AGENDA
Transportation Policy Board
Wednesday, March 11, 2020     7:00 a.m. – 8:30 a.m.
Thurston Regional Planning Council
Conference Room A, 1st Floor
2424 Heritage Court SW, Suite A
Olympia, WA  98502-6031

1. Introductions/Announcements/Updates
   Graeme Sackrison, Vice Chair
   TRPC Staff

2. Approval of Agenda
   ACTION
   Graeme Sackrison, Vice Chair

3. Approval of Meeting Notes from January 8, 2020 (Attachment)
   ACTION
   Graeme Sackrison, Vice Chair

4. Public Comment Period

5. 7:10 - 7:20 2020-2023 Regional Transportation Improvement Program
   (RTIP) Amendment 20.03 (Attachment)
   The Board will consider action on a proposed amendment to the
   RTIP to reflect an increase in federal funding for Intercity Transit’s
   Pattison Maintenance and Operations Base Rehabilitation and
   Expansion project.
   ACTION
   Sara Porter
   Assistant Planner

6. 7:20 - 7:40 Regional Transportation Plan (RTP) Future Conditions - Model
   Results (Attachment)
   The RTP serves as a strategic blueprint for the region’s
   transportation system. Staff will brief the Board on the Future
   Conditions chapter, which looks at the impact of the region’s
   anticipated population and employment growth on transportation.
   BRIEFING
   Veena Tabbutt
   Deputy Director

7. 7:40 - 8:00 I-5 Tumwater to Mounts Road Study - Public Review of Report
   (Attachment)
   Staff will brief the Board on the status of I-5 planning work and a
   placeholder proposal for a potential 2021-2023 state transportation
   budget package.
   BRIEFING
   Marc Daily
   Executive Director

8. 8:00 - 8:20 TRPC Work Program - (Unified Planning Work Program -
   UPWP) Review
   Staff will provide an overview of the UPWP, which articulates how
   certain state and federal funding will be used for transportation
   planning.
   BRIEFING
   Veena Tabbutt
   Deputy Director

9. 2020 Legislative Session Update (Attachment)
   The regular session is expected to adjourn on March 12, 2020.
   Staff will provide an update of Thurston region priority items.
   At the discretion of the Chair, this may be covered in the After-
   Meeting Summary.
   BRIEFING
   Karen Parkhurst
   Planning & Policy Director

10. Outside Committee Report
    At the discretion of the Chair, this may be covered in the After-
    Meeting Summary.
    BRIEFING
    Doug DeForest

Next Meeting – April 8, 2020
7:00 - 8:30 a.m.

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

If you need special accommodations to participate in this meeting, please call us at 360.956.7575 by 10:00 a.m. three days prior to the meeting. Ask for the ADA Coordinator.

For TDD users, please use the state’s toll-free relay service, 711 and ask the operator to dial 360.956.7575.

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

TRANSPORTATION POLICY BOARD
Wednesday, February 12, 2020
2424 Heritage Court SW
Conference Room A, 1st Floor
Olympia, WA 98502

Call to Order

Chair Andy Ryder called the meeting to order at 7:01 am.

Attendance

Members Present:
City of Lacey  Andy Ryder, Chair
City of Olympia  Dani Madrone, Council member
City of Rainier  George Johnson, Council member
City of Tenino  John O’Callahan, Council member
City of Tumwater  Pete Kmet, Council member
City of Yelm  Cody Colt, Council member
Intercity Transit  Don Melnick, Board member
North Thurston Public Schools  John Suessman, Staff
Port of Olympia  EJ Zita, Commissioner
Thurston County  Gary Edwards, Commissioner
State Government  Kevin Dragon, DES Staff
Emeritus Business Rep  Doug DeForest
Community Rep  Kevin Pestinger
Community Rep  Graeme Sackrison, Vice Chair
Business Rep  Renee Radcliff Sinclair

Members Absent:
Nisqually Indian Tribe  David Iyall, Staff
Confederated Tribes of the Chehalis Reservation  Amy Loudermilk, Staff
WSDOT  Joseph Perez, Staff

Staff Present:
Marc Daily, Executive Director
Karen Parkhurst, Planning & Policy Director
Veena Tabbutt, Deputy Director
Burlina Martin, Administrative Assistant
Paul Brewster, Senior Planner
Katrina Van Every, Senior Planner

Others Present:
Charlie Schneider, Tumwater City Council
Mary Heather Ames, City of Tumwater
Sophie Stimson, City of Olympia
Matt Unzelman, Thurston County
Jessica Gould, Intercity Transit
Agenda Item 1  Introductions/Announcements/Updates
INFORMATION  All present provided self-introductions.
Senior Planner Paul Brewster provided a brief update regarding the Call for Projects.

