

AGENDA

Transportation Policy Board

Wednesday, April 12, 2017 7:00 a.m. – 8:30 a.m.

Thurston Regional Planning Council

Conference Room A, 1st Floor

2424 Heritage Court SW, Suite

Olympia, WA 98502-6031

1. **Introductions/Announcements/Updates** Andy Ryder, Chair
TRPC Staff
 - **Climate Adaptation Plan Meeting April 17, 2017**
 - **Business Representative Recruitment**
 - **Hazards Mitigation Plan & Grant Opportunity: Smart, Shared, & Social – Enhancing All-Hazards Recovery Plans with Demand Management Technologies.**
2. **Approval of Agenda** **ACTION**
Andy Ryder, Chair
3. **Approval of Meeting Notes from March 8, 2017 (Attachment)** **ACTION**
Andy Ryder, Chair
4. **7:15 – 7:20 Public Comment Period**
5. **7:20 – 7:30 Intercity Transit Road Trip** **UPDATE**
Intercity Transit

*“Intercity Transit is headed into the future and they’ve saved you a seat.”
Learn more about opportunities to share your transit vision with Intercity Transit and the community.*
6. **7:30 – 7:40 Regional Transportation Improvement Program (RTIP) Amendment 17- 05 (Attachment)** **ACTION**
Holly Gilbert

TPB will consider a recommendation to the Regional Council on an amendment request from the City of Tumwater.
7. **7:40 – 8:20 Rail – WSDOT (Attachment)** **PRESENTATION**
Jason Beloso
Strategic Planning Mngr.
WSDOT Rail, Freight, &
Ports Division

The Policy Board continues their exploration of transit and rail, hearing from WSDOT staff about passenger and freight plans and challenges.
8. **8:20 – 8:30 MPO Boundary Discussion (Attachment)** **DISCUSSION**
Veena Tabbutt

Staff will present an overview of the pros and cons of changing to a county-wide metropolitan planning area.
9. **2017 State Legislative Session** **BRIEFING**
Karen Parkhurst

Staff will provide an overview of transportation-related issues before the state Legislature. At the discretion of the Chair, this may be covered in the After Meeting Summary.
10. **Outside Committee Reports** **BRIEFING**
Doug DeForest

At the discretion of the Chair, this may be covered in the After Meeting Summary.

Next TPB Meeting

May 10, 2017

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

If you need special accommodations to participate in this meeting, please call us at 360.956.7575 by 10:00 a.m. three days prior to the meeting. Ask for the ADA Coordinator.

For TDD users, please use the state's toll-free relay service, 711 and ask the operator to dial 360.956.7575.

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MINUTES OF MEETING

TRANSPORTATION POLICY BOARD

Wednesday, March 8, 2017

2424 Heritage Court SW

Conference Room A, 1st Floor

Olympia, WA 98502

Call to Order

Chair Andy Ryder called the meeting to order at 7:00 a.m.

Attendance

Members Present:

City of Lacey	Andy Ryder, Chair
City of Olympia	Clark Gilman, Council member
City of Tumwater	Nicole Hill, Mayor (alternate)
Thurston County	John Hutchings, Commissioner
City of Rainier	Jonathan Stephenson, Council member
City of Tenino	John O'Callahan, Council member
City of Yelm	Tracey Wood, Council member
North Thurston Public Schools	John Suessman, Staff
Intercity Transit	Don Melnick, Board member
Port of Olympia	EJ Zita, Commissioner
State Government	George Carter III, Staff
WSDOT	JoAnn Schueler, Staff
Citizen Rep	Martha Hankins
Citizen Rep	Graeme Sackrison

Members Absent:

Confederated Tribes of the Chehalis Reservation	VACANT
Nisqually Indian Tribe	Heidi Thomas, Staff
Business Rep	Doug DeForest
Business Rep	VACANT
Business Rep	VACANT

Staff Present:

Marc Daily, Executive Director
Erin Cahill, Communications & Outreach Specialist
Holly Gilbert, Senior Planner
Karen Parkhurst, Program & Policy Director
Paul Brewster, Senior Planner
Sarah Selstrom, Administrative Assistant

Others Present:

Scott Davis, Thurston County Public Works
Martin Hoppe, City of Lacey
Dennis Bloom, Intercity Transit
Sophie Stimson, City of Olympia

Agenda Item 1
INFORMATION

Introductions/Announcements/Updates

All present provided self-introductions. Tom Oliva, Thurston Regional Planning Council Chair, introduced himself and thanked the Policy Board for their work and expressed his intent to more closely engage the Board and Council.

