

## AGENDA

Transportation Policy Board

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

Thurston Regional Planning Council

Conference Room A, 1<sup>st</sup> Floor

2424 Heritage Court SW, Suite A

Olympia, WA 98502-6031

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| 1. | <b>Introductions/Announcements</b>  | Andy Ryder, Chair  |
| 2. | <b>Approval of Agenda</b>   | <b>ACTION</b><br>Andy Ryder, Chair                       |
| 3. | <b>Approval of Meeting Notes from March 9, 2016</b> (Attachment)  | <b>ACTION</b><br>Andy Ryder, Chair                       |
| 4. | <b>Public Comment Period</b>  |  |
| 5. | <b>7:15 – 7:30</b> <b>Regional Transportation Plan (RTP)</b> (Attachment)<br><i>The Regional Council took action to release the draft of the RTP for public comment from April 6 to May 9, 2016. Staff will provide an overview of the outreach efforts, including the online comment tool and map.</i> | <b>BRIEFING</b><br>Jailyn Brown                          |
| 6. | <b>7:30 – 7:40</b> <b>Journeys Regional Transportation Annual Report</b> (Attachment)<br><i>Staff will provide an overview of the regional transportation accomplishments of 2015 and set the stage for 2016 activities.</i>  | <b>BRIEFING</b><br>Jailyn Brown                          |
| 7. | <b>7:40 – 8:10</b> <b>RTP Work Program Priority Actions – State of the System Report</b> (Attachment)<br><i>The Policy Board will begin a discussion on this High Priority Action Item.</i>   | <b>DISCUSSION</b><br>Karen M. Parkhurst<br>Veena Tabbutt |
| 8. | <b>8:10 – 8:20</b> <b>2016 Legislative Session</b><br><i>The Policy Board will hear about actions taken during the 2016 regular and first special sessions of the State Legislature.</i>  | <b>BRIEFING</b><br>Karen M. Parkhurst                    |
| 9. | <b>8:20 – 8:30</b> <b>Outside Committee Reports</b><br><i>At the discretion of the Chair, this may be covered in the after meeting summary.</i>   | <b>BRIEFING</b><br>Doug DeForest                         |

### Next TPB Meeting

May 11, 2016

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## MINUTES OF REGULAR MEETING

Transportation Policy Board  
March 9, 2016  
Thurston Regional Planning Council  
Conference Room A, 1<sup>st</sup> Floor  
2424 Heritage Court SW  
Olympia, WA 98502-6031

### Call to Order

Vice Chair Graeme Sackrison called the meeting to order at 7:01 a.m.

### Attendance

<b>TPB Members Present:</b>	Graeme Sackrison, Citizen Representative (Vice Chair) Martha Hankins, Citizen Representative Debbie Sullivan, Intercity Transit 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 George Carter III, State Government Representative (Alternate) John Suessman, North Thurston Public Schools Jonathan Stephenson, City of Rainier
<b>TPB Members Absent:</b>	Cathy Wolfe, Thurston County Heidi Thomas, Nisqually Indian Tribe Andy Ryder, City of Lacey (Chair) Ramsey Zimmerman, Business Representative
<b>Staff:</b>	Lon Wyrick, Karen Parkhurst, Jaily Brown, Paul Brewster, Veena Tabbutt, and Tom Gow
<b>Others:</b>	Martin Hoppe, City of Lacey Joel Carlson, Citizen Randy Wesselman, City of Olympia Dennis Bloom, Intercity Transit Tomy Mollas, DES

### Introductions/Announcements

Members, staff, and guests provided self-introductions.

Vice Chair Sackrison distributed information on TRPC surplus equipment and an invitation to the Thurston County Military Communities Gathering.

Executive Director Wyrick reported the equipment identified for surplus is offered to TRPC members first.

### **Approval of Agenda**

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

### **Approval of Minutes from February 10, 2016**

**Boardmember O'Callahan moved, seconded by Boardmember DeForest, to approve the February 10, 2016 minutes as presented. Motion carried unanimously.**

### **Public Comment Period**

There were no public comments.

### **Regional Transportation Plan (RTP)**

Senior Planner Jailyn Brown encouraged members to sign up for their respective boards and councils to receive a presentation on the RTP, as well as offer suggestions for any civic group presentations.

In preparation for this meeting, the Board received the entire draft Regional Transportation Plan (RTP) – a state and federal requirement identifying important concepts, questions, and directions for the region's transportation system over a 20-year planning horizon.

Planner Brown explained that TRPC, TPB and the Technical Advisory Committee (TAC) have already reviewed and approved several chapters. The document also contains a number of Appendices, not reviewed, that meet technical regulatory requirements.

Today, the Board's discussion will focus on the new material in Chapter 2. Recommendations: Project List; Chapter 4. Future Conditions; Chapter 5. Finance; and the plan's Summary.

Planner Brown advised that the plan is still in draft form and may be updated after this meeting to correct minor editing errors and paging. TRPC staff anticipate no other major changes unless directed by the Board or the Regional Council.

Planner Brown noted that presentations on the draft plan are underway. Staff have presented to the Intercity Transit Authority and its Citizen Advisory Committee and the Thurston County Public Works Management Team.

Today, the Board will be asked to recommend the release of the corrected plan with any edits recommended by the Board to TRPC for public comment.

Programs and Policy Director Karen Parkhurst discussed the Regional Projects List (Chapter 2). She reminded members that the project list does not contain all the important projects in the region, only those of a larger regional impact. Many local projects are critical to the transportation system. The TAC, comprised of lead staff from local agencies and organizations, serves as an advisory committee to the Board. TAC has worked extensively with staff on the project list and on other sections in the plan.

Policy makers indicated a desire, in the last plan, for more detail and tracking of projects on the list. This draft contains a page for each project with descriptions, maps, and status. Page 36 includes an explanation of the new format. TRPC plans to publish an online map to allow for a regional view of all the projects. Note that some projects have been included in previous iterations of the RTP, but have not been completed for various reasons.

*Boardmember Wood arrived.*

Director Parkhurst noted that projects will likely change over time for a variety of reasons. For example, the project costs may rise or fall, depending on the scope of the project and cost of materials at the time of funding.

The project list does not represent a wish list. It meets the financial constraint requirement. Projects cannot be included unless funding is identified from some source.

