AGENDA

Thurston Regional Planning Council

Friday, May 6, 2016 – 8:30 a.m. to 10:30 a.m.

2424 Heritage Court SW, Suite A
Conference Room A, 1st Floor
Olympia, WA 98502

OPENING – 8:30 a.m.

1. **Call to Order**
2. **Introductions**
3. **Approval of Agenda** — **ACTION**
4. **Public Comment Period**
5. **Consent Calendar** — **ACTION**
   - a. **Approval of Minutes** (Attachment) – March 4, 2016
   - b. **Approval of Vouchers** (Attachment) – Jared Burbidge
   - c. **Approval of Draft SFY 2017-18 Unified Planning Work Program (UPWP)** (Attachment) – Veena Tabbutt

OTHER BUSINESS

8:40 am 30 mins	**6.**	**DRAFT Regional Transportation Plan (RTP) – Public Comments Received** (Attachment) – Jailyn Brown	**INFORMATION / DISCUSSION**
9:10 am 20 mins	**7.**	**State of the Transportation System Report** (Attachment) – Karen Parkhurst	**DISCUSSION**
9:30 am 15 mins	**8.**	**Climate Adaptation Plan** (Attachment) – Mike Burnham	**PRESENTATION**
9:45 am 20 mins	**9.**	**2017 Legislative Session** (Attachment) – Karen Parkhurst	**DISCUSSION**
10:05 am 10 mins	**10.**	**Report from Outside Committee Assignments** (Oral/Written Report)	**INFORMATION**
10:15 am 10 mins	**11.**	**Member Check In** – Chair Virgil Clarkson	**DISCUSSION**
10:25 am	**12.**	**Executive Director's Report**	**INFORMATION**
10:30 am	**13.**	**Adjourn**	

Additional Informational Enclosures:

1. TPB Minutes (available upon request)

NEXT MEETING: Friday, June 3, 2016

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

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

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

TRPC's mission is to

"Provide Visionary Leadership on Regional Plans, Policies, and Issues."

To Support this Mission:

A. *Support* ***regional transportation*** *planning consistent with state and federal funding requirements.*

B. *Address* ***growth management, environmental quality, economic opportunity,*** *and other topics determined by the Council.*

C. ***Assemble*** *and* ***analyze data*** *that support local and regional decision making*

D. *Act as a* ***"convener"****, build regional* ***consensus*** *on issues through information and citizen involvement.*

E. *Build* ***intergovernmental consensus*** *on regional plans, policies, and issues, and advocate local implementation.*

September 2011

THURSTON REGIONAL PLANNING COUNCIL
MEETING NORMS

Show up

- Nothing happens without consistent good attendance by all members.
- Make sure you have a designated alternate.

Be prepared

- Members who are unprepared can't contribute the best input.
- Make sure your alternate is prepared if you have to miss a meeting.

Participate

- Share your ideas.
- Engagement by all members is required for productive discussions.

Be respectful

- Create a safe place to ask questions and express views.
- Diversity is one of TRPC's strengths.

Report back

- We each represent somebody who thought it wise to spend money to join TRPC.
- Report back to your jurisdiction, organization or community.

Feel good

- TRPC is an effective organization that allows us to address regional issues in a productive way.
- Take time to recognize and celebrate our successes.

DRAFT MINUTES OF MEETING

THURSTON REGIONAL PLANNING COUNCIL
Friday, April 1, 2016
2424 Heritage Court SW
Conference Room A, 1st Floor
Olympia, WA 98502

Call to Order

Chair Virgil Clarkson called the meeting to order at 8:30 a.m.

Attendance

Members Present:

City of Olympia	Nathaniel Jones, Board member
City of Lacey	Virgil Clarkson, Chair
City of Tumwater	Tom Oliva, Vice Chair
Thurston County	Sandra Romero, Commissioner
City of Tenino	David Watterson, Council member
Town of Bucoda	Alan Vanell, Council member
North Thurston Public Schools	Chuck Namit, Board member
Olympia School District	Mark Campeau, Board member
Intercity Transit	Karen Messmer, Board member
LOTT Clean Water Alliance	Cynthia Pratt, Board member
Port of Olympia	Bill McGregor, Commissioner
PUD No. 1 of Thurston County	Chris Stearns, Commissioner (alternate)
Lacey Fire District #3	Gene Dobry, Board member
The Evergreen State College	Jeanne Rynne, Staff
Thurston EDC	Michael Cade, Director

Members Absent:

City of Rainier	Everett Gage, Council member
City of Yelm	Bob Isom, Council member
Nisqually Indian Tribe	Heidi Thomas, Staff
Confederated Tribes of the Chehalis Reservation	Amy Loudermilk, staff
Timberland Regional Library	Bill Wilson, Staff

Staff Present:
Lon Wyrick, Executive Director
Jared Burbidge, Deputy Director
Karen Parkhurst, Program & Policy Director
Sarah Selstrom, Administrative Assistant
Veena Tabbutt, Research & Data Director
Paul Brewster, Senior Planner
Mike Burnham, Associate Planner
Jailyn Brown, Senior Planner

Others Present:
Doug DeForest, Transportation Policy Board
Forest Sutmiller, WSDOT Olympic Region (TAC vice-chair)
Tomy Mollas, Dept. of Enterprise Services
Chris Isom
Ann Freeman-Manzanares, Intercity Transit
Joel Carlson
Erik Martin, City of Tumwater
Joyce Phillips, City of Olympia
Eric Phillips, Intercity Transit
Phyllis Farrell, Sierra Club

Agenda Item 3 **Approval of Agenda**
ACTION

Councilmember Messmer moved, seconded by Councilmember Watterson, to approve the agenda. Motion carried unanimously.

Agenda Item 4 **Public Comment**
There were no public comments.

Agenda Item 5 **Consent Calendar**
ACTION
a. Approval of Minutes – March 4, 2016
b. Approval of Vouchers

Councilmember Oliva moved, seconded by Councilmember Romero, to approve the consent calendar as presented. Motion carried unanimously.

OTHER BUSINESS

Agenda Item 6 **Low Impact Development – Regional Efforts Underway**
PRESENTATION
Associate Planner Mike Burnham and Senior Planner Paul Brewster provided an overview of Low Impact Development (LID) concepts and briefed the Council on coordinated efforts between the jurisdictions of Lacey, Olympia, Tumwater, and Thurston County as they work to incorporate LID standards into development codes and regulations affected by joint planning agreements, by December 31, 2016.

Agenda Item 7 **Journeys – Regional Transportation Annual Report**
PRESENTATION
Senior Planner Jailyn Brown presented the 2015 Journeys – a summary of the transportation programs and projects from 2015.

Agenda Item 8 **SFY 2017-2018 Draft Unified Planning Work Program**
1ST REVIEW
Programs & Policy Director Karen Parkhurst and Research & Data Director Veena Tabbutt presented the 1st review of the State Fiscal Years 2017-2018 Draft Unified Planning Work Program (UPWP). As the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for the Thurston region, TRPC must fulfill specific transportation planning requirements. The UPWP is a federal and state mandated tool for ensuring that compliance. The UPWP identifies federal and state planning requirements. It also includes a discussion of other transportation planning priorities and activities in the region. The intent of the UPWP is to ensure a comprehensive, continuing, and coordinated approach to regional transportation planning that supports local, state, and tribal planning activities and systems development. The final draft will be presented for approval at the May meeting.

Agenda Item 9 **DRAFT Regional Transportation Plan (RTP)**
ACTION
Senior Planner Jailyn Brown presented the Draft 2040 Regional Transportation Plan (RTP) and asked that it be released for public comment, as recommended by the Transportation Policy Board. The public comment period will run from April 6, 2016 to May 9, 2016. The plan will be available online, in hard copy and on cd, as well as at Timberland Regional Library locations. TPB and TRPC will consider public comments at their May and June meetings, with adoption scheduled at the July 8th TRPC meeting.

Councilmember Jones moved, seconded by Councilmember Pratt, to release the draft What Moves You 2040 Regional Transportation Plan for public comment and recommend the Executive Director issue a Determination of Non-significance for the non-project action TRPC What Moves You 2040 Regional Transportation Plan.

Agenda Item 10 **Legislative Update**
DISCUSSION
Programs and Policy Director Parkhurst updated Council on activity of interest with the Legislature. The session adjourned on March 29th.

Agenda Item 11 **Report from Outside Committee Assignments**
INFORMATION

Doug DeForest reported on his attendance at the latest PSRC TPB meeting.

Councilmember Pratt reported on her attendance at the most recent PSRC Growth Management Policy Board.

Councilmember Romero reported on the Capitol Furnishings Preservation Committee fundraiser.

Agenda Item 12 **Member Check In**
DISCUSSION

Councilmember Jones announced that the City of Olympia received an award from Futurewise for urban design and revitalization in Olympia. It was presented at the annual award luncheon

Councilmember Namit announced that a Dr. Debra Clemmons from Cheney, WA has been selected as the new superintendent to replace the retiring Raj Manhaus.

Councilmember McGregor announced that he is part of the work group for Capital Lake. He encouraged everyone to visit the Dept of Enterprise Services website for information and to submit a public comment. Also, the Port is unloading organic corn from Turkey that is going to British Columbia. The dust is proving to be an issue.

Commissioner Messer announced that registration for the bicycle commuter contest opens today. Last year there were 1,700 riders – resulting in a reduction of about 50 tons of CO2 into the atmosphere.

Councilmember Romero reported on a meeting the night before of representatives from Thurston County, local mayors, public works directors, TRPC and JBLM for the first ever get together with the community connectors. The focus was Thurston County.

Councilmember Campeau shared information an upcoming Cascadia Rising Drill in June. Emergency Operations and Coordination Centers (EOC/ECCs) at all levels of government and the private sector will activate to conduct a simulated field response operation within their jurisdictions and with neighboring communities, state EOCs, FEMA, and major military commands.

Agenda Item 13 **Executive Director's Report**
INFORMATION

Executive Director Wyrick announced that the annual State Audit is being conducted and handed out a summary of the March 29, 2016 Entrance Conference. He indicated that Council will be invited to the Exit Conference at the conclusion of the Audit.

Agenda Item 14 **Adjournment**

There being no further business, Chair Clarkson adjourned the meeting at 11:18 a.m.

_____
Virgil Clarkson, Chair

_____
Lon D. Wyrick, Ex-Officio Secretary

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.

AGENDA ITEM #5b

thurston regional planning council

REGIONAL VISION • COOPERATION • INFORMATION

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
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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

	Program Area	Mission Statement
X	MPO/RTPO	A
	Core Services	
	Contract Services	
	Grant Services	

MEMORANDUM

TO: Thurston Regional Planning Council

FROM: Jared Burbidge, Assistant Director

DATE: April 27, 2016

SUBJECT: Approval of Vouchers

PURPOSE

Approve the payroll, voucher lists and journal vouchers.

Summary:

- Thurston Regional Planning Council's (TRPC) procedure is for the Council Secretary (or another officer) to certify and approve vouchers prepared by staff on a weekly basis prior to the issuance of warrants.
- Council receives the vouchers at its next regularly scheduled meeting for consideration and action.

REQUESTED ACTION

Approve the following vouchers for warrants dated March 28 – April 26, 2016 plus journal vouchers for a total of $421,617.78.