Marc Daily, Executive Director, introduced himself and expressed his excitement at becoming more immersed in the transportation arena. Mr. Daily gave a summary of action taken at the March 3rd Council meeting.

Programs & Policy Director Karen Parkhurst reminded everyone there is a call for business representatives and encouraged members to reach out to anyone they think might be interested. Ms. Parkhurst reported only one applicant to date, with another two people who are interested but uncertain.

Agenda Item 2
ACTION

Approval of Agenda

Board member O’Callahan moved, seconded by Board member Sackrison, to approve the agenda. Motion carried unanimously.

Agenda Item 3
ACTION

Approval of Meeting Notes from February 8, 2017

Board member O’Callahan moved, seconded by Board member Sackrison, to approve the agenda as amended. Motion carried unanimously.

Agenda Item 4

Public Comment

There were no public comments.

Agenda Item 5
PRESENTATION

Update – Thurston County High Friction Road Surface Project

Scott Davis, Acting County Engineer, presented information on Thurston County’s High Friction Surfacing project. High friction surface treatments (HFST) are pavement treatments that dramatically and immediately reduce crashes, injuries, and fatalities associated with friction demand issues. Thurston County recently received state Innovative Safety Program grant funds of just over \$2 million for the project, which includes installing the high friction surface at 29 locations throughout the county. The materials consist of harder, more durable aggregate and a two-part epoxy type adhesive, which results in. Before and after studies indicate HFST installation can reduce wet weather crashes by 60% and total crashes by around 40%. However, many agencies have seen much better results.

Agenda Item 6
ACTION

Regional Transportation Improvement Program Amendment 17-04

Senior Planner Holly Gilbert reported the Washington State Department of Transportation (WSDOT) has requested an amendment to the 2017-2020 Regional Transportation Program to reflect updated project costs for the I-5/Martin Way Bridge Special Repair project. The proposed amendment reflects a decrease in project cost from \$4,611,839 to \$939,641.

Ms. Gilbert asked that the Board forward a recommendation to Thurston Regional Planning Council. The amendment is scheduled for Council approval in March.

Board member O’Callahan moved, seconded by Board member Wood, to recommend Thurston Regional Planning Council approve the proposed Amendment 17-04.

Board member Gilman asked what would cause such a huge reduction in cost for the project. John Wynards, WSDOT, explained that besides replacing the rubber expansion joints themselves, the initial estimate included the metal pieces on either side of the joint. Upon further inspection, it was discovered the metal pieces would not need replaced, thus the greatly reduced cost. Mr. Gilman expressed concern about the lack of detailed explanation in the language of the staff report. Ms. Gilbert indicated she would request more detailed information from applicants in the future.

Motion carried.

Agenda Item 7
PRESENTATION

Journeys Regional Transportation Annual Report

Programs & Policy Director Karen Parkhurst presented the Board with the 13th edition of Journeys and reviewed the contents of the newsletter. Ms. Parkhurst indicated that it is available online and paper copies can be provided if anyone would like to distribute them.

Chair Ryder noticed that the grant awards map showed a City of Lacey project as a City of Olympia project. Ms. Parkhurst indicated a correction would be made.

Agenda Item 8
PRESENTATION

I-5/JBLM Go Lewis McChord Videos

Senior Planner Paul Brewster provided background on the project, which was undertaken in 2016. TRPC partnered with Joint Base Lewis McChord (JBLM), Pierce County, Pierce Transit and Intercity Transit to produce three short animated videos to market the Go Lewis McChord transportation services to service members, their dependents, Department of Defense employees, and contractors who work on JBLM. The project is part of the JBLM / I-5 Congest Relief Action Plan, funded by a Transportation, Community, and System Preservation Program grant.

Board members viewed the three videos – Go Bike, Go Transit, and Go Vanpool. The videos will be hosted by JBLM but project partners will promote them on their websites and social media services.

Agenda Item 9
BRIEFING

2017 State Legislative Session

Programs & Policy Director Karen Parkhurst reviewed bills of interest and indicated she would be sending a bill tracker to members with updated information when available.

Agenda Item 10
BRIEFING

Outside Committee Reports

Chair Ryder reported on behalf of Mr. DeForest, his attendance at the February meeting of the PSRC Transportation Policy Board.

Adjournment

There being no further business, Chair Ryder adjourned the meeting at 8:29 a.m.

Andy Ryder, Chair

*Minutes prepared by Sarah Selstrom, Administrative Assistant
Thurston Regional Planning Council*

These minutes are not verbatim. A verbatim transcript of this meeting is available upon request.



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: Holly Gilbert, Senior Planner *HG*

DATE: April 5, 2017

SUBJECT: RTIP Amendment 17-05

PURPOSE

Discuss a proposed amendment to the 2017-2020 Regional Transportation Improvement Program (RTIP).

