

AGENDA

Transportation Policy Board

Wednesday, March 9, February 10, 2016 7:00 a.m. – 9:00 a.m.

Thurston Regional Planning Council

Conference Room A, 1st Floor

2424 Heritage Court SW, Suite A

Olympia, WA 98502-6031

Note Extended Meeting Time

1. **Introductions/Announcements** Andy Ryder, Chair
2. **Approval of Agenda** **ACTION**
Andy Ryder, Chair
3. **Approval of Meeting Notes from February 10, 2016 (Attachment)** **ACTION**
Andy Ryder, Chair
4. **Public Comment Period**
5. **7:15 – 9:00 Regional Transportation Plan (RTP) (Attachment)** **ACTION**
The Policy Board will review the draft RTP and be asked to take action to recommend that TRPC release the draft for public review and comment.
Jailyn Brown, et. al.
6. **2016 Legislative Session** **BRIEFING**
At the discretion of the Chair, this agenda item may be covered in the After Meeting Summary.
Karen M. Parkhurst
7. **Outside Committee Reports** **BRIEFING**
At the discretion of the Chair, this agenda item may be covered in the After Meeting Summary.
Doug DeForest

Next TPB Meeting

April 13, 2016

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MINUTES OF REGULAR MEETING

Transportation Policy Board
February 10, 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 7:05 a.m.

Attendance

TPB Members Present:	Cathy Wolfe, Thurston County Graeme Sackrison, Citizen Representative (Vice Chair) Martha Hankins, Citizen Representative Debbie Sullivan, Intercity Transit Andy Ryder, City of Lacey (Chair) Clark Gilman, City of Olympia EJ Zita, Port of Olympia John O'Callahan, City of Tenino Pete Kmet, City of Tumwater Tracey Wood, City of Yelm JoAnn Schueler, WSDOT, Olympic Region (Alternate) Doug DeForest, Business Representative Bob Covington, State Government Representative
TPB Members Absent:	Heidi Thomas, Nisqually Indian Tribe Dan Budsberg, Confederated Tribes of the Chehalis Reservation
Staff:	Lon Wyrick, Karen Parkhurst, Jailyn Brown, Paul Brewster, Veena Tabbutt, and Tom Gow
Others:	Martin Hoppe, City of Lacey Joel Carlson, Citizen

Introductions/Announcements

Members, staff, and guests provided self introductions.

Boardmember Wood arrived.

Approval of Agenda

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

Approval of Minutes from January 13, 2016

Boardmember Wood moved, seconded by Boardmember DeForest, to approve the January 13, 2016 minutes as presented. Motion carried unanimously.

Public Comment Period

There were no public comments.

Boardmember O'Callahan arrived.

Updates

Senior Planner Paul Brewster provided an overview of the role and impacts to transportation by the county's eight school districts. Combined, the school districts comprise the largest public transportation service provider in Thurston County. Each weekday, over 40,000 public K-12 students travel from home to school in the region with 40% of those students riding a school bus. The Office of the Superintendent of Public Instruction (OSPI) collects data from school districts three times a year, with districts providing counts of students riding school buses to and from school in the fall, winter, and spring months. OSPI uses the data to reimburse districts for those transportation costs. Approximately \$15.6 million was allocated to school districts in the 2014/2015 academic year for transportation.

Each weekday, approximately 16,000 students travel on school buses representing approximately six million trips a year. That total does not include special education, gifted programs, extracurricular activities, or athletic events. By comparison, Intercity Transit's total ridership – including include Dial-a-Lift – is approximately 5.5 million passengers based on 2014 surveys.

There are approximately 100 school-related destinations countywide with over 200 buses operating, totaling 4 million miles during the 2013/2014 school year.

The districts face challenges such as recruitment and retention of bus drivers, who work three hours in the morning and three hours in the afternoon. The drivers also often make relatively low wages and have to work with children. School bus drivers also incur expensive training and licensing costs. Some school districts mitigate that expense by reimbursing successful applicants after six months on the job.