Payroll (March and April)	$ 294,194.05
Warrant Control List by Voucher	$ 125,933.15
Journal Entries for April 2016 (Central Services)	$ 1,490.58

79:rb
Attachments

thurston regional planning council

Lon D. Wyrick
Executive Director

2424 Heritage Court SW
Suite A
Olympia, WA 98502-6031

360-956-7575
360-956-7815 Fax

www.trpc.org

Thurston County Central Services Charges Processed by Journal Entries
By Thurston County Financial Services

APRIL 2016

Description	$ Amount
Infrastructure	9.25
Mailroom	136.17
Indirect	1,194.83
Computer Services	150.33
TOTAL	**$1,490.58**

Rosalie Bostwick

From: Nathaniel Jones <njones@ci.olympia.wa.us>
Sent: Wednesday, March 30, 2016 12:00 AM
To: Rosalie Bostwick
Subject: RE: March 2016 Payroll

STATE OF WASHINGTON - COUNTY OF THURSTON

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the Thurston Regional Planning Council, and that I am authorized to authenticate and certify to said claim.

I approve the voucher payroll for March 2016 in the amount of $147,375.41.

SUBSCRIBED THIS 29TH DAY OF MARCH 2016.

Nathaniel Jones, Secretary

THURSTON REGIONAL PLANNING COUNCIL
OLYMPIA, WASHINGTON 98502-6031

PAYROLL
Voucher No.
Apr-16

THURSTON REGIONAL PLANNING COUNCIL

		FUND	ORGN	OBJT	AMOUNT
1	Salaries	6490	Z100	510000	117,728.00
2	Extra Help	6490	Z100	516000	855.00
3	OASI	6490	Z100	521000	8,936.97
4	Health Care Authority	6490	Z100	523000	19,298.67
5	Vacation/Sick Leave Cash Out	6490	Z101	510000	0.00
				TOTAL	146,818.64

STATE OF WASHINGTON - COUNTY OF THURSTON

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the Thurston Regional Planning Council, and that I am authorized to authenticate and certify to said claim.

SUBSCRIBED THIS 26TH DAY OF APRIL 2016.

(SIGNED) _____

APROVED AND AUTHORIZED BY _____
Deputy Director

_____
TRPC Officer

Rosalie Bostwick

From: Nathaniel Jones <njones@ci.olympia.wa.us>
Sent: Wednesday, April 27, 2016 7:54 AM
To: Rosalie Bostwick
Subject: RE: April 2016 Payroll

STATE OF WASHINGTON - COUNTY OF THURSTON

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the Thurston Regional Planning Council, and that I am authorized to authenticate and certify to said claim.

I approve the voucher payroll for April 2016 in the amount of $146,818.64.

SUBSCRIBED THIS 26TH DAY OF FEBRUARY 2016.

Nathaniel Jones, Secretary

TRPC CASH DISBURSEMENT JOURNAL

VENDOR	NAME	INVOICE #	CHECK NO	AMOUNT	CHECK DATE
1562	AT&T	1021553	1419609	46.86	03/28/2016
7789	BUSINESS TELECOM PRODUCTS INC	241303	1419612	165.39	03/28/2016
413	CRAINS OFFICENTER INC	0110847-001	1419608	23.61	03/28/2016
9002	CUSTOM NETWORKS INC	30764	1419984	1,512.99	03/28/2016
9881	DOUGLAS DEFOREST	1022824	1419987	88.56	03/28/2016
3671	DEVAUL PUBLISHING INC DPI	20869	1419982	29.23	03/28/2016
11275	FRUGALBROTHERS SOFTWARE INC	2476	1419989	997.50	03/28/2016
2194	GARY J GEORGE	1022822	1419980	330.58	03/28/2016
550	VALERIE GOW	1547	1419976	592.75	03/28/2016
2362	MPH HOLDINGS LLC	1021551	1419611	18,475.26	03/28/2016
8462	PAETEC COMMUNICATIONS INC	59244975	1419613	256.63	03/28/2016
9389	QWEST CENTURYLINK	1022812	1419985	66.43	03/28/2016
9595	RECORDXPRESS OF CALIFORNIA LLC	1352408	1419614	170.95	03/28/2016
1567	RICHARDSON BOTTLING CO INC	000521011	1419610	14.50	03/28/2016
9662	RICOH AMERICAS CORPORATION	96464753	1419615	1,555.33	03/28/2016
9662	RICOH AMERICAS CORPORATION	96464750	1419615	269.71	03/28/2016
1862	DEPARTMENT OF LICENSING	1022814	1419978	30.00	03/28/2016
1927	DEPT OF RETIREMENT SYSTEMS	1156567	1419979	25.00	03/28/2016
9463	DEPARTMENT OF ENTERPRISE SERVICES	82131936	1419986	221.51	03/28/2016
10944	TECH HEADS INC	1011029	1419988	1,050.00	03/28/2016
2836	TOGETHER!	TRP03042016	1419981	4,414.96	03/28/2016
1551	VERIZON WIRELESS MESSAGING SERVICES	9761758602	1419977	548.92	03/28/2016
3753	WA CITIES INSURANCE AUTHORITY	101346	1419983	40.00	03/28/2016
9785	CAPITAL ONE NATIONAL ASSOC	1024597	1420013	876.06	03/31/2016
71	CAPITOL ALARM INC	59131	1420007	25.00	03/31/2016
9784	RODNEY T ICENHOUR	1305	1420012	3,200.00	03/31/2016
9389	QWEST CENTURYLINK	1369613725	1420011	1,500.00	03/31/2016
1914	DEPT OF EMPLOYMENT SECURITY	1ST QTR 2016	1420008	1,744.07	03/31/2016
1922	DEPT OF LABOR & INDUSTRIES	1ST QTR 2016	1420009	1,095.07	03/31/2016
1927	DEPT OF RETIREMENT SYSTEMS	MARCH 2016	1420010	13,169.51	03/31/2016
1560	COMCAST HOLDINGS CORPORATION	1026409	1420266	231.17	04/04/2016
11107	CRITICAL INFORMATICS INC	6059	1420268	850.00	04/04/2016
7710	US BANK NATIONAL ASSO ND	1025350	1420267	1,881.60	04/04/2016
7710	US BANK NATIONAL ASSO ND	1025351	1420267	393.45	04/04/2016
7710	US BANK NATIONAL ASSO ND	1025352	1420267	285.82	04/04/2016
7710	US BANK NATIONAL ASSO ND	1025353	1420267	82.00	04/04/2016
7710	US BANK NATIONAL ASSO ND	1025354	1420267	13.00	04/04/2016
7710	US BANK NATIONAL ASSO ND	1025355	1420267	184.70	04/04/2016
7710	US BANK NATIONAL ASSO ND	1025356	1420267	5.00	04/04/2016
7710	US BANK NATIONAL ASSO ND	1025357	1420267	54.03	04/04/2016
7710	US BANK NATIONAL ASSO ND	1025358	1420267	55.80	04/04/2016
607113	KATRINA VAN EVERY	1026407	1420269	29.16	04/04/2016
11254	ATS TRANS LLC	8678	1420692	39,336.00	04/07/2016
1341	OLYMPIA FUEL INC	004936-1609101	1420690	23.99	04/07/2016
9090	PACIFIC NORTHWEST PUBLISHING CO	1027318	1420691	94.34	04/07/2016
5518	CBM SOUTH INC	207869	1421380	256.39	04/19/2016
5518	CBM SOUTH INC	207904	1421380	1,455.00	04/19/2016
2025	ENVIRONMENTAL SYSTEMS RESEARCH INSTITUTE INC	93118146	1421377	13,041.09	04/19/2016
2362	MPH HOLDINGS LLC	2740	1421378	1,135.13	04/19/2016
9662	RICOH AMERICAS CORPORATION	96635444	1421382	259.39	04/19/2016
9662	RICOH AMERICAS CORPORATION	96635449	1421382	4,064.64	04/19/2016
9463	DEPARTMENT OF ENTERPRISE SERVICES	73146892	1421381	88.55	04/19/2016
9463	DEPARTMENT OF ENTERPRISE SERVICES	82132066	1421381	550.07	04/19/2016
2836	TOGETHER!	TRP04012016	1421379	4,307.57	04/19/2016
1562	AT&T	287235246972X040916	1421561	46.86	04/21/2016

VENDOR	NAME	INVOICE #	CHECK NO	AMOUNT	CHECK DATE
9595	RECORDXPRESS OF CALIFORNIA LLC	1387473	1421563	170.95	04/21/2016
11084	SOFTWAREONE INC	US-SCO-498762	1421564	2791.72	04/21/2016
3812	OFFICE OF STATE AUDITOR	L113499	1421562	1675.8	04/21/2016
1551	VERIZON WIRELESS MESSAGING SERVICES	9763404254	1421560	33.55	04/21/2016
	GRAND TOTAL			**125,933.15**	

thurston regional planning council

REGIONAL VISION • COOPERATION • INFORMATION

MEMBERS:
City of Lacey
City of Olympia
City of Rainier
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City of Tumwater
City of Yelm
Confederated Tribes of the Chehalis Reservation
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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

	Program Area	Mission Statement
X	MPO/RTPO	A
	Core Services	
	Contract Services	
	Grant Services	

MEMORANDUM

TO: Thurston Regional Planning Council

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

DATE: April 29, 2016

SUBJECT: SFY 2017-2018 Draft Unified Planning Work Program

PURPOSE

The purpose of this agenda item is to approve the State Fiscal Years 2017-18 Unified Planning Work Program. It will come before you for action in May.

Summary:

- In its capacity as the Metropolitan Planning Organization, TRPC must develop an annual statement of how state and federal planning funds will be used for mandated transportation planning activities. The Unified Planning Work Program (UPWP) describes those federally- and state-mandated transportation planning activities and the revenue sources used to fund that work. Based on federal and state guidance, this UPWP reflects the two-year state fiscal period running from July 1, 2016 through June 30, 2018.
- This UPWP reflects a 2-year program budget of $993,558 for state and federally-mandated activities. Details of the work program budget and funding sources are on page 33 of the UPWP. In addition, Surface Transportation Program Block Grant funds (STPBG) support regionally-determined work program priorities with an annual award of $600,000. A description of those and other regional planning activities and funding begins on page 17. Approval of the UPWP will trigger an administrative amendment of the Regional Transportation Improvement Program to secure the STPBG funds identified.
- Federal and state agencies reviewed the draft document in April. They requested a few minor changes, which have been incorporated into the updated draft.
- The final draft is available online: www.trpc.org/DocumentCenter/View/2847

REQUESTED ACTION

Approve Resolution 2016-02 adopting the SFY 2017-2018 Unified Planning Work Program.

thurston regional planning council

Lon D. Wyrick
Executive Director

2424 Heritage Court SW
Suite A
Olympia, WA 98502-6031

360-956-7575
360-956-7815 Fax

www.trpc.org

BACKGROUND

As the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for the Thurston region, TRPC must fulfill specific transportation planning requirements. The Unified Planning Work Program (UPWP) is a federal and state mandated tool for ensuring that compliance. The UPWP identifies federal and state planning requirements. It also includes a discussion of other transportation planning priorities and activities in the region. The intent of the UPWP is to ensure a comprehensive, continuing, and coordinated approach to regional transportation planning that supports local, state, and tribal planning activities and systems development.

The UPWP is the official document that describes the agency's on-going regional work program. It is developed in the third quarter of the state fiscal year. Reflecting state and federal guidance, this draft UPWP is for a two year period, from July 1, 2016 through June 30, 2018. It describes the work to be done and the funding resources that will be used to perform that work. It also identifies priority unfunded planning needs for which the agency will seek outside funding.

The Transportation Policy Board makes recommendations to TRPC on work program priorities which TRPC considers and approves before the UPWP is drafted. The draft UPWP was reviewed by the Washington State Department of Transportation (WSDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on April 5th. No significant issues were identified. Since the Council was presented with the document in early April, minor revisions have been made. They include fixing a few typos, and adding a little detail to some of the tasks under UPWP planning and programming.