Summary:

- An amendment has been requested to the 2017-2020 RTIP by the City of Tumwater for the I-5/Trosper Rd/Capitol Blvd Reconfiguration project, reflecting that two projects are being combined into one large project.
- Further details on the amendment are provided in the table on page 3 of this staff report.
- This project amendment is consistent with the Regional Transportation Plan.

REQUESTED ACTION

Discuss the proposed amendment and make a recommendation to TRPC, which will consider taking action on the amendment in May.



Marc Daily
Executive Director

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MEMORANDUM

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April 5, 2017

BACKGROUND

About the RTIP and STIP

The RTIP is a four-year programming document derived from the comprehensive six-year Transportation Improvement Programs (TIPs) that each local agency develops and adopts annually. In turn, the RTIP is used by the state to prepare the State Transportation Improvement Program (STIP).

The RTIP serves these main purposes:

- 1) It identifies a list of transportation projects that will be forwarded to the state for inclusion in the STIP. For federally funded projects, even if project funding has been awarded, it is not available to jurisdictions and agencies until the project is included in the STIP. To be included in the STIP, projects must be programmed for funding (funding-secured) in local Transportation Improvement Programs (TIPs) in the four-year period for both urban and rural areas and meet one or more of the following criteria:
 - a. Have federal funding
 - b. Are WSDOT projects
 - c. Are regionally significant, regardless of funding source.
- 2) It demonstrates financial constraint for the projects referenced above.
- 3) It demonstrates consistency with RCW 36.70A, Section 70 of the Washington State Growth Management Act requiring transportation planning to be coordinated and consistent with local comprehensive plans.
- 4) It demonstrates that regionally significant projects programmed for funding during the time period will not cause or contribute to any new violation of the federal air quality standards for particulate matter of 10 microns or less (PM₁₀), will not increase the frequency or severity of any existing violation of the standards, nor delay timely attainment of the standards.
- 5) It identifies other programmed and planned transportation projects adopted in local six-year Transportation Improvement Programs.

RTIP and STIP Amendments

Federal requirements stipulate that changes to the RTIP require an amendment to the original document, which then triggers an amendment to the STIP. This is important because a jurisdiction cannot proceed with a project for which it has been awarded federal money until the STIP is formally amended and approved by the federal agencies.

Depending upon the kind of change required of the RTIP, this amendment may be a "formal amendment" process or a streamlined "administrative modification." TRPC's amendment and modifying processes for the RTIP incorporates guidance provided by WSDOT on amending and modifying the STIP. The project under consideration today requires an amendment to the RTIP, which in turn will trigger amendment to the STIP.

Amendment Request

The City of Tumwater requests an amendment to the 2017-2020 RTIP, requiring TRPC action. At your April meeting, you will discuss the amendment and make a recommendation to TRPC, which will consider taking action on the amendment in May.

Public comment will be solicited and any received will be sent to TRPC in May.

Amendment requested by the City of Tumwater

Project Title	New name of the combined project: <i>I-5/Trosper Rd/Capitol Blvd Reconfiguration</i> Previous names of the two projects which are being combined now: 1) <i>Trosper / I-5 Ramp Reconfigure: 6th Extension - Lee to Trosper</i> project, STIP ID # WA-07854 2) <i>Capitol Boulevard / Trosper Road Intersection (Roundabout)</i> project, STIP ID # WA-01368
STIP ID #	WA-07854
Project Description	Modify I-5 NB Off-Ramp and southerly NB On-Ramp, construct roundabout at I-5/6th Ave, construct new roadway between West Lee Street and Trosper Road, reconstruct Trosper from I-5 to Capitol Blvd, extend Trosper Rd east of Capitol Blvd, construct roundabout at Trosper Rd/Capitol Blvd, reconstruct Linda St from Capitol Blvd to a new local access road and construct new local access road from Ruby St to Trosper Rd extension.
Reason for Amendment	Combining two projects into one large project. This change has been initiated to facilitate obtaining NEPA as required for completion of the Intersection Justification Report. Through planning efforts and in relation to combining the two projects into one, the estimate for construction has decreased. However, the overall estimated cost has slightly increased due to an increased estimate for right of way related to relocation for planned alignment that was determined through planning efforts. Illustration of new combined project is provided below this table. Amendment includes the following changes to the RTIP: <ul style="list-style-type: none"> • Delete STIP ID WA-01368 • Change title for STIP ID WA-07854 to I-5 / Trosper Rd / Capitol Blvd Reconfiguration • Adjust road name(s) to reflect combined project • Adjust termini to reflect combined project • Adjust project description • Adjust state fund code to TIB for RW phase • Adjust funds to reflect most recent estimate • Adjust expenditure schedule to reflect current schedule • Change to "Regionally Significant" • Change status in RW phase to secured to reflect the City has available local funds to start phase • Change functional classification from 16-Minor Arterial Urban to 14-Other Principal Arterials Urban
Amount	Former total costs as two separate projects: \$11,400,000 (\$0.7M PE, \$3.3M RW, \$7.5 CN) New total costs as one large project: \$12,000,000 (\$1.0M PE, \$5.0M RW, \$6.0M CN)
Action	Amend the project to reflect the above changes.

