

AGENDA

Transportation Policy Board

Wednesday April 13, 2022 - 7:00 - 8:30 a.m.

Participation in the Policy Board meeting will be through **remote access only**.

Watch the meeting live on Facebook:

<https://www.facebook.com/trpc.org>

To provide public comment, register in advance for this meeting:

https://trpc-org.zoom.us/webinar/register/WN_bCfzAfwdRlaEyph-3M6KLw

After registering, you will receive a confirmation email containing information about joining the meeting.

Note: Policy Board members will be registered as panelists and will receive a separate link to join the meeting.

1. **7:00 am** **Introductions** – Andy Ryder, Chair
2. **Executive Director’s Report & Announcements** – Marc Daily, TRPC
3. **Approval of Agenda** – Andy Ryder, Chair **ACTION**
4. **Consent Calendar** **ACTION**
 - a. **Approval of Meeting Notes** (Attachment) – March 9, 2022, Andy Ryder, Chair
 - b. **Business and Community Representative Terms – Bylaws** (Attachment)
5. **Public Comment Period**

Public comment for this meeting will be accepted in written and oral format.

 - The deadline for submitting written public comments or registering for oral public comment at the meeting is noon (12:00 p.m. Pacific Daylight Time) the day preceding the meeting, April 12, 2022.
 - For written public comment, please provide: 1) your name and address and 2) your comments. Send them to info@trpc.org. Written comments received by the deadline will be provided to the Policy Board members prior to the meeting.

To register for oral public comment, please use this link: https://trpc-org.zoom.us/webinar/register/WN_bCfzAfwdRlaEyph-3M6KLw

1) check the box indicating you wish to provide public comment; and 2) list a general topic. The Chair may accept public comment from individuals that did not pre-register after registered public comment has been provided. The Chair may also limit oral public comment to three minutes or less, depending on the meeting agenda and number of people wishing to comment.
6. **7:10 - 7:20** **Proposed Business and Community Representatives Selection Process** (Attachment) – **ACTION**
10 min
Karen Parkhurst, TRPC - *5 min. presentation, 5 min. questions.*
Twenty community members have applied for the open Board positions. The Board will consider action on the selection process.
7. **7:20 - 7:55** **Smart Corridors** – Veena Tabbutt, TRPC and Eric Phillips, Intercity Transit - **PRESENTATION**
35 min
presentation, 10 min. questions
Staff from TRPC and Intercity Transit will provide an update on an ongoing project to implement Transit Signal Priority in major corridors, utilizing previous investments in traffic signal upgrades.
8. **7:55 - 8:00** **Human Services Transportation Plan Update and Here to There Mobility Management** **UPDATE**
5 min
Update (Attachment) – Karen Parkhurst, TRPC
Staff will provide a brief overview of these projects and solicit Board assistance to 1) identify community members/organizations to contact to articulate transportation needs, gaps, and potential solutions; and 2) test the Here to There website and provide feedback.
9. **8:00 - 8:15** **Federal Infrastructure and Capacity for Grant Application Processes** – Andy Ryder, **DISCUSSION**
15 min
Chair
10. **8:15 - 8:25** **2022 State Legislative Session** – Karen Parkhurst, TRPC - **INFORMATION**
10 min.
5 min. presentation, 5 min. questions.
Staff will update the Board on status of TRPC Legislative Priorities.
11. **8:25 – 8:30** **Outside Committee Report** **BRIEFING**
5 min.
At the discretion of the Chair, this may be covered in the After- Meeting Summary.
12. **8:30 am** **Adjourn**

Additional Information:

- High Capacity Transportation Study - Update

NEXT MEETING
May 11, 2022

Public Comment:

The following is not acceptable as either written or oral public comment and is considered disruptive behavior.

- Promoting or advertising commercial services, entities, or products.
- Supporting or opposing political candidates or ballot propositions.
- Distributing obscene content.
- Engaging in illegal activity or encouragement of illegal activity.
- Promoting, fostering or perpetuating discrimination on the basis of creed, color, age, religion, gender, gender identification, marital status, status with regard to public assistance, national origin, physical or mental disability or sexual orientation information that may tend to compromise the safety or security of the public or public systems.
- Threatening or intimidating language, including cyber bullying.
- Otherwise engaging in disruptive behavior.