Executive Director Wyrick asked whether one of the larger costs attributed to school buses is the bus operator. Planner Brewster said school bus operating costs are similar to the costs incurred by Intercity Transit for operating its fleet: bus operators, fuel, vehicle replacement program, and maintenance. OSPI collects data key performance indicators by cost per student per year. Their website provides good information.

Planner Brewster indicated that he could work with the school districts to bring more information to TPB.

Boardmember Kmet asked whether the OSPI funding allocation fully covers each district's transportation cost. Planner Brewster said he does not believe the full cost is covered but is uncertain as to the share school districts pay. The state does not reimburse the school for field trip transportation or for students who ride the bus but live within one mile of the school.

Planner Brewster reported on the upcoming dedication ceremony for the Hub Junction at roundabout located at the confluence of the Chehalis Western Trail and Olympia Woodland Trail scheduled on Thursday, February 25 from 2 to 3:30 p.m. at the hub junction. TRPC previously awarded the City of Olympia a transportation Alternatives Program grant of \$50,000 to commemorate the combined efforts by jurisdictions to construct the 'Bridging the Gap' project comprised of three bridges crossing Martin Way, Interstate 5, and Pacific Avenue, as well as construction of the trail. The Hub Junction includes a roundabout, lighting, and a kiosk of information. A bench will be installed prior to the dedication ceremony. During the event, an unveiling is planned of an information display on the kiosk.

NOTE: After the meeting, TRPC received notice that the jurisdictions rescheduled the Hub Junction Dedication event to Thursday, March 17, 2016 beginning at 2:00 p.m.

Election of Officers

Programs & Policy Director Karen Parkhurst reviewed the Board's annual process for election of Chair and Vice Chair. Last month, both incumbents expressed interest in continuing to serve in their respective positions.

Chair Ryder invited nominations for Chair and Vice Chair.

Boardmember O'Callahan moved, seconded by Boardmember Kmet to nominate and elect Andy Ryder as Chair and Graeme Sackrison as Vice Chair for 2016. Motion carried unanimously.

Regional Transportation Plan (RTP) Update

Senior Planner Jailyn Brown reported the Regional Transportation Plan (RTP) is a required 20-year transportation plan for the region, which is in a major update phase. The schedule called for releasing the plan this month; however, TRPC extended the schedule by one month to afford time to complete work by the Technical Advisory Committee (TAC) and to complete financial and transportation model forecasts. Currently, staff is completing forecast information for the finance and transportation elements, finalizing the project list, and drafting an executive summary. The TAC is comprised of lead staff from local agencies. TAC reviewed the financial forecast and the transportation model. Based on the project list, the financial forecast, and the transportation model a comfortable margin exists. This financial constraint – that projected revenues meet projected costs – is a plan requirement.

Executive Director Wyrick added that prior to the financial constraint requirement imposed by the state and federal government, projects were often based on each jurisdiction's six-year plan that included many projects from citizen requests or desired by the jurisdiction. The lists did not accurately reflect the need but rather articulated a wish list. Subsequently, the state and federal government required some forecasting and projections based on historical trends and anticipated projections to establish a target amount.

Boardmember DeForest commented on the importance of the constrained project list by citing the example of Puget Sound Regional Council's transportation plan, which includes all highway projects surrounding Joint Base Lewis-McChord (JBLM). The region is also debating the Cross Base Highway. Last year, the region approved the inclusion of all JBLM projects on the constrained list and added the Cross Base Highway to the program list. This action downplayed the importance of that project.

Planner Brown advised that at the next meeting, the Board is scheduled to review the forecasts, project lists, and all parts of the plan and make a recommendation to the Council to release the plan for public comment.

Boardmember Kmet inquired about any significant issues the Board should consider. Planner Brown said the Board's work program addresses the goal to reduce vehicle miles traveled and promoting telework. The plan includes many transportation issues that will be discussed in the next agenda item – the Transportation Work Program.

