

AGENDA

Transportation Policy Board

Wednesday, February 10, 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

- | | | |
|-----|---|---------------------------------------|
| 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 – 7:25 Updates | INFORMATION
Paul Brewster |
| 6. | 7:25 – 7:35 Election of Officers (Attachment)
<i>The Board will elect the 2016 Chair and Vice Chair.</i> | ACTION
Karen M. Parkhurst |
| 7. | 7:35 – 7:45 Regional Transportation Plan (RTP) Update (Attachment)
<i>The Board will hear about changes to the RTP adoption schedule.</i> | BRIEFING
Jailyn Brown |
| 8. | 7:45 – 8:15 2016-18 Work Program (Attachment)
<i>Staff will brief the board on the draft Work Program and ask for a recommendation to TRPC.</i> | ACTION
Veena Tabbutt |
| 9. | 8:15 – 8:25 2016 Legislative Session (Attachment)
<i>Staff will provide an overview of issues of interest to the Policy Board at halfway point in the 30-day session.</i> | BRIEFING
Karen M. Parkhurst |
| 10. | 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 |

NEXT TPB MEETING

March 9, 2016

Assume an extended meeting

7:00 a.m. – 9:00 a.m.

Review draft Regional Transportation Plan Update and Make Recommendations to TRPC

TRPC ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person based on race, color, national origin, or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding TRPC's Title VI Program, you may contact the Department's Title VI Coordinator at 360.956.7575.

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
January 13, 2016
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 7:00 a.m.

Attendance

TPB Members Present:

Cathy Wolfe, Thurston County
Graeme Sackrison, Citizen Representative (Vice Chair)
Martha Hankins, Citizen Representative
Ryan Warner, Intercity Transit
Andy Ryder, City of Lacey (Chair)
EJ Zita, Port of Olympia
John O'Callahan, City of Tenino
Nicole Hill, City of Tumwater (Alternate)
Ron Landon, WSDOT, Olympic Region (Alternate)

Doug DeForest, Business Representative
Bob Covington, State Government Representative

TPB Members Absent:

Heidi Thomas, Nisqually Indian Tribe
Cheryl Selby, City of Olympia
Dan Budsberg, Confederated Tribes of the Chehalis
Reservation
Tracey Wood, City of Yelm

Staff:

Lon Wyrick, Karen Parkhurst, Jailyn Brown, Paul
Brewster, Veena Tabbutt, Aaron Grimes, and Tom Gow

Others:

Martin Hoppe, City of Lacey
Dennis Bloom, Intercity Transit
Ramiro Chavez, Thurston County
JoAnn Schueler, WSDOT
John Suessman, North Thurston Public Schools
Erik Martin, City of Tumwater
Joel Carlson, Citizen
John Dziedzic, Citizen

Introductions/Announcements

Members, staff, and guests provided self introductions.

Senior Planner Jailyn Brown reported on several newspaper articles on rail published in December. The first was a legal announcement proposing the abandonment of service by Tacoma Rail on a section of the east Olympia line. The second announcement was about the recent purchase of the brewery properties in Tumwater.

Tacoma Rail is requesting the abandonment of service on a segment located near Kenneydell Park to the south and north of 66th Avenue to where the Gate to Belmore Trail right-of-way begins. Burlington Northern Santa Fe (BNSF) Railroad requested the abandonment of service by Tacoma Rail. Tacoma Rail is the short-line rail operator in the region under contract with BNSF. Tacoma Rail no longer wants to provide short-line services and subsequently BNSF is hiring a new short-line operator. No service is currently offered on that segment of rail track. When the new operator is contracted, a two-year period is required before any request for abandonment of that section of rail could occur. Should the abandonment of the segment occur, it is likely right-of-way would also be abandoned. Thurston County officials are currently in discussions with BNSF officials about the possibility of extending the Gate to Belmore Trail, which is part of the Regional Trails Plan. The request at this point is not abandonment of the rail line, but rather to discontinue providing service to a segment that doesn't currently use the service.

Tacoma Rail also serves other areas including the East Olympia line that connects to the Port of Olympia and serves Mottman Industrial Park crossing through Tumwater Valley. Tacoma Rail also serves the St. Clair line to the box plant area. Should the box plant discontinue rail service, which is under consideration, that piece is currently served by Tacoma Rail and many BNSF cars are stored on the line and unlikely to be abandoned anytime soon. However, the situation should be monitored, as the City of Lacey's plans include extending the Woodland Trail to that area.

The Tumwater Valley rail line is important as it connects through the brewery properties to the Port of Olympia. The rail line also serves the newer brewery and travels behind the old brewhouse connecting to downtown Olympia. The line has potential value for the developer because rail service would be possible to industrial or manufacturing uses in the Valley. It is also of interest for future passenger rail service to the area.

Boardmember DeForest added that the story indicated that Tacoma Rail was losing volume but still providing service of approximately 1,500 cars annually on the second line. Planner Brown replied that the service was profitable for Tacoma Rail but were required to stop switching requiring three crews to switch the lines. To maintain service, approximately 3,000 cars were required to break even. Another short line operator might be more profitable. The Port of Olympia is aware of the change.

Senior Planner Karen Parkhurst shared a draft of the Board's response to the Draft Statewide Public Transportation Plan presented last month by Boardmember Warner, with the Washington State Department of Transportation. The draft captures the Board's concerns about the definition of public versus private and the request to include rail information. Chair Ryder will submit the letter as the public comment period was extended to January 15 rather than January 5.

Approval of Agenda

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

Approval of Minutes from December 9, 2015

Boardmember DeForest moved, seconded by Boardmember Warner, to approve the December 9, 2015 minutes as presented. Motion carried.