Members of the public engaging in disruptive behavior may have their emails blocked (for written comments) or be removed from the meeting (for oral comments).

Thurston Regional Planning Council 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 Title VI Coordinator at 360.956.7575 or email info@trpc.org.

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.

MINUTES OF MEETING

Regular Meeting TRANSPORTATION POLICY BOARD Wednesday, March 9, 2022 Remote Access Only

Call to Order

Chair Andy Ryder called the meeting to order at 7:03 am.

Attendance

Members Present:

City of Lacey	Andy Ryder, Chair
City of Olympia	Dani Madrone, Council member
City of Rainier	Ron Kemp, Council member
City of Tenino	John O'Callahan, Council member
City of Tumwater	Peter Agabi, Council member
City of Yelm	Brian Hess, Council member
Intercity Transit	Don Melnick, Board member
Port of Olympia	Amy Evans, Commissioner
State Government	Kevin Dragon, DES Staff
Thurston County	Carolina Mejia, Commissioner
WSDOT	Steve Roark, Staff
Business Rep	Renee Radcliff Sinclair
Community Rep	Kevin Pestinger
Emeritus Rep	Pete Kmet

Members Absent:

Nisqually Indian Tribe	Heidi Thomas, Staff
North Thurston Public Schools	Deanna Maddux, Staff
Confederated Tribes of the Chehalis Reservation	Amy Loudermilk, Staff
Community Rep	TBD

Staff Present:

Marc Daily, Executive Director
Veena Tabbutt, Deputy Director
Karen Parkhurst, Planning & Policy Director
Burlina Lucas, Administrative Assistant
Dave Read, IT Manager
Paul Brewster, Senior Planner
Michael Ambrogi, Senior Planner
Theresa Julius, Transportation Modeler
Dorinda Merrill, Office Specialist III

Others Present:

Eric Phillips, Intercity Transit
Jessica Gould, Intercity Transit
Rob LaFontaine, Intercity Transit
Mary Heather Ames, City of Tumwater
Matt Unzelman, Thurston County
Sophie Stimson, City of Olympia
Abby Rosenson, Resource Systems Group, Inc. (RSG)
Michelle Less, Resource Systems Group, Inc. (RSG)
Gaius Sanoy, WSDOT
Joseph Richardson, City of Yelm Council member

Agenda Item 1
INFORMATION

Introductions/Announcements/Updates

All present were introduced.

Agenda Item 2
INFORMATION

Executive Director’s Report & Announcements

Executive Director Marc Daily advised that the Washington State Department of Transportation (WSDOT) received \$50 million in federal funds for the National Highway Freight Program. The funds are to be allocated between federal fiscal years 2022 and 2025. The state process requires that applications are coordinated through the Metropolitan Planning Organization (MPO), which in Thurston County, is TRPC.

Thurston County was the only member that submitted an application. The project is the Tilley Road Bridge Replacement to replace the 72-year-old timber bridge. Council approved the project to go forward at their March 4th meeting.

Agenda Item 3
ACTION

Approval of Agenda

Chair Ryder requested that Agenda Item 10, Recruitment for Business and Community Representatives, be moved after Agenda Item 7, Business and Community Representative Terms – Bylaws.

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

Agenda Item 4
ACTION

Approval of Meeting Notes from February 9, 2022

Board member O’Callahan moved, seconded by Board member Kemp, to approve the meeting notes from February 9, 2022. Motion carried.

Agenda Item 5

Public Comment

There was no public comment.

Agenda Item 6
DISCUSSION

Discuss Transportation Policy Board Hybrid Meetings

Executive Director Marc Daily advised that starting in May 2022, Transportation Policy Board (TPB) meetings will be held both in person and remotely.

Agenda Item 7
1st REVIEW

Business and Community Representative Terms - Bylaws

Planning & Policy Director Karen Parkhurst reviewed suggested changes to the TPB Bylaws. The changes: update Section III of the Bylaws to delete references to staggered terms; set terms of three years for Business and Community Representatives; update gender terms throughout the Bylaws. The Policy Board will be asked to approve the updates at their next meeting.