Chair Ryder asked about the status of any prioritization schedule in terms of the region's highest priorities. Executive Director Wyrick said the region's priority projects are projects of emphasis. Prioritizing local projects that are regional in nature is a difficult process. In the past, TRPC identified a few regional priorities, such as the 'Bridging the Gap' project. At this time, the Regional Council has not chosen to prioritize projects at the regional level.

Boardmember DeForest pointed out that there was some agreement following the completion of the 'Bridging the Gap' project that the next trail project of emphasis would be the Tumwater segment of the regional trail network.

Chair Ryder agreed there were some preliminary discussions surrounding trails; however, there were no finite decisions surrounding priority projects. One significant project affecting the region is the Marvin Road to Yelm Highway segment. That segment of the roadway carries a significant amount of traffic, as the current population in the northeast Lacey area equals the population forecast. There are no major plans to ensure the corridor is improved to manage the volume of traffic. He suggested the Board should consider whether the corridor should be a priority.

Boardmember Sackrison acknowledged the importance of trails but said his concern centers on reducing vehicle miles traveled (VMT) and drive alone trips as those issues are more important environmentally than a trail connection. There are areas experiencing significant growth with outdated transportation facilities. He suggested the Board should consider how the region plans to move people efficiently.

Boardmember DeForest noted that during the Board's retreat, members identified a series of projects which are included in these materials. The Board initiated some work and ranked the projects to provide some guidance to help identify priority projects.

Boardmember Kmet cited many local and state projects of importance and the difficulty of selecting priority projects over other projects. Rather than attempting to prioritize projects, the region lists all projects in various stages of the transportation planning process. Part of the challenge is how revenue is allocated, which often drives priority projects for an area. Typically, the Board's source of funding includes the traditional transportation fund of which a portion has been allocated for enhancements or bicycle/pedestrian facilities. Most of the funds allocated to the trail were used as a match for federal funds for construction of the Chehalis Western Trail and Olympia Woodland Trail, as well as other trail projects in Tumwater's Historical Park and a segment of the Deschutes Valley Trail through the Tumwater Valley. Although, it is true that the trail may not have a significant amount of traffic, it is important to have a system in place for people to use. It is a difficult balance. The Chehalis Western Trail was a different type of project, as it was an obvious project of regional significance with most of the construction funded by external funding sources. It is difficult to identify one priority project because of the problems associated with identifying sources of funding that might become available for other important projects. It is important that the region not overlook those funding opportunities.

Chair Ryder agreed that the reality of transportation funding often overlooks the number one project because the project criteria may not specifically meet the requirements of the funding source. However, he supports identifying priority projects within each jurisdiction as a way to ensure all efforts continue in securing funding to focus on those projects of importance to the region whenever possible.

Planner Brown advised members that the staff is scheduled to review the work program entailing the first two years of the RTP. Secondly, she understood that the Board was seeking the next regional project or action to champion as the Board will continue to work on priority issues. The Board and the Council championed the Chehalis Western Trail as a regional project, which enabled those funding opportunities. The Board might want to consider the next project to champion in addition to its substantial work program.

Director Parkhurst commented that regional policy makers prioritized the Chehalis Western Trail during the funding stage, not the planning stage. During the funding discussion, Boardmember Kmet suggested earmarking \$500,000 for the Chehalis Western Trail. The Board and Council agreed and subsequently the region leveraged those local funds with state and federal dollars to complete the trail. It is just one way for the region to pursue prioritization. Policy makers also prioritize programs and projects in their annual Legislative Priorities Packet. This year, the Thurston Region's seeks the funds necessary to complete the I-5 Study. The regional plan does not require prioritization of projects. Director Parkhurst suggested scheduling some time at a future meeting to discuss project prioritization.

2016-18 Work Program

Research and Data Director Veena Tabbutt reviewed potential regional transportation work program priorities to consider for inclusion in the 2016-2018 Unified Planning Work Program. This two-year work program would begin on July 1, 2016 and run to June 30, 2018.

TRPC is the federally designated Metropolitan Planning Organization (MPO) and the state's designated Regional Transportation Planning Organization (RTPO) for the region. The federal designation includes the urbanized areas of Lacey, Olympia, and Tumwater. The state's designation covers all of Thurston County. The work program covers both state and federal requirements. The Countywide Planning Policies, state laws, Growth Management Act, and local comprehensive and transportation plans sets forth the local and regional policies, with much of the program articulated in the RTP.

