

AGENDA

Technical Advisory Committee

Thursday, May 6, 2021, 2:00 p.m. – 4:00 p.m.

Thurston Regional Planning Council

Zoom Teleconference Meeting [Join Zoom](#)

Meeting

<https://us02web.zoom.us/j/86889191953?pwd=OUJxUlpDT2lScDU81bHEyNXpHUDBRZz09>

Meeting ID: 868 8919 1953

Passcode: 719969

Audio by phone, dial in early:

(253) 215-8782, or (301) 715 8592

In order to comply with the Governor's guidance to "Stay Home and Stay Healthy" and in keeping with the Proclamation by the Governor Amending Proclamation 20-05 Open Public Meetings Act and Public Records Act issued on March 24th 2020, participation in the TRPC meeting will be through **remote access only**.

2:00 pm	1. Welcome & Introductions	INTRODUCTIONS
2:10 pm	2. 2021 Regional Federal Transportation Grant Program Delivery Schedule – Members <i>Members will report on any changes to their projects' obligation timing, if applicable.</i>	UPDATE
2:15 pm	3. Electric Vehicles and Supporting Infrastructure State of the Transportation System TRPC <i>is developing an Electric Vehicles and Supporting Infrastructure inventory and report for the State of the Transportation System. Staff will present data and the key findings of the report. Members will discuss and offer feedback to TRPC. A report will be emailed separate from the agenda.</i>	DISCUSSION Scott Carte and Theresa Julius
2:35 pm	4. TRPC's Revised Call for Projects Process – Project Criteria <i>TAC Members will review and discuss TRPC proposed framework for project types and selection criteria. Attachment</i>	DISCUSSION Veena Tabbutt, Paul Brewster, Karen Parkhurst
3:20 pm	5. TRPC Regional Freight Strategy Grant Proposal – Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Staff will seek members' input on what issues they want addressed in TRPC's proposal. Attachment.	DISCUSSION Veena Tabbutt
3:45 pm	6. Member Information Sharing	INFORMATION
4:00 pm	7. Adjourn	

NEXT MEETING
May 20, 2021
2:00 pm – 4:00 pm

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..

Thurston Regional Planning Council

CALL FOR PROJECTS UPDATE PROCESS PROJECT PRIORITIES CRITERIA

April 2021

PURPOSE:

Recommended Project Priorities:

Priority/Target	Types of Projects	Project Eligibility	Regional Plan
Planning			
Projects that develop project lists, support regional coordination, or provide data to inform planning. No specific target.	Planning projects Household travel survey Transportation Data Management project	Center and corridor planning projects Subarea planning projects	TRPC Uniform Planning Work Program Unfunded project list
Safety			
Reduce number of fatalities and serious injuries on all public roads to zero by 2030.	Intersection improvements for safety reasons	Local City/County safety plans	No – local plans must be developed for Highway Improvement Safety Program and are sufficient.
Reduce number of non-motorist fatalities and serious injuries on all public roads (e.g., bicyclists and pedestrians) to zero by 2030.	Sidewalk/crossing improvements for safety reasons (refuge islands, RRFBs, etc.) Lighting	Local City/County safety plans	No – local plans must be developed for Highway Improvement Safety Program and are sufficient.
Reduce transit-related fatalities, serious injuries, and safety events. Targets set annually.	Bus stop enhancements	Transit safety plan	No – Transit agencies are required to develop a Public Transportation Agency Transit Safety Plan (PATSP)
Efficiency			
Vehicle level of service: Meet two-hour p.m. peak Level of Service (LOS) Standards: <ul style="list-style-type: none"> • LOS E or better in urban centers and corridors. • LOS D or better elsewhere inside city limits, urban growth boundaries, and rural/urban transition areas. • LOS C or better elsewhere in rural areas. In strategy corridors LOS may exceed adopted standards.	Intersection improvements Medians Turning lanes, center turn lanes Queue jump lanes Intelligent Transportation System (ITS) efficiency projects such as signal timing, transit signal prioritization and other technologies	Capital facility plans Transportation Improvement Plan Planning studies, Corridor studies, sub-area plans Rural mobility strategy (once complete)	ITS Architecture Smart Corridors More suited for sub-area and corridor studies as opposed to Regional plans

Priority/Target	Types of Projects	Project Eligibility	Regional Plan
<p>Transportation Demand Management</p> <p>Decrease annual per capita vehicle miles traveled in the Thurston Region to:</p> <ul style="list-style-type: none"> • 1990 levels by 2020 • 30 percent below 1990 by 2035 • 50 percent below 1990 by 2050 	Commuter trip reduction type programs	Jurisdictional CTR Plans	<p>Regional CTR Plans</p> <p>Human Services Coordinated Transportation Plan</p>
Maintenance			
<p>Pavement: “Best First” approach, recognizing that regular maintenance is much more cost effective than allowing a roadway to deteriorate and then rebuilding it.</p> <p>No specific target.</p>	Pavement maintenance	Local pavement schedules	No
Transit Asset Management targets	Transit vehicle replacement	IT’s Asset Management Plan	No
Resiliency			
<p>No specific targets set</p> <p>For example: Minimize impacts of Interstate and State Highway traffic incidents on local communities</p>	Projects on pre-planned emergency detour routes to help increase mobility	Projects located on designated emergency detour routes (will be replace later by a project list developed through the planning study)	State Route and Interstate Emergency Incident Management Detour Route Improvements Study (Unfunded) will help develop a project list
For example: Projects that mitigate recurring road hazards	Projects on routes that are susceptible to natural hazards to help increase resiliency	Projects on routes that are susceptible to natural hazards (frequent flooding, landslides, etc.)	Transportation Recovery Strategy (Unfunded) will help develop a project list
	New street connections	Local CIPs and TIPs	Regional Transportation Plan
	Alternative fuel type projects		
	Electric vehicle charging stations		
Active Transportation			
<p>No specific target identified yet – could be set by Council in a multimodal level of service framework</p> <p>For example: Increase the number of trips made by walking or bicycling</p>	<p>Trails</p> <p>Sidewalks</p> <p>Bike map</p> <p>Walk and Roll program</p>	<p>Local Bicycle and Pedestrian Plans</p> <p>CIPs and TIPs</p>	<p>Regional Trails Plan (update underway) can help identify priorities</p> <p>Bicycle and Micromobility Plan (currently unfunded) can help identify priorities</p> <p>Possible regional sidewalk prioritization</p> <p>Healthy Kids – Safe Streets</p>