Agenda Item 8
UPDATE

Recruitment for Business and Community Representatives

Planning & Policy Director Karen Parkhurst provided an update on the recruitment process for Business and Community Representatives.

Agenda Item 9
PRESENTATION

Household Travel Survey Update

Transportation Modeler Theresa Julius, and Abby Rosenson, Resource Systems Group, Inc. (RSG) updated the Policy Board on the Household Travel Survey that will be conducted in spring 2022. The Household Travel Survey will collect day-to-day travel data for residents in the South Sound. Data will be collected from at least 2,000 households and provide a foundation for travel demand model updates, insights into current travel patterns, and a benchmark for subsequent policy analysis.

Agenda Item 10
PRESENTATION

State Fiscal Year (SFY) 2023 Unified Planning Work Program

Deputy Director Veena Tabbutt reviewed the draft State Fiscal Year (SFY) 2023 Unified Planning Work Program (UPWP) which the Council reviews once a year. The work program is a requirement to receive federal and state planning funds. The Council will be asked to take action on the plan at their May 2022 meeting.

Agenda Item 11
INFORMATION

2022 State Legislative Session

Planning & Policy Director Karen Parkhurst provided an update on the 2022 State Legislative Session.

Agenda Item 12
BRIEFING

Outside Committee Reports

Council member Madrone provided a report on the last Puget Sound Regional Council Transportation Policy Board meeting.

Agenda Item 13

Adjournment

There being no further business, Chair Ryder adjourned the meeting at 8:31 a.m.

Andy Ryder, Chair

*Minutes prepared by Burlina Lucas, Administrative Assistant, Thurston Regional Planning Council.
These minutes are not verbatim. A recording of this meeting is available upon request.*



AGENDA ITEM #4b

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
- Tumwater 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 Conservation District
- Thurston Economic Development Council
- Timberland Regional Library

MEMORANDUM

TO: Transportation Policy Board

FROM: Karen M. Parkhurst, Planning & Policy Director

DATE: April 6, 2022

SUBJECT: Business and Community Representative Terms - Bylaws

PURPOSE: To take action on the changes to the Transportation Policy Board (TPB) Bylaws to clarify terms for Business and Community Representatives.

Summary:

- Section III of the TPB Bylaws specify the role, status, and terms of Business and Community Representatives and the process for selection.
- These are difficult positions to fill, especially during this pandemic time. The one-year and staggered terms result in almost constant recruitment.
- The Board will be asked to take action to amend the Bylaws to remove language calling for staggered terms and to set the initial and renewal term length for these representatives at three years.

REQUESTED ACTION

To approve updating Section III of the TPB Bylaws to delete references to staggered terms and set terms of three (3) years for Business and Community Representatives and update gender language throughout the Bylaws.

kp:bl

Attachment



Marc Daily
Executive Director

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MEMORANDUM

Page 2

April 6, 2022

Equity Considerations:

With the exception of business and community representatives, members of the Transportation Policy Board are appointed by the jurisdiction/organization/agency they represent. The Board has no role in those appointments.

The Transportation Policy Board has the opportunity - when selecting business and community representatives and when electing officers - to apply other criteria, including an equity and inclusion lens.

While one-year terms (both initial and reappointment) may allow access to the board for a broader range of people, members over the years have recommended three-year terms as it takes the first year to understand the way the Board works and become familiar with the issues.

Updating gender references reflects our commitment to equity, inclusion, and diversity, recognizing that outdated terms may create questions about that commitment.

Transportation Policy Board BY-LAWS

Transportation Policy Board Meeting: March 9, 2022

First Reading on Amendments to Section III regarding Business and Community Representatives Terms and to the full document to update gender terminology.

Section III: Appointment of Business and Community Representatives

The TPB shall appoint up to three business representatives and two community representatives to its membership. Elected officials or employees of any TRPC or Board member organization shall not serve as a business or community representative. The TPB Chair shall establish a subcommittee to develop criteria, establish a recruitment process to fill vacancies, and to make a recommendation to the full TPB on appointments. Appointment of business and community representatives requires approval by a majority of voting members present at a regularly scheduled TPB meeting.

