

# Appendix E

## Public Engagement

### Public Participation Plan

Thurston Regional Planning Council (TRPC) established a public participation plan for the update to the Regional Transportation Plan (RTP). The plan outlines how TRPC worked to provide information to and involve the public in the update process. Tools used to elicit feedback and provide information included:

- Establishing an online presence
- Briefing policymakers at TRPC and the Transportation Policy Board (TPB)
- Asking for feedback through a stakeholder survey and a community survey
- Providing outreach materials and presentations to outside organizations
- Holding a public comment period
- Making translation services available

### Online Presence

TRPC maintains an online presence for the RTP through the agency's website to make the information contained in the plan available and accessible to the public. During the update process, TRPC posted additional information about the update including outreach materials and the stakeholder and community surveys. TRPC also worked with the various stakeholders and its partners to use online platforms (such as Facebook) to communicate with community members about meetings and opportunities to comment/provide feedback.

### TRPC Briefings

From time to time throughout the update process, TRPC staff provided briefings to the Technical Advisory Committee (TAC), TPB, and TRPC. These updates were used to inform the various parties of the project's progress; inform them of specific topics of interest; answer their questions; and receive direction from

policymakers. Each meeting was open to the public and provided an opportunity to learn more about the RTP.

## Stakeholder Survey

A stakeholder survey was conducted to identify topics related to the RTP that are of most interest to the various partners in our region and the best way to provide information on such topics. Community partners included elected and appointed officials, the disability community, environmental groups, school districts and education providers, chambers of commerce, veterans, and groups representing/advocating for minorities.

Stakeholders were most interested the following topics:

- Transportation and climate change
- High capacity transit options
- Biking and walking
- Population and demographics
- Equity
- Public transportation
- Transportation funding
- Transportation technology
- TRPC's legislative priorities

Developing one-page summaries with graphics and presentations were the most common ways people wanted the information provided to them. For some, online interactive maps were also desirable. Based on this information, TRPC developed one-page summaries and an interactive map to give stakeholders and members of the public information targeted to their interests.

## Community Survey

TRPC administered a community survey online and asked about transportation technologies, priorities for transportation solutions, greenhouse gas emissions, and large-scale travel options. TRPC invited the public at large to participate in the survey through the project website, public presentations (14), email lists (800+ email addresses), and social media platforms (Facebook, Twitter). 1,408 people provided feedback through the survey. See the section on *Community Survey Results* in this appendix for more information.



# Outreach Materials and Presentations

**One-Page Summaries.** Based on the feedback received from the stakeholder survey, TRPC developed one-page summaries on population and demographics, transportation and climate change, transportation technology, biking and pedestrian facilities, equity, transportation funding, high capacity transit options, public transportation, and TRPC’s legislative priorities. Information from the one-page summaries was posted on social media during the community survey as well as during the official public comment period. The information in these one-page summaries was also incorporated into Chapter 1. Introduction.

WHAT MOVES YOU: THE REGIONAL TRANSPORTATION PLAN

## EQUITY

The burdens and benefits of transportation decisions and investments should be equally shared.



MEET YOUR THURSTON COUNTY NEIGHBORS

- 5,000** households have no access to a car
- 3,900** are active-duty military personnel
- 2,500** are impacted by homelessness
- 29,000** are veterans
- 34,000** live with a disability participating fully in school, work, home, or the community is limited in some way
- 47,000** households are cost-burdened – the cost of housing and transportation exceeds 50% of their income AND they earn less than 80% of the County's median family income.
- 30,000** live in poverty – for a one-person household, that's an income of just \$12,784 in 2018
- 50,000** are racially diverse and 24,000 are Hispanic or Latinx
- 2,300** households live in linguistic isolation (no member over the age of 14 speaks English at all or very well)

WHAT MOVES YOU: THE REGIONAL TRANSPORTATION PLAN

## PUBLIC TRANSPORTATION

Improving access to public transportation means a more efficient, equitable, and longer lasting transportation system.



INTERCITY TRANSIT

- 931** bus stops
- 301** shelters
- 118** coaches
- 21** routes
- 3** Park & Ride lots

**4.5 million** trips taken in 2018

**3.76 million** trips by bus including express trips to Tacoma

**521,000** trips by vanpool sharing the cost of commuting

**187,000** trips by Dial-a-Lift helping those that need it most get from door-to-door

**Zero-Fare** on Jan 1 2020, Intercity Transit began providing zero-fare services on all bus and Dial-a-Lift routes

**46,000** trips taken in 2019

### ruralTRANSIT

**FARE-FREE** on Feb 3 2020, ruralTRANSIT began providing fare-free service on all routes

**seven** coaches on **three** routes in 2020

stops at the Chehalis Reservation, Rochester, Grand Mound, Tenno, Bucooda, Rainier, Centralia, and Tumwater

WHAT MOVES YOU: THE REGIONAL TRANSPORTATION PLAN

## HIGH CAPACITY TRANSIT OPTIONS

With a growing population, high capacity transit options are becoming more accessible to — and convenient for — Thurston Region residents and employees.



THE NUMBERS

- \$0.00** the cost of fare on Intercity Transit's system – including express routes to Pierce County
- 15** minutes frequency of weekday transit service on Martin Way and Capitol Boulevard
- 27,000** the number of people who live or work within walking distance of a One Stop – which serves the Martin Way corridor
- 2036** the year Sound Transit's DuPont Sounder extension will start service – planning begins in 2025
- 66,000** the number of Amtrak passengers in 2018 using Centralia Station in Lacey. Approximately 52,000 were served at Centralia Station in 2017

**2021** when the passenger-only ferry study led by Puget Sound Regional Council will be submitted to the legislature

WHAT MOVES YOU: THE REGIONAL TRANSPORTATION PLAN

## TRANSPORTATION TECHNOLOGY

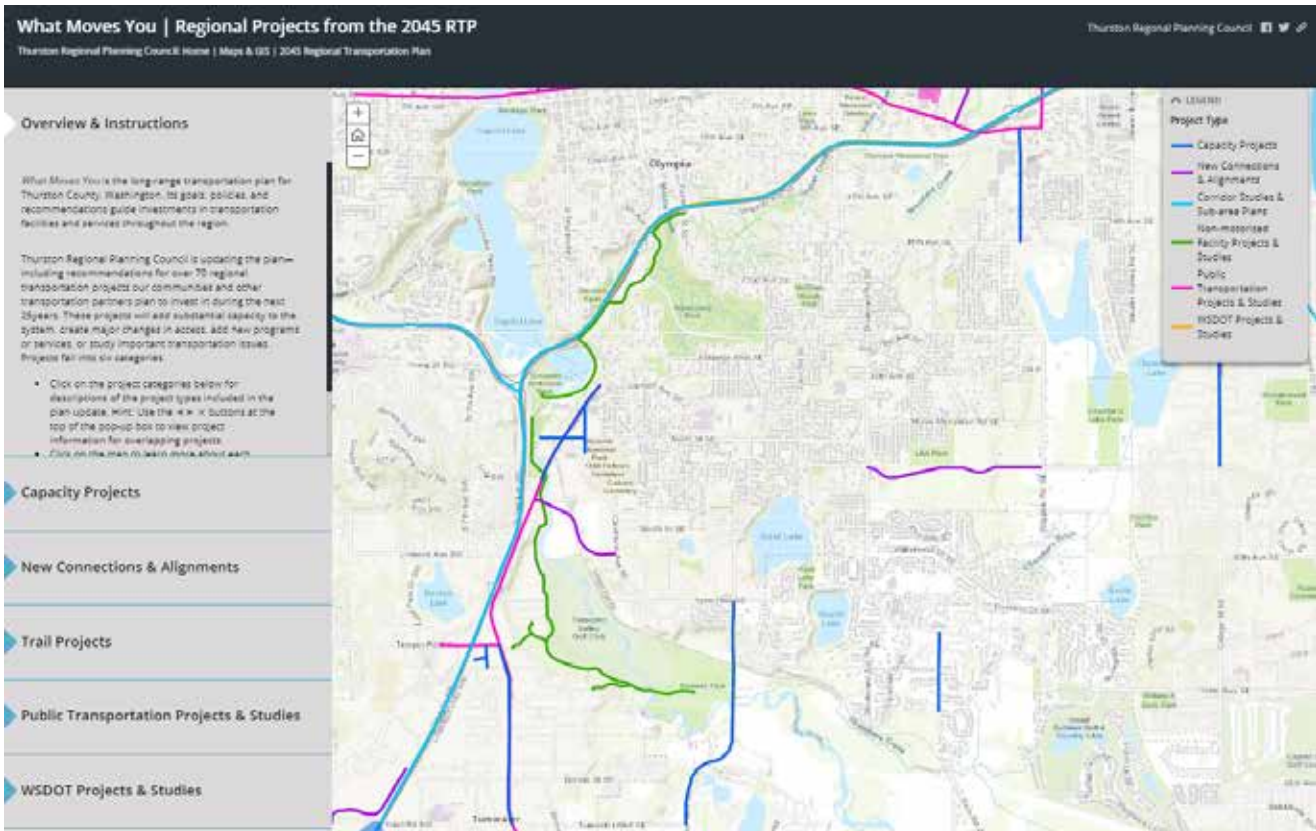
Emerging transportation technology is fundamentally changing how we get around - and how well we do it.