Regional Priorities

Recommended Regional Priorities:

Goal or Target	Concept	Criteria
Efficient use of Federal Funds and Readiness to Obligate		
No goal or target defined.	Rate types of projects into three to five categories, based on a combination of 1) efficient use of federal funds and 2) readiness to obligate.	Criteria developed by Technical Advisory Group and TRPC staff.
Sustainable Thurston Land Use Goal		
<p>Create vibrant urban centers, corridors, and neighborhoods while accommodating growth.</p> <p>By 2035 all (existing and new) households in our cities and urban growth areas will be within a half mile (comparable to a 20 minute walk) or a center, corridor, or neighborhood center with access to goods and services to meet some of their daily needs.</p>	<p>Used only for urban projects; Rural projects are ranked without this category (and have a separate pot of funding).</p> <p>Rate project types into three to five categories based on their 1) location and 2) likelihood to advance the goal.</p>	Proposed by TRPC staff and reviewed by TAC.
Greenhouse Gas Emission Reduction		
<p>Move towards a carbon neutral community.</p> <ul style="list-style-type: none"> • Achieve a 45 percent reduction of 2015 greenhouse gas levels by 2030 • Achieve an 85 percent reduction of 2015 greenhouse gas levels by 2050 	Rate project types into three to five categories based on their likeliness to reduce vehicle miles traveled or greenhouse gas emissions.	Proposed by TRPC staff and reviewed by TAC.
Equity Goal		
<p>Provide appropriate transportation access and service quality among communities with similar land use characteristics (urban, suburban, and rural) regardless of age, race and ethnicity, income, ability, literacy or language barriers, or other demographic characteristics.</p> <p>Policy: Target investments that support the special travel needs of youth and elder community members, as well as people of all ages who face economic, communication, cognitive, and physical barriers.</p>	Rate project types into three to five categories based on their likeliness to support special travel needs.	Proposed by TRPC staff and reviewed by TAC.

Regional Freight Strategy Grant Application Overview

Grant Funding Source: Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program US Department of Transportation

Approximate Funding: \$400,000 to \$500,000 (need a 20% cash match)

Timing: Applications due July 12, 2021; Announcements made fall 2021; Project will likely start in mid-2022

Challenges the Project will Address:

A Regional Freight Strategy is a long-standing need for our community, and will help address the unique characteristics, needs, and impacts of freight mobility within our region. Some of the challenges the region faces include:

- Infrastructure bottlenecks. Bottlenecks include congestion on I-5 specifically at the Nisqually Delta and at the southbound approach to US 101 and exit for the Port of Olympia's marine terminal. This Strategy will conduct a complete inventory of infrastructure bottlenecks for both truck (along all identified truck routes) and rail, including connections to the major trade gateways at the marine terminal and airport.
- Adoption of new technologies and best practices. The trucking industry is changing quickly, and new technologies such as autonomous and self-driving trucks will result in the need for new investments in connecting technology and infrastructure, as well as updated policies and best practices.
- Freight data collection. The Strategy will assist the region develop freight modeling and forecasting tools and data to support the Regional Freight Strategy.
- Freight safety and security, and resilience of the freight transportation system. Truck parking has been identified as a serious safety and security challenge along the I-5 corridor. Issues related to resiliency include the vulnerability of the I-5 bridge to sea level rise and an oxbow forming upstream of the interstate, and lack of convenient detour routes to I-5 for the Nisqually Delta area, or bottlenecks to freight travel along existing detour routes for other portions of I-5.
- Appropriate industrial land inventory for freight-related land uses. The Strategy needs to examine zoning designations and the industrial lands inventory in both urban and rural areas, to ensure an adequate and appropriate supply of industrial lands to support the freight system and distribution of goods, including agriculture.
- Conflicts between first/last mile of truck travel and parking and supporting vibrant centers and corridors. The region has adopted a land use vision to *"create vibrant centers, corridors, and neighborhoods while accommodating growth."* The Strategy needs to address the inherent conflicts between freight travel, parking, and delivery, and the land use vision of increased density and pedestrian, bicycle, and transit activity in the major centers and corridors.
- Conflicts between truck travel and vulnerable travelers such as pedestrians and cyclists along all local streets that serve as truck routes. This Strategy will include examining multimodal street standards for major freight routes to develop better separation between vehicle and vulnerable travelers, especially in communities of low income where people may be more reliant on alternative ways to travel.
- Mitigating impacts of freight travel on the environment. The Strategy will include identifying and implementing strategies to reduce greenhouse gas emissions relating to freight travel to meet the region's greenhouse gas emission reduction targets.