Public Comment Period

John Dziejdz reported he is a Tumwater resident and previously served on the Intercity Transit Authority as a citizen representative in the 1980s. During his tenure, the Authority voted to extend service to Pierce County breaking the boundary of the Public Transportation Benefit Area (PTBA). Recently, a friend and colleague from the Attorney General's Office was appointed as a judge at the Court of Appeals in downtown Tacoma. Previously, she was able to use her free STAR pass issued by the Attorney

General's Office to use transit to attend meetings in Tacoma. Now that she is working in Tacoma, she is no longer able to use the STAR pass because of a previous policy decision limiting the usage of the STAR pass to those state employees who are working at a worksite in Thurston County. According to his research, the provision is not required by statute, not required by regulations, and is not required by any funding bill, but merely a discretionary choice by the Commute Trip Reduction (CTR) Board. He advised that he would be pursuing a change and wants to avoid any inconsistencies with the Board's position. The proposal is consistent with the state's plan to promote the CTR program.

Planner Parkhurst provided some information on the reason for the policy decision. The STAR Pass and the Emergency Drive Home Programs are both supportive of CTR and are funded through state employee parking fees collected in Thurston County on Capitol Campus. Any state employee working in Thurston County is able to use the STAR Pass. The decision was rendered by the CTR Board many years ago because the Board believed there should be a nexus between where the fees were collected and who could take advantage of the program. Essentially, fees collected from state employees in Thurston County are not used for services in Pierce County even though the person may be a state employee.

Updates

Planner Parkhurst distributed an *Update* on projects as part of the ongoing report to the Board on the status of projects within the region. This month's update includes:

- **Statewide CTR Worksite Results (2007-2014).** Members received a copy of the CTR Board Report to the Legislature, a requirement under the Commute Trip Reduction Program. CTR is a program implemented in 2000 as part of the Clean Air Act encouraging major worksites to encourage employees to use commute alternatives. Within the Thurston region, TRPC is the lead agency on behalf of the cities of Lacey, Olympia, and Tumwater and Thurston County for moving the program forward. The goal is reducing traffic congestion, maintaining a healthy economy, building healthy communities, and reducing greenhouse gases. During 2007 through 2014, the CTR program achieved the following results:
 - Drive alone rate down 3%
 - Vehicle Miles Traveled (VMT) rate down 3%
 - Annual Greenhouse Gas Emission Reduction of 14,700 tons
 - Participants left about 14,500 cars home every day equivalent to a single lane of traffic 37 miles long.

Of important note, the drive alone rate is increasing especially with the recent decrease in the price of gas. The CTR program does not require employee participation but does require employers to provide options to employees on different ways to travel. . The CTR Board is scheduled to present the report to the House and Senate Transportation Committees in the next several weeks. The report recommends broadening the program beyond commute trips.

- **Rural & Tribal Transportation (RT) Makes a Difference!** Since 2000, RT has provided general purpose transportation service to residents in the rural communities of the Chehalis Reservation, Nisqually Indian Reservation, Bucoda, Tenino, Rainier, Yelm, and Rochester. Customers use the service to travel to jobs, services, recreation, education, and other destinations in Thurston County and Lewis County. In 2015, RT supplied 35,400 trips, traveled 185,634 miles, and provided over 7,613 service hours during weekdays. The service is federal and state grant-funded through the Washington State Department of Transportation Consolidated Grant Program. Local partners provide an 11% in kind match and the Nisqually Tribe provides cash match. Both tribes have provided funding in the past - the only communities who have put cash on the table.

Senior Planner Paul Brewster invited members to attend the “Bike Shop Open House” as part of the Earn Your Bike Program under the Walk N Roll Program. The program was funded by a Transportation Alternatives Program grant awarded by TRPC to Intercity Transit. Staff will be available to answer questions about the Earn the Bike Program. The event is scheduled later in evening from 4 to 7 p.m. and on Saturday, January 16 from 1 to 4 p.m.

2016 TPB Meeting Schedule

Planner Parkhurst referred members to information on the meeting schedule during 2016. The meeting date is the second Wednesday of each month at 7 a.m. Last year, the Board elected not to meet in August for a summer recess. Staff requests approval of the proposed meeting schedule to include no meeting in August.

Boardmember DeForest moved, seconded by Boardmember Sackrison, to approve the 2016 Transportation Policy Board meeting schedule as presented. Motion carried unanimously.

Administrative Issues

Business Representative Recruitment

Planner Parkhurst reported on recruitment efforts conducted last year for Business Representatives. The Board currently has two vacancies. Staff will re-initiate the recruitment process, including outreach to local business associations as chambers. She asked members to forward the information to any potential candidates. One applicant from last year is still interested in the position and would be included in the recruitment.

Election of Officers

Planner Parkhurst noted that because jurisdictional Board appointments generally occur in January, the Board elects officers at its February meeting. The Bylaws do not require written nominations. At the February meeting, nominations will be accepted for the two officer positions. Chair Ryder and Vice Chair Sackrison expressed interest in continuing to serve.

Thurston County Transportation Benefit District

Executive Director Wyrick reported that during the Council’s last retreat, one item carried forward was reviewing Transportation Benefit Districts (TBD). Over the last several years, TRPC pursued some language changes to TBD legislation to enable more jurisdictions to participate or form a TBD. Currently, legislation requires a population formula. When the city of Olympia formed TBDs, the formula requirement restricted other jurisdictions within the county from forming a joint regional TBD. The briefing will cover some changes in the law and provide information on Thurston County’s TBD and development of the project list and the funding option.

Ramiro Chavez, Director Public Works, Thurston County provided an overview of Thurston County’s TBD.

The Thurston County Board of Commissioners approved the formation of the TBD on December 30, 2014 for the unincorporated areas of the county. A TBD is a quasi-municipality that can raise revenues to address transportation improvements only. The TBD has a Board of Directors. Thurston County’s TBD governing Board is the Board of County Commissioners. Thurston County Commissioner Wolfe serves as the President.

Thurston County’s transportation system encompasses an area of 740 square miles. In 2014, the population in Thurston County was 264,000 people projected to increase to 400,000 people in the next 25 years. The transportation system within the unincorporated area of the county includes over 1,000 miles of roadway. Approximately 80% of the roadway miles have good pavement condition. The system also includes 15 traffic signals, 120 miles of sidewalks, 900 street lights, 17,000 traffic signs, 127,000 linear

feet of guardrail, over 3,700 culverts less than 20 feet in length, and 109 bridges. Approximately 40% of the bridges are over 40 years old.