Changing How We Get Around

- Drone deliveries** delivering goods to your home and office through the air and not on the road
- Micromobility devices & e-bikes** making it that much easier to commute by electric bicycle, scooter, skateboard, hover board and so much more
- Autonomous vehicles (AV)** being a passenger in the driver's seat – even if you're a truck driver hauling freight so they can support new transportation technologies
- Hybrid & electric vehicles** changing the type of fuel we use in our vehicles
- Vehicle-to-Infrastructure communication** making our roads smarter so they can support new transportation technologies

- Potential Consequences of Change:**
- Speeding on sidewalks, bike lanes, and trails – micromobility devices and e-bikes travel faster and farther than ever before
  - Increased transportation system capacity – AVs improve the existing transportation infrastructure's capacity simply by driving better than people
  - Clutter in the sky – fewer vehicles on the road, but more in the sky
  - Maintenance woes – with more efficient vehicles on the road, tax dollars funded by the gas tax must stretch even farther
  - Car Sharing and Ride Sharing – decreasing the number of people who own a private vehicle
  - Regulatory lag – technology changes faster than federal, state, and local regulations



**Online Project Map.** TRPC developed an interactive online map for the regional projects detailed in Chapter 2, Recommendations and Appendix L, Regional Project List Detail.

**Video.** TRPC posted on its website and social media a video about the RTP. Information from the one-page summaries was used in the video's design.





**Presentations.** In addition to the briefings delivered to the TAC, TPB, and TRPC, staff delivered 14 presentations between January 2020 and March 2020 to various organizations in the Thurston region including the local jurisdictions, Timberland Regional Library, school districts, and other special purpose districts, among others. Each presentation provided a brief overview of the RTP and an invitation to participate in the Community Survey.

## Translation Services

TRPC's website is Google Translate-enabled. Consistent with the agency-wide Public Participation Plan, the project team, upon request and within a reasonable timeframe, made a reasonable effort to provide translation services at presentations and for documents.

# 2020 Community Survey Results



# 1,408

Survey Respondents

In 2020, TRPC widely distributed a community survey to ask about transportation technologies, priorities for transportation solutions, greenhouse gas emissions, and large-scale travel options.

## Top 5 Transportation Solutions

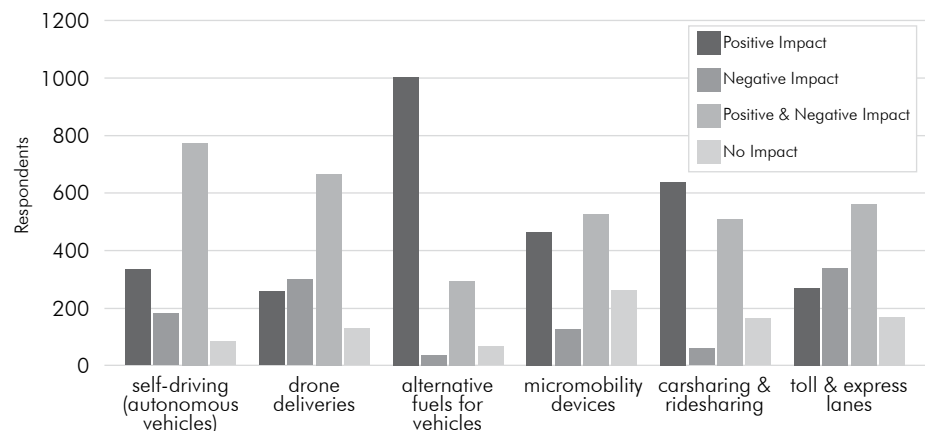
### For Me...

1. Increase Local Transit Service
2. Address Environmental Concerns
3. Maintain/Preserve the Existing System
4. Invest in New Transportation Technologies
5. New Transportation Safety Projects

### For the Community...

1. Increase Local Transit Service
2. Maintain/Preserve the Existing System
3. New Transportation Safety Projects
4. New Accessibility Projects
5. Address Environmental Concerns

## What kind of impact do you think these technologies will have on how you travel in the next 25 years?



## How important are these technologies to you?

### Very Important...

- Alternative fuels for vehicles
- Carsharing and ridesharing
- Self-driving (autonomous) vehicles

### Unimportant...

- Drone deliveries
- Self-driving (autonomous) vehicles
- Micromobility devices

## What type of large-scale options do you feel the Thurston Region needs in the next 25 years?

**79%**

Expanded passenger rail service between Olympia, Tacoma, and Seattle

**71%**

High speed rail service between Portland, OR and Vancouver, BC

**49%**

Expanded express bus service to Tacoma and Seattle

**42%**

Expanded express bus service within Thurston County

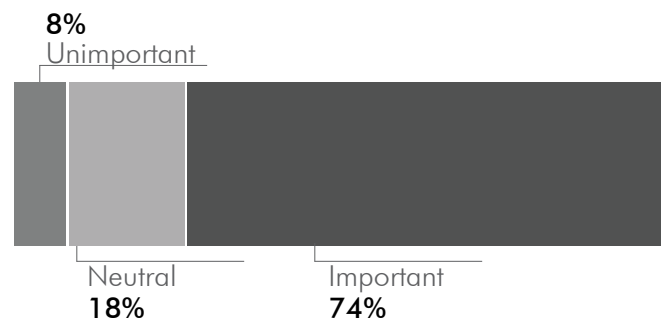
**41%**

Passenger ferry service to Tacoma and Seattle

**33%**

Passenger air service from the Olympia Airport

## How important is it to you that the region's transportation strategies reduce greenhouse gas emissions?



## Who responded to the survey?



### Ethnicity ...

nearly 9/10 were Caucasian

### Live ...

7/10 live in Lacey, Olympia or Tumwater

### Household Income ...

more than 4/5 earned \$50,000 or more annually

### Age ...

1/4 were 25-39 & 1/3 were 55-69

### Gender ...

more than 1/2 were women

### Ethnicity ...

<1% Native Hawaiian or other Pacific Islander

1% Black or African American

2% American Indian or Alaska Native

4% Hispanic or Latino

5% Asian or Asian American

5% More than one race

87% White or Caucasian

2% Other

### Live...

70% in Lacey, Olympia, or Tumwater

18% in Bucoda, Rainier, Tenino, or another Thurston County location

13% outside Thurston County (including JBLM)

### Household Income ...

3% earned less than \$25,000

10% earned \$25,000-\$49,999

82% earned more than \$50,000

### Age...

4% - 24 or younger

26% - 25-39

32% - 40-54

32% - 55-69

6% - over 70

### Gender...

58% female

41% male

<2% other

## Public Comment

As part of the agency's public participation plan, TRPC is committed to providing a public comment period (at least 14 days) for the RTP before adoption. On April 3, 2020 TRPC authorized release of the draft plan for public comment pending a recommendation from the TPB on April 8, 2020. The TPB recommended TRPC release the draft plan for public comment. The public comment period extended from Friday, April 10, 2020 through Monday, May 11, 2020.

## Promotion during the Public Comment Period

Public comment on the draft RTP was sought in accordance with TRPC's Public Participation Plan.