The list contains several categories of projects, including Streets, Roads, and Bridges and Public Transportation. The first refers to capacity projects that add vehicle capacity to existing streets, roads, and bridges that are part of the regional system. These projects add enough capacity that TRPC can model the change, and include the addition of general purpose travel lanes, continuous two-way left turn lanes along a corridor, access management, and freeway interchange reconstruction or substantial modification. New Connections and Alignments improve existing transportation infrastructure, such as roadway alignments and intersections. Those projects can also be modeled. Another category of projects is Corridor Studies and Sub-area Plans. Those projects often help define the project need by completion of a study. Under the state's new 'use it or lose it' policy, projects must be descriptive and include identification of the project timeline or project phasing. Many projects are initiated as corridor studies to analyze a problem and identify a solution. Those types of projects must be financially constrained.

Assessment Areas do not include funding. For these, modeling identified a potential problem in the future. The region will monitor the areas. The last category of projects is Non-motorized Facility projects and Studies, such as the regional trail network with focus on bicycle and pedestrian facilities. Note that most transportation projects include bike, pedestrian, and non-motorized elements, but this is specific to Class 1 Trails.

Public Transportation Projects and Studies includes any type of project that improves the transit system – extending service, increasing the frequency of service, constructing a new transit center, or studying an issue. The project category does not include rail at this time. That list is also financially constrained.

The last category is Washington State Department of Transportation (WSDOT) projects that include highway, freeway, intersection, and interchange projects. WSDOT projects do not require financial constraint in the RTP because they undergo a separate state process.

Completion of all the projects over the 20-year planning horizon equates to approximately 14 miles of new road connections, more than 85 lane miles of general purpose lanes and center turn lanes, 75 miles of new and rebuilt bicycle and pedestrian facilities, 20 miles of multi-use trails, six new or realigned highway interchanges, and improved transit facilities and service.

Boardmember O'Callahan asked about the miles of existing bicycle paths today. Senior Planner Brewster responded that the region contains approximately 50 miles of public bicycle paths.

Director Parkhurst displayed a diagram demonstrating how a project is included in the RTP. Local jurisdictions develop project lists of local and regional projects that are then included in the RTP. TRPC also analyzes future conditions for land use and models the projects that are included in the RTP. Local jurisdictions also identify areas for further study, which may lead to additional projects included in the RTP.

Boardmember DeForest suggested a summary of all the projects should be included in the RTP. Although he is appreciative of the individual project detail pages, it is difficult to track projects and assess costs. Director Parkhurst confirmed the request to include a project list with information in a tabular form.

Director Parkhurst emphasized that the RTP is a continuous working document. She invited comments on the projects.

Boardmember DeForest remarked that the plan overall, calls for 56,000 more housing units in the next 24 years. Information on each project includes a map of the project location but lacks information on the location of new housing units. This leads to the question of whether the projects help alleviate and solve the problems of development, as it exists today and in the future. It appears the plan does not answer this question.

Research and Data Director Veena Tabbutt replied that the question raises two elements. The number of housing units in the plan is consistent with Sustainable Thurston. However, the RTP's planning horizon is 2040 and Sustainable Thurston planning horizon is 2035, which speaks to the difference in the number of housing units. Chapter 4 on Future Conditions includes an assessment on 2040 land uses identifying changes in population and employment and the effect on the transportation network. The analysis considers each roadway network and anticipated volume to capacity changes.

Boardmember DeForest questioned whether there is sufficient zoning available to accommodate the housing units as projected. For example, the City of Olympia is projecting another 11,850 housing units. He questioned whether there is sufficient land currently zoned to accommodate those housing units. If not, how much more land would need to be reclaimed from greenfields or other places to meet the need? Mr. DeForest also asked whether the projections are realistic. He cited several examples. In most cases, the City of Lacey forecasts permitting 1,530 units per year. Its benchmark is 2006 when the City permitted 1,592 units. Lacey would have to permit as many units per year for the next 24 years as it did in the base year. The same situation applies to Tumwater. Director Tabbutt said the forecast is based on trends that are projected into the future, and explained that the numbers cited by Boardmember DeForest seemed high and that she would confirm his calculations. The forecast has tracked well with what is actually occurring over the last three years since the forecast was completed. In terms of zoning and buildable lands, the forecast is based on the baseline forecast. An assessment is completed for buildable lands. Sufficient zoning was identified to accommodate growth, which also includes redevelopment. The analysis does not assume that all land available is greenfield; but rather that mixed use redevelopment will increase in the future.

*Boardmember Gilman arrived.*

Boardmember Kmet complimented staff on the presentation of the material. He agreed the addition of a summary list of projects would be helpful. The plan concludes that the region has sufficient funds to complete the projects. However, everyone is aware that is not the reality. Local jurisdictions must contend with local needs, such as pavement maintenance and stormwater retrofits costing millions of dollars. There are insufficient funds to complete the necessary projects and he is uncomfortable with how the plan portrays funding availability. Additionally, it appears that some key streets in Tumwater appear to be missing on the maps, which would drive some of the priorities. The lack of the streets could be because of the scale of the maps. However, some through-streets on Tumwater Hill are not included in any of the modeling maps. Modeling drives which projects are included in the plan. Finally, a collective review of the plan reveals some major projects over \$20 million with most located in the east county, Lacey, or Lacey's urban growth area. He asked whether it is realistic for the region to assume they could secure that amount of project funding, given all other needs in the region.

Director Tabbutt affirmed that the model network includes many more streets than shown on the maps. The maps include collectors, arterials, and freeways only for readability. She deferred questions about finance to the discussion on the Finance Chapter.

Director Tabbutt reviewed Chapter 4 – Future Conditions. The chapter addresses future land use and the projects. The forecast concludes that roadway efficiency will increase over time. A 40% increase in vehicle miles traveled (VMT) is forecasted on arterials and collectors with only a capacity increase of 6% on the aerial/collector network.

Boardmember O'Callahan pointed out how the figures do not match with previous information shared with the Board about the decrease in young people obtaining driver licenses. Director Tabbutt replied that population increase plays a role. The forecast reflects a decrease in per capita – or per person - VMT but an increase in overall VMT. Young people moving to city centers and driving less is a trend that's reflected in future modeling; however more people equates to more vehicles on the road.

Director Tabbutt referred to a graph in the plan on different areas in the county. For the most part, the forecast reflects a large increase in VMT on the roadway networks within some areas and less increase in capacity. Some of the projects are major capacity projects and many are located in the Yelm area where a large increase in capacity and the largest increase in VMT are projected. Yelm is attempting to solve many traffic issues.

Boardmember Wood noted that the main concern in Yelm is the lack of a funding bond or other funding mechanism by the Legislature for the Yelm Bypass, which was included in the Transportation package. Director Parkhurst added that the state budget includes funding for the Yelm bypass project – near the end of the 10-year Transportation Plan horizon. The plan funds some projects in the current biennium while others are funded in future biennia. Boardmember Wood remarked that he is likely not the only policymaker concerned about repairing roads that have been partially completed or repaired. Director Parkhurst pointed out that the supplemental budget may include some amendments that have moved projects up in the list. It may be important for Yelm to have a conversation with the Legislature to move project funding up.