Users of the system include cars, trucks, schools, non-motorized, and emergency services. The transportation system is the backbone of a prosperous community. It's important for the county to be proactive in addressing the needs of the transportation system versus waiting until the transportation system fails.

Between 1990 and 2012, Thurston County experienced an increase of 38% in Vehicle Miles Traveled (VMT), similar to other counties in the state. During the same period, the county only expanded the road network by 6%. While VMT has increased over the last decade, those miles increase pressure on the transportation system.

In the next 15 years, based on projections, the county will continue to experience an increase in VMT. From 2015 to 2030, VMT is projected to increase - but not at same level as the gas tax. This will create a funding gap for maintenance and improvements. If Congress approves a five cent increase in gas tax, the same funding gap will exist by 2026. The gas tax, which has been the traditional way to fund the transportation system, may not be sustainable over the long term.

The impact of efficient vehicles and electric vehicles has been good for the environment. However, those vehicles use the transportation system without contributing to the gas tax. The State of California predicts that by 2029, there could be a funding gap \$16.6 billion in VMT versus the ability to collect gas tax. The same trend is anticipated to occur in Washington State.

Over the last 10 years, Thurston County has experienced an increase of 80% in construction activity but only received a 16% increase in revenues. Revenues are not keeping pace with costs.

Thurston County created a TBD to establish a funding source to provide the level of service residents expect.

Last year, the Legislature passed a transportation funding package. The package didn't include much funding for local jurisdictions based in part on the ability for local jurisdictions to exercise local options, one of which is the TBD. A TBD is an effective method to raise local taxes to address local transportation system needs.

A TBD may choose from several funding options. The first is councilmanic action – authorizing the TBD Board to take action without the vote of the public. Another option is seeking voter approval for different levels of funding. Councilmanic action recently changed during the last legislative session affecting the management of the TBD and providing local jurisdictions with the option to operate within the jurisdictional structure or maintaining a separate board. In May 2015, the Thurston County TBD Board elected to remain as a separate Board. Other changes pertained to the funding rate for vehicle license fees. Prior to July 2015, the councilmanic option allowed up to a \$20 annual car tab fee. Any increase beyond \$20 and up to \$100 required voter approval. Recent legislation changes enable TBDs to assess a \$20 car tab fee followed by a two-year waiting period whereby the fee could be increased to \$40, followed by another two-year waiting period whereby the fee could be increased to \$50 without voter approval. The TBD has the option to increase the vehicle tab fee to \$100 with voter approval.

Another TBD councilmanic option is implementing a transportation impact fee on commercial and industrial buildings. For the Thurston County TBD, that option is not viable as those uses are limited in the unincorporated areas.

Voter approval options include a sales and use tax up to 0.2%, collection of a one-year excess levy or an excess levy for capital purposes in property taxes, or imposing vehicle tolls.

Boardmember Hill (Alternate) noted that Tumwater TBD's successful sales tax measure is limited to 10 years to afford the ability to complete and provide a report to citizens on the success of the program.

Boardmember DeForest asked whether Thurston County currently assesses transportation impact fees on residential structures as well. Mr. Chavez affirmed that new residential developments incur transportation impact fees. The TBD option would assess transportation impact fees on existing land uses.

Mr. Chavez reported that if the Thurston County TBD elects to implement a \$20 vehicle tab fee it would generate approximately \$1.8 million annually.

Statewide, TBDs can implement different methods of project delivery. One method is developing a project list of projects for delivery within a specific timeline. Thurston County's TBD is focusing on projects that preserve, enhance safety, and utilize technology.

The City of Lacey is currently considering the formation of a TBD and a funding strategy.

Preservation projects include pavement overlays to maintain the roadway system. The TBD plans to overlay 10 lane miles annually within the unincorporated area of the county, as well as upgrading ½ mile of guardrails. Technology upgrades include green light priority signaling for vehicles. Safety measures in addition to the guardrails include installation of rumble strips along the shoulder of roadways and adding safety edge overlays.

The last meeting of the Thurston County TBD Board was on December 2014. In 2015, Thurston County staff worked with the Board to develop a charter and bylaws and negotiated an interlocal agreement between the Thurston County Department of Public Works and the TBD. Ongoing work includes development of a work plan that identifies location and project specifics. In 2015, the TBD developed a comprehensive communications plan and a series of strategies to outreach to the public and other interested parties on the intent and purpose of the Thurston County TBD and potential funding options available to the Board. During 2016, staff will continue public outreach efforts to inform the public about the intent and purpose of the TBD and some potential options the Board will consider. By spring, the TBD Board is scheduled to receive a funding proposal for consideration.

Establishment of the TBD will not address bridge needs in Thurston County. A recent bridge collapse required closure of one lane of travel. Thurston County does not have the funds to replace a 24-inch culvert and would likely need to build a bridge, as a bridge is considered a fish passage facility. Replacing a 24" corrugated pipe would likely cost only \$60,000. However, the reality is likely replacing the culvert with a bridge costing close to \$1 million. Thurston County recently replaced the bridge on Littlerock Road. The county was able to locate funding and the project was extremely successful winning a state award for a county project for the short project delivery timeline. The bridge cost nearly \$1.6 million. Inflation and increasing costs will continue to widen the funding gap. In 10 years, 60% of the county's bridges will be over 50 years or older. The life expectancy of a typical bridge is 50 years.

Boardmember Hill inquired about the amount of the county's annual revenue for road tax. Mr. Chavez said the property tax levy for roads is limited to 1% equating to approximately \$8 million. The previous reference to increasing revenues of 16% includes the road levy property tax. Boardmember Hill said Tumwater's TBD sales tax increase is anticipated to generate approximately \$900,000 annually and would be used partially to leverage more grants to pay for construction projects.

Mr. Chavez said when the Board of County Commissioners contemplated the direction of either a programmatic program versus a specific project list, it was necessary to develop a financial plan, as the revenue generated by the TBD would not be sufficient to fund all the projects. Some assumptions include receipt of grants, which can be risky because should the financial plan not materialize, the TBD would be unable to deliver promised projects.