The draft plan was advertised for public comment in *The Olympian* on April 10, 2020 and April 24, 2020. It was also advertised on TRPC's website, highlighted in the home page banner, and on the public notices page.

The public notice read:

### *NOTICE OF PUBLIC COMMENT PERIOD & SEPA THRESHOLD DETERMINATION*

*NOTICE IS HEREBY GIVEN that Thurston Regional Planning Council (TRPC) invites the public to comment on the draft What Moves You: 2045 Thurston Regional Transportation Plan (RTP). The plan identifies the regional long-range vision for development of the transportation system in Thurston County.*

*As the State Environmental Policy Act (SEPA) Lead Agency, TRPC prepared an environmental checklist and issued a Determination of Non-Significance on April 10, 2020 concerning the draft RTP.*

*Notice is also hereby given that TRPC invites the public to comment on a proposed amendment to and re-adoption of the 2020-2023 Regional Transportation Improvement Program (RTIP). The amendment updates the Annual Vehicle Miles Traveled Growth Rate in the Air Quality Conformity chapter of the RTIP to provide consistency between the RTP and the RTIP.*

*The draft What Moves You: 2045 Thurston Regional Transportation Plan and the SEPA documentation is available free of charge online at [www.trpc.org/rtp](http://www.trpc.org/rtp) or by request to TRPC at 2424 Heritage Court SW, Suite A, Olympia, WA 98502. Written comments on the RTP update or the RTIP amendment and re-adoption may be submitted to TRPC by mail or by email to [info@trpc.org](mailto:info@trpc.org). Comments must be received no later than 4:00 pm on Monday, May 11, 2020. TRPC plans to take final action on the adoption of the Regional Transportation Plan and the related amendment and re-adoption of the 2020-2023 RTIP on July 10, 2020.*

*If you need special accommodations to participate in this process, please call us at 360.956.7575 by 10:00 am on Wednesday, May 6, 2020 (three business days prior to close of public comment). 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.*



## Regulatory Review during the Public Comment Period

TRPC requested review and guidance from:

- Federal Highway Administration (FHWA).
- Federal Transit Administration (FTA).
- Washington State Department of Transportation (WSDOT) Tribal and Regional Coordination Office.

These agencies are responsible for the ultimate federal and state approval of TRPC's long range transportation plan.

## Official Public Comment and Response

The TPB considered public comments and response during their June 2020 meeting. Staff prepared a table suggesting options for response. TPB finalized responses, directed staff regarding final changes to the draft RTP, and forwarded a recommendation to TRPC for RTP adoption.

The following table summarizes comments received during the public comment period as well as TRPC's response:

Comment Type	Name	Plan Area	Comment	Staff Response
Agency	WSDOT Olympic Region	Ch. 2, App. L	US 101 West Olympia Access, I thought price tag was \$40 mil several years ago, same for appendix L A21	\$35 million was the cost provided by City of Olympia
Agency	WSDOT Olympic Region	Ch. 3	Policy 16.a space between Federal and non-discrimination	Typo corrected
Agency	WSDOT Olympic Region	Ch. 3	First word Ttravelers, drop one T	Typo corrected
Agency	WSDOT Olympic Region	Ch. 3	Goal 19 shouldn't one of the policies refer to federal performance measures	Council's direction for the update's scope did not call for changing the goals and policies of the plan. Appendix I addresses federal performance measures.
Agency	WSDOT Olympic Region	Ch. 4	Says in the Tumwater to Mounts Rd Study we modeled nine scenerios. We modeled ten.	Changed to ten.
Agency	WSDOT Olympic Region	Ch. 6	In general should you note in the Financial section that the effects of COVID 19 are unknown on the budget. WSDOT is having a hiring freeze because of the lost gas tax revenue due to the Stay Safe Stay Home.	Added the following call-out box to pg. 185: COVID-19 Pandemic and the RTP In response to the outbreak of the COVID-19 pandemic, Governor Inslee issued a series of proclamations and declarations aimed at reducing the spread of the virus in Washington State, including requiring all non-essential workers stay home and stay healthy. As a result, significant changes in how/ whether people travel in the Thurston Region occurred. This also has impacted transportation funding. The data and statistics used in this plan were developed prior to the outbreak, and the transportation model and financial forecast do not take into account the radical changes in transportation choices that continues to occur in the region as of the drafting and adoption of this Plan.
Agency	WSDOT Olympic Region	Ch. 6	Third bullet, first sentence - says "incorporated and incorporated jurisdictions" should the second one be "unincorporated"?	Typo corrected
Agency	WSDOT Olympic Region	Ch. 7	Second paragraph first word "Iln" delete one l	Typo corrected

Comment Type	Name	Plan Area	Comment	Staff Response
Agency	WSDOT Olympic Region	App. A	Glossary - definition for Infrastructure, the use of the word “connoting” is not very user friendly.	text modified from: “A term connoting the physical underpinnings of society at large, including, but not limited to roads, bridges, transit, waste systems, public housing, sidewalks, utility installations, parks, public buildings, and communications networks.” to: “The physical underpinnings of society at large, including, but not limited to roads, bridges, transit, waste systems, public housing, sidewalks, utility installations, parks, public buildings, and communications networks.”
Agency	WSDOT Olympic Region	App. L	Appendix L, O1 - under description says Phase 1 looked at “11 scenarios”, there was 10.	Changed to 10.
Agency	WSDOT Olympic Region	App. L	S12 I-5 93rd study Interchange study - change cost to \$150,000	Change made.
Agency	WSDOT Olympic Region	Ch. 4	Text references on page 136 to table 4-2 reference in text should be table 4-1; page 138 text references 4-1 reference should be 4-2	Typo corrected
Staff	Staff	App. G	We reference the 2040 RTP, not the 2045 RTP in the Air Quality appendix in the intro paragraph	Typo corrected
Staff	Staff	App. G	Under Using VMT to Demonstrate Conformity – we need to change the % from 1.35 to 1.19 to match the table.	Typo corrected
Agency	WSDOT Olympic Region	Ch. 4	Chapter 4 tables are still incorrect in the text – see pages 136 and 138 Text refers to table 4-2 on page 136 and it is Table 4-1 etc...	Typo corrected

Comment Type	Name	Plan Area	Comment	Staff Response
General	Mark Foutch	Passenger Rail	<p>I see in The Olympian that TRPC is beginning the process of updating the 2016 transportation plan. I'm a former TRPC chair and current Board member of All Aboard Washington, the statewide nonprofit advocacy group for improved intercity passenger rail service.</p> <p>Just now I took a brief look at the current plan's Table of Contents and see nothing about that topic. While your agency's customary project funding sources do not include intercity passenger rail service, we think it merits at least a short acknowledgement/discussion in the next plan.</p>	<p>Comment noted. Responded to Mr. Foutch with the following information:</p> <ul style="list-style-type: none"> <li>• Chapter 1, which serves as an introduction to the Regional Transportation plan, includes a brief one-page infographic about high capacity transit in the Thurston region (last page of the document).</li> <li>• Chapter 2 (see Appendix L for more detailed information) lists the Plan's recommendations, largely made up of regional and regionally-significant transportation projects anticipated over the next 25 years. This includes Project S4, a High Capacity Transportation Study to determine the types of high capacity transit (bus rapid transit, passenger rail, commuter rail, etc.) the Thurston Region may be able to support in the future. Please note there is a typo on the cost of this – it should be \$2,500,000 as listed in Appendix L on the project description – not \$50,000.</li> <li>• Chapter 3 discusses the Plan's goals and policies, including ensuring the long-term viability of passenger rail service (see Goal 13).</li> <li>• Appendix E discusses how we've engaged the public through our update process, including administering a community survey. One of the questions we asked folks was what type of large-scale options they felt the Thurston Region needs in the next 25 years. More than 70% of respondents were interested in seeing expanded passenger rail service between Olympia, Tacoma, and Seattle AND high speed rail service between Portland, OR and Vancouver, BC.</li> </ul> <p>TRPC is also applying for funding from the Regional Surface Transportation Block Grant to perform a High Capacity Transportation Project Development study, a first step in performing the high capacity transportation study discussed in the RTP.</p>