The SFY 2017-2018 UPWP reflects current federal and state guidance about program compliance. Whereas in years past the UPWP blended the mandatory planning activities with regionally-determined planning priorities, the UPWP now delineates between mandatory and regionally-determined priorities.

Mandatory elements are dictated by federal and state statute. TRPC receives funding from FHWA, FTA, and WSDOT to address those work elements, which is matched by local funding (generated by member dues). These mandated activities are organized around two major activities: Compliance with MPO/RTPO Program Requirements, and Program Administration. These activities account for about 42 percent of the base transportation work program.

A significant part of the regional transportation program is not dictated by federal or state mandates. Since 1995 TRPC has identified and funded transportation planning and program activities that meet the specific needs of this region. These activities are funded with an annual allocation of regional Surface Transportation Program Block Grant (STPBG) funding. This UPWP anticipates that funding levels for these activities in 2017 and 2018 will be at the same level as in state fiscal years 2015 - 2016 which is $600,000 per year in regional STPBG funding matched by $93,642 in local funding (generated by member dues). These activities – derived from the regional transportation priorities developed by the TPB and TRPC – account for about 58 percent of the base transportation work program.

TRPC adoption of the UPWP in May will trigger an administrative amendment of the Regional Transportation Improvement Program to secure the regional Surface Transportation Block Grant Program funds that support the work program.

REQUESTED ACTION

Approve Resolution 2016-02 adopting the SFY 2017-2018 Unified Planning Work Program.

Attachment

May 6, 2016

THURSTON REGIONAL PLANNING COUNCIL
RESOLUTION NO. 2016-02

RELATING to the State Fiscal Years 2017-18 Unified Planning Work Program between THURSTON REGIONAL PLANNING COUNCIL (TRPC) and the WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT).

WHEREAS, the WSDOT and TRPC have cooperated in the past for regional and metropolitan transportation planning within Thurston County; and

WHEREAS, TRPC is the agency designated by the GOVERNOR as the METROPOLITAN PLANNING ORGANIZATION and the REGIONAL TRANSPORTATION PLANNING ORGANIZATION for the Thurston region; and

WHEREAS, TRPC has the authority to act on the Unified Planning Work Program;

NOW, THEREFORE BE IT RESOLVED BY THE THURSTON REGIONAL PLANNING COUNCIL:

THAT the scope, content, budget, and funding sources of the Unified Planning Work Program for State Fiscal Year 2017-2018 be approved as per attachment with the understanding that minor changes may be required following State review; and

THAT the Regional Transportation Improvement Program be amended to secure the federal Surface Transportation Program Block Grant funds described in the Unified Planning Work Program document to perform regional transportation planning; and

THAT any local match will be finalized through the TRPC budget process; and

THAT the Executive Director is authorized to file the necessary applications and execute contracts with the WSDOT upon completion of legal reviews.

Adopted this 6th day of May, 2016.

ATTEST:

Lon D. Wyrick
Executive Director

Virgil Clarkson, Chair
Thurston Regional Planning Council

thurston regional planning council

REGIONAL VISION • COOPERATION • INFORMATION

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

	Program Area	Mission Statement
X	MPO/RTPO	A
	Core Services	
	Contract Services	
	Grant Services	

TO: Thurston Regional Planning Council

FROM: Jailyn Brown, Senior Planner

DATE: April 27, 2016

SUBJECT: Draft *TRPC What Moves You 2040 Regional Transportation Plan*

PURPOSE

Review public comment received to date on the draft RTP.

Summary:

- *What Moves You* - the Regional Transportation Plan (RTP) serves as a strategic blueprint for the region's transportation system.
- The plan is available for public comment from April 6, 2016 through May 9, 2016.
- Comment received through April 27, 2016 is attached. This includes:
  - A summary table of all comments – including email, letter, and Open Comment.
  - Each comment email and letter.
  - From Open Comment, each page of the plan that has a comment, followed by the comment provided.
- TRPC staff are preparing recommended responses/actions for each comment on the summary table.
- TAC is reviewing public comment and advising TRPC staff regarding recommended responses/actions.
- In May, TPB will review the public comment and make a recommendation to TRPC about changes needed to finalize the RTP.
- In June, TRPC will receive all public comment, TPB's recommendation on finalizing the plan, and TRPC staff's recommended responses/actions to comments. TRPC will be asked to direct staff on changes needed to finalize the plan.
- TRPC action on adoption is expected in July.

REQUESTED ACTION

No action requested. This is for your information.

Attachments:
1) Summary Table of Comments to Date
2) Comment Emails and Letters
3) Draft Plan Pages with Public Comment from Open Comment

thurston regional planning council

Lon D. Wyrick
Executive Director

2424 Heritage Court SW
Suite A
Olympia, WA 98502-6031

360-956-7575
360-956-7815 Fax

www.trpc.org

ID	Short Name	Comment	Plan Area	Type
1	Leveen	There was no mention in the plan of Target Zero/Vision Zero efforts (to eliminate traffic death and serious injury by 2030), despite a growing momentum internationally, nationally and even within Washington State. Target Zero/Vision Zero helps focus programmatic and facility resources via a data driven approach. A policy for the plan could be "12.g As a region, adopt a Target/Vision Zero policy and encourage and support all incorporated cities and the County to do so as well." For more information, see: http://www.seattle.gov/visionzero	3 Goals	EM
2	Danell	We need more pedestrian bridges over freeways! More pedbridges are needed, especially where office buildings are across freeways from shopping centers! Also, it'd promote weight loss & cardio health! Vehicles have massive freeways, can't pedestrians have more pedbridges?		EM
3	Curtz	Unfortunately, I think the current draft is deeply flawed, in several ways. 1. Aside, from a few pages here and there, it doesn't come to terms with what seems to me to be a fundamental fact about our transportation needs over the next 25 years. We need to make an 80% reduction from 1990 levels of CO2 in order to have a reasonable chance of avoiding dangerous human interference with the climate - and maybe deeper reductions than that, and conceivably catastrophic interference with the climate if we're unlucky... We need a plan that thinks seriously and profoundly about how we might possibly contribute to reductions like that, given that on-road transportation is something like 44% of our inventoried emissions (though less if you take the emissions generated outside the County to produce food and other goods and services that we're consuming into account.) But when I look at the project list, it's basically business as usual between here and 2040 - tons of money for road widening, a little money for transit, a little money for bikes and pedestrians. 2. There's no sense of the relative scale of the potential contributions to reductions (or increases) in emissions that various things included in the plan might produce. The consultants for the Governor's Climate Legislative Executive Workgroup concluded that all of the potential savings expected from the benefits of "smart growth" (more walking, biking, mass transit use, shorter trip distances, etc.) might produce about a quarter of the reductions expected from cleaner cars. I don't think the draft does anything to register the relative potential importance of these different possible ways to focus our efforts. (In fact, since the CLEW consultants' estimates for smart growth reductions are based on research and modeling for "metropolitan" areas, and it will be a long time before anything in Thurston County approaches those densities, they probably overestimate potential savings in our area. In addition, if you look at the actual research they cite, it turns out that they've consistently chosen to use the most generous estimates of the potential value of these savings.)	2 Recommend.	EM

EM = Email; OpenC = Open Comment;
... = Commenter makes another point

ID	Short Name	Comment	Plan Area	Type
4	Curtz	... 3. There's a section at the beginning about the very large potential changes in vehicle technology that many experts expect will arrive during the next twenty-five years - widespread electrification, autonomous vehicles, peer-to-peer car sharing… But there's no attempt whatsoever to think about what we might do about investments in projects to prepare for and support those potentially transformative changes, rather than widening more roads and encouraging more single occupancy driving.	0 Summary	EM
5	Jernudd	The Oly/Tumwater/Lacey area depends on reliable access to Tacoma, Seatac Airport, Seattle and to a lesser extent Vancouver and Portland. Reliance on I-5 as the only viable transportation corridor is obviously the biggest issue. Best solution would be to create an alternative - either rail, dedicated bus lane, or alternative road that takes LESS TIME than driving the current route and does so reliably. It is patently ridiculous that taking the train takes much longer, costs much more, and is not a city center to city center option. When my Asian or European friends ask me about it, they simply can't believe it. That is where 90% of resources should be focused. By comparison the local congestion and transit issues are easily fixed - the only congestion I encounter is because the super smart leadership in Federal, state and local government all seem to believe that we should all work or go to school at the same time(s) and all end at the same time(s).		EM
6	Malham	I have a couple comments about public transit. My views do not express the views or opinions of the Department of Ecology. I am responding to the Plan because we were sent a draft via our commute trip reduction program at the agency. I noticed there is a proposal to expand public transportation to create express routes to Lacey, Olympia, and Tumwater city centers (T6). This is great news. My thoughts have always been that the bus stops with Intercity Transit are too close together. Often you can see the next stop from where you are standing (less than 2 blocks away). This makes for a longer commute and a lot of jolting as the bus stops too much. Often my bus commute is 45 minutes to go 6 miles to my workplace. It's frustrating that it takes so long. It is faster to ride my bike than to take the bus.		EM

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... = Commenter makes another point

ID	Short Name	Comment	Plan Area	Type
7	Malham	I live in the NE Olympia neighborhood on the corner of Bethel and Miller. The 21 bus meanders through our neighborhood. My suggestions: · Add a second bus to the 21 route, going the opposite direction, to provide service on both sides of the street/route, so you don't have to ride the bus in a circle to get where you're going. · Start the 21 bus (and all other neighborhood buses) an hour earlier. This will provide better connections to the first busses leaving from downtown to Lacey and Tumwater. For example: The first bus I need to take to Lacey leaves at 6am from downtown Olympia. My first neighborhood bus doesn't reach my stop until 6:47. Therefore I have to ride my bike or walk to the Olympia Transit center to catch the bus I need to get to work. Because of this inconvenience I often only ride the bus in good weather and drive the rest of the time. Thank you for your planning efforts to improve our public transit.		EM
8	Danell	If there was a pedbridge on Linderson Way SW close to Costco/Fred Meyer, etc., then office workers in the 6300/6400/6500 state office complex would get more exercise during lunchtime! There's a pedbridge a city block south from 6300/6400/6500, but we need one that's closer to Costco/Fred Meyer, etc. – we could quickly go across the pedbridge & get/grab lunch without using our cars & contributing to traffic & parking lot jams. Our office complex does not have a café. (The 6400 building is almost halfway thru construction, slated for completion 11/2016 . . . & that will be a lot more traffic!)		EM
9	Weaver	I would appreciate consideration be given to the safety in small towns of our rural area. We have asked numerous times to have the transportation plan include a safety component for our students who walk on the side streets throughout downtown Rochester to reach the boys & girls club and Roof center after school. Three children being hit this morning up north could easily have taken place here in our area and making these areas safer should be of primary concern.		EM

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... = Commenter makes another point