Business and community representative appointments shall be for a term of ~~one or two~~ three years. ~~Terms shall be staggered to provide for continuity on the Board.~~ There is no limit to the number of terms a representative may serve. At the end of an initial term, the Board may reappoint the business or community representative for ~~a only a~~ second ~~two~~ three-year term without initiating the recruitment process. At the end of ~~their term, her/his term,~~ a business or community representative shall continue to serve until reappointment or until a replacement is appointed by the TPB. During the transition time between term expiration and reappointment or new appointment, the business or community representative enjoys all the privileges of full membership. This allows for continuation of operations during recruitment and appointment.

At least 60 days prior to the expiration of the first term of a business or community representative, staff will contact the representative to ascertain ~~his/her~~ their desire to serve another term. Staff will notify the Board, who may reappoint the representative for a second term. If the business or community representative does not wish to serve another term or if the Board does not elect to reappoint the representative to another term, staff will initiate the recruitment process. At the end of the second term of a business or community representative, staff will initiate the recruitment process. Incumbents may apply.

The recruitment process consists of a 30-day notification and outreach to the public regarding the opportunity to serve as a community or business representative. For business representative recruitment, in addition to general public outreach, staff will work with the Chambers of Commerce, Economic Development Council and other business entities.

If a community or business representative is unable to complete her/his/their term within six months of appointment, the Board may opt to select from previous applicants, rather than initiate a new recruitment. The Board may also choose to begin a recruitment process. While both community and business representatives are selected on an individual and not a business basis, if a business representative leaves prior to the end of her/his/their term, the Board may choose to select someone from the same business to complete the term.

The term of a business or community representative who is serving as an officer of the Board (Chair or Vice-Chair) shall coincide with the term of office. For example, if a business representative's term is scheduled to end in July, but they are s/he is serving as Chair, Vice Chair, or Second Vice Chair, -or Vice Chair, her/his/their term shall be extended until the Board holds its next annual elections.

A community representative may not specify an alternate to serve in her/his/their place. If a business representative is unable to attend a specific meeting, s/he they may designate an alternate from her/his/their respective organization for that meeting only.

Approved by TRPC: February 11, 1994

Amended by TPB: May 14, 2003

Amended by TPB: January 10, 2007

Amended by TPB: September 14, 2011

Amended by TPB: October 10, 2012

Amended by TPB: June 12, 2013

Amended by TPB: February 11, 2015

Amended by TPB February 14, 2018

Amended by TPB January 4, 2019

Amended by TPB October 9, 2019

Amended by TPB May 13, 2020

Amended by TPB May 12, 2021

Proposed Amendment April 13, 2022



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Marc Daily
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MEMORANDUM

TO: Transportation Policy Board

FROM: Karen M. Parkhurst, Planning & Policy Director

DATE: April 6, 2022

SUBJECT: Business and Community Representative Selection Process

PURPOSE:

To seek Board approval for a process for reviewing, interviewing, and recommending candidates for Business and Community representatives to the Board.

Summary:

- The Transportation Policy Board (TPB) Bylaws call for up to three (3) Business and two (2) Community Representatives to serve as full TPB members.
- Currently, one business and one community representative sit on the Board. While both wish to continue to serve, the Bylaws call for recruitment after two terms. The current business and community representatives will have to re-apply.
- Thanks to your recruitment help, 15 candidates applied for Community Representative, four for Business Representative, and one who could serve in either position.
- The board will consider approval of this selection process, patterned on previous processes.

Selection Process

1. TRPC staff will review applications, contact candidates and others as needed, and prepare a list of recommended candidates for interviews. This list will include the sitting Business and Community representatives who expressed interest in continuing to serve.
2. The Chair, Vice Chair, and Second Vice Chair will review the applications and staff recommendation, and direct staff to schedule (remote) interviews.
3. The Chair, Vice Chair, and Second Vice Chair will serve as the Interview Panel. In addition, at the April 13 meeting, the Chair will provide the opportunity for up to two additional members to serve on the Interview Panel.
4. Staff will support the interview process, attend the interviews, and be available during deliberation, but will not attend deliberation.
5. The interview panel will bring their recommendations to the full Board for approval. Depending on schedules and process, this should occur at the May 2022 regular meeting.