Chair Ryder noted that councilmanic action doesn't sunset in 10 years.

Mr. Chavez addressed questions about the ability to bond against TBD funds. It's likely the Thurston County TBD would not because it's not included in the original mission.

Boardmember Hill shared that the Tumwater TBD Board considered the option of bonding for some projects.

Boardmember DeForest asked whether the vehicle tab fee applies to residents living in the smaller incorporated cities and towns. Mr. Chavez said during early conversations for forming a TBD, the discussions centered on developing a regional TBD. However, the RCW governing TBDs requires that the interlocal agreement must be approved by Thurston County in 60% of the cities representing 75% of the population within the cities. At that time, the City of Olympia had formed its TBD representing 39% of the incorporated population with the City of Tumwater following representing 15% of the incorporated population. There were no other avenues available to Thurston County.

Executive Director Wyrick pointed out that TRPC worked unsuccessfully to change the legislation to allow the county to form a TBD with the smaller jurisdictions. Smaller jurisdictions are able to create their own TBDs; however, the amount of revenue those TBDs would generate would likely be insufficient to support a program.

Mr. Chavez said that should the Thurston County TBD Board approve the \$20 vehicle tab fee, a six month waiting period follows. Staff continues to develop the work plan and anticipates approval of the plan by the end of 2016 with revenues received in 2017.

Regional Transportation Plan (RTP) Update: Appendix 1 Modeling

Senior Planner Veena Tabbutt briefed the Board on the recent update of TRPC's transportation demand model. She asked members to review the chapter and provide feedback and comments to staff.

The transportation demand model is a set of mathematical equations and statistics representing travel behavior that describes choices travelers make. The model identifies the number of trips, destination, and the mode of travel. The travel demand model computes the cumulative effect of all the different traveler decisions and assigns those decisions to travel behaviors. The model is a tool to assist the region in predicting and forecasting as the region grows and how travel and types of travel mode might change.

The region's Technical Advisory Committee (TAC) is comprised of jurisdictional staff who has met biweekly to update the model. TRPC's transportation modeler is Aaron Grimes and the model's developer is Clyde Scott. Other TRPC staff has supported the update effort.

The updated model includes:

- An enhanced non-motorized network of regional 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 crossings 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 TAZs from 588 (in 1995).
- Is better coordinated with the Puget Sound Regional Council's (PSRC) 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.

The modeling was expanded into Pierce, Grays Harbor, Lewis, and Mason Counties to identify the interaction of travelers as they travel into Thurston County, as well as assisting in other broader studies underway.

The four steps for travel forecasting include:

1. **Trip Generation** includes producing the trips and identifying the travel destination. Trips are defined as a beginning point and an ending point. Traveling to work and stopping to buy coffee is considered two trips.
2. **Trip Distribution** are trips distributed based on the purpose of the trip, destination, land use, and distance. Distance is related to the type of trip. For example, home-based shopping trips are closer to home than work-based trips.
3. **Mode Choice** is the way of traveling either by car, biking, walking, or public transportation, which is affected by household characteristics, income, number of vehicles, accessibility, and cost of travel between points.
4. **Traffic Assignment** is the route traveled with most motorists seeking the shortest route. In areas of congestion, most motorists will avoid the route and choose an alternate route even if longer.

Boardmember Hankins asked whether the model considers peak demand during different times of the year as trip choices vary over the year. Planner Tabbutt replied that the model considers only average conditions and doesn't consider seasonal changes.

Planner Tabbutt described how the modeling process is completed. The model uses TAZs, which are geographic areas ranging in size from a few blocks to several square miles. TAZs are the primary unit of measure in the travel demand model and are characterized by land use, including number of households, employment, environmental constraints, and parking costs. A TAZ Centroid is a node at the center of each TAZ and the start and end point of all trips to and from that zone. Centroid Connectors connect TAZs with the transportation network. Nodes are points where links meet. Network links are connected links representing the region's streets, transit lines, bike lanes, and multiuse trails. Each link contains data on length, travel speed, lanes, and allowable modes of transportation.

The accuracy of the model is verified by comparing data against survey data and traffic counts collected by local jurisdictions and passenger count data provided by Intercity Transit.

The model is used to:

- Forecast the number of trips on the region's roads, transit, and trail networks.
- Project long-range traffic growth patterns by area and roadway network.
- Highlight the traffic impacts of new land use developments.
- Estimate air quality based on VMT.
- Test policy implications of travel mode choice (Travel Demand Management)
- Assists local jurisdictions to find ways to mitigate current and future traffic capacity constraints.

Boardmember Covington asked whether the source of data includes any real-time data, such as GPS location data from cell phones. Planner Tabbutt replied that the regional model includes Household Survey data and some of the data were collected by cell phones and GPS. The model is intended to represent the entire regional network on the ground. A more detailed modeling exercise would likely be required to determine the impacts generated by a new development.

Boardmember DeForest said the 2% mode allocated for transit is troubling, as it appears that if that is the true estimate, the region is expending a great amount of money on a mode that few people never use. Another issue is how it's reflected in the mode select in terms of what constitutes a trip. He cited the

example of traveling to the meeting in his vehicle and because of the convenience would likely make several other stops. If he had used transit, he wouldn't be making any additional stops and likely would defer the extra stops until the weekend. Planner Tabbutt agreed that taking transit would likely reduce the number of trips. Trips could be considered by the distance traveled rather than number of trips to arrive at a better estimate of actual usage of network miles. In terms of 2% transit, transit only serves part of the county. Segregating transit trips in the urban core would increase the percentage of trips.

Chair Ryder questioned how the model is utilized in terms of assisting in facilitating policy decisions compared to assisting jurisdictions in applying for grants. Planner Tabbutt advised that the model is used for both purposes.

Boardmember Zita suggested that since the model supports both decision-making and submittals of grant applications, it might be beneficial to track transit use in the urban core by miles to reflect higher use.