Agenda Item 2  Approval of Agenda
ACTION  
Board member O'Callahan moved, seconded by Board member Melnick, to approve the agenda. Motion carried unanimously.

Agenda Item 3  Approval of Meeting Notes from January 8, 2020.
ACTION  
Board member O'Callahan moved, seconded by Board member DeForest, to approve the meeting notes from January 8, 2020. Motion carried unanimously.

Agenda Item 4  Public Comment
There were no public comments.

Agenda Item 5  Election of Officers
ACTION  
Programs & Policy Director Karen Parkhurst explained the yearly process and indicated that Chair Ryder and Vice Chair Sackrison both said they are willing to serve again. There were no nominations from the floor.

Board member O'Callahan moved, seconded by Board member Melnick, to retain Andy Ryder as Chair and Graeme Sackrison as Vice Chair.

Agenda Item 6  Regional Transportation Plan (RTP) - WSDOT Chapter
PRESENTATION  
Senior Planner Katrina Van Every briefed the Board on the WSDOT Facilities Chapter that is being added to the Regional Transportation Plan (RTP). The chapter is being added to the RTP to better align regional and state transportation solutions, and to better balance transportation, community, economic, and land use needs.

Agenda Item 7  Capitol Campus Project
PRESENTATION  
Planning & Policy Director Karen Parkhurst briefed the Board on the Capitol Campus Project which the City of Olympia received a state Regional Mobility Grant for. The project will work with state agencies on the Capitol Campus to help encourage telework, compressed workweeks, and flexible work hours.

Agenda Item 8  2020 Legislative Session
BRIEFING  
Planning & Policy Director Karen Parkhurst provided an update on the 2020 Legislative.

Agenda Item 10  Outside Committee Report
BRIEFING  
Board member DeForest provided an update on the last Puget Sound Regional Council Transportation Policy Board meeting. The next meeting will be held on February 13, 2020.

Adjournment
There being no further business, Chair Andy Ryder adjourned the meeting at 8:32 a.m.

_______________________________________
Andy Ryder, Chair

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

TO: Transportation Policy Board

FROM: Sara Porter, Assistant Planner

DATE: March 4, 2020

SUBJECT: RTIP Amendment 20-03

PURPOSE:

Act on a proposed amendment to the 2020-2023 Regional Transportation Improvement Program (RTIP).

Summary:

- An amendment has been requested to the 2020-2023 RTIP by Intercity Transit for the Pattison Maintenance and Operations Base Rehabilitation and Expansion project, reflecting that federal funding has been increased for the project.
- The RTIP amendment will trigger a STIP amendment for this project, which will allow the project to go forward.
- This project amendment is consistent with the Regional Transportation Plan.

REQUESTED ACTION:

Amend the 2020-2023 Regional Transportation Improvement Program to update the Intercity Transit Pattison Maintenance and Operations Base Rehabilitation and Expansion project, as presented.

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February 26, 2020

BACKGROUND

About the RTIP and STIP
The RTIP is a four-year programming document derived from the comprehensive six-year Transportation Improvement Programs (TIPs) that each local agency develops and adopts annually. In turn, the RTIP is used by the state to prepare the State Transportation Improvement Program (STIP).

The RTIP serves these main purposes:
1) It identifies a list of transportation projects that will be forwarded to the state for inclusion in the STIP. For federally funded projects, even if project funding has been awarded, it is not available to jurisdictions and agencies until the project is included in the STIP. To be included in the STIP, projects must be programmed for funding (funding-secured) in local Transportation Improvement Programs (TIPs) in the four-year period for both urban and rural areas and meet one or more of the following criteria:
   a. Have federal funding
   b. Are WSDOT projects
   c. Are regionally significant, regardless of funding source.
2) It demonstrates financial constraint for the projects referenced above.
3) It demonstrates consistency with RCW 36.70A, Section 70 of the Washington State Growth Management Act requiring transportation planning to be coordinated and consistent with local comprehensive plans.
4) It demonstrates that regionally significant projects programmed for funding during the time period will not cause or contribute to any new violation of the federal air quality standards for particulate matter of 10 microns or less (PM_{10}), will not increase the frequency or severity of any existing violation of the standards, nor delay timely attainment of the standards.
5) It identifies other programmed and planned transportation projects adopted in local six-year Transportation Improvement Programs.