Comment Type	Name	Plan Area	Comment	Staff Response
General	Mark Foutch	Passenger Rail	The AMTRAK Cascades service, funded by the States of Oregon and Washington, will soon offer additional runs, and faster and more reliable run times, between Seattle and Portland (including some runs that extend to/from Vancouver B.C. and Eugene, Oregon).	Thank you for the information. Comment noted.
General	Mark Foutch	Passenger Rail	A State-funded study is due to the Legislature's Joint Transportation Committee June 20 to help determine the feasibility of extending the Cascades service E-W between Seattle and Spokane, by way of the Yakima Valley. A separate proposal, to build Ultra High Speed Rail on dedicated right of way between Vancouver and Portland, might well include a stop in Olympia, our State Capital.	Thank you for the information. Comment noted.
General	Mark Foutch	Passenger Rail	Thurston County led the way 30 years ago to establish the Olympia-Lacey AMTRAK stop on the BNSF mainline out on Yelm Highway, and our community contributed skilled labor and materials to construct our station. Intercity Transit currently operates and maintains the station, which is staffed by volunteers.	Thank you for the information. Comment noted.
General	Mark Foutch	Passenger Rail	WSDOT's March 2019 report on 2018's boardings and deboardings at Cascades stations showed (if memory serves) 60,000 at Olympia-Lacey. I've not seen figures for 2019. COVID-19 service reductions will affect 2020 numbers but presumably all forms of travel will rebound in a few years, if not sooner.	The RTP includes numbers for 2018 and 2019 boardings at Centennial station.
General	Mark Foutch	Passenger Rail	PSRC has started its plan update and I've appeared before their TPB on this topic. At our request, Yakima Valley Council of Government has included it in their new plan. We are in touch with Benton-Franklin and Spokane regional transportation planning agencies. When the time comes I would be pleased to present our case for inclusion of intercity passenger rail in your 2040 plan at a meeting of the TPB or the full Council.	Comment noted.

Comment Type	Name	Plan Area	Comment	Staff Response
Agency	City of Olympia	General	<p>Below are some comments that were sent to me about incorporating climate change into the Regional Transportation Plan. Perhaps Thad sent them to someone at TRPC as well? I'm not sure who should receive these comments, so I sent them to all of you. I think he makes some good points.</p>	Comment noted.
General	Thad Kurtz	General	<p>The current draft seems stunningly short-sighted... It's 480 pages contain precisely one page devoted to Emerging Transportation Technology. That mentions electric vehicles, and autonomous vehicles, and it says "Emerging transportation technology is fundamentally changing how we get around." The other 479 pages proceed with business as usual, without any discussion of how our transportation planning for the next twenty-five years ought to take those fundamental changes into account, support them, or worry about them. As far as I can see, we could drop that page, assume that we'll still be driving gasoline and diesel vehicles in 2045, and that there won't be any autonomous vehicles on the road, not even buses or trucks operating on fixed routes, and we wouldn't have to change a word of the rest of this document.</p>	<p>TRPC recognizes that new technologies will change how we travel in the future. In addition to the one-page overview of transportation technology found on page 39, we discuss this topic in the following areas:</p> <ul style="list-style-type: none"> <li>• Chapter 1: The RTP serves many functions, including seeking to improve the efficiency of the transportation system through a variety of means, such as using new road-building materials, trip reduction strategies, transportation technology, and alternative fuels.</li> <li>• Chapter 2 (see Appendix L for more detailed information): lists the Plan's recommendations, largely made up of regional and regionally-significant transportation projects anticipated over the next 25 years. This includes Project T1, Smart Corridors Phases 2 and 3 to apply traffic signal prioritization technology to selected intersections and buses.</li> <li>• Chapter 3: Goal 7 calls for using technology-based approaches to address transportation congestion, safety, efficiency, and operations. This includes five policies on how to implement Goal 7.</li> <li>• Chapter 6: The financial forecast discusses how current transportation revenues will change over the next 25 years. As vehicle fuel efficiency increases and/or electric vehicles gain a greater market share, fuel tax revenues (based on a per gallon tax at the gas pump) may slow or begin to decline. The financial forecast assumes that fuel tax revenues or a comparable source of revenue will be available in the future to fund transportation projects. TRPC also regularly updates policymakers on changing transportation technology and its impact on mobility in the region.</li> </ul>

Comment Type	Name	Plan Area	Comment	Staff Response
General	Thad Kurtz		<p>The plan also devotes one page to the expected consequences of climate change, but it treats that as a given, and only mentions its potential consequences for the roads. In spite of lip service to “environmental considerations”, and a sidebar noting that 74% of the people surveyed as part of the public outreach for the plan said it was important to them “that the region’s transportation strategies reduce greenhouse gas emissions”, there’s no consideration of how we might actually plan our transportation over the next twenty-five years to reduce our contributions to climate change rather than simply adjusting to it and carrying on with business as usual.</p>	<p>In addition to the one-page overview of climate change found on page 33, we discuss this topic in the following areas:</p> <ul style="list-style-type: none"> <li>• Chapter 2 (see Appendix L for more detailed information): lists the Plan’s recommendations, largely made up of regional and regionally-significant transportation projects anticipated over the next 25 years. This includes projects that can help reduce/mitigate climate impacts of transportation including trail projects, a number of studies, operational improvements, and construction projects.</li> <li>• Chapter 3: Goal 18 calls for minimizing transportation impacts on the natural environment and the people who live and work in the Thurston region. This includes two policies that speak directly to climate change.</li> </ul> <p>TRPC is nearing completion of a Climate Plan for the Thurston Region, which is divided into two parts: a climate adaptation plan (completed 2018) and a climate mitigation plan (under development). The adaptation and mitigation plans include a suite of actions that can be taken to adapt to or mitigate climate change. See <a href="http://www.trpc.org/climate">www.trpc.org/climate</a> for more information.</p> <p>To support the climate work currently underway, TRPC’s 2021 Unified Planning Work Program includes development of a strategy for implementing the transportation-related actions of the climate plan.</p>

Comment Type	Name	Plan Area	Comment	Staff Response
General	Thad Kurtz		Our transportation plan ought to include a discussion of what we expect to need in the way of public charging infrastructure, particularly for heavy duty vehicles and for people in multi-family housing and for residents without off street parking. It ought to include a discussion of what steps we'd need to take, in collaboration with PSE, to provide the electrical infrastructure for those vehicles, and to use their batteries to support more renewables on the grid. It should include some discussion of the potential negative effects of widespread adoption of single passenger autonomous vehicles on VMT, and of the policy and infrastructure planning that might be done to encourage shared use of those vehicles. It should include some consideration of how autonomous transit vehicles, running on fixed routes without the costs of drivers, would change the economics of transit, and the implications of that for transit planning. It ought to include a discussion of car sharing, and of TNCs like Uber and Lyft, and how we might plan to incorporate them in a system to help us meet our transportation goals. In short, we ought to be planning for what we want to have our transportation system be like in twenty-five years, and what we think we will need to have it be like if we take climate science at all seriously.	EV charging stations is one of the topics TRPC will discuss in the 2020 State of the Transportation System Report.
General	Thad Kurtz		I hope that all of you have read, or will take the time to read, Tony Seba's argument about what may well happen to transportation in the next twenty-five years, which I'm attaching. You can watch it on YouTube, if you'd rather, at: <a href="https://www.youtube.com/watch?v=duWFnukFJhQ">https://www.youtube.com/watch?v=duWFnukFJhQ</a> He may or may not be right, but he raises some of the issues I think this plan should at least discuss...	Thank you for the information. Comment noted.
General	David Rings	Project A4	I believe that the plan to extend Log Cabin road to 37th/Herman Road should be abandoned. LBA Woods should be preserved as it is, and Morse Merryman Road could be upgraded with a round-about at Wiggins to be used as part of an east-west transportation corridor.	Comment noted and provided to the City of Olympia. Between June 5, 2020 and July 2, 2020, 51 additional comments were received concerning the Log Cabin Road Connection (Project A4). Such comments were forwarded to the City of Olympia, and TRPC responded to each commenter with that information.