Boardmember Kmet asked how the 6% increase in future capacity was measured. Director Tabbutt reported the network model includes capacity projections for each type of roadway. Essentially, it is reflective of the number of trips that can be accommodated on each section. Boardmember Kmet recommended including an additional explanation.

Boardmember DeForest said he has similar concerns because the forecast includes 49% in the number of new housing units and only a 6% increase in roadway capacity.

Vice Chair Sackrison remarked that his interpretation of the comments pertain to suburbia because the driving force for new housing units may reflect an increase in density and more public transportation. He recommended deferring questions until after the presentation.

Director Tabbutt reported that walking, biking, and transit are forecasted to increase. The type of facilities provided in the region, access, convenience, and frequent transit service increases the likelihood of more people using those services. As investments continue in those facilities, increase in usage is anticipated both by users and from population increases in the cities.

Vehicle miles traveled varies by area. The plan is based on land use plans with growth focused in the cities. Over the last five years, the region has experienced more growth in the cities. At one time approximately 40% of the growth was occurring in the rural county. Today rural growth has decreased to 15%, reflecting a shift. A graph in the plan, from the region's Household Travel Survey, reflects a big difference in where a person lives in terms of how far that person travels and travel mode. Distance is not the only factor, but also the type of travel. A person living next to a transit route has less VMT for the same mile. Within urban centers and corridors, a resident will have less VMT than a person who lives in the rural county.

The VMT goal is to achieve 1990 VMT levels per person by 2020. The region has experienced a substantial decrease in VMT per capita. To achieve VMT 2035 goals, the region will need to focus on travel demand management and other modes of travel to achieve. Over the next several years, staff will continue to monitor VMT influences in the region. Much of the increase of 40% in VMT is on local roads (arterials & collectors). The region is only forecasting a 25% increase in VMT on Interstate 5. Previous models forecast a substantial increase in the number of vehicles traveling across the Nisqually Bridge into

Thurston County. Because the new model expands the network and details in Pierce County, it now projects that Pierce County residents will decrease travel to Thurston County. Housing prices between the regions are equalizing as well. At the Nisqually Bridge, peak hour travel increased by 24%. The model reflects that any variation through that segment of the freeway will stall traffic during peak hours in the future. An I-5 strategy through that area will be essential to address some solutions. Travel through Lacey, Olympia, and Tumwater urban areas takes approximately 31 minutes during peak hours and is projected to increase to 43 minutes by 2040 during peak hours.

Boardmember Kmet referred to the map of strategy corridors map (page 216) and asked for clarification of the anticipated level of service. Director Tabbutt referred to the map on page 217 with strategy corridors reflected in dark blue. The forecast does not necessarily mean the corridors *will* exceed level of service, but that they *may* exceed level of service. The areas highlighted in green are the next level below strategy corridors with level of service E or better deemed acceptable in those areas - defined as urban centers and corridors. While similar to strategy corridors, the level of service is lower. Currently, the Tumwater Comprehensive Plan does not identify any strategy corridors.

Boardmember DeForest suggested it might be appropriate to have a discussion on levels of service to assist in understanding the information in the plan. Director Tabbutt pointed out that Appendix O provides a full discussion on level of service. The appendix explains how local jurisdictions measure level of service, and the work Lacey, Olympia, and Tumwater are pursuing to establish a multimodal level of service.

Boardmember Kmet commented on the confusion of the map as strategy corridors are areas of high congestion, which is why there were designated. However, the maps do not reflect that congestion. The maps presents a picture that is opposite for the intent of strategy corridors. Director Tabbutt said that TAC could address this issue. However, the maps reflect no substantial congestion issue in most of the corridors today. The maps are volume to capacity ratio. Local engineers and transportation planners consider level of service and other factors such as intersection delays. The maps reflect a high-level regional snapshot of the corridors with local plans having much more detail. Boardmember Kmet explained that he found the maps confusing, as they do not reflect a congestion problem. It would be helpful to provide a better explanation of the maps.

Boardmember Sullivan agreed the maps do not reflect the congestion experienced on Capitol Boulevard between Trosper Road and Tumwater Boulevard during peak hours of the workweek.

Vice Chair Sackrison suggested the inclusion of introductory paragraphs would be helpful referencing the appendices and explaining the details for interpreting the maps, as well as an explanation of what the maps are conveying.

Director Tabbutt reviewed the Finance Chapter (page 219). The financial forecast is a high-level planning forecast of expenditures and revenues expected for transportation needs between 2015 and 2040. The forecast includes city, county and transit projects and does not include state, tribal, port, or school district projects. The Finance Chapter is a federal requirement. The forecast contains two sections: Bridges, Streets, Roads and Public Transportation. The only use of the forecast is for the regional plan. The forecast should not be used at the local level. The chapter identifies at a high level whether the region has sufficient funds to pay for expected costs or sufficient funds to pay for the projects listed in the plan.

Local, state, and federal sources provide revenues. Local revenues represent the largest portion of transportation funds – 68% or \$87 million in new revenues from local Transportation Benefit Districts, local taxes, and a tax increase by Intercity Transit. Existing state revenues account for 17% exclusive of state projects. Some changes in state revenues include funding for the Marvin Road project, the Yelm project, and the Deschutes Valley Trail at \$5.8 million. Federal funds represent 6%.

Executive Director Wyrick commented on the state's formula for distributing federal funding, which reflects approximately a 60% state share and a 40% local share. All Metropolitan Planning Organizations (MPOs) are presenting their cases to the Transportation Commission. The division of 60/40 was not tied to road miles, usage, or costs, but rather it was a political decision at that time. This year, MPOs are working to ensure the state recognizes local needs and demands.

Boardmember DeForest shared that the traditional split was 66/34. He heard at PSRC that the plan was to continue the 66/34 split for this biennium with the state considering a change in the ratio during the 2007-2009 biennium. Executive Director Wyrick added that efforts are ongoing with legislators to change the ratio earlier.

Director Tabbutt addressed earlier questions from Boardmember Kmet in terms of the financial assumptions. The plan assumes that new money will be required to meet the plan's needs in the future.

Boardmember Kmet cited several areas of concern in the plan. TBD money is not only for regional projects. The assumption conveys that all TBD monies would support the plan. Local funds identified as TBD funds serve local projects rather than regional projects. It appears there is an optimistic projection of revenues. In terms of cost, local jurisdictions are dealing with the costs of stormwater retrofits and old county roads in the urban growth areas that need upgrades. He suggested adding some footnotes clarifying the analysis of the revenue sources as it over projects revenues and under projects expenses.