Executive Director Wyrick pointed out that the model is only one of several tools used by the region. It's one of several inputs policymakers consider when making decisions.

Preparing for the 2016 Legislative Session

Planner Parkhurst reported the session opened on Monday, January 11 and is scheduled to end on March 11. At this time, the Legislature hasn't agreed on fully funding education with sanctions ongoing against the Legislature.

Each year, the Council establishes a list of legislative priorities. This year's focus begins with transportation and the message is a thank you for funding provided last session, as well as a reminder not to sweep existing funding sources. Transportation messages and asks this session include:

- Preserve and maintain the multi-modal system and complete current projects.
- Maintain and increase Regional and Rural Mobility funding.
- Maintain and grow public transportation services with increased local transit funding options and state funding for interregional services.
- Fix TBD legislation to allow for collaboration opportunities.
- Continue to fund fish passage culvert conversions and explore streamlining SEPA to support the process.

All bills in the second session of the biennium carry forward. Concerns have been vocalized about the I-405 tolling resulting in some bills introduced and likely acted on this session. Issues have been raised about the safety of airbags in terms of manufacturing and installation and electric vehicles, in terms of charging stations and use of lower speed vehicles. A bill was introduced on the collection of fuel charges on reservations.

Staff will prepare a list of bills to monitor and is scheduling meetings with legislators. Members are encouraged to participate in those visits.

Chair Ryder shared that he met with four legislators. The City of Lacey is thanking the Legislature for the transportation funding package acknowledging that most of the funding is not directed south of Mounts Road. Legislators have been asked to consider authorizing an initial phase of studying the I-5 corridor through Nisqually to 93rd Avenue and to include TRPC as part of that process. The City contacted WSDOT to obtain some initial cost estimates. The figure is approximately \$3 million. Several legislators recommended phasing the work.

Executive Director Wyrick added that the South Sound Military Communities Partnership continues to advocate for a long-range strategy for the I-5 corridor through Thurston County. The issue centers on the expensive and environmentally sensitive area of the Nisqually Delta and bridges.

Planner Parkhurst noted that in addition to the Council pursuing legislative issues, TRPC also supports many of the issues of the Association of Washington Business and Association of Washington Cities, as well as the local chamber partnership. All groups work jointly and support similar messages to legislators.

Outside Committee Report

Boardmember DeForest reported that at the last meeting of the PSRC TBD, members discussed the new HOV lanes in Bellevue and received a presentation by WSDOT on the toll lanes. TRPC Councilmember Alan Vanell accompanied him to the meeting affording the ability to use the HOV lanes.

Other Business

Chair Ryder encouraged members to attend the Thurston County Chamber of Commerce State of the City/County Forum scheduled at noon.

Adjournment

With there being no further business, Chair Ryder adjourned the meeting at 8:35 a.m.

Andy Ryder, Chair



MEMBERS:

- City of Lacey
- City of Olympia
- City of Rainier
- City of Tenino
- City of Tumwater
- City of Yelm
- Confederated Tribes of the Chehalis Reservation
- Nisqually Indian Tribe
- Town of Bucoda
- Thurston County
- North Thurston Public Schools
- Olympia School District
- 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: Transportation Policy Board

FROM: Karen M. Parkhurst, Programs & Policy Director

DATE: February 3, 2016

SUBJECT: 2016 Election of Officers

PURPOSE

To elect Chair and Vice-Chair for 2016.

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, nor require written nominations.
- 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 will take nominations from the floor and vote for Chair and Vice-Chair.

REQUESTED ACTION

Elect 2016 officers.



Lon D. Wyrick
Executive Director

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www.trpc.org



MEMBERS:

- City of Lacey
- City of Olympia
- City of Rainier
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- 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

MEMORANDU

TO: Transportation Policy Board
FROM: Jailyn Brown, Senior Planner
DATE: February 3, 2016
SUBJECT: RTP Schedule Update

PURPOSE

Brief TPB on an update to the Regional Transportation Plan (RTP) schedule.

Summary:

- In February, the Technical Advisory Committee (TAC) will complete their review of key elements of the RTP, including the project list, the finance chapter, and the future conditions chapter. These materials relate closely to the updated regional transportation model, for the development of which TAC coordinated closely with TRPC staff.
- The RTP schedule has been extended one month to allow time for TAC and TRPC staff to complete the draft plan for TPB and TRPC consideration. The new TPB schedule includes:
 - March 9 – Consider draft plan for public review (recommendation to TRPC)
 - April 6 – May 9 Public Comment Period
 - April 13 – Consider any public comment received by that meeting
 - May 11 – Consider response to comments and any other plan changes (recommendation to TRPC)
 - July Plan Adoption

REQUESTED ACTION

No action requested. This item is informational.



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 Executive Director

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MEMBERS:

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- City of Tumwater
- City of Yelm
- Confederated Tribes of the Chehalis Reservation
- Nisqually Indian Tribe
- Town of Bucoda
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MEMORANDUM

TO: Transportation Policy Board

FROM: Veena Tabbutt, Research and Data Director
Karen Parkhurst, Policy and Programs Director

DATE: February 3, 2016

SUBJECT: SFY 2017-18 Transportation Work Program Priorities

PURPOSE

The purpose of this agenda item is to consider regional transportation work program priorities for inclusion in the State Fiscal Years (SFY) 2017-18 Unified Planning Work Program and to forward a recommendation on these priorities to TRPC.

Summary:

- TRPC's regional transportation work program operates on a state fiscal year basis. Efforts get underway in February to develop the new work program for state and federal review and approval.
- Federal requirements of Metropolitan Planning Organizations and state requirements of Regional Transportation Planning Organizations govern much of the transportation work program. TRPC also incorporates regional emphasis areas and priorities into the work program.
- In fall 2015, during the update of the Regional Transportation Plan, policy makers recommended work program priorities. The document reflects those priorities.
- The Transportation Policy Board will consider these work program priorities at its February meeting, and forward its recommendation to TRPC for Council consideration and action in March.
- TRPC action in March will trigger development of a draft Unified Planning Work Program (UPWP) for state and federal review before TRPC adoption in May.