Executive Director Wyrick added that the designation of the MPO from the federal government provides the region with federal transportation dollars. The designation of RTPO provides the region with funding to meet the Growth Management Act requirements in terms of reviewing local plans. The requirements periodically change and include emphasis areas. The region reports to the state and to the federal government affirming the region has fulfilled its role for completing continuous, comprehensive, and coordinated planning. Local and regional funds augment the federal and state funding.

This year, the federal government has identified certain emphasis areas. The first is implementing "FAST" Act. FAST Act refers to "Fixing Americans Surface Transportation Act," the new federal five-year transportation funding bill signed in December 2015. Another federal emphasis area is "Ladders of Opportunity" or considering barriers for providing access to opportunity areas through transportation options, i.e., access to housing, access to goods and services, and essential facilities for underserved populations. Another emphasis area is "Performance Measures," a new federal mandate. State and regional organizations are working together to establish targets. "Joint Planning Efforts" is another emphasis area or as commonly called, "models of regional planning cooperation." The region excels in regional planning. The emphasis is on neighboring MPOs working together on cross boundary issues. The last emphasis area is "ITS Architecture" or Intelligent Transportation System Architecture comprised of electronic, communications, or information processing projects to assist in creating efficiencies and safety along the transportation network.

Boardmember Kmet requested additional information on the "Ladders of Opportunity" emphasis area. Director Tabbutt said the intent is to identify transportation connectivity, gaps, and access to essential services, such as housing, employment, healthcare, schools, and recreation. The efforts relate closely to the work of Sustainable Thurston to consider ways to link transportation to other areas and ensuring opportunities are provided for the population to access those areas. Boardmember Kmet asked whether funds were allocated for the emphasis area. Director Tabbutt replied that the emphasis area is a required element of the region's work program.

Director Parkhurst provided additional information about the emphasis area from the Secretary of the U.S. Department of Transportation, who said, "Through transportation, we can help ensure that the rungs on the ladder of opportunity aren't so far apart, and that the American dream is still within reach for those who are willing to reach for it. It paves the way for business to benefit, especially small and disadvantaged businesses."

Executive Director Wyrick pointed out that the FAST Act was written based on a national perspective. The Thurston region is far ahead of the curve in terms of its interrelationships, sustainability, and regional cooperation. Many MPOs in the Southeast and Mideast do not allow transit agencies as a member of the MPO or its Board, which points out why the FAST Act requires all transit facilities to be a member of a regional transportation policy board. In terms of the emphasis areas, the region is currently engaged in those efforts and the important aspect is using the right terminology to ensure it aligns with federal terminology.

Boardmember Kmet noted that many of the low-income areas are located in the south county areas. The emphasis area may open up some opportunities to consider some of the transportation problems in those areas.

Director Tabbutt advised members of the importance of jurisdictions to use the new terminology when applying for federal grants.

Director Tabbutt reviewed the intent of the work program and areas of focus to accomplish. Goals include:

- 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

Staff is seeking a recommendation on the work items to recommend to TRPC for inclusion within the work program. The work program will be reviewed by the state and federal partners and presented to TRPC for final adoption.

Director Tabbutt reviewed a list of potential work program items:

- Support for ongoing work program items:
 - Local Agency Support
 - Multi-modal and Demand Management
 - Inter-regional Coordination
 - Technical Capacity
 - Communication and Outreach
 - Response to Emerging Issues
- Support for categories supporting Sustainable Thurston topics:
 - Monitor progress of Sustainable Thurston Plan
 - Transportation and Health & Human Services
 - Transportation and Local Food Systems
 - Transportation, Energy, and Climate Change
 - Transportation and Land Use
 - Transportation and Economics

Director Tabbutt added that most of the items were previously reviewed by the Board during the regional transportation plan work program development. At that time, the list was comprised of approximately 10 work program items set forth in a two-year list. The list is ambitious and includes many of the work items. Staff believes that TRPC can initiate and/or complete many of the work items over the next two years.