Director Tabbutt affirmed that staff could review the revenue forecasts. The plan assumes that 60% of TBD funds would fund maintenance and preservation and 40% is available for projects. Boardmember Kmet questioned whether the 40% is forecasted for regional roads. Planner Tabbutt referred to Table 5-1 depicting an allocation of \$112 million in TBD funds for maintenance and operations from total TBD revenues. Boardmember Kmet questioned how the forecast was calculated. Director Tabbutt explained that the figures highlighted in green within Table 5-1 represent a summary of projects listed in Chapter 2. The table also includes local maintenance and operations and non-regional projects estimated by examining actual expenditures over the last 15 years. A narrative on page 220 describes table categories.

Director Tabbutt reported maintenance and preservation is forecasted to be 45% of the revenues with local construction at 21%, regional projects at 27%, debt service at 5%, and administration of 12%.

The plan indicates sufficient revenue to fund anticipated expenditures, including regional projects. The revenue surplus is lower in the short-term, reflecting a better planning level estimates. The plan includes many studies, which may lead to more projects. Much of the funding is competitive funds from state and the federal government. The plan also provides some surplus for unanticipated needs, such as a natural disaster. The plan accounts for funds historically spent to maintain the system over the last 13 years. Maintenance continues to be a major issue across the country.

Director Tabbutt encouraged the Board to provide any comments by email.

Planner Brown reviewed the Executive Summary. She prepared two options for Executive Director Wyrick to consider. One version took the form of a traditional executive summary. The second addressed some of the region's larger issues and how the 10-year work program could address those issues. The summary includes the following:

- Defines the purpose of the plan
- Importance of planning for the future
- Information about TRPC
- Guiding Principles
- Defining Priorities
- Challenges and Responses

- Differing Priorities
- Survey Results
- Growth
- Technology
- Funding
- Environment

Executive Director Wyrick explained that during the discussion on the desired tone of the Executive Summary, staff recognized that for many people, the summary would be the only section they might read. The intent was to ensure it provides an understanding of the goals and theme of the plan, as well as shares survey information on the community's thoughts relating to the transportation system.

Boardmember DeForest commented on the performance measures inherent in the plan. He suggested strengthening some of the measures by identifying ones that should be tracked. Additionally, the plan fails to address the pocket gopher. The plan should include information acknowledging the status today and potential impacts to the community. Finally, his concern does not center on suburbia, but on insufficient property zoned in the urban area to accommodate additional growth. The plan speaks to a 53% increase in the number of housing units in the cities and an 80% increase in the urban growth area. This number may or may not be impacted by the pocket gopher, but certainly leads the region in the wrong direction if the goal is for more infill and taking advantage of existing infrastructure in the urban core. His concern centers on whether the plan is realistic, based the growth in housing units.

Vice Chair Sackrison qualified that his comments were around the vagueness of housing as it includes apartments, condominiums, townhouses, cottage developments, and single-family units. It is important to consider different forms of housing and how density informs the discussion.

Boardmember DeForest clarified that his primary concern is the inadequate supply of property zoned for the projected increase in housing. Director Tabbutt emphasized that the buildable lands analysis considered whether zoning is sufficient to accommodate projected growth. The analysis revealed there is sufficient capacity to include redevelopment. The City of Olympia has specific goals in its comprehensive plan for specific areas in the county and the downtown, which are more aggressive than the plan's forecast. There would be zoning changes within the jurisdictions to meet comprehensive plan goals. When those zoning changes occur, TRPC will examine the forecast to determine if there are implications on the distribution of future growth. At this time, the analysis indicates there is sufficient capacity to accommodate the plan's forecast.

Boardmember Kmet conveyed his appreciation for the work completed on the summary. If the intent is for the public to read the summary to understand the essence of the plan, some key information is missing. Examples include a graphic on the increased traffic congestion on I-5, how funds are distributed (pie chart), and important policy decisions about land use and investment in current infrastructure versus expansion, importance of multimodal, and investments in transit. Some key policy choices are missing. He suggested developing a presentation of the overview of the summary and determining whether the summary addresses the information. The Board concurred with the suggestions.

Dennis Bloom, Intercity Transit, and Chair of the TAC, identified members of the TAC. He discussed how TAC has shaped the regional transportation model and the RTP. TAC worked in depth on topics such as the project list, finance, and future conditions. Each jurisdiction was represented during TAC meetings. He thanked and acknowledged TRPC staff for supporting the TAC. One important change to the plan is the ability to update the project list annually.

Executive Director Wyrick commented on the difference of the effort invested by the region compared to other MPOs across the nation. Most MPO plans are developed to meet the minimum federal government requirements, while TRPC and the Board strive to drill down to ensure the document is useful for both reporting to and informing the public. He complimented everyone involved in the update. The role of

TRPC staff was to facilitate and provide information to the TAC as they reviewed and represented the interests of their respective communities within the plan.

Director Parkhurst advised that staff would review and make the necessary corrections to names and other edits. She invited any copy edits from the Board. Ms. Parkhurst reviewed some notes from the discussion: add a summary list of projects; explain the 6% increase in capacity; review the math on the Lacey to Tumwater peak time; add more cross references to detailed information; add more explanation and review of strategy corridors; specifically map 45A - guiding people to the meaning; and revise the executive summary with more substance, including adding references to I-5 issues, pie charts, multimodal, and policies developed by the region. Staff appreciates the Board's time and review. The action requested: Recommend to TRPC to release the RTP for a 30-day public comment period after completing the recommended changes to the document.

***Boardmember DeForest moved, seconded by Boardmember O'Callahan, to recommend TRPC release the RTP for a 30-day public comment period based on the changes as summarized by staff.***

Boardmember Kmet added that the document is an excellent piece of work as well as an incredible amount of work. The draft is a tremendous accomplishment and he is appreciative of the work completed by staff. The proposed changes are designed to refine and present the comprehensive document in a way most people can grasp.

Vice Chair Sackrison agreed, the draft reflects a great deal of work.

***Motion carried unanimously.***

### **2016 Legislative Session**

Director Parkhurst briefed the Board on the status of the 2016 legislative session scheduled to adjourn on Thursday, March 10 with many pending bills and no approved budget.