REQUESTED ACTION

To approve the Business and Community Representative selection process and respond to the opportunity to serve on Interview Panel.

kp:bl

MEMORANDUM

Page 2

April 6, 2022

Equity Considerations

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The Transportation Policy Board has the opportunity - when selecting business and community representatives and when electing officers - to apply other criteria, including an equity and inclusion lens.



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MEMORANDUM

TO: Transportation Policy Board
 FROM: Veena Tabbutt, Deputy Director
 DATE: April 6, 2022
 SUBJECT: Smart Corridors Update

PURPOSE

To update the Board on progress of the Smart Corridors Project

Summary:

- In the early 2000s, Thurston Regional Planning Council (TRPC) and partners established a goal to use Congestion Mitigation Air Quality (CMAQ) improvement funds to convert major transportation corridors (Urban Corridors) into Smart Corridors by making specific Intelligent Transportation System (ITS) investments.
- Over \$5.1 million in Federal funds and \$800,000 in local funds have been invested or committed to date for a variety of projects.
- Thurston Regional Planning Council (TRPC) and Intercity Transit staff will provide an update of an ongoing project to implement Transit Signal Priority in major corridors, utilizing previous investments in traffic signal upgrades. This work is in collaboration with Lacey, Olympia, Tumwater, Thurston County, and the Washington State Department of Transportation.

REQUESTED ACTION

None – information only.

vt:bl

Attachment



Marc Daily
 Executive Director

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MEMORANDUM
Page 2
April 6, 2022

EQUITY CONSIDERATIONS

How has equity been considered in this agenda item?

This project is designed to improve safety, mobility, and efficiency for all modes of transportation in our major urban corridors, with an emphasis on making transit more predictable. As transit throughout the region is “no fare,” improvements in transit make our transportation system more equitable.

BACKGROUND

In the early 2000s, TRPC and partners established a goal to use Congestion Mitigation Air Quality (CMAQ) improvement funds to convert major transportation corridors (Urban Corridors) into Smart Corridors by making specific Intelligent Transportation System (ITS) investments.

Over \$5.1 million in Federal funds and \$800,000 in local funds have been invested or committed to date. TRPC and Intercity Transit staff will provide an update of an ongoing project to implement Transit Signal Priority in major corridors, utilizing previous investments in traffic signal upgrades. (See Attachment A). This work is in collaboration with Lacey, Olympia, Tumwater, Thurston County, and Washington State Department of Transportation.

2006

2006-2007

TRPC Workgroup (CMAQ Advisory Committee) determined CMAQ funds are best used for signal investments.

2007

2007-2013

TRPC convenes technical committees and hires consultants to conduct modeling and develop an alternatives report and systems engineering documentation, leading to implementation projects.

2008

2009

2010

2011

2012

2012-2016

Traffic signals and detectors along Smart Corridors (major arterials and connecting streets) updated with ability to implement transit signal prioritization:

- 4 signals – Thurston County
- 9 signals – WSDOT
- 12 signals – Tumwater
- 24 signals – Lacey
- 37 signals – Olympia

2013

2014

2015

2012-Ongoing

Intercity Transit updates various systems to implement Transit System Priority (TSP):

- 15 vehicles updated with TSP logic, emitter, and related components
- 42 intersections updated with roadside vehicle detection and logic unit in signal controller cabinet
- Implementation of TSP central management software

2016

2017

2018

2018-2019

Olympia updates an additional 42 signals.

2019

2018/2020 - Ongoing

Intercity Transit obligates funds for implementation (signal timing plans and transit signal priority); Pre-planning with TRPC begins in early 2021; Consultant onboard in late 2021; Technical Workgroup convened.

2020

2021

2022

CMAQ AWARDS

2007

\$830K awarded to TRPC for Smart Corridors project – which included a corridor systems analysis to set the stage for implementation.