Boardmember O'Callahan asked whether the list is in priority order, as the most important items are the last two of Transportation and Land Use and Transportation and Economics. Director Tabbutt said the work program does not prioritize projects. However, the RTP includes some project prioritization because of the Board's retreat and ensuing work. She encouraged the Board to review additional information about each work items within the staff report.

Director Parkhurst reviewed the proposed work programs within each topic category:

Sustainable Thurston Plan and Leadership

- **Monitor Progress of the Sustainable Thurston Plan Implementation** including reporting on benchmarks to monitor 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 in land use.
- Monitor and evaluate **changing demographics**, mobility needs, and affordability (housing + transportation). Examine such issues as income, age, and link 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 prioritize vulnerabilities. Users of the system include cars, trucks, schools, non-motorized, and emergency services. (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 trade-off 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 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. Chair Ryder asked whether the plan includes reconvening the Urban Corridors Task Force within the timeframe of the work program. Director Parkhurst replied that the Task force would be reconvene within the two-year period
- Develop and advocate for policies related to the **siting of public facilities** to reduce their affect 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 or 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 the region's trail network.

Transportation Technology

- Monitor and periodically update policymakers on advances and opportunities in **transportation technology** - including vehicles and traffic management (variable messaging signs and intercommunication capability between emergency providers and transit).
- **Research and develop policies** for the use of electronic assist bicycles and mobility devices on trails and streets.

Director Parkhurst invited feedback on the proposed list and any suggestions for including other items.

Boardmember Sackrison remarked that the work items are not necessarily separate but often overlap and should include the framework around greenhouse gas emissions. For example, any project that is proposed should include a measure to determine whether the project increases or reduces greenhouse gas emissions. That should be asked of all projects in terms of whether there is a net benefit or a net cost to climate caused by the project.

Executive Director Wyrick pointed out the importance that those factors should be embedded in any type of analysis of any project. The region factors climate during the clean air modeling exercise for transportation projects.

Boardmember Wolfe supported tying Thurston Thrives under the category of Transportation and Health and Human Services. Additionally, it should be tied to Transportation and Local Food Systems, Transportation, Energy, and Climate Change, and Transportation and Economics. All those categories are called out in Thurston Thrives strategy maps. If the Board wants to ensure a coordinated effort in the county, the same reference should be included in the other four categories.

Director Parkhurst suggested including the reference as an overarching statement at the beginning of the categories stating that where appropriate, the region considers the efforts through the Thurston Thrives lens as well as Sustainable Thurston.

Boardmember Gilmore requested additional information about the challenges the region faces in mapping energy and carbon within the community as many King County municipalities have joined forces to develop carbon mapping of communities. Director Tabbutt said the work item is a Climate Adaptation Plan to consider adaption component of a Climate Action Plan. The work item is included because of

available funding from the Department of Commerce. The work is specific to exploring transportation elements that are vulnerable to climate change from flooding or impacts caused by climate change. Completion of a Climate Action Plan requires more funding, which is addressed in the list of unmet funding needs.

Executive Director Wyrick said that after adopting the Sustainable Thurston Plan, the Region sought funding to complete a Climate Action Plan. We have succeeded in securing some funding for pieces of such a plan.

Boardmember Gilmore offered that mitigation is a separate issue from mapping energy and carbon emissions throughout the county.

Boardmember Sackrison added that Thurston Climate Action Team (TCAT) is exploring ways to define the status of the organization's work. TCAT recently launched a new website at www.thurstonclimateaction.org. TCAT completed a greenhouse gas emissions inventory several years ago of jurisdictions in the region, which is being updated. Two papers were issued on structures and transportation, which are available on the website.

Boardmember DeForest reported he is a member of the Coordinating Council of Thurston Thrives. Recently, representatives from TCAT provided an update to the Coordinating Council. Members supported placing more emphasis on climate action.