REQUESTED ACTION

Recommend to TRPC an updated list of regional work program priorities on which to base a SFY 2017-18 Unified Planning Work Program.



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BACKGROUND

As the Metropolitan Planning Organization (MPO, federal) and the Regional Transportation Planning Organization (RTPO, state), TRPC must carry out a regional transportation program that complies with federal and state requirements. These rules govern much of the transportation work undertaken by the agency. TRPC receives funding from the federal and state governments to do this work which is augmented with local and regional funds.

The Unified Planning Work Program (UPWP) describes that regional transportation work program in a manner compliant with state and federal requirements. It operates on state fiscal years (July 1 – June 30). The agency is almost three-quarters through state fiscal year 2016 and so it must begin developing an updated work program. TRPC adopts a two-year work program as authorized under federal law, so this next UPWP will be for state fiscal years 2017 and 2018 (SFY 2017-18).

Mandatory Elements

Mandatory work program elements in the UPWP are those activities needed to meet state and federal requirements. These mandatory requirements fall within two major areas of activity: **MPO/RTPO Program Compliance** such as the long-range regional transportation plan, the Regional Transportation Improvement Program, Growth Management Act compliance, and other activities; and **Program Administration** including administrative support functions, accounting and audits, core technical support, management, and certain other federal / state compliance activities. These mandatory elements are the activities that state and federal agencies review and monitor for compliance with minimum established state and federal requirements. How these activities are conducted and what they address is heavily influenced by these requirements and monitoring. Attachment A documents those mandatory activities for the recently completed SFY 2015 time period with the mandated Annual Report required of MPOs.

Regional Planning Priorities

In addition to minimum state and federal requirements, TRPC also funds work program priorities that specifically support this region's values and needs. The current UPWP refers to these as "Regional Planning Priorities." They derive in large measure from work program priorities first identified in the Regional Transportation Plan in 2004, and the maturation of that work over the years.

The intent of these work program priorities is to promote an integrated and holistic approach to regional transportation planning that is multi-modal by nature, consistent with adopted Comprehensive Plans, and which facilitates local, regional, and state implementation efforts in ways that are compatible with this region's philosophies about transportation and planning. A partial list of efforts over the years include activities supporting: Urban Corridors Task Force and now the resulting Urban Corridor Communities process; Healthy Kids / Safe Streets and the successful "Walk N Roll" school based programs; coordination with disaster response and preparedness agencies; commute trip reduction; I-5 and Joint Base Lewis-McChord coordination activities; household travel survey data collection and analysis; update of the Regional Transportation Model; Rural / Tribal Transportation; coordination with South Thurston Economic Development Initiative, district and corridor planning processes, and support for other local planning initiatives; development of a Regional Trails Plan and subsequent deployment efforts; the Passenger Rail Work Group; expanded public outreach efforts and deployment of new techniques; and Sustainable Thurston. These regional work program priorities are the transportation planning activities over which TRPC has historically had the most discretion in defining and shaping to reflect this region's values.

The overarching aim of regional transportation policies, investments and decisions is to:

- Keep life-cycle costs as low as possible
- Make efficient use of existing infrastructure and services
- Align transportation and land use decisions
- Increase viable travel choices
- Minimize environmental impacts
- Make the transportation system safe for all users

The work program is the framework within which much of this happens at the regional level.

The total current SFY 2015-16 UPWP – including mandatory tasks as well as the discretionary work program priorities - represents about 8.2 FTE, of which 17% is attributed to the program administration functions described above. We anticipate that the SFY 2017-18 UPWP will maintain roughly this same staffing capacity.

Complete details of the existing SFY 2015-16 UPWP under which we are currently working, as well as recent Annual Reports, can be found [online](#) on TRPC's website (www.trpc.org)

Identifying Regional Planning Priorities

The SFY 2015-16 transportation work program included the following on-going transportation programs. They derive in large measure from work program priorities first identified in the Regional Transportation Plan in 2004, and the maturation of that work over subsequent years. We propose that they continue in the SFY 2017-18 transportation work program.

On-going Transportation Programs

- **Local Agency Support**, which includes participation on numerous local study efforts, technical analysis and on-call data support, and other activities that support the planning and implementation efforts of TRPC's local partners. This could include participation in I-5 mobility and access studies, or district, neighborhood, and corridor studies. This also includes participation in efforts such as the South County Economic Development Initiative (STEDI) and Thurston Thrives. This also includes monitoring, evaluating, and responding to state transportation legislation and its potential implications for the region
- **Multi-modal and Demand Management** activities including Healthy Kids / Safe Streets, the Walk N Roll program, update of the Regional Bike Map; trails planning and coordination efforts; Thurston County Human Services Transportation Forum activities supporting non-emergency special needs transportation; and administrative support for the Rural / Tribal Transportation Program.
- **Inter-regional Coordination** with partners outside the region, such as the South Sound Military and Communities Partnership, Joint Base Lewis-McChord, the Regional Catastrophic Planning Team, and the Puget Sound Regional Council, as well as statewide organizations like the Washington Rideshare Organization, the Area Council on Coordinated Transportation, and the Commute Trip Reduction Task Force. Activities may range from general communication and coordination to active involvement in relevant plans and processes.
- **Technical Capacity** to develop and maintain the ability to support policy, programs, and project development with robust models, and the reliable data on which they rely. This includes maintaining and updating the Regional Transportation Model, development of Population and Employment forecasts, and maintaining and updating Geographic Information System (GIS) data layers. TRPC also anticipates updating the Dynameq traffic simulation and dynamic traffic assignment (DTA) model.
- **Communication and Outreach** that includes web-based applications, surveys, social media, and other tools tailored to specific needs of individual project areas, and briefings as requested on various transportation subjects to community groups and the media.
- **Response to Emerging Issues** accommodates those issues that we cannot anticipate at this time, as well as response to specific inquiries from policy makers and legislators. This category accommodates pop-up needs that don't fit neatly into the categories above. Often this provides grant-writing support for regional and local grant acquisition efforts.