Some issues of interest to the TPB:

- Bills on electric cars include encouraging the use of lower speed neighborhood electric vehicles and providing a tax credit for leased (as well as purchased) commercial electric vehicles.
- Commuter ride sharing vehicles in the regulation of Uber and Lyft ride sharing services and correction of legislation that inadvertently included vanpools and carpools.
- Continued funding for the Freight Mobility Board.
- Correction of a drafting error in last year's revenue bill correcting the amount for the Commute Trip Reduction Tax Credit.

TRPC's legislative priorities included a \$3 million request to complete a study of I-5 south of Mounts Road. Legislators advised TRPC to approach them next year during the full budget session.

Each year, TRPC develops a list of focused legislative issues, which local legislators appreciate. TRPC received good reception this year.

Executive Director Wyrick reported that no strategy exists for I-5 south of Mounts Road to Grand Mound although there has been a funded strategy north of the Nisqually Bridge. The \$3 million was to assist Washington State Department of Transportation in establishing timeframes for addressing bridges, HOV lanes, and maintenance of interchanges along that segment. Interchanges in the Thurston region include some funding for capacity improvements; however, there is no long-term strategy to address I-5 between the interchanges.

Director Parkhurst reported members would receive a link to the legislative tracking information.

**Outside Committee Report**

Boardmember DeForest reported that at the last Puget Sound Regional Council (PSRC) Transportation Policy Board meeting, discussion centered on the City of Seattle's 240,000 jobs and the 2035 projection in the increase of 56,000 jobs in the City plus 26,000 new housing units. The City is undertaking some major transformations and a review of the entire public transportation system.

At the April meeting, the Board is scheduled to review the final project list for Sound Transit 3 (ST3).

PSRC established a Blue Ribbon Committee – Transportation Futures – to review the entire transportation system in the region. A draft report was recently released. The report recommends establishing a Regional Transportation Authority for the PSRC region. A second recommendation included consideration for additional funding measures

Vice Chair Sackrison encouraged members to recommend names of organizations and groups to staff to schedule a RTP presentation.

**Adjournment**

With there being no further business, Vice Chair Sackrison adjourned the meeting at 8:59 a.m.

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Graeme Sackrison, Vice 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:** Jailyn Brown, Senior Planner

**DATE:** April 6, 2016

**SUBJECT:** Draft Regional Transportation Plan Outreach

**PURPOSE**

Recap outreach efforts and demonstrate online outreach tools.

**Summary:**

- In March, TPB recommended TRPC release the Draft RTP for public comment.
- In April, TRPC released the plan for draft comment from April 6 through May 9.
- In April, at TPB, staff will provide an overview of the outreach efforts, including the online comment tool and map.

**REQUESTED ACTION**

No action requested. This item is informational.



Lon D. Wyrick  
Executive Director

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**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:** Jailyn Brown, Senior Planner

**DATE:** April 6, 2016

**SUBJECT:** *Journeys* Regional Transportation Annual Report

**PURPOSE**

Review 2015 regional transportation accomplishments and set the stage for 2016 activities, while updating new members on the Council’s regional transportation program activities.

**Summary:**

- Journeys recaps TRPC’s transportation work activities for the previous year.
- Notable transportation projects undertaken by the Council’s members are highlighted.
- It is valuable for reflection, setting the current year’s course, updating new members, and informing colleagues and constituents.

**REQUESTED ACTION**

No action requested. This item is for your information.

Attachment



Lon D. Wyrick  
Executive Director

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Olympia, WA 98502-6031  
360-956-7575  
360-956-7815 Fax  
www.trpc.org

# Journeys

## 2015 Notable Projects in the Thurston Region

**I-5/SR 510 Marvin Road Interchange Reconstruction** (Interchange Justification Report approved, project funded in Connecting Washington, the state transportation package, and design is underway) WSDOT & City of Lacey

**Capitol Boulevard Improvements** (M Street to Bridge, added bike lanes, landscaping, retaining walls, ADA upgrades, LED lighting, and roadway resurfacing) City of Tumwater

**State Avenue Overlay** (Central Street to Plum Street/East Bay Drive, repaving and adding bulb-outs) City of Olympia

**Regional Transit Mobility** (WSDOT extended regional funding through mid-June 2017 for 2 routes, supporting 32 trips between Thurston and Pierce/King Counties) Intercity Transit

**Golf Club Road Extension Completed** (3<sup>rd</sup> Avenue SE to 6<sup>th</sup> Avenue SE, including repaving of a section of 3<sup>rd</sup> Avenue SE) City of Lacey

**I-5 Smart Corridors Signal Upgrade** (Trosper Road to Marvin Road, upgrade or replace signal controllers to integrate with Cities of Tumwater, Olympia and Lacey signals) WSDOT

Continued on Page 4



## 2015 Regional Grants Awarded

TRPC awarded grants totaling nearly \$2.4 million for:

- Binghampton (SR 507) Streetscape Project
- Pattison Street Facility Phase 1 Renovation & Expansion
- Bus Stop Enhancements for Safety & Accessibility
- Walk N Roll Schools Program
- Tumwater Historical Park Trail Connection - additional award
- Tumwater Square Station Transit, Pedestrian, and Bicycle Improvements
- Sustainable Public Transportation - A Community Conversation

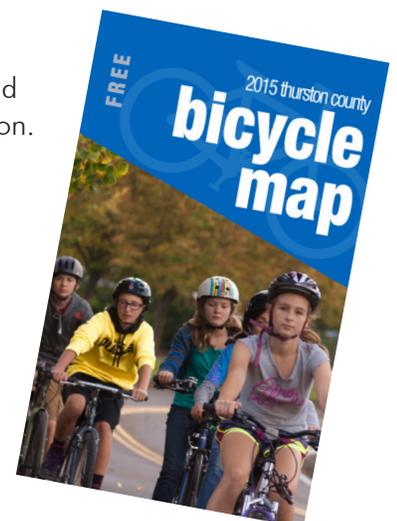
*Awardees use these grants to leverage local, state, and other federal funding to complete the projects.*

TRPC receives a share of federal transportation funds to award for regional priorities. TRPC prioritizes multimodal safety, preservation, and efficiency when selecting projects.

TRPC also receives a share of federal funds targeting transportation and air quality. These funds must be used for projects that help reduce PM10 (particulate matter under 10 microns) generated from tailpipe emissions, road dust, and brake and tire wear.

## 2015 Thurston County Bike Map

Thurston Regional Planning Council (TRPC) published the fifth edition of the Bike Map, available on paper and online. The [Bike Map](#) is TRPC's most popular publication. Paper copies are distributed through dozens of outlets. The online version includes an interactive map, a Google-driven route planner with elevations, and printable versions for both the countywide and north urban views. Smart phone, tablet, computer, or paper – we've got you covered! TRPC staff collaborated with local jurisdictions, including Intercity Transit, Thurston County Public Health & Social Services, and local bicycle enthusiasts to prepare this update.