Comment Type	Name	Plan Area	Comment	Staff Response
Agency	WSDOT Headquarters		<p>I've attached the comments I collected. Please take a look and I would be happy to talk through any of them with you if you like. I do not expect that you would respond to them individually; you can take them if they are useful, or you can ignore them. Some general themes:</p> <ul style="list-style-type: none"> <li>•</li> </ul>	<p>Maintenance &amp; Preservation—</p> <ul style="list-style-type: none"> <li>o one reviewer noted that the terms seem to be used interchangeably, and suggests ensuring that the right term is being used in each instance (or in many cases, including both terms)</li> <li>o the reviewer also noted that while the plan explains and shows how these are important (and 18% of total expenditures expected to go towards M&amp;P), the message gets diluted by the capacity projects shown in table 2.1 and the maps. An explanation about how M&amp;P projects are identified and where they are would help get this message across.</li> </ul> <ul style="list-style-type: none"> <li>•</li> </ul>
Agency	WSDOT Headquarters		<p>As I mentioned to Marc, Veena and Karen at our UPWP review meeting, our approach was for me to share it with several WSDOT divisions and provide you with one set of comments. I was surprised by the number of comments I received. I filtered out a lot of the comments that I did not expect to be useful to you, but there are still a lot. I hope we didn't over do it...</p>	Comment noted.
Agency	WSDOT Headquarters		<p>Also please note these comments are for WSDOT Headquarters only, as Dennis indicated to me that he is sending comments from WSDOT Olympic Region to you separately.</p>	Comment noted.
Agency	WSDOT Headquarters		<p>WSDOT HQ combined comments compiled and edited by Doug Cox. Includes comments from Community &amp; Network Planning, Tribal &amp; Regional Planning, Statewide Planning, Rail Freight &amp; Ports, Public Transportation, and Capital Program Development &amp; Management.</p>	Comment noted.

Comment Type	Name	Plan Area	Comment	Staff Response
Agency	WSDOT Headquarters	General	Suggest adding this statement to the exec summary and/or other parts of the document. WSDOT has been working with its region planners in providing this statement in WSDOT region planning documents. "COVID-19 implications for the results of this document and its recommendations are currently unknown. Modeling used historic data and trends for regional population, job growth and travel behavior. This modeling did not account for potential impacts of major disruptions such as COVID-19. While the near- and long-term effects of the pandemic are unknown, it will likely be different from the assumptions used in the modeling for this document".	Added the following call-out box to pg. 15: COVID-19 Pandemic and the RTP In response to the outbreak of the COVID-19 pandemic, Governor Inslee issued a series of proclamations and declarations aimed at reducing the spread of the virus in Washington State, including requiring all non-essential workers stay home and stay healthy. As a result, significant changes in how/ whether people travel in the Thurston Region occurred. This also has impacted transportation funding. The data and statistics used in this plan were developed prior to the outbreak, and the transportation model and financial forecast do not take into account the radical changes in transportation choices that continues to occur in the region as of the drafting and adoption of this Plan.
Agency	WSDOT Headquarters	Beginning	Two chapter 5s in table of contents	Typo corrected
Agency	WSDOT Headquarters	Executive Summary	Paragraph 2, sentence 2: WSDOT's official mission is to "provide safe, reliable and cost-effective transportation options to improve communities and economic vitality for people and businesses."	modifying the text as proposed loses the emphasis on maintaining a state of good repair. WSDOT's official mission statement is included in Chapter 4.
Agency	WSDOT Headquarters	Executive Summary	Paragraph 2, sentence 3: consider revising to "This includes maintaining a state of good repair. Maintaining a state of good repair covers all aspects of the state transportation system from road pavement to bridges to seismic preparedness to clearing snow and ice to caring for plantings alongside roads." Per slide 26 in WSDOT's "Beyond Tomorrow" state of transportation presentation to the 2020 legislature, WSDOT is interested in safety, transportation systems operations, transportation demand management, and focused system expansion for additional capacity regardless of mode. This information could be provided here.	Comment noted.
Agency	WSDOT Headquarters	Ch. 1	Please change freeway and highway analysis to statewide multimodal system analysis	Change made.

Comment Type	Name	Plan Area	Comment	Staff Response
Agency	WSDOT Headquarters	Ch. 1	23 CFR 450.306(b) 9 & 10 are missing (resiliency and tourism)	Added two more bullets to include resiliency and tourism: <ul style="list-style-type: none"> <li>• Improved transportation system resiliency and reliability, including reducing/mitigating stormwater impacts</li> <li>• Enhanced travel and tourism</li> </ul>
Agency	WSDOT Headquarters	Ch. 1	Regional Conditions - This section does not discuss freight. Consider adding a note about present freight conditions.	Text modified from: The Interstate 5 corridor runs through the heart of the region, providing direct access to neighboring communities. to: Interstate 5 runs through the heart of the region, acting as an essential freight corridor and providing direct access to neighboring communities.
Agency	WSDOT Headquarters	Ch. 1	By foot, bike, or automobile (might want to use the word “vehicle” so that folks know you’re including all forms of transit.)	Change made.
Agency	WSDOT Headquarters	Ch. 1	The reference to unemployment statistics are likely out of date with the impacts of the current pandemic. You might need to include a date for when those numbers were developed.	text modified from: “The unemployment rate has fallen to levels not seen since before 2008, the average yearly wage for employees continues to grow, and the median home sale price continues to rise.” to: “In 2019, unemployment rates continued to fall to levels not seen since before 2008, the average yearly wage for employees continued to grow, and the median home sale price continued to rise.”
Agency	WSDOT Headquarters	Ch. 1	With all the references to the inter-regional travel, I would suggest that you address the need for public transit coordination with multiple transit providers.	Comment noted.
Agency	WSDOT Headquarters	Ch. 1	Suggest changing state fuel tax to state motor vehicle fuel tax	Change made.
Agency	WSDOT Headquarters	Ch. 1	The Centennial Station is not an Amtrak station - its owned by volunteers - and it only has Cascades service. Can this be changed to the “number of Amtrak Cascades passengers using the Centennial Station in Lacey”?	text modified from: “the number of passengers in 2018 using Amtrak’s Centennial Station in Lacey. Approximately 52,000 were served at Centennial Station in 2017” to: “the number of Amtrak passengers in 2018 using Centennial Station in Lacey. Approximately 52,000 were served at Centennial Station in 2017”

Comment Type	Name	Plan Area	Comment	Staff Response
Agency	WSDOT Headquarters	Ch. 2	There is a reference to ‘Transportation Demand Management’ while there is a chapter/section on ‘Travel Demand Management’ ... more than likely there needs to be synchronicity between the two. WSDOT uses the former.	replaced all references to “travel demand management” with “transportation demand management.”
Agency	WSDOT Headquarters	Ch. 2	Assuming you have already referenced the “Washington State Department of Transportation (WSDOT)” before, you do not need to do so in parentheses on this page. This statement would be applicable to the whole document unless you consider each chapter or section a standalone that requires regular updates of this.	Comment noted.
Agency	WSDOT Headquarters	Ch. 3	The system components are listed here but are not addressed earlier in the document - particularly aviation, rail, and marine cargo. Why is rail banking the only rail issue and not at grade crossings, rail bridges, and port access? Why isn’t connections to the airport an issue?	Council’s direction for the update’s scope did not call for changing the goals and policies of the plan.
Agency	WSDOT Headquarters	Ch. 3	Transportation and Land Use Consistency – Consider adding policies to designate and protect freight-dependent land uses, such as intermodal sites, ports, warehousing and truck parking areas, and encourage brownfield development of disused industrial sites for industrial/commercial purposes. See the FHWA Freight Land Use Handbook and the State Freight Plan for further guidance.	For the 2022 - 2025 Federal Funding Call for Projects, TRPC submitted as a back-up project a proposal to develop a Freight Goods & Services Mobility Strategy. Should funding be secured to develop the strategy, TRPC may consider revising policies and goals associated with freight mobility.
Agency	WSDOT Headquarters	Ch. 3	Agencies do not design facilities to account for all user behaviors. Consider language from Target Zero on this topic.	Comment noted.
Agency	WSDOT Headquarters	Ch. 3	How are maintenance and preservation projects in this plan prioritized? Are there any projects that are maintenance and preservation?	Specific maintenance and preservation projects are not included in the RTP as they are not projects that result in a change in capacity.
Agency	WSDOT Headquarters	Ch. 3	Freight Mobility Policy – 8.c - Consider expanding the scope of this policy beyond highly urbanized areas to include all areas where significant freight traffic might cause concern for other system users.	For the 2022 - 2025 Federal Funding Call for Projects, TRPC submitted as a back-up project a proposal to develop a Freight Goods & Services Mobility Strategy. Should funding be secured to develop the strategy, TRPC may consider revising policies and goals associated with freight mobility.