ID	Short Name	Comment	Plan Area	Type
10	Davis	I think that most of the identified projects are much needed to improve traffic flow. Below are projects that I think should be priorities. Carpenter Road Widening from Martin Way to Britton Parkway. This would be an important project, but I am wondering why you have not considered adding on and off ramps to I-5 from Carpenter Road. It looks like there is plenty of room there and it would be fairly simple. This would provide a much needed alternate to the access ramps at Martin Way and Marvin Road. Brewery District Transportation Project. This area is currently a huge mess at rush hour so I think this project would be a big help. I can see one flaw that will keep traffic backed up on Custer for people going down Boston to get on I-5 or 101. Even with a roundabout at Boston and Custer, traffic will back up at the bottom of Boston where it intersects with Deschutes Parkway due to the three-way stop. My recommendation is to make Boston one-way up the hill to Custer and put a median down the middle of Custer at Boston to prevent people coming up the hill from turning left. This would force people wanting to get on I-5 or 101 to go down to E Street and come up Deschutes Parkway. With the one-way traffic on Boston only going up the hill (that road is too narrow for two-way traffic anyway), you could take out all three stop signs at the Deschutes Parkway and Boston intersection further improving traffic flow. E Street Extension. This project would help to reduce traffic through the Brewery District area. Martin Way/I-5 Interchange Project. I have wondered why clover leaf ramps have not been added to this intersection a long time ago. This would make a huge difference. Harrison Avenue Widening Phase 4 Hogum Bay Truck Route. A roundabout at Willamette would be a big help and also greatly improve safety. College Street Corridor Improvements US 101/West Olympia Access Project Ensign Road Connection Desmond Drive Extension Study Thanks for the opportunity to comment.		EM
11	Michelle	Provide bus routes NE Thurston County. Right now we have nothing AND the bike lane was taken away when median beautification project was installed about one and a half years ago (marvin rd near Jubilee). My only option is to drive even though I am 5 miles away from my job at Dept of Ecology.		EM
12	Lynch	Your planning seems behind the times. in 10 years most of us will be riding segways, hoverboards, scooters, pc gps robot cars and only will need buried charger wires to recharge our lithium ion batteries as we move. I already drive a nissan leaf that gets me locally around for 3.5 cents per mile so I can go round lacey oly tumwater for 25-50cents per day. to work, shopping pleasure,errands, etc. I suggest we open our hi ways to bikes, scooters,hoverboards. Etc. make streets one way. let big pc control all cars, and lights [sic]		EM

ID	Short Name	Comment	Plan Area	Type
13	Hill	Thank you for your public service and commitment of time and energy to a brighter future for Thurston County. I write to share concerns about the draft Regional Transportation Plan. The next 20 years of growth in this plan appears to wholly ignore the community of Rochester, with the exception of a project on the Gate-Belmore Trail. While the Gate-Belmore Trail will be a wonderful recreational amenity, it is a project that does nothing little to improve the function and safety of the transportation system. There is a real need for two bicycle lanes between Grand Mound/Rochester and Littlerock, and from Littlerock to Tumwater. These lanes would enhance safety and recreation as well as promote commuter car trip reduction, and likely economic development as well in the communities of Littlerock, Grand Mound, and Rochester. Both Case Road, and Littlerock Road/Sargent Rd. provide fairly direct, efficient North/South bicycle access from South Thurston County to Tumwater. I think the Council and the public would see the most return on investment from enhancing these roads with safe bicycle lanes. Currently, there are very unsafe and irregular shoulders that cyclists brave because of the scenic rural nature of these roads. There are a good number of folks in the Rochester/Grand Mound community who would like a safe way to bike to work in Olympia or Tumwater. It is too far to the East, if you are in Rochester, to try and bike to the Chehalis Western Trail (CWT) to then proceed safely north to Olympia, and even if you do take the CWT, its route does not come close to Tumwater's major employers. By contrast, a bike route that went up Littlerock road, would easily connect at Trosper to Capitol Blvd and the state agency employers off Capitol or via Israel Rd.to Capitol Blvd. I am a homeowner in the Rochester area. My wife and I work for state government and commute to Olympia; we have a young child who attends daycare in Olympia and commutes with us. We shop in Tumwater off Trosper Road. Thus, we are most familiar with these county road alternatives to 1-5, and we see their potential for improving transportation safety, commuter car trip reduction, recreation, and economic opportunity. We are also concerned that one cannot bike safely from Sargent Rd. to the Community Center or Rochester schools because of lack of shoulder or bike lane on 133rd . This should be a priority, otherwise our community is compelled to be uni-modal, since we also do not have bus service in the area.		Mail
14	Taggesell	I really like "from the frisky to the frail". Please keep this tone.	0 Summary	OpenC p5 #001
15	Taggesell	Personally, as a resident of ruralish (out Evergreen Parkway) Thurston County this is getting to be a bigger and bigger transportation challenge. I want my kids to have access to stuff and not have to drive. I don't expect TRPC to solve this. Where I live makes my choice for me, but it is an ongoing source of tension in my transportation life.	0 Summary	OpenC p5 #002

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... = Commenter makes another point

ID	Short Name	Comment	Plan Area	Type
16	Taggesell	Yes please! West Olympia and Lacey are challenging for walkers (though they are getting better, thank you for that).	0 Summary	OpenC p6 #003
17	Taggesell	This one makes me uncomfortable. [Refers to changing reliance on the gas tax]	0 Summary	OpenC p7 #004
18	Taggesell	Of course I missed the survey, but please help freeway congestion on the I-5/101 interchange and in north Thurston County.	0 Summary	OpenC p7 #005
19	Taggesell	Yes please. [Refers to making I-5 work reliably]	0 Summary	OpenC p9 #006
20	Taggesell	:) I could try reading the whole plan before commenting. [Refers to 6 new or realigned highway interchanges.]	0 Summary	OpenC p10 #007
21	Taggesell	Thanks for this. I jumped from poverty to the middle class and I've got to say, the transportation world of Thurston County and the attendant options are worlds different.	0 Summary	OpenC p11 #008
22	Taggesell	Bend the trend? Frail to frisky? Whoever wrote this is awesome. Thanks.	0 Summary	OpenC p13 #009
23	Taggesell	I agree with both sentences. I don't get how they go together. The first one speaks to assumptions, and the second more or less defines "forecast". [Refers to text call out about the regional transportation forecast.]	0 Summary	OpenC p13 #010
24	Taggesell	It's "between", because your list here is distinct items. Sorry, that was bossy and know-it-all-ish. I should add that I'm pretty sure, but I was only reading that closely because I was enjoying the prose.	0 Principles	OpenC p15 #011
25	Taggesell	Please define "multimodal" this way somewhere in the "summary" document. I'm sure it's done in the more detailed sections, but the word comes up a lot in this document, and if I wasn't in an industry that used the term frequently, I'm not sure I would know what it means.	0 Principles	OpenC p16 #012
26	Taggesell	I'd like to see "multimodal" defined in this way earlier in the document. It comes up a lot, and if I didn't run across this term in educational institutions, I'm not sure I would know what it means. It might be defined earlier in the document, but this is really nice and clear.	0 Principles	OpenC p16 #013

ID	Short Name	Comment	Plan Area	Type
27	Kasia	Thank you for prioritizing multimodal transportation. I am a bicycle commuter, and one of the biggest challenges I face in riding between home and work is dealing with segments of the route that are very bicyle[sic]-unfriendly. As a bike rider, I don't mind getting into traffic a bit when necessary. However, on the route between my house in NE Olympia and my job in Tumwater, there is one choke point that puts my safety at risk. It's the intersection of Capitol Way NORTH and Custer, where the slope is uphill and in the evening rush hour, most car traffic is turning right. Adding a bike lane to that spot would improve safety and make that route a viable option for commuting. [Refers to TRPC Work Program item to enhance mulitmodal transportation.]	2 Recommend.	OpenC p37 #001
28	Kasia	While linking parks and paths is important, for transportation purposes I believe a stronger emphasis should be placed on making it easier for people to use bicycles (and their feet!) for transportation. [Refers to TRPC Work Program item linking bike/ped pathways with parks & open spaces.]	2 Recommend.	OpenC p37 #002
29	Heinley	My profile: - I live near Lacey (in the county) and work at the Old State Capitol Bldg. - I typically use Intercity Transit, route 62A & B, and am familiar enough with the system that I know which routes to use to get to other locations. - I don't use transit in order to save the environment or combat 'climate change', I use it because it's less expensive than parking in downtown Olympia, and why expose my vehicle to downtown risks (such as vandalism by people protesting the latest cause). And in case of disaster, I could walk home if necessary. Riding transit, however, does increase my commute time, from about 20 minutes each way to 40 minutes. - My background is transportation engineering, so I'm familiar with what you are going through to get public input, assess whether the traffic model is providing meaningful output, and exploring solutions that people will accept. I understand and like roundabouts, my wife hates them. I know what a Diverging Diamond I/C is, and have seen one in use in Utah, my wife would probably hate it, too. - I'm in my 50's. If I survive to see what it's like in 25 years I honestly wonder if I'll still be able to drive. I'm an analog man in a digital world, and that world is changing fast. - - Comments (in no particular order) - Beware of thinking that you will provide the solutions or force society to commute a certain way. You're assessing what is likely to happen in the future, based on current trends and current technology, and on the input of people in their 50's who don't have a clue (except myself, of course). Provide options, and let people find what works best for them.		EM

ID	Short Name	Comment	Plan Area	Type
30	Heinley	…- As a Regional plan, you're right in considering the constraints such as the Nisqually area. I used to commute to Camp Murray. When there's an accident or other incident in the Nisqually area the only option is Mounts Road or to go through Yelm. WSDOT and FHWA will resolve that when the time comes, but Intercity Transit and Pierce Transit should be able to keep working together to maintain and expand vanpool and transit connections through that corridor.		EM
31	Heinley	…The former rail corridor (now Woodland Trail) that connected downtown Olympia to Union Mills is disjointed and blocked in places, but I think part of the plan needs to preserve that as a grade-acceptable corridor for rail. That assumes a lot of that extra population wants to live near that corridor, whether in Olympia or Lacey. I know many people think of rail as old-fashioned, etc., but it's the only other transportation corridor and mode through Nisqually, and could connect to the improvements being made to rail through DuPont / Fort Lewis, etc. IF the above is viable, does the plan address a station – either Northeast of the existing transit center or underground between the Old State Capitol and the Greyhound Station? Something near Sleater-Kinney? Saint Martin's? Union Mills? - For that matter, a station near the former Brewery?		EM
32	Heinley	…- Just looked at the Draft population and land-use trends. Wow. The dynamic of where and how many people will live, whether they'll have jobs close-by or have to commute (within county or to an adjacent county, etc.), and where all the children will go to school (and how). I can only imagine the information that will go into all of those EMME Traffic Analysis Zones. I hope that the local school districts are involved with this planning process beyond what they would typically do in what we call a Study & Survey (a document that looks at educational goals and needs, especially school facilities). Is it possible for a school-bus to pick-up students at a 'rally-point', for lack of a better term, that is off of an arterial? IF (and that's a big IF) there will be a large influx of people living in downtown Olympia and/or Lacey / Tumwater, will the school districts build Elementary capacity that's within a walk of where those people will live? Is Intercity Transit prepared to accommodate middle and high school kids using their network even more than now?		EM
33	Heinley	…- When someone reads about pedestrian-oriented design and bicycle facilities do they think you are saying it is 'transportation' or 'livable-space'? I would guess that at least some would see it as social-engineering to get people to walk and ride a bicycle as a commute (and people will resist it). How well could it be shown as intra-neighborhood transportation and a streetscape that creates livable-space? Which then encourages people to want to live in a higher-density neighborhood, which then can accommodate more transportation choices.		EM

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... = Commenter makes another point

ID	Short Name	Comment	Plan Area	Type
34	Heinley	…- Hawk's Prairie I/C: I personally think a Diverging Diamond I/C would work well there. Aren't there high volumes of turning movements, from either side of the freeway? If so, a Diverging Diamond reduces the number of conflicts, and I bet it would fit within the existing bridge.		EM
35	Heinley	…- Regarding bicycles, is there a way to get more than two bicycles on a bus? Some people don't have a problem with hills, but I wonder if more would ride if they could by-pass the steeper grades.		EM
36	Heinley	…- Regarding buses, is consideration being given to articulated buses? Can a 'normal' bus be exchanged for an articulated one in-between traffic peaks?		EM

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From: David Cuffeld
To: Jailyn Brown
Subject: FW: Draft Regional Transportation Plan
Date: Friday, April 08, 2016 11:31:21 AM

Comment

-----Original Message-----
From: Thad Curtz
Sent: Thursday, April 07, 2016 9:54 PM
To: info@trpc.org
Subject: Draft Regional Transportation Plan

Dear TRPC,

Unfortunately, I think the current draft is deeply flawed, in several ways.