# Congress Takes Action

*(Finally)*

As you may remember in the last issue of Journeys, I talked about how Congress continued to “kick” action on the transportation bill down a “short road.” The years of non-action by Congress on transportation legislation were having serious impacts on the continued growth and condition of our nation’s transportation system.

Way past the last minute, Congress did get the job done. On December 4, the President signed into law the FAST (Fixing America’s Surface Transportation) Act. For the first time in over ten years, we have some long-term funding certainty for surface transportation. This bill provides states and local governments the ability to move forward on multi-year, critical transportation projects with confidence that they will have a federal partner. FAST outlines new opportunities for grant funding and establishes a formula base that shows slight funding increases over the next four years.

Having voiced my concerns and dismay in Congress, I think it’s important to congratulate them on passing this bill and providing the nation with a workable and important pathway for success.

-- Lon D. Wyrick, Executive Director



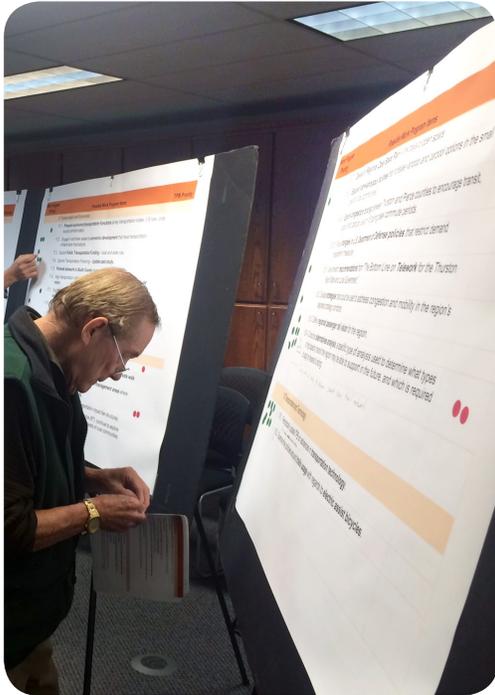
Lon Wyrick

## Legislative Priorities

# 5 Key Messages

- Fix I-5 – Thanks for funding! Plan for the Thurston region corridor and continued JBLM area improvements.
- Preserve and maintain the multimodal system, and complete current projects – Finance projects, aging road and bridge repair, and local grant programs.
- Maintain and increase Regional and Rural Mobility funding – Fully finance because need far outstrips available funding.
- Maintain and grow public transportation services – Financially support Intercity Transit express service between Olympia and Tacoma. Increase local funding options.
- Fund fish passage culvert conversations – Thanks for funding! Need is far greater, so expand financial support. Explore ways to streamline the state environmental process.

# Retreat Shapes Transportation Work Program



October 2015 TPB Dots Exercise

The Transportation Policy Board (TPB) held their first retreat in September 2015. TPB's focus was the regional transportation work program for the next 10+ years – shaping the long range transportation plan. They laid out key questions and challenges, defining where regional data and policy analysis is needed to support on-going collaborative transportation decision-making. TPB built on Thurston Regional Planning Council's transportation priorities identified at their retreat in July, including a "state of the region's transportation system" report.

Regional work program priorities focus on transportation and...

- Sustainability
- Maintenance
- Health & Human Services
- Local Food Systems
- Energy & Climate Change
- Land Use
- Economics
- Multimodal Choices
- Technology

## TPB Short Updates

The Transportation Policy Board (TPB) established a new standing item on their agenda. Beginning in December 2015, TPB meetings start with quick updates on transportation projects and topics. The first round included the Chehalis Western/Woodland Trail Hub Junction, a Walk N Roll event and participation, and Transportation Investment Board (TIB) grants to Lacey and Yelm. These shorts will bring newsworthy bites of information to the attention of regional policy makers.

# Changes at the Transportation Policy Board

The [Transportation Policy Board \(TPB\) membership](#) saw many changes in 2015. Thanks to the continuing members for their commitment – Andy Ryder, Graeme Sackrison, Cathy Wolfe, Doug DeForest, John O'Callahan, Kevin Dayton, Martha Hankins, Pete Kmet, Tracey Wood, Heidi Thomas, and our ex officio state delegates. Our appreciation goes to departing members who served on TPB – George Barner, Cheryl Selby, Ron Landon, Ryan Warner, Jim Longley, and Renée Sunde.

Welcome to members joining the TPB in 2015 and new appointees in 2016 – E.J. Zita (Port of Olympia), Clark Gilman (City of Olympia), JoAnn Schueler (WSDOT), Debbie Sullivan (Intercity Transit), Ramsey Zimmerman (Thurston Economic Development Council), Bob Covington (State Agency – Department of Enterprise Services), and Monty Sabin and John Suessman (North Thurston Public Schools). Members Zimmerman, Covington, Sabin, and Suessman represent new organizations at the TPB table.



TPB Meeting, March 2016

**Mullen Road Upgrade** (Lacey city limits to Carpenter Road, urban safety improvements, construction expected 2018-19) *Thurston County*

**E-Street & Deschutes Parkway Improvements** (Added sidewalk and pedestrian scale LED lighting) *City of Tumwater*

**US 101/West Olympia Access Project** (Approval of Interchange Justification Report for new freeway access ramps at Kaiser Road and Yauger Way in West Olympia) *City of Olympia*

**Bus Stop Enhancements** (TRPC regional grant provided ADA/pedestrian and safety enhancements for 27 bus stops; local funding provided solar lighting in 29 bus stop shelters to improve customer safety) *Intercity Transit*

**Corporate Center Drive SE Overlay Completed** (College Street to Yelm Highway) *City of Lacey*

**I-5 Ramp Meters, Cameras & Message Sign** (SR 510 to SR 512, including 2 ramp meters, 2 closed-circuit traffic cameras, 1 variable message sign & supporting hardware) *WSDOT*

**Bald Hill Road Upgrade** (Smith Prairie Road to Owl Pit, rural widening project, construction expected in 2016-17) *Thurston County*

**LED Streetlight Conversion** (Converted 936 City streetlights to LED with an expected energy savings of \$60,000 per year) *City of Tumwater*

**Moore Street Pathway** (Completed bicycle and pedestrian pathway in partnership with residents) *City of Olympia*

# Technical Advisory Committee Goes Hammer-and-Tongs in 2015

The [Technical Advisory Committee \(TAC\)](#) tackled several regional work program items in 2015.