2012

Almost \$3.4 million awarded to partners for Smart Corridors

Implementation:

- \$163K – Thurston County
- \$310K – WSDOT
- \$245K – Tumwater
- \$956K – Lacey
- \$706K – Olympia (later reduced to 207k)
- \$806K – Intercity Transit

2018

Olympia awarded \$363K to upgrade remaining city signals. Funds were reprogrammed from earlier award that was finished under budget.

2018

Intercity Transit (on behalf of partners) awarded \$655K to develop signal timing plans, including transit signal priority. This project was scoped to be in two phases.

2020

Lacey and Thurston County were awarded \$298K to update signal detection software (citywide).

Tumwater was awarded \$302K to update hardware at 8 signals, and signal detection at 6 signals.

SMART CORRIDORS ACTIONS



MEMBERS:

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MEMORANDUM

TO: Transportation Policy Board

FROM: Karen Parkhurst, Planning and Policy Director

DATE: April 6, 2022

SUBJECT: Human Services Transportation Plan (HSTP) and Here to There Mobility Management (H2T) Update

PURPOSE

To provide an overview of two related projects and enlist help from members to reach a diverse community.

Summary:

[Human Services Transportation Plan \(HSTP\)](#)

- To qualify for certain funding sources, federal and state law requires that Thurston Regional Planning Council (TRPC) adopt and update a Human Services Transportation Plan. This coordinated plan must be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public."
- The HSTP articulates current transportation services, needs, gaps, and strategies to support people - who because of age, ability, or income - may face transportation barriers and challenges. The update - due later this year - includes a greater focus on equity and an overview on the impacts of COVID on transportation options - including use of COVID funds to support transportation services.
- The HSTP also includes a project list. For projects to qualify for WSDOT's Consolidated Grant Program, they must be on this list. TRPC also has the opportunity to "grade" the projects. Based on demographics, WSDOT provides each RTPO/MPO with a certain number of A's, B's, C's, and an unlimited number of D's. These grades equate to points. Once WSDOT has completed initial review and ranking of submitted projects, it then applies the regional points.
- Every 4 years, TRPC must update the HSTP. Every 2 years, TRPC must update the Prioritized Project List.

[Here to There - Mobility Management](#)

- Many people do not know what transportation services are available to them and how to access those services. For many programs, eligibility requirements frequently change - generally due to changing focus by funders. Also, since many services - like ruralTRANSIT (rT) are grant funded, types of service, schedules and even availability of services may change every 2-4 years.
- Some years ago, TRPC received grant funding to create the Here to There website, an online resource with a goal to provide one-stop shopping for all transportation services in the region and connections for cross jurisdictional travel.
- TRPC received grant funding to update the website and expand marketing and promotion of this resource.
- We are looking at how to best integrate newer wayfinding and mapping technology tools into the site.
- The other deliverable on this grant is to improve market penetration and awareness.

REQUESTED ACTION

None. Discuss how you can help to identify groups/individual in your community that we should work with to identify needs and gaps and brainstorm ways to raise community awareness of Here to There.

kp:bl

MEMORANDUM
Page 2
April 6, 2022

EQUITY CONSIDERATIONS

How has equity been considered in this agenda item?

The recently completed Transportation Priorities Survey will inform this project, as it identifies transportation needs and priorities for the diverse population of the region. For both projects, TRPC will use focus groups, interviews, presentations at meetings, and other outreach tools, to identify needs, gaps, and to broaden awareness of available transportation services and tools. The plan focuses on those who - because of age, income, or ability - may face limited transportation options, which includes populations who may not traditionally participate in planning efforts.



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MEMORANDUM

TO: Transportation Policy Board

FROM: Katrina Van Every, Senior Planner

DATE: April 6, 2022

SUBJECT: High Capacity Transportation Study – Update

PURPOSE

Staff will provide an update on the High Capacity Transportation Study.