1. Aside, from a few pages here and there, it doesn't come to terms with what seems to me to be a fundamental fact about our transportation needs over the next 25 years. We need to make an 80% reduction from 1990 levels of CO2 in order to have a reasonable chance of avoiding dangerous human interference with the climate - and maybe deeper reductions than that, and conceivably catastrophic interference with the climate if we're unlucky... We need a plan that thinks seriously and profoundly about how we might possibly contribute to reductions like that, given that on-road transportation is something like 44% of our inventoried emissions (though less if you take the emissions generated outside the County to produce food and other goods and services that we're consuming into account.)

But when I look at the project list, it's basically business as usual between here and 2040 - tons of money for road widening, a little money for transit, a little money for bikes and pedestrians.

2. There's no sense of the relative scale of the potential contributions to reductions (or increases) in emissions that various things included in the plan might produce. The consultants for the Governor's Climate Legislative Executive Workgroup concluded that all of the potential savings expected from the benefits of "smart growth" (more walking, biking, mass transit use, shorter trip distances, etc.) might produce about a quarter of the reductions expected from cleaner cars. I don't think the draft does anything to register the relative potential importance of these different possible ways to focus our efforts.

(In fact, since the CLEW consultants' estimates for smart growth reductions are based on research and modeling for "metropolitan" areas, and it will be a long time before anything in Thurston County approaches those densities, they probably overestimate potential savings in our area. In addition, if you look at the actual research they cite, it turns out that they've consistently chosen to use the most generous estimates of the potential value of these savings.)

3. There's a section at the beginning about the very large potential changes in vehicle technology that many experts expect will arrive during the next twenty-five years - widespread electrification, autonomous vehicles, peer-to-peer car sharing… But there's no attempt whatsoever to think about what we might do about investments in projects to prepare for and support those potentially transformative changes, rather than widening more roads and encouraging more single occupancy driving.

Best wishes,
Thad Curtz

From: Danell, Alice
To: Jailyn Brown
Subject: RE: PEDESTRIAN BRIDGES Monday,
Date: April 11, 2016 12:25:34 PM

Jailyn,

If there was a pedbridge on Linderson Way SW close to Costco/Fred Meyer, etc., then office workers in the 6300/6400/6500 state office complex would get more exercise during lunchtime! There's a pedbridge a city block south from 6300/6400/6500, but we need one that's closer to Costco/Fred Meyer, etc. – we could quickly go across the pedbridge & get/grab lunch without using our cars & contributing to traffic & parking lot jams. Our office complex does not have a café. (The 6400 building is almost halfway thru construction, slated for completion 11/2016 . . . & that will be a lot more traffic!)

Thank you! Alice

From: Jailyn Brown [mailto:brownj@trpc.org]
Sent: Monday, April 11, 2016 10:38 AM
To: Danell, Alice (DOR)
Subject: FW: PEDESTRIAN BRIDGES

Ms. Danell –

Thank you for your comments on the Draft TRPC 2040 Regional Transportation Plan. We appreciate your interest. The public comment period runs through May 9, 2016. Regional policy makers will consider all the comments submitted as they prepare the final plan. Visit www.TRPC.org to learn more.

Regard – Jailyn Brown

Jailyn Brown, Senior Planner
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****
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From: David Cuffeld
Sent: Friday, April 08, 2016 11:32 AM
To: Jailyn Brown <brownj@trpc.org>
Subject: FW: PEDESTRIAN BRIDGES

Comment

From: Danell, Alice
Sent: Friday, April 08, 2016 9:49 AM

To: info@trpc.org
Subject: PEDESTRIAN BRIDGES

Hello, TRPC!

We need more pedestrian bridges over freeways! More pedbridges are needed, especially where office buildings are across freeways from shopping centers! Also, it'd promote weight loss & cardio health!

Vehicles have massive freeways, can't pedestrians have more pedbridges?

Thank You!

Alice Danell

From:	David Cuffeld
To:	Jailyn Brown
Subject:	FW: PEDESTRIAN BRIDGES
Date:	Friday, April 08, 2016 11:32:05 AM

Comment

From: Danell, Alice
Sent: Friday, April 08, 2016 9:49 AM
To: info@trpc.org
Subject: PEDESTRIAN BRIDGES

Hello, TRPC!

We need more pedestrian bridges over freeways! More pedbridges are needed, especially where office buildings are across freeways from shopping centers! Also, it'd promote weight loss & cardio health!

Vehicles have massive freeways, can't pedestrians have more pedbridges?

Thank You!

Alice Danell

From:	David Cuffeld
To:	Jailyn Brown
Subject:	FW: 2040 Regional Transportation Plan Comments
Date:	Thursday, April 14, 2016 2:58:04 PM

Comment

From: Dale Davis
Sent: Wednesday, April 13, 2016 8:43 PM
To: info@trpc.org
Subject: 2040 Regional Transportation Plan Comments

I think that most of the identified projects are much needed to improve traffic flow. Below are projects that I think should be priorities.

Carpenter Road Widening from Martin Way to Britton Parkway. This would be an important project, but I am wondering why you have not considered adding on and off ramps to I-5 from Carpenter Road. It looks like there is plenty of room there and it would be fairly simple. This would provide a much needed alternate to the access ramps at Martin Way and Marvin Road.

Brewery District Transportation Project. This area is currently a huge mess at rush hour so I think this project would be a big help. I can see one flaw that will keep traffic backed up on Custer for people going down Boston to get on I-5 or 101. Even with a roundabout at Boston and Custer, traffic will back up at the bottom of Boston where it intersects with Deschutes Parkway due to the three-way stop. My recommendation is to make Boston one-way up the hill to Custer and put a median down the middle of Custer at Boston to prevent people coming up the hill from turning left. This would force people wanting to get on I-5 or 101 to go down to E Street and come up Deschutes Parkway. With the one-way traffic on Boston only going up the hill (that road is too narrow for two-way traffic anyway), you could take out all three stop signs at the Deschutes Parkway and Boston intersection further improving traffic flow.

E Street Extension. This project would help to reduce traffic through the Brewery District area.

Martin Way/I-5 Interchange Project. I have wondered why clover leaf ramps have not been added to this intersection a long time ago. This would make a huge difference.

Harrison Avenue Widening Phase 4

Hogum Bay Truck Route. A roundabout at Willamette would be a big help and also greatly improve safety.

College Street Corridor Improvements

US 101/West Olympia Access Project

Ensign Road Connection

Desmond Drive Extension Study

Thanks for the opportunity to comment.

Dale Davis

From:	David Cuffeld
To:	Jailyn Brown
Subject:	FW: Comments on 2040 Transportation Plan
Date:	Tuesday, April 26, 2016 3:25:30 PM

Comment

From: John Heinley
Sent: Tuesday, April 26, 2016 3:22 PM
To: info@trpc.org
Subject: Comments on 2040 Transportation Plan

A disclaimer:

- I'm not speaking on behalf of OSPI, I just work here and live in the Olympia area

My profile:

- I live near Lacey (in the county) and work at the Old State Capitol Bldg.
- I typically use Intercity Transit, route 62A & B, and am familiar enough with the system that I know which routes to use to get to other locations.
- I don't use transit in order to save the environment or combat 'climate change', I use it because it's less expensive than parking in downtown Olympia, and why expose my vehicle to downtown risks (such as vandalism by people protesting the latest cause). And in case of disaster, I could walk home if necessary. Riding transit, however, does increase my commute time, from about 20 minutes each way to 40 minutes.
- My background is transportation engineering, so I'm familiar with what you are going through to get public input, assess whether the traffic model is providing meaningful output, and exploring solutions that people will accept. I understand and like roundabouts, my wife hates them. I know what a Diverging Diamond I/C is, and have seen one in use in Utah, my wife would probably hate it, too.
- I'm in my 50's. If I survive to see what it's like in 25 years I honestly wonder if I'll still be able to drive. I'm an analog man in a digital world, and that world is changing fast.

Comments (in no particular order)

- Beware of thinking that you will provide the solutions or force society to commute a certain way. You're assessing what is likely to happen in the future, based on current trends and current technology, and on the input of people in their 50's who don't have a clue (except myself, of course). Provide options, and let people find what works best for them.
- As a Regional plan, you're right in considering the constraints such as the Nisqually area. I used to commute to Camp Murray. When there's an accident or other incident in the Nisqually area the only option is Mounts Road or to go through Yelm. WSDOT and FHWA will resolve that when the time comes, but Intercity Transit and Pierce Transit should be able to keep working together to maintain and expand vanpool and transit connections through that corridor. The former rail corridor (now Woodland Trail) that connected downtown Olympia to Union Mills is disjointed and blocked in places, but I think part of the plan needs to preserve that as a grade-acceptable corridor for rail. That assumes a lot of that extra population wants to live near that corridor, whether in Olympia or Lacey. I know

many people think of rail as old-fashioned, etc., but it's the only other transportation corridor and mode through Nisqually, and could connect to the improvements being made to rail through DuPont / Fort Lewis, etc.

- IF the above is viable, does the plan address a station – either Northeast of the existing transit center or underground between the Old State Capitol and the Greyhound Station? Something near Sleater-Kinney? Saint Martin's? Union Mills?
- For that matter, a station near the former Brewery?
- Just looked at the Draft population and land-use trends. Wow. The dynamic of where and how many people will live, whether they'll have jobs close-by or have to commute (within county or to an adjacent county, etc.), and where all the children will go to school (and how). I can only imagine the information that will go into all of those EMME Traffic Analysis Zones. I hope that the local school districts are involved with this planning process beyond what they would typically do in what we call a Study & Survey (a document that looks at educational goals and needs, especially school facilities). Is it possible for a school-bus to pick-up students at a 'rally-point', for lack of a better term, that is off of an arterial? IF (and that's a big IF) there will be a large influx of people living in downtown Olympia and/or Lacey / Tumwater, will the school districts build Elementary capacity that's within a walk of where those people will live? Is Intercity Transit prepared to accommodate middle and high school kids using their network even more than now?
- When someone reads about pedestrian-oriented design and bicycle facilities do they think you are saying it is 'transportation' or 'livable-space'? I would guess that at least some would see it as social-engineering to get people to walk and ride a bicycle as a commute (and people will resist it). How well could it be shown as intra-neighborhood transportation and a streetscape that creates livable-space? Which then encourages people to want to live in a higher-density neighborhood, which then can accommodate more transportation choices.
- Hawk's Prairie I/C: I personally think a Diverging Diamond I/C would work well there. Aren't there high volumes of turning movements, from either side of the freeway? If so, a Diverging Diamond reduces the number of conflicts, and I bet it would fit within the existing bridge.
- Regarding bicycles, is there a way to get more than two bicycles on a bus? Some people don't have a problem with hills, but I wonder if more would ride if they could by-pass the steeper grades.
- Regarding buses, is consideration being given to articulated buses? Can a 'normal' bus be exchanged for an articulated one in-between traffic peaks?