Boardmember Kmet noted a concept is missing for positioning the region for rail connection to the north. Director Parkhurst acknowledged that rail connection is a category included within the unfunded needs category. More funding is required to move forward on the next logical step.

Boardmember Kmet requested additional information on the Transportation Management Association (TMA) with respect to the availability of a funding mechanism. Director Parkhurst explained that a TMA is a self-funded initiative that is generally a public/private partnership. For example, Bellevue Square formed a TMA after all the businesses agreed on the importance of preserving parking places for customers rather than for employees. None of the businesses met the criteria for the Commute Trip Reduction Law, so did not receive direct support from the jurisdiction. In forming the TMA, each business contributed to a fund to hire an Employee Transportation Coordinator (ETC) and establish incentives to encourage employees to use alternative commuting modes. Rather than a statutory authorization, the districts are typically established through an interagency agreement.

Chair Ryder asked whether an Economic Development District has a funding source. Director Tabbutt affirmed Economic Development Districts have a funding source.

Boardmember Covington asked whether it is understood that the list of unfunded items is large and would overwhelm the list of funded projects. Director Tabbutt affirmed that funding estimates are included in the work program for unfunded and funded items.

Director Parkhurst reviewed the list of unfunded needs:

- Sustainable Thurston calls for the development of a Climate Action Plan; however, the region does not have funding identified to complete the plan.
- Funding is lacking for an Alternatives Analysis required as a next step for seeking federal funding for rail. Alternative analysis is a step the federal government requires of the region. TRPC previously applied for the funding unsuccessfully.
- Another unfunded project is the I-5 Framework Plan to identify short- and long-range measures for improving the mobility of people and goods on I-5 between Mounts Road to the border of Lewis County. Current projects essentially move the chokepoints south. The need to complete the plan is recognized as important to the region. The Council pursued funding

as a legislative priority. Executive Director Wyrick noted that the legislative request was for \$3 million because of the large effort. The goal is producing a strategy plan for long-range improvements between Mounts Road and Lewis County along the I-5 corridor. Chair Ryder noted that the City of Lacey is leading the effort. He has met with several legislators regarding the proposal. Feedback has been positive.

- Local Goods and Services Mobility is often referred to as the last mile. It would entail developing 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.
- Rural Mobility Alternatives Analysis would evaluate a range of strategies for increasing the range of travel choices available to rural residents. The unfunded item supports the emphasis area of "Ladders of Opportunity."

Boardmember DeForest moved, seconded by Boardmember Kmet, to recommend the updated list of regional work program priorities to TRPC for developing the SFY 2017-18 Unified Planning Work Program. Motion carried unanimously.

2016 Legislative Session

Director Parkhurst briefed the Board on the status of the 2016 legislative session.

The legislative session began on January 11 and scheduled to adjourn on March 11. The first major cutoffs just passed. House bills must have moved out of House program committees by February 5 and House bills must have moved out of House fiscal committees by February 9. The same dates apply to Senate bills.

Some of the bills that passed from committees included:

- HB 2317 – Medium-speed electric vehicles on state highways with speed limits of 30 miles per hour or less
- HB 2567/6299 – Clarifies that the Commute Trip Reduction Tax Credit is capped at \$2.75
- HB 2599 – Bill sets a time limit of six years for projects determined to be not ready to proceed by the Freight Mobility Strategic Investment Board.
- HB 2778 – Modifies retail sales and use tax exemption for certain clean alternative fuel and electrically powered vehicles by increasing the tax exemption threshold to a \$37,000 selling price or fair market value.
- HB 2884 – Affords leasing of alternative fuel commercial vehicles to qualify for tax credit program.
- HB 2596 – Creates a task force on information technology to assist policymakers, businesses, and the public to prepare for and develop a transportation system that accommodates an array of information technology uses in vehicles and for transportation purposes.

Chair Ryder asked about any bills of transportation consequence that did not pass out of committee. Director Parkhurst indicated that a bill that would have increased Intercity Transit's taxing authority – mirroring legislation for Snohomish County last session - did not meet the cutoff and would likely not see action this session.

