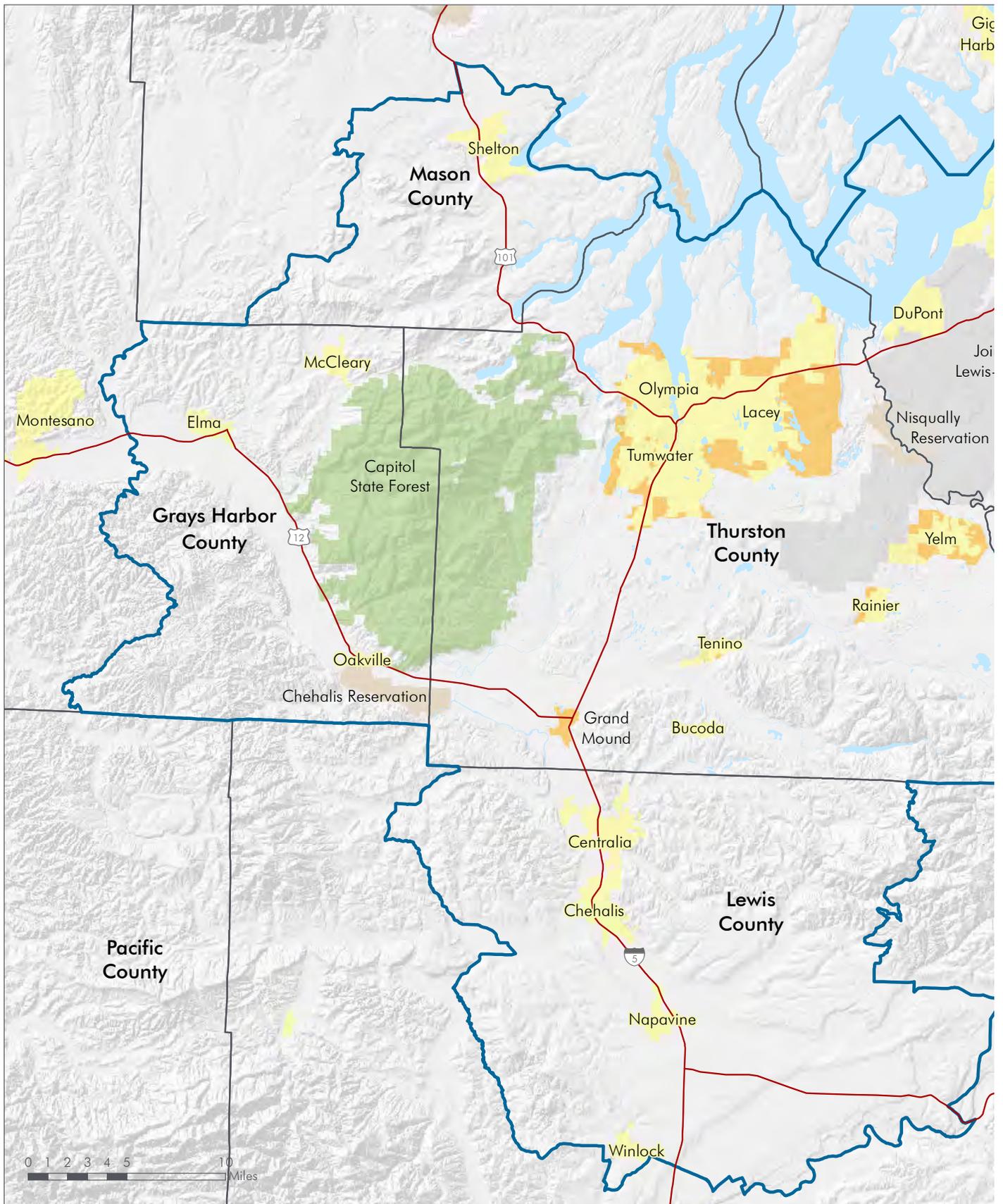
Other limitations are inherent in the model. They are:

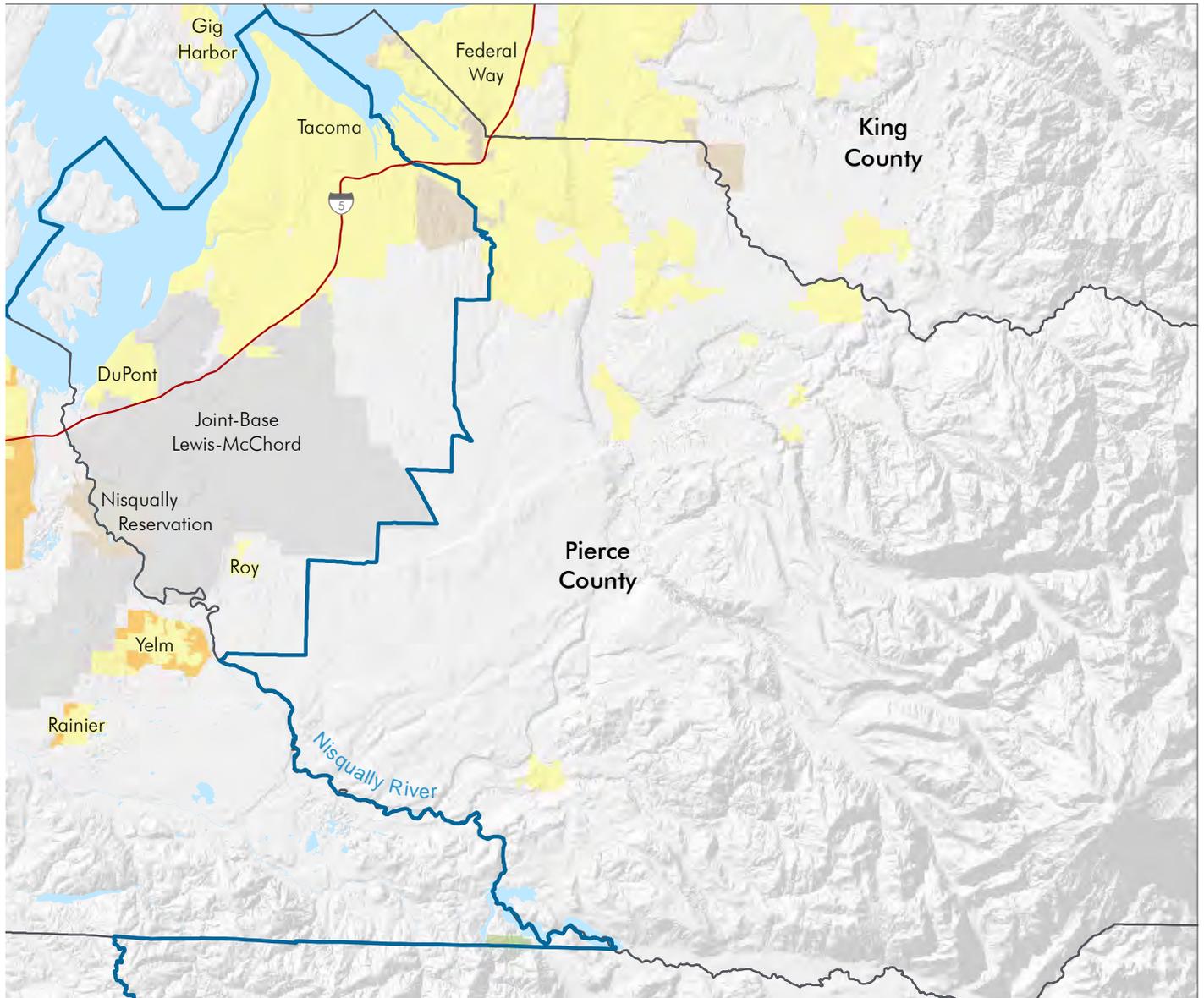
- Unable to directly model some policies and programs. For example, the model does not predict telework or flex work days, and is not sensitive to employer travel demand programs and incentives. We can adjust for those behaviors, but would require external data support (such as the Commute Trip Reduction Survey).
- Unable to model certain behaviors. Trip-chaining, a travel behavior that involves traveling to different activities before returning to the starting point (Home – Coffee – Work – Shop – Home), is treated differently. People often consider this example to be one trip, while the model requires information on each segment as if it is a separate trip. Surveys seldom provide the level of detail that modelers would ideally want.
- Unable to consider the inter-relationship between transportation investment and land use, because land use is a constant. However, we can use scenario analysis

to examine how transportation patterns change under alternative land use futures.

Travel demand modeling is a generalized way of looking at travel behavior with application more in planning than in operations and maintenance. Detailed and location-specific traffic simulation models are more appropriate for evaluating localized operations. Demand modeling deals with navigational issues and traffic simulation deals with maneuvering issues. Due to this basic distinction, travel demand models cannot resolve all issues and are inappropriate for certain purposes. For example, queue lengths and waiting time at an intersection need alternative models, not transportation demand models. Similarly, we cannot use the transportation demand model to estimate the increase in pedestrian and bike traffic if the community provides better pedestrian facilities.

When looking at regional traffic flows, the travel demand model is a valuable resource for transportation planners in the Thurston Region.