Good luck.

John C. Heinley, P.E.

From:	David Cuffeld
To:	Jailyn Brown
Subject:	FW: Regional Transportation Plan Comments
Date:	Monday, April 11, 2016 11:27:59 AM

Comment

From: Tor Jernudd
Sent: Monday, April 11, 2016 11:26 AM
To: info@trpc.org
Subject: Regional Transportation Plan Comments

The Oly/Tumwater/Lacey area depends on reliable access to Tacoma, Seatac Airport, Seattle and to a lesser extent Vancouver and Portland.

Reliance on I-5 as the only viable transportation corridor is obviously the biggest issue.

Best solution would be to create an alternative - either rail, dedicated bus lane, or alternative road that takes LESS TIME than driving the current route and does so reliably. It is patently ridiculous that taking the train takes much longer, costs much more, and is not a city center to city center option. When my Asian or European friends ask me about it, they simply can't believe it.

That is where 90% of resources should be focused.

By comparison the local congestion and transit issues are easily fixed - the only congestion I encounter is because the super smart leadership in Federal, state and local government all seem to believe that we should all work or go to school at the same time(s) and all end at the same time(s).

Good luck!
Tor Jernudd

From:	David Cuffeld
To:	Jailyn Brown
Subject:	FW: comment on draft regional transportation plan
Date:	Thursday, April 07, 2016 10:38:34 AM

Comment!

From: Larry Leveen
Sent: Thursday, April 07, 2016 10:35 AM
To: info@trpc.org
Subject: comment on draft regional transportation plan

There was no mention in the plan of Target Zero/Vision Zero efforts (to eliminate traffic death and serious injury by 2030), despite a growing momentum internationally, nationally and even within Washington State. Target Zero/Vision Zero helps focus programmatic and facility resources via a data driven approach.

A policy for the plan could be "12.g As a region, adopt a Target/Vision Zero policy and encourage and support all incorporated cities and the County to do so as well."

For more information, see: http://www.seattle.gov/visionzero

Larry Leveen

From:	David Cuffeld
To:	Jailyn Brown
Subject:	FW: comments
Date:	Tuesday, April 19, 2016 10:29:23 AM

Comment

From: David Lynch
Sent: Sunday, April 17, 2016 4:58 AM
To: info@trpc.org
Subject: comments

Dave lynch

Your planning seems behind the times. in 10 years most of us will be riding segways, hoverboards, scooters, pc gps robot cars and only will need buried charger wires to recharge our lithium ion batteries as we move. I already drive a nissan leaf that gets me locally around for 3.5 cents per mile so I can go round lacey oly tumwater for 25-50cents per day. to work, shopping pleasure,errands, etc.
I suggest we open our hi ways to bikes, scooters,hoverboards. etc
make streets one way

let big pc control all cars, and lights.
bye

daVE.

From:	David Cuffeld
To:	Jailyn Brown
Subject:	FW: Comments on Regional Transportation Plan
Date:	Tuesday, April 12, 2016 10:30:23 AM

Comment

From: Malham, Stephanie
Sent: Tuesday, April 12, 2016 7:35 AM
To: info@trpc.org
Subject: Comments on Regional Transportation Plan

Hello,

I have a couple comments about public transit. My views do not express the views or opinions of the Department of Ecology. I am responding to the Plan because we were sent a draft via our commute trip reduction program at the agency.

I noticed there is a proposal to expand public transportation to create express routes to Lacey, Olympia, and Tumwater city centers (T6). This is great news. My thoughts have always been that the bus stops with Intercity Transit are too close together. Often you can see the next stop from where you are standing (less than 2 blocks away). This makes for a longer commute and a lot of jolting as the bus stops too much. Often my bus commute is 45 minutes to go 6 miles to my workplace. It's frustrating that it takes so long. It is faster to ride my bike than to take the bus.

I live in the NE Olympia neighborhood on the corner of Bethel and Miller. The 21 bus meanders through our neighborhood. My suggestions:

- Add a second bus to the 21 route, going the opposite direction, to provide service on both sides of the street/route, so you don't have to ride the bus in a circle to get where you're going.
- Start the 21 bus (and all other neighborhood buses) an hour earlier. This will provide better connections to the first busses leaving from downtown to Lacey and Tumwater. For example: The first bus I need to take to Lacey leaves at 6am from downtown Olympia. My first neighborhood bus doesn't reach my stop until 6:47. Therefore I have to ride my bike or walk to the Olympia Transit center to catch the bus I need to get to work. Because of this inconvenience I often only ride the bus in good weather and drive the rest of the time.

Thank you for your planning efforts to improve our public transit.

Stephanie Malham

From: David Cuffeld
To: Jailyn Brown
Subject: FW: Comments to transport plan
Date: Tuesday, April 19, 2016 10:28:59 AM

Comment

From: Michelle
Sent: Sunday, April 17, 2016 9:53 PM
To: info@trpc.org
Subject: Comments to transport plan

Provide bus routes NE Thurston County. Right now we have nothing AND the bike lane was taken away when median beautification project was installed about one and a half years ago (marvin rd near Jubilee). My only option is to drive even though I am 5 miles away from my job at Dept of Ecology.

From: David Cuffeld
To: Jailyn Brown
Subject: FW: RTP comments
Date: Thursday, April 14, 2016 2:57:20 PM

Comment

-----Original Message-----
From: Donna Weaver
Sent: Thursday, April 14, 2016 1:24 PM
To: info@trpc.org
Subject: RTP comments

I would appreciate consideration be given to the safety in small towns of our rural area. We have asked numerous times to have the transportation plan include a safety component for our students who walk on the side streets throughout downtown Rochester to reach the boys & girls club and Roof center after school. Three children being hit this morning up north could easily have taken place here in our area and making these areas safer should be of primary concern.

Sincerely,

Donna Weaver

T.R.P.C.
APR 20 2016

April 8, 2016

Thurston Regional Planning Council

2424 Heritage Court SW, Suite A

Olympia, WA 98502

Attention: Draft RTP

Councilmembers:

Thank you for your public service and commitment of time and energy to a brighter future for Thurston County. **I write to share concerns about the draft Regional Transportation Plan**. The next 20 years of growth in this plan appears to wholly ignore the community of Rochester, with the exception of a project on the Gate-Belmore Trail. While the Gate-Belmore Trail will be a wonderful recreational amenity, it is a project that does nothing little to improve the function and safety of the transportation system. There is a real need for two bicycle lanes between Grand Mound/Rochester and Littlerock, and from Littlerock to Tumwater. These lanes would enhance safety and recreation as well as promote commuter car trip reduction, and likely economic development as well in the communities of Littlerock, Grand Mound, and Rochester.

Both Case Road, and Littlerock Road/Sargent Rd. provide fairly direct, efficient North/South bicycle access from South Thurston County to Tumwater. I think the Council and the public would see the most return on investment from enhancing these roads with safe bicycle lanes. Currently, there are very unsafe and irregular shoulders that cyclists brave because of the scenic rural nature of these roads. There are a good number of folks in the Rochester/Grand Mound community who would like a safe way to bike to work in Olympia or Tumwater. It is too far to the East, if you are in Rochester, to try and bike to the Chehalis Western Trail (CWT) to then proceed safely north to Olympia, and even if you do take the CWT, its route does not come close to Tumwater's major employers. By contrast, a bike route that went up Littlerock road, would easily connect at Trosper to Capitol Blvd and the state agency employers off Capitol or via Israel Rd.to Capitol Blvd.

I am a homeowner in the Rochester area. My wife and I work for state government and commute to Olympia; we have a young child who attends daycare in Olympia and commutes with us. We shop in Tumwater off Trosper Road. Thus, we are most familiar with these county road alternatives to I-5, and we see their potential for improving transportation safety, commuter car trip reduction, recreation, and economic opportunity.

We are also concerned that one cannot bike safely from Sargent Rd. to the Community Center or Rochester schools because of lack of shoulder or bike lane on 183rd. This should be a priority, otherwise our community is compelled to be uni-modal, since we also do not have bus service in the area.

Clay and Sarah Hill

RTP Comments

thru 4-27-2016

from Open Comment

The number of residents over 65 will grow from 12 to 20 percent by 2040. Transportation will have to serve the diverse and changing needs 001 a range of elders – from the frisky to the frail – many of whom will be retired. By 2040, tech savvy millennials will be midway into their careers and likely having kids. As a whole, will they still be loving the urban life, walking, and 002 ling the bus … or will they adopt a somewhat different lifestyle with school-aged kids in tow?

Many of us will be asking ourselves about our different transportation needs during these new eras in our lives. How much do we want to drive, walk, bicycle, telework, work a 4-day work week, ride the bus, or carpool? What reliable, convenient, affordable choices will be available? Where should we live and work to get the lifestyle – including the transportation choices – we want?

TRPC Work Programs – Planning for Growth

- Make I-5 work as reliably as possible – especially during commute times.
- Mainstream employment options for a 4-day work week.
- Leverage technology to widely support working from home.
- Provide a good mix of housing options, including more urban choices.
- Make it easy to share the ride to work and school, wherever you live.

Technology

Smart cars, smart roads, smart apps… Technology is quickly changing how we live, learn, work, play, and travel – or even if we travel at all. What will transportation technology be like in 25 years? How do we plan for and adapt to all these changes?

Let's consider smart vehicles. Today, many newer cars feature tools like adaptive cruise control, lane departure warning systems, automatic braking, parking assistance, and blind spot monitoring. Undoubtedly in the next 25 years, self-driving cars will become widely available. But how will we use them?

Will most of us own one … or two, or three? Will we use a service to call for a driverless vehicle? Will our cars drive around while we're at work, or find a parking spot miles away, or smart park themselves in a packed garage? Will smart vehicles impact how many miles we travel, congestion, or wear and tear on the road network?

How smart will the rest of our transportation infrastructure be – like traffic signals and parking lots? How about keeping up with the cost of transportation system hardware and

#001

Posted by **taggesell** on **04/07/2016** at **9:50am**
I really like "from the frisky to the frail". Please keep this tone.

#002

Posted by **taggesell** on **04/07/2016** at **9:52am**
Personally, as a resident of ruralish (out Evergreen Parkway) Thurston County this is getting to be a bigger and bigger transportation challenge. I want my kids to have access to stuff and not have to drive. I don't expect TRPC to solve this. Where I live makes my choice for me, but it is an ongoing source of tension in my transportation life.

software? What set of standards will be used to make this technology work well together? How will driver and motor vehicle licensing, driving regulations, and law enforcement change?

TRPC Work Programs – Planning for Technology

003

- Keep building efficient, walkable communities. Every trip begins and ends with walking.
- Keep investing in smart signal technology that will provide better traffic management now and support smart vehicle interactions in the future.
- Monitor changes in technology and regulation. The industry and federal and state government will control most changes.
- Expect new standards for how we build, maintain, and operate our transportation system and communities. Be ready to adapt to and accept new requirements.
- Budget for technology maintenance and upgrades.

Funding

How will we fund the transportation system in the future? For decades, the gas tax played a major role. But we've known for a while that it's not a sustainable source for the future, especially as we move toward improved fuel efficiency, the use of alternative fuels, and hybrid-fueled vehicles. This is a challenge across the nation.