Comment Type	Name	Plan Area	Comment	Staff Response
Agency	WSDOT Headquarters	Ch. 3	Freight Mobility Policy - 8.d - Both commercial and residential customers are increasingly shifting their business to e-commerce. This trend, coupled with policies that encourage density in residential and mixed-use areas, has led to increased congestion at curbside and off-street loading areas in all dense areas, not just business/commercial. Consider expanding the policy to include multifamily, mixed-use, government, etc. land uses	For the 2022 - 2025 Federal Funding Call for Projects, TRPC submitted as a back-up project a proposal to develop a Freight Goods & Services Mobility Strategy. Should funding be secured to develop the strategy, TRPC may consider revising policies and goals associated with freight mobility.
Agency	WSDOT Headquarters	Ch. 3	Freight Mobility Policy - Consider encouraging local truck parking ordinances to accommodate local freight needs, reduce conflicts with residents, and protect infrastructure.	For the 2022 - 2025 Federal Funding Call for Projects, TRPC submitted as a back-up project a proposal to develop a Freight Goods & Services Mobility Strategy. Should funding be secured to develop the strategy, TRPC may consider revising policies and goals associated with freight mobility.
Agency	WSDOT Headquarters	Ch. 3	Importance and Challenges - Consider discussing: <ul style="list-style-type: none"> <li>• The shift in the way people and businesses receive the goods they need. The shift to online retail has changed travel patterns for trucks as well as people. This trend has also led to a decrease in demand for retail space and an increase in distribution centers being constructed near urban areas.</li> <li>• That volume freight trips in Washington is growing along with the population.</li> <li>• There is a growing demand for commercial truck parking in this region.</li> </ul>	For the 2022 - 2025 Federal Funding Call for Projects, TRPC submitted as a back-up project a proposal to develop a Freight Goods & Services Mobility Strategy. Should funding be secured to develop the strategy, TRPC will identify issues and challenges on this issue and may consider revising policies and goals associated with freight mobility. Added the following to page 97: Online retailers continue to change the way people and businesses receive the goods they need, impacting travel patterns for freight, decreasing demand for retail space, and increasing demand for distribution centers located near urban areas. As population increases, the number of freight trips also increases, and there is growing demand for commercial truck parking in the Thurston region.
Agency	WSDOT Headquarters	Ch. 3	The goal for Rail to 'ensure the continued long term viability' is a survival goal, versus the growth goals for other modes. Why isn't the goal to grow the use of rail? Or at least to ensure an appropriate level of facilities and service to meet the needs of residents and businesses (like aviation)?	Council's direction for the update's scope did not call for changing the goals and policies of the plan.
Agency	WSDOT Headquarters	Ch. 3	Policies - consider a policy to work with WSDOT to better integrate intercity passenger rail into the regional multimodal transportation system	Council's direction for the update's scope did not call for changing the goals and policies of the plan.

Comment Type	Name	Plan Area	Comment	Staff Response
Agency	WSDOT Headquarters	Ch. 3	suggest changing “freeway and highway analysis” to “statewide multimodal system analysis”	Page number doesn’t match up to comment. Assuming this is in reference to page 27 as it is the only reference to freeway and highway analysis. Change made.
Agency	WSDOT Headquarters	Ch. 3	How much air cargo does Olympia handle? And the Port is completing a Habitat Conservation Plan that would provide them an incidental take permit.	Comment forwarded to the Port of Olympia. Added a new paragraph as follows: “The city of Tumwater and the Port of Olympia are developing a Habitat Conservation Plan to balance growth and preserve endangered three species protected by the Endangered Species Act, including the Mazama pocket gopher (Olympia subspecies). Much of the airport property owned by the Port of Olympia is on soils preferred by the pocket gopher.”
Agency	WSDOT Headquarters	Ch. 3	FYI -- The FAA has restrictions on the height of structures but there are no federal or state laws that restrict adjacent land use. There are eligibility requirements for land use for certain FAA funds. And some locals have ordinances for adjacent uses. State law requires locals to consult with WSDOT regarding permits near airports - but this is for a check on the height restrictions.	Comment noted.
Agency	WSDOT Headquarters		112-113 should directly address our current pandemic as a means for how public involvement may have to change - at least giving mention to the importance of new and innovative ways to engage virtually and remotely, while also not losing out on populations that have limited access to digital forms of engagement.	Comment noted.
Agency	WSDOT Headquarters	Ch. 3	How does the Regional Transportation Plan relate to state modal plans (Rail Plan, Active Transportation, etc.)? [Policy 17.d] For example, the State Rail Plan specifically mentions the challenges of multimodal connectivity at the Olympia-Lacey Amtrak station. And it refers to work WSDOT is undertaking to expand Amtrak Cascades service and develop an ultra-high speed ground transportation system through Thurston County. There are other topics relevant to Thurston County. It would be great to see this plan tied more specifically to statewide modal plans.	As WSDOT updates state modal plans, TRPC reviews and provides comments to maintain consistency between state and the regional transportation plan.
Agency	WSDOT Headquarters	Ch. 3	Paragraph 1, sentence 1: Remove the extra “T”	Typo corrected

Comment Type	Name	Plan Area	Comment	Staff Response
Agency	WSDOT Headquarters	Ch. 3	FYI -- EJ is a Presidential Executive Order and not part of Title VI of the Civil Rights Act. You can change this to TRPC's Title VI Plan includes compliance with EJ, LEP and Title VI.	Council's direction for the update's scope did not call for changing the goals and policies of the plan.
Agency	WSDOT Headquarters	Ch. 3	Other Regional Planning Priorities box: The first sentence and bullet appear to have been copied from the previous, intergovernmental section. Consider revising.	Comment noted.
Agency	WSDOT Headquarters	Ch. 4	link does not appear to be current	updated link to: <a href="https://www.wsdot.wa.gov/about/practical-solutions">https://www.wsdot.wa.gov/about/practical-solutions</a>
Agency	WSDOT Headquarters	Ch. 6	State fuel tax distributions are listed as anticipated to increase in the bottom right bulleted list, along with TBD revenue, and state distributed revenue. These are, more than likely, all out of date at this point in time and you may want to include some indication of the up-in-air nature of many of these sources of revenue, or consider adding a note that these will be updated when the picture becomes more clear.	Added the following call-out box to pg. 185: COVID-19 Pandemic and the RTP In response to the outbreak of the COVID-19 pandemic, Governor Inslee issued a series of proclamations and declarations aimed at reducing the spread of the virus in Washington State, including requiring all non-essential workers stay home and stay healthy. As a result, significant changes in how/whether people travel in the Thurston Region occurred. This also has impacted transportation funding. The data and statistics used in this plan were developed prior to the outbreak, and the transportation model and financial forecast do not take into account the radical changes in transportation choices that continues to occur in the region as of the drafting and adoption of this Plan.
Agency	WSDOT Headquarters	Ch. 7	Paragraph 2, bullet 2: The built environment could also include aesthetics.	Comment noted.
Agency	WSDOT Headquarters	Ch. 7	Air quality, paragraph 1, sentence 3: Will this report be updated for COVID-19 considerations?	no.
Agency	WSDOT Headquarters	Ch. 7	Paragraph 2, sentence 1: Remove the extra "l".	Typo corrected
Agency	WSDOT Headquarters	Ch. 7	Built environment, paragraph 1, sentence 1: Consider replacing "man-made" with a gender neutral word such as "engineered" or "human-made."	three references to "man-made" updated to be gender neutral.