Summary:

- Since January 2022 the project team has met with a technical workgroup twice and the steering committee once.
- Feedback from the technical workgroup and the steering committee has generally supported focusing this project’s efforts on high capacity connections between Thurston and Pierce counties.
- The state legislature has allocated an additional \$250,000 to Thurston Regional Planning Council (TRPC) to continue working on high capacity connections between Thurston and Pierce counties.

REQUESTED ACTION

None – this is for informational purposes only.



Marc Daily
Executive Director

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EQUITY CONSIDERATIONS

How has equity been considered in this agenda item?

Equity in the region will be improved as TRPC and its partner agencies plan for establishing and expanding high capacity transportation options.

BACKGROUND

TRPC staff began working on the high capacity transportation study in earnest in January. We have refined the scope of work, met with a technical workgroup, met with the steering committee, and obtained an additional \$250,000 to fund more of this work.

Scope of Work. The scope of work for this project is split into three parts:

- **Identify issues.** Fehr & Peers are tasked with putting together a road map for TRPC for how to go about planning/seeking funding for high capacity transportation projects. Staff will also draft a memo on the past studies touching on high capacity transportation options in the region.
- **Tool Development.** Through this project, TRPC's modelling team will improve their travel estimating and forecasting skills. We'll also be working with Intercity Transit staff to see how we can better support their work through our regional modeling capabilities.
- **General Feasibility Analysis.** Based on feedback from a technical workgroup, steering committee, TPB, and Council, the project team will narrow down transportation issues for further analysis, perform ridership forecasts for each transportation issue identified, and conduct a financial analysis for each transportation issue. The project will wrap up with a memo detailing next steps.

Technical Workgroup. Working through the Technical Advisory Committee, the project team met on February 17th and discussed the vision for high capacity transportation and TRPC's role. We also met on March 17th to discuss different types of partnerships and governance structures high capacity transportation projects might consider. We heard from the group:

- TRPC should continue to support Intercity Transit's implementation strategy.
- TRPC should focus the efforts of this project on making high capacity connections between Thurston and Pierce counties.
- In its analysis, TRPC should consider high capacity transportation options that are more financially feasible and have fewer land use implications such as transit, vanpool and HOV lanes in addition to rail options.
- Right now, more complex projects (such as rail) are too far out in the future to address through creating a new and potentially complex governance structure.
- We need to identify ways to better – and more sustainably fund – existing transit service to Pierce County.

Steering Committee. The Steering Committee met on March 10, 2022 to discuss the vision for this project and whether or not to dissolve the steering committee. We heard from the group:

- Most were not opposed to dissolving the steering committee and instead providing regular updates to and opportunities for guidance from both the Transportation Policy Board and Council. The group generally felt that if a steering committee is needed at a later date as the project progresses, it can be reformed.
- There was not a full consensus on how and where to focus the efforts of this study with two of three options resonating with the group. The first option is to focus on high capacity connections between Thurston and Pierce counties (inter-county). The second option is to work on connections for both inter-county and internal high capacity connections. Staff recommends focusing this project on inter-county high capacity transportation and consider internal HCT issues and opportunities when appropriate.

Staff sent a follow-up email to confirm the vision for the project, with the understanding that the steering committee would be dissolved. To date, only one committee member has responded indicating they had concerns

MEMORANDUM
Page 3
April 6, 2022

about dissolving the steering committee and wanting to ensure that the Transportation Policy Board and Council both had the chance to weigh in on how best to administer the project before a decision is made regarding the committee.

\$250,000 Legislative Funding. On March 10, 2022, the state Senate and House passed ESSB 5689, which includes \$250,000 in funding for TRPC, to “conduct a study examining options for multimodal high capacity transportation (HCT) to serve travelers on the I-5 corridor” between Thurston and Pierce County. The study must:

- Include an assessment of travelsheds and ridership potential;
- Evaluate options for enhancing connectivity and accessibility with an emphasis on linking to planned or existing commuter or regional light rail;
- Account for previous and ongoing efforts by transit agencies and the department; and
- Be collaboratively conducted and include a variety of interested/affected groups.

April 1, 2022 Council Meeting. Staff provided a project update to Council on April 1, 2022, covering the above topics. No concerns were raised regarding dissolving the steering committee.