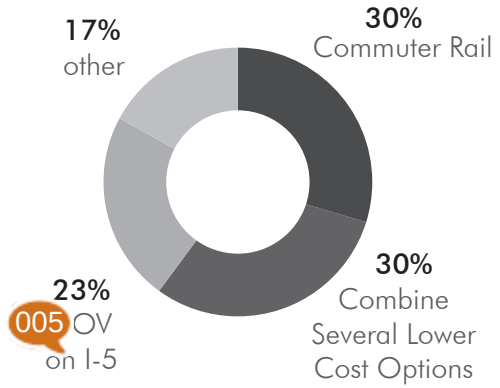
The RTP must be financially constrained, meaning that we can reasonably forecast enough revenue to cover the expected costs of building, operating, maintaining, and preserving the transportation system. In addition, our community supports local funding for targeted uses like maintaining streets and sidewalks, and supplying transit service.

Overall, the RTP's revenue forecast expects we will have enough funding to take care of what we have at some level and make strategic investments to expand system capacity. We will want to continue to closely watch the costs of maintaining our current system to make sure we make wise investments.

Major new investments – like widening I-5, adding commuter rail to Tacoma, or building a local streetcar system – would require a new source of revenue, and a careful assessment of the benefits, costs, and tradeoffs for the community.

#003

Posted by **taggesell** on **04/07/2016** at **9:54am**
Yes please! West Olympia and Lacey are challenging for walkers (though they are getting better, thank you for that).



Source: Transportation Investment Survey, TRPC 2014.

TRPC Work Programs – Planning for Finance

- Focus development along main transportation corridors to provide convenient, cost effective transportation choices to more people.
- Take care of the transportation infrastructure we have to extend its life and delay costly retrofits.
- Use local funding options to address community priorities for preservation and access.
- Assess gaps in the transportation network and prioritize the most essential projects.
- Carefully weigh major transportation investments and their alternatives.
- 004 pect national and state leaders to fix the funding challenge of relying on the gas tax.
- Invest in projects that support our regional economy.

Our Environment

The ways we travel change our natural, built, and social environment. How can we sustain what we love about our region?

Energy use is a key element in creating a sustainable future. In our region, transportation accounts for about 40 percent of greenhouse gas production. Fueling our vehicles in new ways will help us curb our contribution to climate change. Another essential part is sharing the ride – moving more people for the same amount of energy. Riding the bus, carpooling, and vanpooling will need to grow.

In the last decades, we made a major shift in how we move in our communities. Most trips, even short ones, are made by car. This is a prime contributor to our much more sedentary lifestyles – over 60 percent of Thurston region adults are overweight or obese, and adolescent obesity has quadrupled in the last 30 years.

#004

Posted by **taggesell** on **04/07/2016** at **9:55am**
This one makes me uncomfortable.

#005

Posted by **taggesell** on **04/07/2016** at **9:57am**
Of course I missed the survey, but please help freeway congestion on the I-5/101 interchange and in north Thurston County.

A More Detailed Look

RTP Requirements

Both federal and state law direct TRPC to prepare a long-range transportation plan. TRPC is required to model and plan for a 20-year land use and transportation horizon, addressing multimodal travel. The plan must be strategic, efficient, financially feasible, use performance measures, and protect environmental quality (See Chapter 1).

Dynamic Future

This is a dynamic time in planning for our transportation future. Our region is poised for considerable growth – adding 50 percent more residents by 2040. Technology is quickly changing how we live, work, and travel. We'll need to track these changes carefully, preparing to adapt and adjust.

However, the basic principles of good transportation and land use planning still apply. Provide choices. Encourage compact land use in urban areas to support riding the bus, walking, and bicycling. Invest in taking good care of infrastructure. Harness technology to make the system safer and more efficient. Encourage telework and flexible schedules so we can travel a little less – or not at all – during rush hour.

State and Federal guidelines stipulate the elements and process for creating and maintaining the RTP. In many instances the requirements overlap, emphasizing the connection between state and federal regulation and goals. These guidelines address a consistent set of transportation system needs for communities around the state and country.

Work Program Priorities

The RTP lays out a work program for TRPC to help our region's leaders tackle the tough challenges ahead (See Chapter 2). Some highlights include:

- Develop a Climate Action Plan to target effective action to reduce transportation energy use and greenhouse gas emissions.
- Develop a greenhouse gas emissions framework to understand the tradeoffs among our transportation choices.
- Improve community health through targeted community design that promotes active transportation, like walking.
- 006 ake I-5 work as reliably as possible – especially during commute times.
- Focus development along main transportation corridors to provide convenient, cost effective transportation choices to more people.

#006

Posted by **taggesell** on **04/07/2016** at **9:58am**
Yes please.

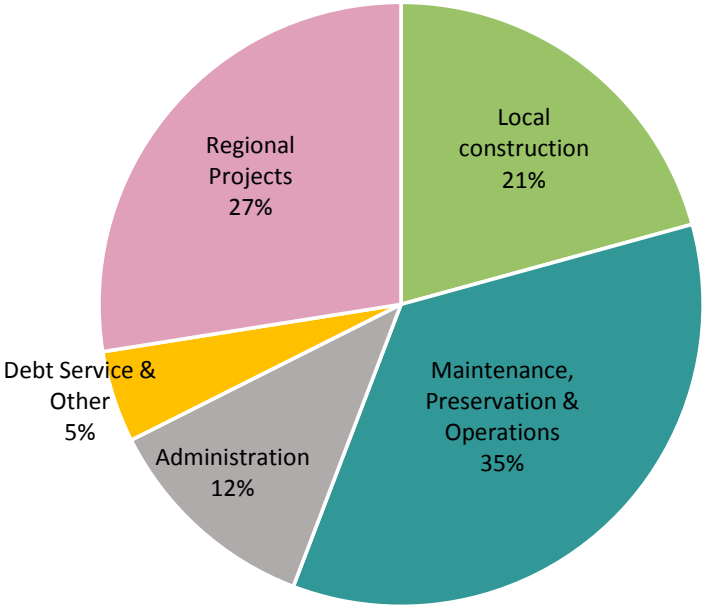
- Assess gaps in the transportation network and prioritize the most essential projects.
- Evaluate infrastructure maintenance needs.
- Invest in projects that support our regional economy.
- Determine what types of high capacity transportation (bus rapid transit, commuter rail, local streetcars) the region can support in the future.
- Enhance and promote the region's trail network.

Investments

Three-quarters of our region's transportation expenditures are used for operating, maintaining, and preserving the system (Figure ES-1). Fixing a signal, adding a sidewalk, re-paving a road, building local streets in a new neighborhood, and providing transit service – all these elements are needed to make the system work safely and smoothly.

The remaining one-quarter is used for regional projects, those projects listed individually in the RTP that impact the overall movement of people and goods at the regional scale (See Chapter 2). These large projects add substantial capacity to the system, create major change in access, or add new programs or services. The Regional Project List calls out road, bicycle, pedestrian, and transit facility, system, and service changes that have a substantial impact on how we travel in the future.

Figure ES-1: Streets, Roads, and Bridges Expenditure Forecast, 2015-2040



Source: Chapter 5: Finances, Table 5-2.

The regional projects will add:

- Around 14 new miles of road connections.
- Over 85 lane miles of new general purpose lanes and center turn lanes (including new connections).
- Over 75 miles of new or rebuilt bicycle and pedestrian facilities.
- Over 20 miles of new multiuse trails.
- 6 new or realigned highway interchanges.
- Improved transit facilities and services.

007

The Regional Project List must reflect needs and investments over at least the next 20 years.

#007

Posted by **taggesell** on **04/07/2016** at **9:59am**
:) I could try reading the whole plan before commenting.

Goals and Policies

The RTP guides transportation system investments through a set of 20 regional goals, and their associated policies (See Chapter 3). These Goals and Policies provide direction in implementing the Guiding Principles.

1. **Transportation and Land Use Consistency** – Ensure the design and function of the transportation facilities are consistent with and support sustainable, healthy urban, suburban, and rural communities.
2. **Multimodal Transportation System** – Work toward an integrated, multimodal transportation system that supports the adopted land use plans, reduces overall need to drive alone, and provides alternative travel choices.
3. **Barrier-Free Transportation** – Ensure transportation system investments support the special travel needs of youth, elders, people with disabilities, literacy, or language barriers, those with low incomes, and other affected groups.
4. **System Safety and Security** – Enhance the safety and security of those who use, operate, and maintain the system.
5. **System Maintenance and Repair** – Protect investments that already have been made in the transportation system and keep life-cycle costs as low as possible.
6. **Travel Demand Management** – Increase overall operating efficiency of the transportation system through the effective use of measures that reduce the need to drive alone.
7. **Transportation Technologies** – Use technology-based approaches to address transportation congestion, safety, efficiency, and operations.
8. **Freight Mobility** – Promote efficient, cost-effective, timely and safe movement of freight in and through the region.
9. **Streets, Roads, and Bridges** – Establish a street and road network that provides for the safe and efficient movement of people and goods while supporting adopted land use goals.
10. **Public Transportation** – Provide an appropriate level of reliable, effective public transportation options commensurate with the region's evolving needs.
11. **Bicycling** – Increase the share of all trips made safely and conveniently by bicycling.
12. **Walking** – Increase the share of all trips made safely and conveniently by walking.
13. **Rail** – Ensure the continued long term viability of existing and rail-banked rail lines in the region for future freight and passenger rail travel.

#008

Posted by **taggesell** on **04/07/2016** at **10:00am**
Thanks for this. I jumped from poverty to the middle class and I've got to say, the transportation world of Thurston County and the attendant options are worlds different.

Future Conditions

In 2040, the region will be more congested. Based on current trends, the region's population will increase nearly 50 percent, while the arterial and collector road capacity will increase 6 percent (See Chapter 4). Revenues are already stretched to maintain what we have and make that strategic increase in capacity. We can't afford to build our way out of congestion.

Our region's per capita vehicle miles traveled (VMT) is declining, and we've already met our first goal – to reach 1990 levels by 2020 (Figure ES-2). However, we will have to bend the trend to reach the 2035 goal (30 percent below 1990 levels) and our 2050 goal (50 percent below 1990 levels).

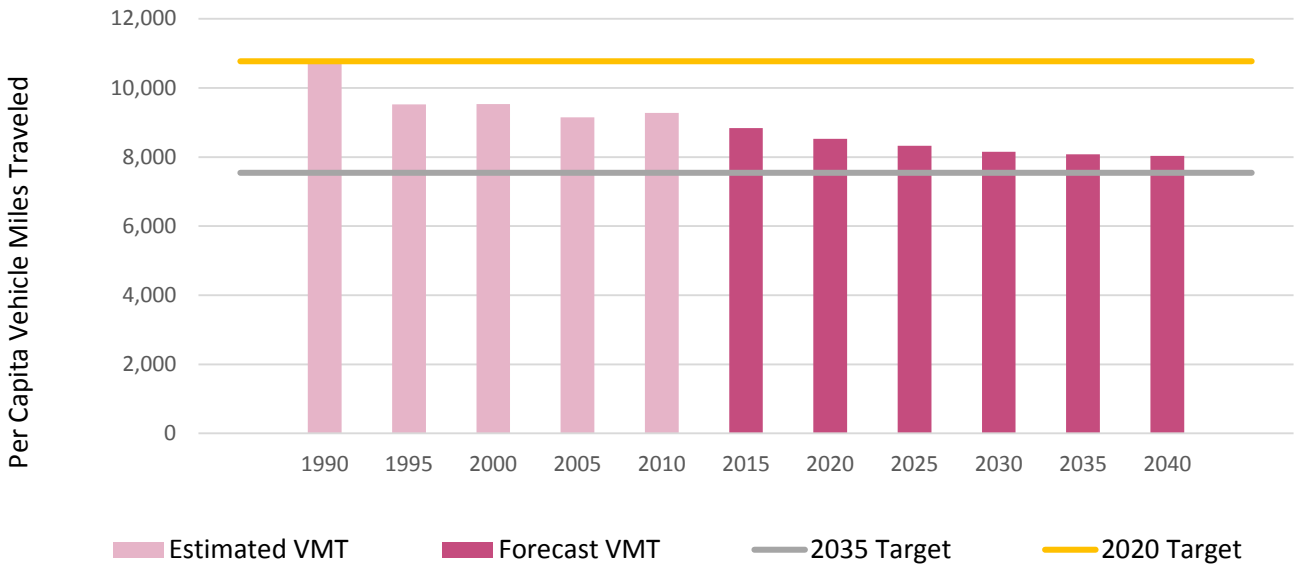
009

Evening commute time will increase while speeds decrease. One particular regional chokepoint is I-5 at the Nisqually River. The regional transportation model shows an average southbound speed of 22 m.p.h. today during the evening rush hour. Without action, the model shows this dropping to 6 m.p.h. in 2040. This highlights the importance of developing and implementing a strategy for I-5 through Thurston County.