Comment Type	Name	Plan Area	Comment	Staff Response
Agency	WSDOT Headquarters	Ch. 7	Paragraph 2, sentence 1: Consider adding “homelessness” after “income” and “and cognitive” after “physical”.	text modified from: “The region’s policy makers strongly support transportation options serving all the system’s users, especially those who face challenges due to language, income, age, or physical ability.” to: “The region’s policy makers strongly support transportation options serving all the system’s users, especially those who face challenges due to language, income, age, or ability.”
Agency	WSDOT Headquarters	Ch. 7	Not all WSF terminals are currently resistant to rising sea levels	text modified from: “Such terminals are generally resistant to rising sea levels. However, more extreme storm events, accompanied by larger waves, sediment, and debris, could pose safety and operational challenges.” to: “Not all terminals are generally resistant to rising sea levels, and more extreme storm events, accompanied by larger waves, sediment, and debris, could pose safety and operational challenges.”
Agency	WSDOT Headquarters	App. C	WSDOT recently published the 2019 update to the FGTS report along with an interactive online map application. Please check to make sure this map and other referece to freight corridors, annual tonnage, and truck counts are up-to-date. 2019 FGTS web link: <a href="http://www.wsdot.wa.gov/freight/fgts">www.wsdot.wa.gov/freight/fgts</a>	map updated
Agency	WSDOT Headquarters	App. C	Consider adding T-3 truck routes, First/Last Mile Connectors, and Critical Urban/Critical Rural freight routes to this map, and to the description of the existing freight network in this region. Many of the truck routes through Olympia are T-3 corridors and do not show on this map. Also, consider adding any designated manufacturing, industrial, warehousing, retail, etc. zones to this map to paint a broader picture of freight origins and destinations in the region. 2019 FGTS web link: <a href="http://www.wsdot.wa.gov/freight/fgts">www.wsdot.wa.gov/freight/fgts</a>	For readability purposes, T-3 truck routes were left off this map. Added the following statement to the map: “For more information on FGTS, see <a href="http://www.wsdot.wa.gov/freight/fgts">www.wsdot.wa.gov/freight/fgts</a> .”
Agency	WSDOT Headquarters	App. B, App. C	Maps straddling two pages that don’t line up are visually challenging--would love to see them as 11x17s	Comment noted.
Agency	WSDOT Headquarters	App. D	Reference to 23 CFR 450.322 should be updated to 23 CFR 450.324 (see p. 289)	Typo corrected



Comment Type	Name	Plan Area	Comment	Staff Response
Agency	WSDOT Headquarters	App. E, App. G	See placeholder for SEPA determination on p. 316, is this also needed for AQ determination on p.340?	Will include the Air Quality determination letter post-adoption at the beginning of the plan just after the adopting resolution (which will be just after the cover page).
Agency	WSDOT Headquarters	App. H	Rail Plan reference should be 2019 or 2020 since the link goes to the current version of the plan	Change made.
Agency	Intercity Transit	General	Thank you for providing Intercity Transit the opportunity to review the draft 2045 Regional Transportation Plan. Enclosed, please find a PDF with Intercity Transit's suggested in-text edits and comments. Great work updating this foundational document for the Thurston region's transportation system.	Comment noted.
Agency	Intercity Transit	Ch. 1	It might be too early to draw any firm conclusions about the lasting effect of the coronavirus pandemic, but it could be worth noting here that "Global growth slowed down considerably in 2020 due to the coronavirus pandemic, posing many economic challenges that may have lasting effects on local sales tax revenue."	Added the following call-out box to pg. 30: COVID-19 Pandemic and the RTP In response to the outbreak of the COVID-19 pandemic, Governor Inslee issued a series of proclamations and declarations aimed at reducing the spread of the virus in Washington State, including requiring all non-essential workers stay home and stay healthy. As a result, significant changes in how/whether people travel in the Thurston Region occurred. This also has impacted transportation funding. The data and statistics used in this plan were developed prior to the outbreak, and the transportation model and financial forecast do not take into account the radical changes in transportation choices that continues to occur in the region as of the drafting and adoption of this Plan.
Agency	Intercity Transit	Ch. 2	These figures are likely higher now. This should be considered an regionally sig. project.	Operational projects are not considered regionally significant at this time because they are not included in the travel demand model.
Agency	Intercity Transit	Ch. 3	You might consider ending this sentence with "if new buildings are out of scale or designed poorly." Infill, in and of itself, doesn't necessarily change neighborhood character. Scale and design can. This is an important distinction to make.	text modified from: "While infill improves the delivery of government services – like transit – it can also change the local neighborhood character." to: "While infill improves the delivery of government services – like transit – residents may worry about a change in the local neighborhood character."

Comment Type	Name	Plan Area	Comment	Staff Response
Agency	Intercity Transit	Ch. 5	IT uses the term “zero-fare” instead of “fare-free” transit. The distinction here is that we all really pay for transit via sales tax, so it’s not “free.”	Comment noted.
Agency	Intercity Transit	Ch. 6	IT Authority will review the transportation improvement program this year. No changes of note now.	Comment noted.
Agency	Intercity Transit	Ch. 6	Perhaps note somewhere in the RTP that the region’s urbanized area will likely be designated a Transportation Management Area after the 2020 census. If known, perhaps note when our region will receive additional STP and TAP funding (2022), how much (formula?).	Comment noted.
Agency	Intercity Transit	App. B	Add a column with 2019 data for FR, VP and DAL	Add a new column for 2019: Fixed-route:
Agency	Intercity Transit	App. C	Please add the following to this map: The new Route 65 (NE Lacey) The new IT Paratransit/Dial-A-Lift boundary (includes buffer around Rt. 65) and add to the legend. Greyhound and FlixBus Mason, GH transit routes	Revised Map C-3 per IT’s comments. Did not add the Greyhound and FlixBus routes, but did add a note that service is available via the two providers to Seattle and Portland.
Agency	Intercity Transit	App. L	EP recommends that this should be listed as regionally significant because it is tied to the BRT light and other projects that are listed as regionally significant.	Operational projects are not considered regionally significant at this time because they are not included in the travel demand model.
Agency	Intercity Transit	App. C	My colleagues suggest that TRPC add a few more items to the transit map (C-3) in the plan’s appendix: •	Please add IT’s new NE Lacey route -- Rt. 65 (see attached) – and the expanded Dial-A-Lift boundary (also attached). •
Air Quality	EPA	App. G	This is the “TRPC What Moves You 2045 RTP” correct? The text says 2040, but I believe that was in error.	Typo corrected
Air Quality	EPA	App. G	The text correctly indicates that aside from the regional emissions analysis not being required because of the LMP, all other aspects of 40 CFR Part 93 Subpart A are in effect. Well done! The text then lists several sections of the rule. I suggest putting the phrase in bold in the text: “However, all other transportation conformity requirements of 40 CFR Part 93 Subpart A continue to apply, such as:”	text modified from: “However, all other transportation conformity requirements of 40 CFR Part 93 Subpart A continue to apply.” to: “However, all other transportation conformity requirements of 40 CFR Part 93 Subpart A continue to apply, such as:
Air Quality	EPA	App. G	should “process” be “processes”? I keep going back and forth.	Comment noted.

Comment Type	Name	Plan Area	Comment	Staff Response
Air Quality	EPA	App. G	Regarding public comment: those are responded to prior to action by TRPC, correct? Would be good to indicate in the text on this page that something is done with public comment. Also – is it the transportation policy committee that takes action?	Text modified from: “Any public comment received during the public comment period will be presented to TRPC before they take action.” to: “Any public comment received during the public comment period will be considered by the Technical Advisory Committee and the Transportation Policy Board before being presented to TRPC for final action.”
Air Quality	EPA	App. G	TRPC’s approach to monitoring conformity is established in the maintenance plan. It is the SIP/maintenance plan that set the 6.3% growth rate. Consultation occurs with the Air Quality Consultation Group, but it is to make sure each agency agrees with the approach, that the area is in fact below the 6.3%, etc. This paragraph is a bit confusing.	text modified from: “TRPC’s approach to monitoring conformity – with concurrence from the state’s Air Quality Consultation Group – is based on analyzing...” to: “TRPC’s approach to monitoring conformity is established in the maintenance plan. Conformity is based on analyzing...”
Air Quality	EPA	App. G	Also, in some places the text uses “%” and in other places uses “percent.” Please choose one.	changes made for consistency.
Air Quality	EPA	App. G	the text mentions projected VMT, but should it remind the reader that not only does that projection take into account the anticipated roadway projects, but also employment and population growth?	text modified from: “The assessment is based on projected VMT for all Regional Projects anticipated to be operational by the end of the forecast period.” to: “The assessment is based on projected VMT for all Regional Projects anticipated to be operational by the end of the forecast period as well as anticipated population and employment growth.”
Air Quality	EPA	Ch. 7	On a separate note, there is a typo or two in Chapter 7 “Environmental Considerations.”	Comment noted.
Air Quality	EPA	General	Finally, my last comment: I really, really anticipated that they would have a sentence or two in here about how their PM10 maintenance period concludes on 12/4/2020. After that, they have no continuing conformity requirements, whether transportation, project-level, or general. And that they would be able to look forward to NOT getting persnickety comments from EPA.	Comment noted.
Air Quality	Ecology	General	I agree with others that the draft 2045 TRC Transportation Plan conforms with the Thurston PM10 AQ Plan.	Comment noted.