TAC served as a workhorse to develop the regional transportation model. They provided and guided the data and assumptions and validated its results. Because of this close collaboration, regional, local, and state planners and engineers will use the model to analyze future transportation conditions and how projects, programs, and services could impact those conditions.

In 2015, TAC provided thoughtful, detailed input for key portions of the regional long range transportation plan, including goals and policies, the regional project list, transportation finance, regional level of service, and strategy corridors. In 2016, they will help shape the assessment of future conditions discussed in the 2040 plan.

Thurston Regional Planning Council issued a 2015 call for projects eligible for regional funding. TAC reviewed the submittals to identify technical issues that could keep projects from moving forward.

In addition to their regional work, TAC invited speakers to present on topics of common interest, including: Washington State Department of Transportation (WSDOT) Practical Solutions project approach, changing requirements for federal funding agreements, Dynameq modeling tool applications, update of Low Impact Development (LID) Standards in the region, WSDOT Corridor Sketch Initiative, and the Washington State Public Transportation Plan.



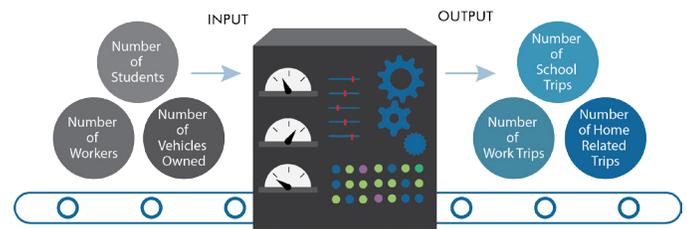
TAC Meeting 2015

# New Regional Transportation Model in Development

The regional transportation model helps us look at the broad implications of future travel conditions. For the first time in a dozen years, TRPC undertook a complete model update and expanded the planning horizon to 2040. Based on the regional population and employment forecast, and a supplemental forecast for the surrounding four counties, the model includes:

- Integration of the recent household travel survey, and origin and destination study data.
- Enhanced trail and bicycle lane networks.
- Addition of carpool, vanpool, and park-and-ride use.
- Better information on traffic flows between surrounding counties and the Thurston region.
- More model detail inside the Thurston Region.
- Improved integration with Puget Sound Regional Council's model.
- Ability to model travel behavior based on income.
- Capacity to look at truck travel.
- Capability to assess more transportation demand management factors, such as the impacts of changing parking prices or implementing more telework.

The regional transportation model supports local and state jurisdictions' more detailed system analysis and refinements. TRPC then rolls those refinements back into the regional model – a continuous cycle tying local and regional planning together with a common set of assumptions and tools. TRPC's model development team includes TAC, TRPC staff, consultants, peers, and partners.



## Using the Model

TRPC staff use the regional transportation model to conduct the data and policy analysis policy makers set forth in the regional work program. The model helps us, at the broad scale, to: 1) forecast road, transit, and trail trips, 2) project long range traffic growth patterns, 3) highlight expected traffic impacts of new land use developments, 4) evaluate transportation scenarios, 5) test implications of some transportation policies, and 6) help local jurisdictions assess traffic capacity issues.

## Thera Black Leaves TRPC



After more than 20 years, Thera Black made the jump from public to private sector employment. Thera's contributions are many. One recent highlight is completion of Bridging the Gap in the Chehalis Western Trail. Thera's work behind the scenes was essential to fulfilling this policy maker vision. Thera hasn't jumped too far - she still lives and works in the the Thurston region. Thanks to Thera for her service!

Thera Black

# TRPC Is Involved

**North Lewis County Industrial Access Study** - The [study](#) seeks to improve roadway access to industrial lands primarily at the Port of Centralia Industrial Park and the Industrial Park at TransAlta. The project teams are evaluating freeway and local street options, including the potential need for a new I-5 interchange south of Grand Mound. Findings may impact transportation and land use plans for south Thurston and north Lewis Counties. TRPC staff sit on both the steering committee and technical advisory committee.



**WSDOT's Corridor Sketch Initiative** - Through [this initiative](#), WSDOT is documenting consistent baseline information about each transportation corridor around the state. A corridor sketch describes the characteristics, current and future function, and performance expectations. During this first phase, TRPC staff provided data and facilitated meetings with stakeholders throughout the Thurston region.

**Thurston Thrives - Improving the Health of All Residents** - This Thurston County Board of Health [initiative](#) explores various community issues through a "health lens." For example, the Thurston Thrives Community Design Team seeks to make healthy choices easier through improving how we create our social and built environment. In 2016, the Team's focus is:

- Broaden education/promotion efforts such as Safe Routes to School and Walk N Roll.
- Bring people together for active events, such as a trail improvement or neighborhood place-making.
- Improve trails and corridors through clean-up and maintenance projects, and wayfinding signs.
- Use walkshed analysis data along urban corridors to open more trail/transit access for nearby housing.



**Learn More.**  
Visit [TRPC.org](http://TRPC.org) to access  
an interactive Journeys.

**Port of Olympia Planning in Tumwater** - The Port is preparing a real estate development plan to guide future growth for its Tumwater properties in the [New Market Industrial Campus and Tumwater Town Center](#) . The Port seeks broad public involvement, and hired TRPC to implement this portion of their planning process. TRPC staff facilitated 4 public meetings and 8 advisory committee meetings in 2015, as the project moved from initial assessment to site plan concept. The Port will wrap up this effort in 2016, moving to the implementation stage.



**Main Street 507** - The [Main Street 507](#) project seeks to balance state highway mobility needs for SR 507 with the local mobility, safety, place making, and economic development needs of Tenino’s Sussex Avenue and Rainier’s Binghampton Street. TRPC staff are supporting the project in two ways – by convening stakeholders in the process, and by managing a consultant contract. The objectives are a clear design concept and a phased implementation strategy. In 2016, the team will present a revised design, cost estimate, and phased implementation plan to Rainier and Tenino Councils for their action.



## Earn-a-Bike

A Walk N Roll Program Sponsored by Intercity Transit in partnership with TRPC.

After school classes teach safe bike riding skills and basic bike maintenance to youth. In 2015 . . .



**60** graduates earned refurbished donated bikes.

**481** volunteer hours donated.

**6-8** hours per bike to refurbish top to bottom.

Bicycle donations by:

- Intercity Transit
- King County Metro
- Tumwater Police Department
- Graduates (donating bikes they’ve outgrown)
- Local bike shops (contributing new parts at reduced rates)

You can donate too! Contact [walknroll@intercitytransit.com](mailto:walknroll@intercitytransit.com) or 360-705-5855.