- HB2973/SB 6614 – Speaks to reform in the Washington State Department of Transportation (WSDOT) by requiring the Office of Financial Management to consult with WSDOT to establish objectives and performance measures for WSDOT and the transportation system.
- SB6152 – The bill pertains to the public resistance of the I-405 Express Toll lanes

The Legislature continues to seek WSDOT reform. Recently, they refused to confirm the appointment of the current Secretary of Transportation. This unusual step resulted in immediate termination. The Deputy Director was appointed as the Acting Secretary.

Outside Committee Report

Boardmember DeForest described his role as the Council's representative to the Puget Sound Regional Council (PSRC) Transportation Policy Board. The Board meets monthly in Seattle. He invited members to accompanying him to a meeting.

Each year, PSRC completes an allocation of federal transportation funds. This year, Intercity Transit is included on the list for a funding award of \$2.7 million. Community Transit, Pierce Transit, and the Washington State Ferry System were not included on the list. Boardmember DeForest said he seconded the motion, which passed. Intercity Transit was included because the agency provides bus service to points north of Thurston County.

Last year, PSRC region experienced the highest population growth in a decade adding seven people and nine jobs per hour.

The next meeting agenda includes an update on the FAST Act and new federal regulations. Previously, 60% of the state's federal funds have been allocated for state highways while 34% was allocated for local transportation. The allocation has since changed necessitating the need for some adjustments in how federal funds will be allocated in the state.

Executive Director Wyrick added that the Regional Council has sent a letter of support for changing the emphasis of funding to local roads.

Adjournment

With there being no further business, Chair Ryder adjourned the meeting at 8:32 a.m.

Andy Ryder, Chair



MEMORANDUM

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

TO: Transportation Policy Board
 FROM: Jailyn Brown, Senior Planner
 DATE: March 1, 2016
 SUBJECT: Draft *TRPC What Moves You 2040 Regional Transportation Plan*

PURPOSE

Review the draft RTP, focusing on several new sections. Provide a recommendation to TRPC regarding release of the plan for public review.

Summary:

- *What Moves You* - the Regional Transportation Plan (RTP) serves as a strategic blueprint for the region’s transportation system.
- Federal and state regulations require that TRPC update the plan at least every four years, with a biennial review. TRPC may also make annual updates to keep it current. The plan must look a minimum of 20 years into the future, projecting population, employment, transportation demand, costs, and revenues.
- For the past several years, TRPC staff have worked with TPB, TRPC, the Technical Advisory Committee (TAC), and other partners to update the plan to reflect a 2040 horizon. This effort also included incorporating elements of the Sustainable Thurston Plan and the updated Countywide Planning Policies into the RTP. The TPB, TRPC, and TAC have previously reviewed and approved much of the plan.
- At the March 2016 meeting, TPB will focus on the following newly drafted sections:
 - Executive Summary
 - Chapter 2 Recommendations – Project List
 - Chapter 4 Future Conditions
 - Chapter 5 Finance
- Following discussion, the Policy Board will be asked to recommend that TRPC release the document for a 30-day public review. The planned public comment period would begin on April 6 and close on May 9, 2016.
- TRPC staff will continue to make certain grammatical and technical changes between the TPB and TRPC meetings, and during public comment.
- During the public comment period, the plan will be available online and in Timberland Regional Library locations. Upon request, TRPC will provide the plan in alternative formats and languages. TRPC staff will also continue to provide presentations to Boards, Councils, Commissions, Authorities and other community groups.
- The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Washington State Department of Transportation (WSDOT) will review and provide guidance during the public comment period.
- TPB and TRPC will consider public comments and proposed responses during their May and June 2016 meetings.
- TPB will consider the final draft RTP in June 2016 and make a recommendation regarding adoption to TRPC. TRPC is scheduled to take action to adopt the plan on July 8, 2016.
- Post adoption, TRPC will submit final copies to state and federal regulators, and request a formal determination on air quality conformity.

REQUESTED ACTION

Recommend TRPC release the draft *What Moves You 2040 Regional Transportation Plan* for public comment.



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