I-5/Trosper Rd/Capitol Blvd Reconfiguration Project





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- Thurston Economic Development Council
- Timberland Regional Library

MEMORANDUM

TO: Transportation Policy Board

FROM: Karen M. Parkhurst, Programs & Policy Director *KMP*

DATE: April 5, 2017

SUBJECT: Washington State Department of Transportation (WSDOT) – Rail

PURPOSE:

To better understand WSDOT Rail Plans & Challenges

Summary:

- The Policy Board focused attention on in-depth discussions of Public Transportation during 2016, including Intercity Transit’s many services and our Rural & Tribal Transportation program (RT).
- This month, the Policy Board moves to the first of a series of rail discussions, beginning with Jason Beloso, the Strategic Planning Manager for WSDOT’s Rail, Freight, and Ports Division.

REQUESTED ACTION

Discussion only.



Marc Daily
Executive Director

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MEMORANDUM

TO: Transportation Policy Board
 FROM: R. Veena Tabbutt, ^{RVT} Research & Data Director
 DATE: April 5, 2017
 SUBJECT: County-wide MPO Boundary Discussion

PURPOSE

Discuss with the Transportation Policy Board the pros and cons of changing to a county-wide metropolitan planning area.

Summary:

- Thurston Regional Planning Council (TRPC) is a:
 - Metropolitan Planning Organization (MPO) for the U.S. Census Designated Urbanized Area of Lacey, Olympia, Tumwater and 20-year growth boundary (federally designated by USC Title 23, Chapter I, Section 134)
 - Regional Transportation Planning Organization (RTPO) for Thurston County (state designated by RCW 47.80 and WAC 468-86)
- Under USC Title 23, TRPC has the choice to expand to a county-wide MPO planning area.
- The process of going to a county-wide MPO boundary would involve:
 - Discussion and recommendation by the Transportation Policy Board
 - Adoption by Council
 - Approval by the Governor

REQUESTED ACTION

Discussion and recommendation to Thurston Regional Planning Council (TRPC).



Marc Daily
 Executive Director

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MEMORANDUM

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April 5, 2017

BACKGROUND

A metropolitan planning organization (MPO) is a federally mandated and federally funded transportation policy-making organization made up of representatives from local government organizations. MPOs were first introduced by the Federal-Aid Highway Act of 1962, which required the formation of an MPO for any urbanized area (UZA) with a population of greater than 50,000. TRPC was designated an MPO in 1982, and is currently one of twelve MPOs in Washington State.

MPOs must, at a minimum, plan for an area that encompasses the Census-designated UZA plus the contiguous area expected to become urbanized within a 20-year forecast period. There are six MPOs in Washington that have a planning area that meets the minimum criteria:

- Thurston Regional Planning Council
- Cowlitz-Wahkiakum Council of Governments
- Yakima Valley Conference of Governments
- Benton-Franklin Council of Government
- Walla Walla Valley MPO
- Lewis Clark Valley MPO

Walla Walla Valley MPO are in the process of changing to a county-wide boundary.

The remaining six MPOs plan for either a county-wide area or a multiple county area. These are:

- Puget Sound Regional Council (King, Pierce, Snohomish, and Kitsap counties)
- Whatcom Council of Governments*
- Skagit Council of Governments*
- Southwest Washington Regional Transportation Council (Clark County)
- Chelan-Douglas Transportation Council (Chelan and Douglas counties)*
- Spokane Regional Transportation Council

Three of the MPOs went to a county-wide planning area after the 2010 Census. They are marked with a *.

PROS AND CONS OF TRPC DESIGNATING A COUNTY-WIDE MPO

There are several MPO functions that could be affected with a change in MPO boundary. These are:

- Agency decision-making structure
- Regional Transportation Plan
- Regional Transportation Improvement Plan
- Federal Planning Funds

A change in MPO boundary will not affect the amount of federal funding allocated to TRPC to program out through the Surface Transportation Program (STP), Transportation Alternatives Program (TAP), and Congestion Mitigation Air Quality Improvement Program (CMAQ) programs.