In 2011-13, as directed by policy makers, we focused significant effort in the regional transportation work program on participation in Sustainable Thurston activities. Much of Sustainable Thurston's core values and philosophy embody established regional transportation policies and priorities. In addition to the on-going program items, regional work program priorities for SFY 2017-18 reflect the implementation of the Sustainable Thurston Plan and other priorities identified by the Regional Planning Council and Transportation Policy Board during the update of the Regional Transportation Plan (RTP) in 2015. The RTP Work Program Priority list represents a ten plus year list of potential projects. TRPC staff evaluated the list and now propose an ambitious number of the items for the two-year UPWP work program.

Proposed work program items are arranged in topic categories.

Sustainable Thurston Plan and Leadership

- **Monitor Progress of the Sustainable Thurston Plan Implementation** including reporting on benchmarks to monitor progress the region's progress in achieving Sustainable Thurston Plan goals and targets, and creating an annual report on Sustainable Thurston implementation.

Transportation System Maintenance

- Create an annual "**state of the transportation infrastructure**" report. This will involve gathering data from local and state partners to compile into a report to the Regional Planning Council.

Transportation and Health and Human Services

- Continue to work with efforts such as **Thurston Thrives** that link health outcomes to transportation and land use.
- Monitor and evaluate **changing demographics**, mobility needs, and affordability (housing + transportation). Examine such issues as income, age, and linguistic isolation.

Transportation and Local Food Systems

- Identify methods for **creating and financing farmers' transportation co-operatives** for taking goods to market and to central distribution points.

Transportation, Energy, and Climate Change

- **Develop a Climate Adaptation Plan**, focusing on the transportation element. Assess and prioritizing vulnerabilities. (Note: Development of a Climate Action Plan is listed in the unfunded needs section.)
- Develop a **greenhouse gas emissions framework** for integrating emissions analysis into traffic impact analysis and other transportation decision-making. (Example: look at the tradeoff between investment decisions in increasing transit versus adding vehicle lane capacity.)

Transportation and Land Use

- **Gather and evaluate data relating to transportation and land use.** For example: Evaluate how street connectivity affects traffic patterns; and evaluate how changes in land use patterns over time can trigger new or increased transit service.
- Update the "**Vision Reality**" report. Using the baseline regional forecast, analyze the capacity of the current transportation network to accommodate the growth as projected; identify problem areas, possible solutions, and estimated costs to maintain a fully functional network. Compare this to the vision of the Sustainable Thurston Plan, including analyzing what actions and investments it will take to reach our regional vehicle miles traveled and greenhouse gas emission goals.
- Reconvene the **Urban Corridors Task Force** to report on progress to date, re-engage with the private sector, and refine the tools available to encourage development along these corridors.
- Develop and advocate for policies related to the **siting of public facilities** to reduce their effect on the transportation network. This includes any entity or project that receives public funding, including grants.
- Continue to work with state agencies (Department of Enterprise Services and the Office of Financial Management) to ensure that the **siting of leased and owned state facilities** conforms to the Thurston region's transportation and land-use policies.
- Where appropriate, pursue a legislative agenda to improve **financial feasibility of infill** projects.

Transportation and Economics

- Monitor and participate in the development of **economic policies and activities** that have transportation infrastructure implications – such as corridor work or efforts to strengthen rural communities.
- Identify potential methods for **enhancing public transportation funding** at the local, state, and federal levels.
- Explore **funding opportunities** such as an Economic Development District to fund infill and redevelopment projects (with Economic Development Council).

Multimodal Transportation

- Develop information and methods to **enhance multi-modal transportation systems.** For example, Inventory missing links (data/maps), identify walk sheds and bike sheds, and prioritize projects.

- Work with interested stakeholders to create **transportation management areas** where traditional fixed-route transit service is not feasible.
- Identify ways to **establish park-and-pool facilities** that increase vanpool and carpool options in the cities and rural communities.
- Evaluate strategies that could be used to address congestion and mobility in the region's designated **strategy corridors**.
- Identify and implement ways to enhance and promote our trail network.

Transportation Technology

- Monitor and periodically update policymakers on advances and opportunities in **transportation technology** – including vehicles and traffic management.
- **Research and develop policies** for the use of electric-assist bicycles and mobility devices on trails and streets.

Unfunded Needs

In addition to program activities that we can accommodate within the existing regional transportation work program, Sustainable Thurston identified a number of transportation-related actions that will require additional funding through grants or other means. The UPWP categorizes these actions as “**Unfunded Needs**.” Staff actively look for additional funding resources to accomplish needs above and beyond the regular work program, and have long included such a list in the UPWP. Having a list of specific needs helps provide clarity for on-going grant searches and enhances the stature of applications submitted by TRPC or its partners. Priority “Unfunded Needs” identified in the previous UPWP, and proposed to be included in the new UPWP include:

- Sustainable Thurston calls for the development of a **Climate Action Plan**, based on a rigorous, data-driven analysis of mitigation, remediation, and adaption measures to help this region reduce its carbon footprint and protect critical infrastructure during extreme weather events. Such a plan would necessitate regionally-agreed upon and consistent methodologies for calculating and evaluating impacts and benefits, assessing and prioritizing vulnerabilities, and incorporating greenhouse gas analysis considerations into local and regional decision-making processes.
- Funding for an **Alternatives Analysis** has been a long-standing unfunded need of interest to the region's stakeholders. An Alternatives Analysis is the rigorous analytical process by which a full range of potential high capacity transportation options are evaluated, weighed, prioritized, and documented so that any project coming out of that process is eligible to receive federal funding. It is the precursor to any decision regarding commuter rail, light rail, bus rapid transit, streetcars, or other high capacity transit options if we will need any federal funding for implementation. Sustainable Thurston identified this as a follow-up action supportive of its broader vision and goals.
- Another unfunded project that has been on this region's radar for some time is an **I-5 framework plan** that identifies short- and long-range measures for improving the mobility of people and goods on this constrained corridor. Work underway near Joint Base Lewis-McChord stops short of Thurston County. It does, however, provide an excellent model for what such a plan needs to address and how to approach such a complex, multi-modal analysis. It is the first of its kind in Washington State. As such, it may prove useful in TRPC's efforts to secure funding for extending this work at least through the region's metropolitan area. Sustainable Thurston, recognizing the role of I-5 to this region's entire economy and its importance as a primary commuter route identified the need for some kind of plan that addresses long-term mobility needs.
- While much of this region's focus is on building streets that support biking and walking, Sustainable Thurston also recognizes that a strong economy depends on the ability to get goods and services into and out of these urbanizing areas efficiently. It identified the need for a **Local Goods and Services Mobility Strategy** to develop a comprehensive understanding of the needs, economic impacts, and opportunities associated with the movement of goods and services that support local economies and businesses in compact urban centers, and ways to better accommodate that with street and site design and innovative partnerships. This includes the efficient transport and distribution of locally-produced agricultural goods and services.

