

The image shows the interior of a high-speed train. The seats are blue with light green accents. A passenger in the foreground is wearing a blue surgical mask and a dark jacket. The train is moving, as indicated by the blurred background outside the windows. The text "High Capacity Transportation" is overlaid in the center in a white serif font, with a white horizontal line underneath it.

# High Capacity Transportation

Phases 1 and 2

Veronica Jarvis

Senior TDM Planner

# Project Basics

Phase 1: Roadmap - Fehr and Peers (F&P)

Phase 1: Federal and local funds

Phase 2: State funds - Legislatively directed

Consultant: F&P for majority of tasks

TRPC: Project management and stakeholder outreach



# Phase 1 - High Capacity Roadmap-highlights

Between Thurston & Pierce counties, at estimated daily boardings (under current conditions) of 2,500-4,000, there is a market for HCT.

This level of potential boardings would support enhanced express bus and expanded carpool/vanpool services.

With current growth projections for the area, there is not enough ridership potential to support services like light rail. Commuter rail is likely uncompetitive for federal funding support and would be cost prohibitive from a purely local funding perspective.

Traffic congestion on I-5 limits the reliability of express bus, vanpool, and carpool travel. HOV lanes could mitigate these issues.

Funding for cross-county/cross MPO boundary bus service is also a barrier to implementation.

Now is the time to clarify the region's preferred HCT option and to build coalitions for implementation. Specifically, working with WSDOT to ensure HCT is incorporated into the future of I-5 in the Thurston region.

Phase 1 findings support implementation of HOV lanes on I-5 between DuPont and Tumwater.

# Phase 2-Why are we doing this study?

- To further evaluate the potential costs of commuter and light rail and when in the future developing light and/or commuter rail might be prudent from a cost/ridership perspective.
- Further identify travelsheds and ridership potential for HCT Modes
- Identify which HCT modes to evaluate.
- Which modes work best for our region?
- Compare our region to other metro areas.



# Phase 2-Our region's unique characteristics:

## JBLM travel patterns

- JBLM commuters travel to these locations:
  - 20 percent travel to the Lacey and Olympia region
  - 17 percent travel to Frederickson
  - 16 percent travel to the Lakewood and Steilacoom area
  - 15 percent travel to Tacoma and north
  - 12 percent travel to south of Nisqually and JBLM
  - 9 percent travel to DuPont
  - 5 percent travel east of JBLM (Spanaway)

**Table 1: Density and Land Use Intensity Thresholds for HCT**

<i>Linear HCT</i>				
On-demand transit	Local bus	Frequent bus	Bus rapid transit	Light rail
1-4 activity units per acre	>2 activity units per acre	>8 activity units per acre	>12 activity units per acre	>30 activity units per acre
<i>Destination HCT</i>				
Carpool	Vanpool	Express bus	Commuter rail	
Small programs can work for any employer	>2,000 employees at the destination	>50,000 employees at the destination	>100,000 employees at the destination	

Phase 2-lack of density in our region

- In the densest areas, Thurston and Pierce Counties have 80,000 employees—JBLM is major employment center, but spread out
- Federal funds are distributed with respect to opening-day ridership estimates, any rail capital costs are likely not to compete well for federal funds until ridership potential is higher.

# Phase 2- Will we learn about costs?



Ranges of costs for HCT modes



Funding models



Options for who supplies services (i.e., Intercity Transit or other) and what would be required to support that organization in providing the services (e.g., what legislative or contractual changes are needed).



Cost estimates on a per person or per household basis, for the development of each option to Thurston region residents and/or state residents.



When in the future each option becomes feasible based on a ridership versus cost comparison.



Efficiencies of developing more than one option at once.

# Phase 2-What else will we learn?

- Coordinate - with regional commuter & light rail providers - to link any Thurston County HCT to their existing or planned services.
- Collaborate - with business, freight, tribes, transit, vulnerable communities - on HCT needs, gaps, & solutions for the region.
- Evaluate the impacts of the HCT services on the community - with an emphasis on vulnerable populations.
- Provide feasibility, costs, & timeframes of different high-capacity transportation options - increased express bus, increased vanpools, light rail, commuter rail - so we can focus the most effective & efficient options for the Thurston region.
- Improve public understanding of existing transit services, options for connecting Thurston to the North via high-capacity transportation, costs of such investments, & a timeline for developing each of the options.
- Inform design of options to improve I-5 from Mounts Road through Tumwater so that any I-5 improvements can support high-capacity transportation options.



# Timeline

- Phase 2 underway, using Phase 1 findings
- Submitted Phase 2 deliverables & schedule to Legislature (December 2022)
- Finalize Phase 2 report mid-late 2023 (depending on legislative approval of requested extension)



# Questions?

Veronica Jarvis [jarvisv@trpc.org](mailto:jarvisv@trpc.org)

Chris Breiland [c.breiland@fehrandpeers.com](mailto:c.breiland@fehrandpeers.com)