Agency Decision-making Structure

Changing to a county-wide MPO boundary will not change TRPC's decision making structure. Both our Transportation Policy Board and Council already have county-wide representation. Other MPOs such as Skagit were required to combine MPO and RTPO boards when they went to a county-wide MPO boundary.

Pros – no change in governance structure

Cons – none

Regional Transportation Plan

Changing to a county-wide MPO boundary will not substantially change TRPC's Regional Transportation Plan (RTP). Overall, the RTP is already a county-wide plan as it recognizes that TRPC must plan within both the MPO and RTPO boundaries. If we were to change to a county-wide MPO, there will need to be some minor wording changes in the text of the RTP. Most of these occur in the appendices. The RTP will need to be amended in 2017 to incorporate the safety performance measures. Any other amendments related to changing the MPO boundary can be incorporated at that time.

Pros – no major changes to the RTP

Cons – some minor changes to the RTP

Regional Transportation Improvement Plan

The Regional Transportation Improvement Plan (RTIP) contains separate project lists for projects within the MPO boundary and the remainder of the County. The TRPC process for project review and approval is identical for all projects. The Washington State Department of Transportation (WSDOT) process for review and approval is slightly different for projects within the MPO versus projects only in the RTPO. Changing to a county-wide MPO boundary will simplify the RTIP.

Pros – simplify the RTIP and remove confusion between MPO and non-MPO projects.

Cons – the RTIP will need to be reorganized. This reorganization could occur with the update of the RTIP (due by October of this year). The review process (for WSDOT) will be slightly more cumbersome for non-MPO projects.

Federal Planning Funds

TRPC receives federal planning funds from Federal Highways and Federal Transit Agency to undertake required MPO activities. Funding levels to support planning outside of the MPO boundary are provided by state Regional Transportation Planning Organization (RTPO) funds. RTPO funding has not increased since 1991, and inflation alone has reduced the purchasing power of this allocation by 77 percent.

Changing to a county-wide boundary would result in approximately \$90,000 in additional planning funds per year. These funds would be available to support TRPC's core transportation program, and used to carry out required federal and state functions, such as:

- Programming out federal funds for local transportation projects (over 65 million dollars of federal funding have been programmed out by TRPC since 1992)
- Providing support to local jurisdictions
- Managing the Regional Transportation Improvement Plan (RTIP)
- Maintaining and updating the Regional Transportation Plan (RTP)
- Updating the regional Intelligent Transportation Systems (ITS) Architecture
- Updating the Population and Employment Forecast
- Maintaining the regional transportation model

Pros – additional funding available for TRPC's planning program.

Cons – none

TECHNICAL ADVISORY COMMITTEE DISCUSSION

The Technical Advisory Committee discussed the pros and cons of changing to a county-wide boundary at their March 2nd meeting. The general consensus was that the pros outweighed the cons.

MEMORANDUM

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OTHER CONSIDERATIONS

Q: Will changing to a county-wide boundary affect requirements related to transportation projects?

A: No - infrastructure projects funded with federal dollars – either within or outside of the MPO – must follow federal guidelines.

Q: Will changing to a county-wide boundary mean that we may need to merge with the Puget Sound Regional Council in the future?

A: No – As long as the Lacey-Olympia-Tumwater urbanized area doesn't merge with the Tacoma-Seattle urbanized area, federal and state laws support two MPOs. The designation of the urbanized areas is conducted by the U.S. Census. New boundaries will be released after the 2020 Census.

Q: Will this bring us more STP, TAP, or CMAQ funding?

A: No. The funding formula for the STP, TAP, and CMAQ has no relationship to MPO boundaries.

Q: Will planning for a population of over 200,000 make us a Transportation Management Area (TMA) rather than an MPO?

A: No. The population threshold for a TMA is 200,000 people in the Census-designated urbanized area. The 2020 Census will provide the country with a list of new MPOs and new TMAs. It is likely that we will be designated a TMA at that time as the population in our urbanized area is currently 190,750 and likely to exceed 200,000 by 2020. If we become a TMA we will receive additional STP and TAP funding, however that will all occur after 2022.

PROCESS

The first step in this process was a discussion with TAC. Since TAC was supportive of changing to a county-wide MPO, the discussion is being brought to the Transportation Policy Board for a recommendation to Council.

If the Council is supportive they will adopt a resolution. The decision-maker is the Governor. Governors are generally supportive of these requests, and approval takes approximately a month to a month and a half.

Attachment:

Map – MPO Boundaries 2015

Metropolitan Planning Organizations of Washington