# Outside Perspectives

**Youth Education Outreach**  
(Walk N Roll served 6 schools in 3 school districts on public transit routes with 2,000+ students walking and biking to school; and Earn-A-Bike classes provided 60 students refurbished bicycles) *Intercity Transit with TRPC*

**Willamette Drive NE/31<sup>st</sup> Avenue NE Multi-Lane Roundabout** (Construction completed with assistance of TRPC regional grant) *City of Lacey*

**I-5 Paving** (Paved portions of I-5 between mileposts 101 and 106, vicinity of Tumwater Boulevard to vicinity of Boulevard Road, including southbound ramps at Tumwater Boulevard) *WSDOT*

**Rich Road Upgrade Phase 2** (87th Avenue to Normandy Street, road widening, construction expected 2016-17) *Thurston County*

**E Street Outfall Improvement** (Constructed wetland facility to treat street runoff) *City of Tumwater*

**Chambers Lake Stormwater Treatment Facility Completed** (Providing water quality improvements for stormwater runoff discharging to Chambers Lake, the facility will treat street runoff from the planned College Street corridor improvements) *City of Lacey*

**Delphi Road Upgrade** (32nd Court to 62nd Avenue, rural safety improvements, construction expected in 2016-17) *Thurston County*

**Irving Street Traffic Calming** (Implemented traffic calming measures on Irving Street) *City of Tumwater*

**I-5/ Martin Way Interchange Justification Report** (Completed and approved) *City of Lacey*

TRPC and TPB invited several speakers to update them on transportation issues and projects.

**TCAT Survey Results** - Thurston Climate Action Team (TCAT) conducted a community survey regarding attitudes about climate change and energy. Tom Crawford, with TCAT, reported the vast majority of respondents believe that climate change is real, and most support investment in walking, bicycling, and transit to help address the human component of climate change.

**Hub Junction Project** (Chehalis Western and Woodland Trails) - David Hanna, City of Olympia, and TRPC staff presented information to policy makers on plans for the Hub Junction to commemorate the interlocal cooperation in building these trails and their historic roots as rail lines.



**I-5 at JBLM** - During Phase 3, a Corridor Environmental Assessment and Interchange Justification Report are being prepared. Bill Elliott, project manager for WSDOT, and consultant Perry Shea with SCJ Alliance discussed the alternatives under consideration.

**How Technology is Changing Transportation** - Bill Legg, WSDOT, briefed policy makers on the many ways vehicles will be (or already are) connecting with other vehicles, transportation infrastructure, and other users like pedestrians and bicyclists.



**Olympia Woodland Trail Feasibility Study** - Phases 3 & 4 will connect the existing Woodland Trail to the Deschutes Valley Trail extension. David Hanna, City of Olympia, Scott Sawyer, SCJ Alliance, and TRPC staff presented Phase 4 alternative alignments near Capitol Lake and the historic Brew House near Tumwater Falls.

**Draft Washington State Public Transportation Plan** - The plan defined public transportation very broadly, encompassing walking, bicycling, traditional transit, Amtrak, Washington State ferries, and other people-moving transportation modes. Ryan Warner, with WSDOT, focused on the plan's major themes and transportation goals.

**WSDOT Action Plan - Safer People, Safer Streets** - Paula Reeves, then with WSDOT, highlighted strategies state and local agencies identified to improve the safety of pedestrian and bicycle interactions with vehicles.

# About TRPC

The Thurston Regional Planning Council (TRPC) is an intergovernmental board formed in 1967 to provide visionary leadership on regional plans, policies and issues. TRPC develops regional plans and policies for transportation, growth management, environmental quality, and other topics determined by the Council. TRPC provides data and analysis to support local and regional decision making, convenes local, state, tribal, and federal policy makers to build community consensus on regional issues, and provides planning and technical services on a contractual basis.

## TRPC's Role in Transportation Planning

- As the federally designated Metropolitan Planning Organization (MPO) and state designated Regional Transportation Planning Organization (RTPO), the Regional Council ensures a continuing, comprehensive, and coordinated approach to local, regional, and state transportation planning.
- The Transportation Policy Board (TPB) advises the Regional Council on issues ranging from the development of a Regional Transportation Plan to allocating federal Surface Transportation Program (STP) funding. In addition to jurisdictions represented on the Regional Council, TPB has representation from the state legislature, state agencies, business, and citizens.
- TRPC's standing transportation programs – the Regional Transportation Improvement Plan (RTIP), Federal Functional Classification maintenance, Freight & Goods Transportation System (FGTS) updates, regional air quality conformance, regional Surface Transportation Program (STP) funding allocations, Intelligent Transportation Systems (ITS) Architecture, Human Services Transportation Plan, and the Regional Transportation Plan – ensure regional compliance with state and federal requirements, enabling continued transportation funding from these sources.
- The regional transportation model and the regional population and employment (land use) forecast predict future conditions, supplying a variety of local and state data needs.
- Regional planning and programs address special needs transportation, commute trip reduction/ transportation demand management, the interdependence of transportation and land use, regional trails, performance measures, climate change, rail, transportation technology, and freight mobility.
- Contract transportation services aid local transportation planning, support regional coordination of services and information, and provide data for traffic impact analysis.

## Getting Involved

The best way to track transportation issues at TRPC is to subscribe to the Transportation Policy Board's agenda packets. This will keep you abreast of the issues being tackled at the regional level. Public attendance and comment are always welcome at TPB meetings.

The TPB's agenda packet is available by regular post, or a monthly email notification directs subscribers to the material on the TRPC website. Register for either service by calling TRPC at (360) 956-7575 or emailing [info@trpc.org](mailto:info@trpc.org).

Find additional information on TRPC's transportation plans and programs on our website – [www.trpc.org](http://www.trpc.org) – by following the program links for transportation.



# TRPC Staff

January 2016

## Members:

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## Associate Members:

Lacey Fire District #3  
Puget Sound Regional Council  
The Evergreen State College  
Thurston Economic Development Council  
Timberland Regional Library





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**MEMORANDUM**

**TO:** Transportation Policy Board

**FROM:** Karen M. Parkhurst, Programs & Policy Director  
Veena Tabbutt, Research & Data Director

**DATE:** April 6, 2016

**SUBJECT:** Council Priority: *State of the Transportation Infrastructure Report*

**PURPOSE**

To begin discussion on this new annual report.

**Summary:**

- In 2015, the Regional Council set forth a number of priority actions, articulated in the RTP Work Program.
- Under the topic of maintenance and preservation of the transportation system, the Council asked the Policy Board to create an annual “state of the transportation infrastructure” report.
- The Board will discuss ways to present a region-wide look.

**REQUESTED ACTION**

Discussion only.



Lon D. Wyrick  
Executive Director

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