010

The forecast is only as accurate as the assumptions behind it. It gives us important information about our general direction.

Figure ES-2: Annual Per Capita Vehicle Miles Traveled, Thurston County



Sources: Washington State Department of Transportation Highway Performance Monitoring System (1990-2014). TRPC Transportation Model (growth forecast 2015-2040).

#009

Posted by **taggesell** on **04/07/2016** at **10:02am**
Bend the trend? Frail to frisky? Whoever wrote this is awesome. Thanks.

#010

Posted by **taggesell** on **04/07/2016** at **10:04am**
I agree with both sentences. I don't get how they go together. The first one speaks to assumptions, and the second more or less defines "forecast".

Guiding Principles

A Regional Foundation of Shared Values

Previous regional plans used a single vision to provide structure and context for policies and recommendations. Over the years, the region found it harder and harder to communicate those over-arching values in a vision statement. A single vision could not adequately speak to the diversity found in this region's rural, suburban, and urban communities. Something different was needed, something that was "true" but which respected that diversity. That led to development of Guiding Principles.

Guiding Principles – An Overview

The Regional Transportation Plan is founded on essential values that are true throughout the region, even if their expression may differ between city and town, port and transit, tribe and state, urban and rural, civilian and military.

Drawn from visions described in the region's 2010, 2020, and 2025 plans, these principles embrace the interdependent relationship between transportation and land use. They reflect the need for a balance among safety, mobility, community, and environmental goals. The principles acknowledge the need for cost-effective solutions. They assume knowledgeable and on-going involvement of residents and active participation by all affected agencies and communities. These principles guide the region toward a transportation system that meets the evolving needs of residents and businesses with safe, affordable, sensible choices.

Sometimes these principles may seem to contradict each other. Regional policy makers observe that individual projects or programs will rarely comply fully with all the values that guide local and regional decision-making. Instead, transportation issues, choices, and consequences must be weighed against the full range of principles to select the best alternative. No single value will always overshadow the rest. Effective transportation decisions must be sensitive to aspects of individual and government situations, functions, and constraints.

#011

Posted by **taggesell** on **04/07/2016** at **10:08am**
It's "between", because your list here is distinct items.

http://www.quickanddirtytips.com/education/grammar/between-versus-among

> Reply by **taggesell** on **04/07/2016** at **10:10am**
> Sorry, that was bossy and know-it-all-ish. I should add that I'm pretty sure, but I was only reading that closely because I was enjoying the prose.

Guiding Principles for the Regional Transportation Plan

To develop a transportation system that offers safe, efficient, affordable travel choices for people and goods, while supporting land use plans and long-term quality of life objectives, transportation decisions and investments will be:

012

Sustainable:

013

This means:

- Balancing our needs today with those of future residents.
- Thinking broadly, regionally, and globally – and acting locally.
- Supporting community health and well-being with transportation options.
- Providing a transportation system which advances economic, personal, and environmental health.

Supportive:

This means:

- Reflecting adopted community goals and plans.
- Integrating transportation and land use decision-making processes.
- Increasing viable, affordable travel choices for people and goods.
- Moving people efficiently and cost-effectively among diverse destinations.
- Improving access for all people, regardless of age, ability, or income.
- Promoting local economies without compromising other core values.
- Making investments that contribute to a community's character.
- Providing transportation infrastructure that meets the majority of transportation needs.
- Complying with Washington State's Growth Management Act requirements.
- Complying with all other state and federal requirements.

Responsive:

This means:

- Providing pragmatic, visionary leadership that maximizes future opportunities while recognizing today's realities.
- Revising direction as necessary to adapt to changing situations or objectives.
- Initiating timely response as substantive issues evolve.

Fiscally Responsible:

This means:

- Making cost-effective investments that result in best value solutions for the community.
- Ensuring system funding supports a range of transportation choices.
- Being realistic about financial capacity and prioritizing accordingly.

#012

Posted by **taggesell** on **04/07/2016** at **10:18am**

Please define "multimodal" this way somewhere in the "summary" document. I'm sure it's done in the more detailed sections, but the word comes up a lot in this document, and if I wasn't in an industry that used the term frequently, I'm not sure I would know what it means.

#013

Posted by **taggesell** on **04/07/2016** at **10:14am**

I'd like to see "multimodal" defined in this way earlier in the document. It comes up a lot, and if I didn't run across this term in educational institutions, I'm not sure I would know what it means. It might be defined earlier in the document, but this is really nice and clear.

Category	Priority Action	Timeline	Priority
Transportation and Economics	Monitor and participate in the development of policies that affect the economic/transportation functions at key transportation nodes. (Nodes along I-5 now; cross county corridors later).	Medium	
	Monitor and participate in the development of economic policies and activities that have transportation infrastructure implications – such as corridor work or efforts to strengthen rural communities.	Ongoing	High
	Identify potential methods for enhancing public transportation funding at the local, state, and federal levels.	Short	
	Update past studies identifying transportation financing opportunities.	Short	
	Explore funding opportunities such as an Economic Development District to fund infill and redevelopment projects (with Economic Development Council).	Short	
	Integrate freight perspectives more fully in the regional transportation planning process.	Medium	High
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.	001 Short; Medium	High
	Work with interested stakeholders to create transportation management areas where traditional fixed-route transit service is not feasible.	Short	
	Develop methods for measuring multimodal level of service.	Short; Medium	
	Identify opportunities to connect urban and rural bicycle and pedestrian pathways with parks and open spaces to encourage more active transportation and use of natural areas. (Regional Open Space Plan)	002 Medium	

#001

Posted by **Kasia** on **04/08/2016** at **9:41am**

Thank you for prioritizing multimodal transportation. I am a bicycle commuter, and one of the biggest challenges I face in riding between home and work is dealing with segments of the route that are very bicyle-unfriendly. As a bike rider, I don't mind getting into traffic a bit when necessary. However, on the route between my house in NE Olympia and my job in Tumwater, there is one choke point that puts my safety at risk. It's the intersection of Capitol Way NORTH and Custer, where the slope is uphill and in the evening rush hour, most car traffic is turning right. Adding a bike lane to that spot would improve safety and make that route a viable option for commuting.

#002

Posted by **Kasia** on **04/08/2016** at **9:43am**

While linking parks and paths is important, for transportation purposes I believe a stronger emphasis should be placed on making it easier for people to use bicycles (and their feet!) for transportation.

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REGIONAL VISION • COOPERATION • INFORMATION

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

	Program Area	Mission Statement
X	MPO/RTPO	A
	Core Services	
	Contract Services	
	Grant Services	

TO: Thurston Regional Planning Council

FROM: Lon D. Wyrick, Executive Director

DATE: April 29, 2016

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

PURPOSE

To review the Transportation Policy Board's initial discussion.

Summary:

- In 2015, the Regional Council set forth a number of priority actions, articulated in the Regional Transportation Plan 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.
- At its April meeting, the TPB began discussion, including purpose, audience, content, and format for this annual report. Staff will provide an overview of that discussion and seek Council guidance and direction.

REQUESTED ACTION

Discussion and guidance.

thurston regional planning council

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MEMORANDUM

	Program Area	Mission Statement
	MPO/RTPO	
	Core Services	
	Contract Services	
X	Grant Services	B, C

TO: Thurston Regional Planning Council

FROM: Mike Burnham, Associate Planner

DATE: May 6, 2016

SUBJECT: Update on development of Thurston Climate Adaptation Plan

PURPOSE

As a follow-up to Sustainable Thurston, TRPC sought and received a grant to develop a Climate Adaptation Plan with strategies and actions that the region could take to prepare for and cope with the effects of climate change-exacerbated natural hazards (e.g., rising sea levels, more frequent and intense storms). Work began on the project in late 2015 and will conclude in late 2017. TRPC staff will provide policymakers an update on the project.

Summary:

TRPC is using a National Estuarine Program (NEP) grant to develop a watershed-based climate adaptation plan with steps that the Thurston County region's (Thurston Region) public- and private-sector stakeholders could take to prepare for and adapt to projected climate changes in the decades ahead. The state Department of Commerce is responsible for administering the U.S. EPA grant over the project period, which concludes at the end of 2017.

- The **project area** encompasses parts of three watersheds that overlay northern and eastern Thurston County and drain into Puget Sound: Nisqually (WRIA 11), Deschutes (WRIA 13), and Kennedy/Goldsborough (WRIA 14).
- The **project work** includes: researching and summarizing climate change projections for the region; assessing climate change vulnerabilities, risks and impacts; developing adaptation strategies and actions; and, conducting benefit-cost analyses of select strategies.
- The **project team** — composed of TRPC and Thurston County staff members — is working with two advisory committees to review and refine project deliverables:
  - A Scientific Advisory Committee — composed of subject specialists from local tribes and universities — reviews technical materials.
  - A Stakeholder Advisory Committee — composed of representatives from local municipalities, nonprofits and other entities — will meet monthly at TRPC, starting in June.

The project team will update local policymakers periodically and seek final TRPC adoption of the plan in late 2017. Like TRPC's Sustainable Thurston plan, the Thurston Climate Adaptation Plan will include a menu of strategies and actions for human and natural systems, as well as identify leads and partners.

REQUESTED ACTION

This presentation is for information purposes only; no action is requested.

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MEMORANDUM

	Program Area	Mission Statement
	MPO/RTPO	
X	Core Services	
	Contract Services	
	Grant Services	

TO: Thurston Regional Planning Council

FROM: Karen M. Parkhurst, Senior Planner

DATE: April 29, 2016

SUBJECT: Preparing for the 2017 State Legislative Session

PURPOSE

To begin discussion on priorities and strategies for the 2017 state Legislative Session.

Summary:

- Each year, the Council articulates a list of regional priorities to bring to the state legislature. Members and staff also visit our 2nd, 20th, 22nd, and 35th district legislators to review these issues.
- TRPC also works with several broader coalitions, reinforcing regional priorities, such as I-5.
- Legislators have very little time during the session to meet. Some have suggested that we work together during the interim on issues such as remedies for the cost-prohibitive septic/sewer conversions and upgrades.
- Council will discuss possible issues for 2017 and strategies for working with legislatures prior to the session.

REQUESTED ACTION

Direction and guidance for interim work.

Attachment: 2016 Legislative Priorities handout

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Thurston Regional Planning Council

Legislative Priorities 2016

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

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

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

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

Homelessness & Affordable Housing

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

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

Shared Revenue Options & Local Funding

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

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

Sewer Conversions

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

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