- Fixed-route, urban transportation service such as that provided by Intercity Transit is not an effective option for rural transit needs. The Rural & Tribal Transportation Program (RT) currently supplies rural transit service. That program offers an immediate stop-gap measure but it is entirely dependent upon grant funding which could disappear at any time. In addition, it provides only the most basic lifeline service needs. A more comprehensive long-term strategy is warranted. A **Rural Mobility Alternatives Analysis** will evaluate a range of strategies for increasing the range of travel choices available to rural residents. It will look at the mechanisms, potential costs and revenues, and implementation requirements. It will also include close coordination with rural communities, transit service providers, and other mobility partners in determining which strategies have the most potential and the steps necessary to ensure implementation.

Development of the Actual UPWP – What happens next?

Today's discussion will focus on policy maker priorities for incorporation into the SFY 2017-18 UPWP. The TPB discussion and recommendation will inform TRPC's decision on which priorities to include in the work program. Staff will take the TPB recommendation to TRPC for consideration and action in March.

Upon getting approval from TRPC on work program priorities, staff will develop a draft UPWP document that meets specific state and federal requirements. This includes clearly identifying which tasks and activities must be included to satisfy those requirements. Those mandatory items – which are included in the SFY 2015 Annual Report included in Attachment A – will likely remain substantially the same. TRPC must do these things so that federal and state transportation funds continue to flow to this region.

The substantive change will occur in the discussion of regional transportation work program priorities (in the full [SFY 2015-16 UPWP](#) that discussion begins on page 9). The proposed priorities and unfunded needs discussed above assume policy maker support for a gentle realignment of work program activities to reflect Work Program Priorities identified in the update of the Regional Transportation Plan. We will update the descriptions in the draft UPWP in a format consistent with state and federal expectations to meet the specific requirements of the several layers of adoption: TRPC; Washington State Department of Transportation; the Federal Highway Administration, and the Federal Transit Administration before it can go into effect. Standard formats facilitate approval.

State and federal officials will review the draft SFY 2017-2018 UPWP with its work elements and updated priorities to ensure it satisfies their needs before presenting it to TRPC for approval. TRPC will adopt the new work program and its budget in May. The work program will then go into effect on July 1, 2016.

REQUESTED ACTION

Recommend to TRPC an updated list of regional work program priorities on which to base a SFY 2017-18 Unified Planning Work Program.

Attachment:

[SFY 2015 Annual Report –UPWP](#)

(To conserve paper there is no hard copy attached. Document can be viewed online.)



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MEMORANDUM

TO: Thurston Regional Planning Council
FROM: Karen M. Parkhurst, Senior Planner
DATE: February 3, 2016
SUBJECT: 2016 State Legislative Session

PURPOSE

To update the Policy Board on legislative transportation issues.

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 began on January 11, 2016, and will complete its 60-days on March 10, 2016.
- Staff will report on bills of interest and visits to Legislators.

REQUESTED ACTION

Discussion only.

Attachment



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Executive Director

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Thurston Regional Planning Council

Legislative Priorities 2016

The Thurston Region enjoys a long history of collaboration among state and local decision-makers. As we face growing economic, environmental, and infrastructure challenges, we must strengthen those state and local partnerships. No one wins when the state raids local programs to meet its obligations. Our residents rely on our ability to work together for innovative and efficient solutions.

Lon D. Wyrick, Executive Director
Thurston Regional Planning Council
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Transportation

Crumbling infrastructure and limited options threaten our economic vitality, environment, and quality of life.

- *Thanks for funding I-5 improvements. Need to continue to improve interchanges, bridges, and add HOV capacity near Joint Base Lewis-McChord (JBLM) in both Thurston and Pierce counties.*
- *Invest \$3 million in comprehensive study of I-5 in the Thurston Region.*
- *Preserve and Maintain the Multi-modal System and complete current projects– including state highways, local roads, bridges, and bike and pedestrian facilities.*
- *Maintain and Increase Regional and Rural Mobility Funding.*
- *Maintain and Grow Public Transportation Services – with increased local transit funding and state funding for interregional services.*
- *Continue to fund Fish Passage Culvert Conversions and explore streamlining SEPA to support the process.*

Homelessness & Affordable Housing

Despite local, state and federal assistance, homelessness and lack of affordable housing is growing.

- *Invest in the Washington State Housing Trust Fund and other programs that support low income and homeless populations (HEN and ABD).*
- *Make Document Recording fees permanent at current levels.*

Shared Revenue Options & Local Funding

State and local governments share the responsibility for providing healthy, thriving communities. Restore the state's partnership commitment.

- *Share liquor and marijuana revenues with the local jurisdictions who provide enforcement and governance.*
- *Preserve and fully fund Local Options such as IPZs, CERB, CRAB, TIB, FMSIB, REET, Public Works Trust Fund, Centennial Clean Water Fund, Model Toxics Control Account.*
- *Provide funding for planning grants to maintain compliance with CMA and other planning requirements.*

Sewer Conversions

Many communities lack the resources and population density to convert to community sewer systems, creating environmental and health issues and chilling economic development.

- *Provide a phased regulatory approach and funding for communities wanting to move from septic to sewer systems and those with existing systems that need improvements.*