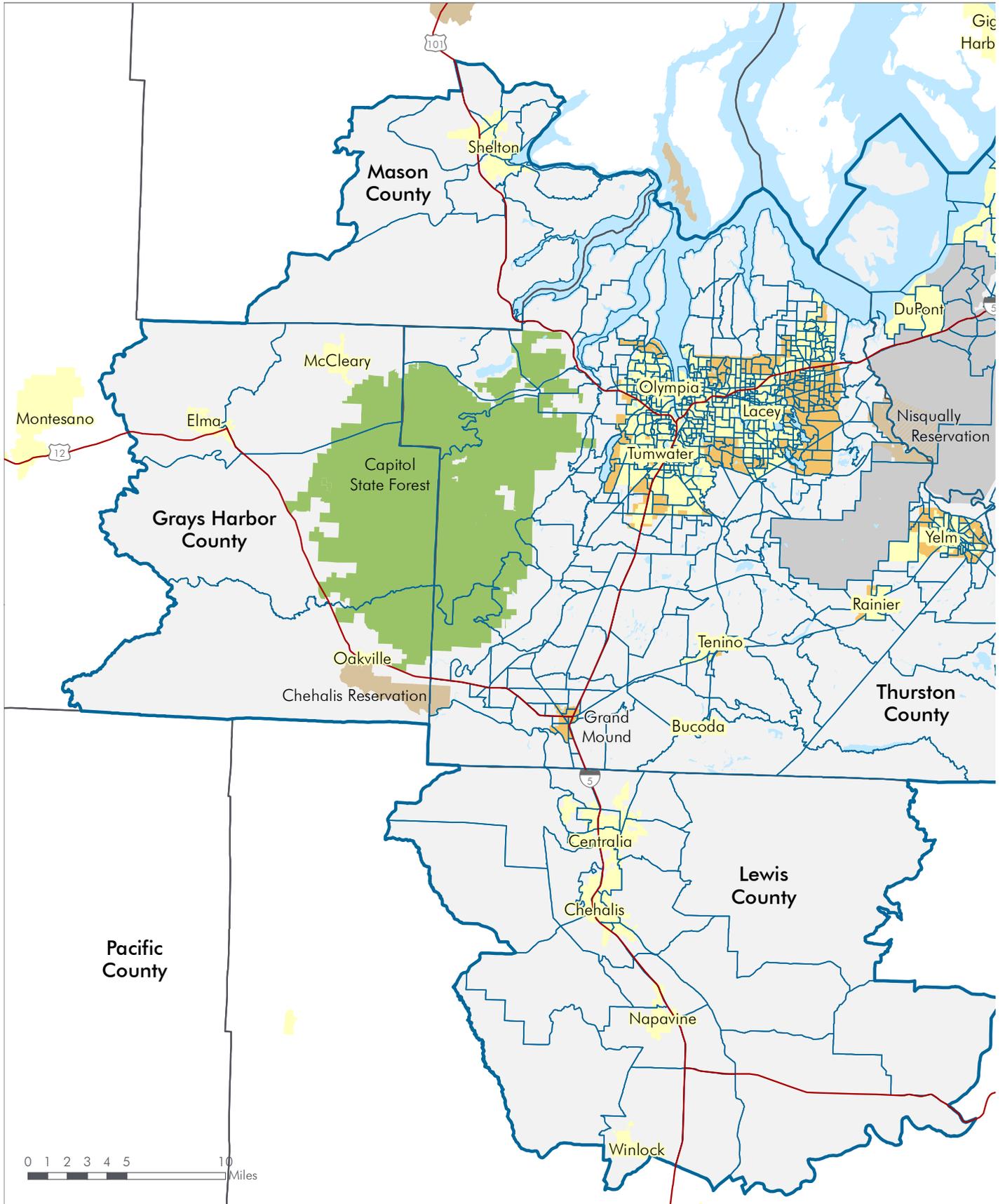


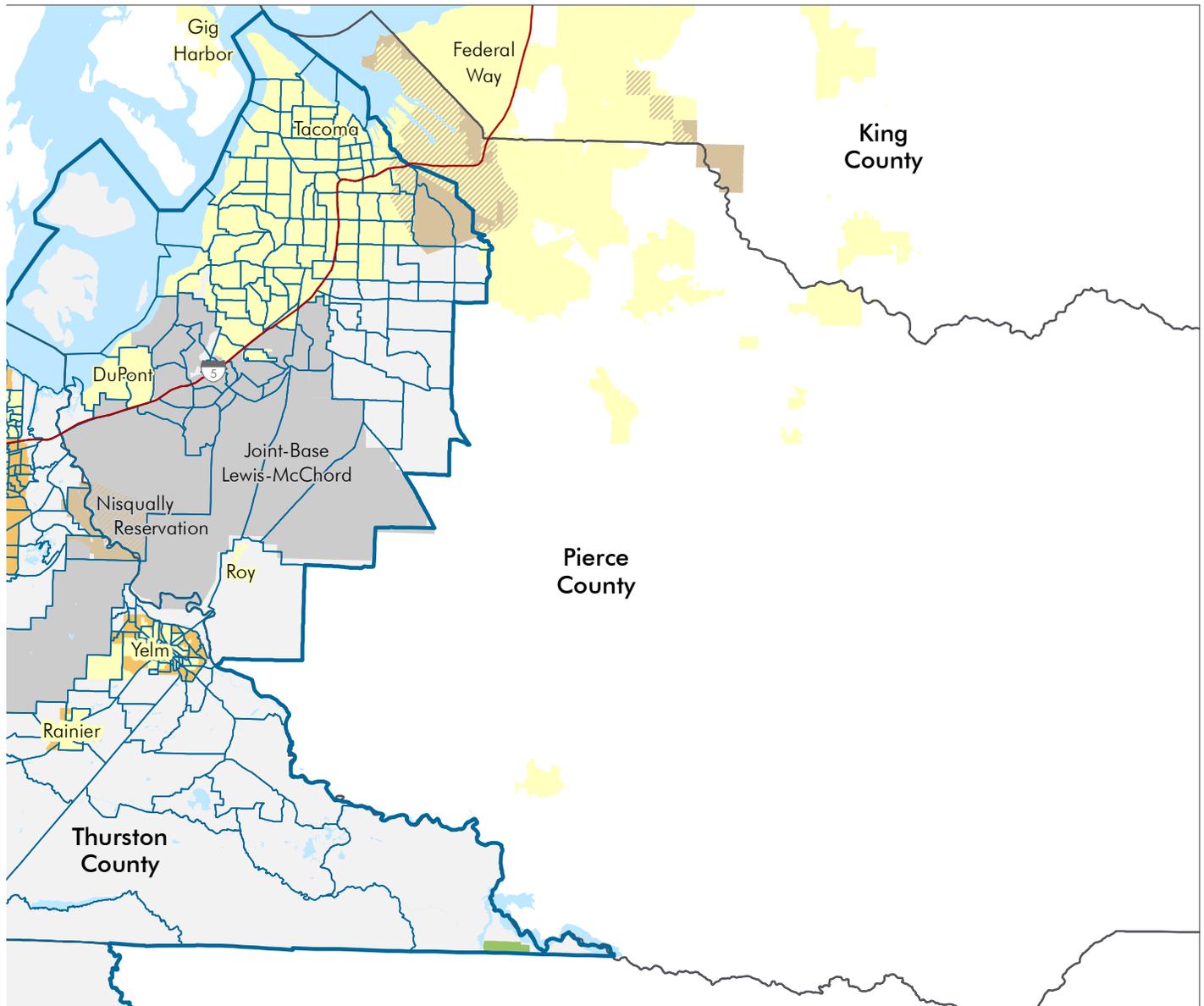
Map I-1: Greater Thurston County Transportation Model Extent

-  Greater Thurston County
-  County Border
-  City Limits
-  Urban Growth Area
-  Reservation
-  Joint Base Lewis-McChord
-  State or National Forest



DISCLAIMER: This map is for general planning purposes only. Thurston Regional Planning Council makes no representations as to the accuracy or fitness of the information for a particular purpose.





Map I-2: Greater Thurston County Transportation Analysis Zones

- Transportation Analysis Zone (TAZ)
- County Border
- City Limits
- Reservation
- Joint Base Lewis-McChord
- State or National Forest
- Urban Growth Area



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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: Thurston Regional Planning Council
FROM: Karen M. Parkhurst, Senior Planner
DATE: January 6, 2016
SUBJECT: 2016 State Legislative Session

PURPOSE

To update the Policy Board on 2016 State Legislative Session preparation.

Summary:

- In December, the Council finalized their legislative priorities for the 2016 State Legislative Session, recognizing that new issues will likely arise that impact the Region. Staff will provide an overview, focusing on transportation topics.
- Session begins on January 11, 2016.
- Please consider visiting Legislators this session.

REQUESTED ACTION:

Discussion only.



Lon D. Wyrick
Executive Director

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360-956-7575
360-956-7815 Fax

www.trpc.org

You're Invited!

Bike Shop Open House

Visit our new bike shop to learn about Intercity Transit's youth outreach programs and exciting volunteer opportunities.

 **When:** Wednesday, Jan. 13, 2016, 4 - 7 p.m.
Saturday, Jan. 16, 2016, 1 - 4 p.m.

 **Where:** 209 Thurston Ave NE
Inside D.G. Parrott & Son Machinist Shop

Questions?
360-705-5855

walknroll@intercitytransit.com

WALK N ROLL

A Youth Education Program of **Intercity Transit**

In Partnership with Thurston Regional Planning Council