Comment Type	Name	Plan Area	Comment	Staff Response
Agency	Ecology		In the definitions section, I suggest the following as a more accurate definition for “Conformity”. (I highlighted my italicized changes in yellow.) Conformity The intergovernmental process in which transportation plans and spending programs are reviewed to ensure that they are consistent comply with state and federal clean air requirements.	Change made.
Agency	Ecology	Ch. 5	Table 5-1: This table includes household and jobs figures for all of Pierce County and K-12 and College FTE Enrollment figures for the modeled area of Pierce County. I did not find an explanation for the choice of all Pierce County versus modeled area of Pierce County. What is the “modeled area” for Pierce County? I found the choice to use confusing.	Comment noted.
Agency	Ecology	Ch. 5	Figure 5-3: I found “Built Environment” to be an odd and uninformative choice for a “Source of Greenhouse Gas Emissions”. See list of Washington’s GHG sectors below. Greenhouse gas sectors Ecology categorized greenhouse gas emissions into the following sectors: <ul style="list-style-type: none"> <li>• Transportation.</li> <li>• Electricity consumption.<sup>3</sup></li> <li>• Residential, commercial, and industrial.<sup>4</sup></li> <li>• Fossil fuel industry.<sup>5</sup></li> <li>• Waste management.</li> <li>• Industrial processes.<sup>6</sup></li> <li>• Agriculture</li> </ul>	The data for greenhouse gas emissions comes from the Thurston Climate Action Team. This information is also used in the Thurston Climate Mitigation Plan. For consistency with this data source and other regional plans, we will continue to use terms already cited.
General	Peter Dowty	General	Thank you for your work on the draft plan and the opportunity to submit comments.	Comment noted.

Comment Type	Name	Plan Area	Comment	Staff Response
General	Peter Dowty	Ch. 3	<p>I have a non-professional interest in rail and my comments pertain to this component of the plan. While the possibility of expanded passenger rail service in the future is of interest to me, my main interest in this plan is the planning commission's thinking on the existing freight service.</p> <p>My reading of the existing section on rail (pps. 106-107) is that, in a very general sense, the plan is supportive of the use of rail and the immediate goal is to preserve rail infrastructure and right-of-way to be available for any future rail demands/projects. This strikes me as a defensive posture that does not speak to a forward looking vision.</p> <p>I think the plan would be improved with respect to rail by including more detail on the current freight rail situation and by including some vision for freight rail in the county.</p>	For the 2022 - 2025 Federal Funding Call for Projects, TRPC submitted as a back-up project a proposal to develop a Freight Goods & Services Mobility Strategy. Should funding be secured to develop the strategy, TRPC may consider revising policies and goals associated with freight mobility.
General	Peter Dowty	App. C	Map C-4 (p.256-7). This map lists active railroad in the legend, but the active rail is not indicated on the map. The map needs to be updated to show the active rail.	map updated
General	Peter Dowty	App. L	<p>Karen Fraser Trail (p.426). The text states the planned project will include acquisition of the existing rail line. Will this entail retiring this "St. Clair" section of rail? This is relevant to the broader goals for freight rail in the county. This line serves one of the few remaining rail customers in the county. If this project will terminate freight rail service to this customer this constitutes retrenchment of the freight rail infrastructure. Is this part of the planned project and is this consistent with the broader vision for freight rail in the county?</p>	Depends on how it's acquired. Currently, there is no specific implementation strategy on acquiring the right-of-way. Comment forwarded to Thurston County.
General	Peter Dowty	Ch. 3	Rail section (p.106-107). I would like to see this section include some detail on the current status of freight rail in the county and some vision for the role of freight rail in the county. For example, by my tally, there are currently eight premises served by rail spurs in the county but only six active rail customers. These numbers seem quite small and the locations seem relevant to the planning process (see my map below).	Council's direction for the update's scope did not call for changing the goals and policies of the plan.

Comment Type	Name	Plan Area	Comment	Staff Response
General	Peter Dowty		<p>Given the issues that led to the withdrawn of Tacoma Rail as a rail provider to the county, it seems that freight service in the county is only marginally viable economically.</p> <p>What is the vision of the county? Is the current freight service seen as of little value to the county? Is the expectation that these freight lines will eventually be retired and that they only provide some minor economic benefit to the current rail customers by having an alternative to trucking?</p> <p>Alternatively, does the county see freight rail as a broader economic benefit to the county? Is there potential to market rail access in the Mottman area to attract additional rail customers? In concept, this would bring general economic benefit to the community while increasing the economic viability of freight rail in the county.</p> <p>Perhaps the vision of continued and expended freight service is not viable, but the plan is silent on this topic.</p> <p>In short, what is the perspective on and vision for freight rail in the county?</p>	For the 2022 - 2025 Federal Funding Call for Projects, TRPC submitted as a back-up project a proposal to develop a Freight Goods & Services Mobility Strategy. Should funding be secured to develop the strategy, TRPC may consider revising policies and goals associated with freight mobility.
Agency	City of Olympia	General	Great work getting the RTP out for review.	Comment noted.
Agency	City of Olympia	Ch. 2	From the recommendations Chapter, page 48, the Fones Project is described as widening. Please use the title "Fones Road Improvements."	change made.
Agency	City of Olympia	App. L	Also, on the project page, please use this description for the Fones project: "Reconfigure lanes and a roundabout to address vehicle flow, safety, and truck access. Construct multi-modal improvements, including protected bike lanes, sidewalks, crossings, landscaping, and street lighting."	Change made.
Agency	City of Olympia	General	Anywhere in the document Fones Road is mentioned should refer the project as "Fones Road Improvements" and use the new description.	Change made.
Agency	City of Olympia	Ch. 2	From page 49, please change Log Cabin to Connection (from Extension).	Change made.

Comment Type	Name	Plan Area	Comment	Staff Response
Agency	City of Olympia	Ch. 6	From page 190 in the Finance Chapter the description of sales tax in Olympia is a little too direct. The use of a sales tax to offset the licensing fee has not been talked about with the Council or the public. Terms like “investigate the potential use of…” might be better.	The forecast makes the assumption that Olympia will not continue to collect revenue under the license tab fee, but will implement the sales and use tax method in 2021. However, Olympia must still investigate its options and make a decision in this regard.
Agency	City of Olympia	General	Lastly, you probably already know this but the appendices are not showing up correctly in Contents	Typo corrected
Staff	TRPC Staff	General	Staff performed a copy edit of the document to fix typos and errors.	Where appropriate, typos and errors were corrected
Agency	Intercity Transit	General	IT provided comments on copy edits throughout the document	Where appropriate, typos and errors were corrected

# TRPC Adoption & Post-Adoption Approvals

TRPC considered the final draft RTP in July 2020. TRPC adopted *What Moves You: 2045 Thurston Regional Transportation Plan* on July 10, 2020.

After TRPC adoption of the RTP, staff submitted copies to WSDOT, FHWA, and FTA as required by state and federal statute.

The document was also published on TRPC's website.

Because TRPC is an air quality maintenance area for PM10, federal agencies must make a formal determination on air quality conformity after RTP adoption. TRPC's air quality conformity finding is published in Appendix G. TRPC staff requested the required air quality conformity determination from FHWA and FTA. That conformity determination will be published with the final RTP.