RTIP and STIP Amendments
Federal requirements stipulate that changes to the RTIP require an amendment to the original document, which then triggers an amendment to the STIP. This is important because a jurisdiction cannot proceed with a project for which it has been awarded federal money until the STIP is formally amended and approved by the federal agencies.

Depending upon the kind of change required of the RTIP, this amendment may be a “formal amendment’ process or a streamlined “administrative modification.” TRPC’s amendment and modifying processes for the RTIP incorporates guidance provided by WSDOT on amending and modifying the STIP. The project under consideration today requires an amendment to the RTIP, which in turn will trigger an amendment to the STIP.

In November 2017, TRPC approved a change to the RTIP amendment process such that the Transportation Policy Board (TPB) is now the approving body for formal RTIP amendments.
Intercity Transit has requested an amendment to the 2020-2023 RTIP, requiring TPB action.

**Amendment requested by Intercity Transit**

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Pattison Maintenance and Operations Base Rehabilitation and Expansion</th>
</tr>
</thead>
<tbody>
<tr>
<td>STIP ID #</td>
<td>WA-09457</td>
</tr>
<tr>
<td>Project Description</td>
<td>This project will complete improvements on the North parcel portion of the Pattison Maintenance, Operations and Administrative Base (MOA) Rehabilitation and Expansion project including the development of a new Administrative building, a new fuel, wash and maintenance facilities building, and remaining North parcel site improvements as required under the Development Permit. This is a multiyear project and the funding programmed reflects the funds within the span of the STIP.</td>
</tr>
<tr>
<td>Reason for Amendment</td>
<td>The project has secured additional federal funding. The RTIP is being amended to reflect new funding levels, updated total estimated cost, and associated revisions to project title and description.</td>
</tr>
<tr>
<td>Amended Federal Funds</td>
<td>Previous - $2,297,846. New - $12,303,104.</td>
</tr>
<tr>
<td>Amended Local Funds</td>
<td>Previous - $12,889,042. New - $13,290,358.</td>
</tr>
<tr>
<td>(Secured)</td>
<td>Total Est. Ccost of Project: Previous - $27,376,519. New - $82,000,000</td>
</tr>
<tr>
<td>Action</td>
<td>Amend the project to reflect the above changes.</td>
</tr>
</tbody>
</table>

Public comment is being solicited on TRPC's website. As of the time of the writing of this report, none has been received. Additionally, TRPC has received a copy of this staff report as an informational item in their packet, and can comment to TPB on the amendment if they so choose. If either public or TRPC comment is received, it will be provided at the TPB meeting.
MEMORANDUM

TO: Transportation Policy Board
FROM: Veena Tabbutt, Deputy Director
DATE: March 4, 2020
SUBJECT: Regional Transportation Plan – Future Conditions

PURPOSE
Staff will provide a brief overview of the future conditions chapter for the Regional Transportation Plan (RTP) update.

Summary:
- The RTP contains a future conditions chapter takes a broad look at the impacts the region’s anticipated population and employment growth will have on our transportation facilities.
- It also highlights implications for future travel patterns and environmental considerations.
- The chapter examines:
  - How we travel
  - How far we travel
  - How system efficiency changes over time
  - How long it takes to travel
  - How our network accommodates growth in travel

REQUESTED ACTION
This is for discussion; staff seeks any questions and feedback you might have on the future conditions chapter.

70:bm

Marc Daily
Executive Director
2424 Heritage Court SW
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360-956-7575
360-956-7815 Fax
BACKGROUND
The Regional Transportation Plan (RTP) is required to be updated every four years; the last update (not including amendments) occurred in 2016. The Plan includes a list of regionally significant projects from the local jurisdictions and other transportation partners; these projects make up the bulk of the Plan’s recommendations.

The future conditions chapter relies on results of TRPC’s travel demand model to examine:
  o How we travel
  o How far we travel
  o How system efficiency changes over time
  o How long it takes to travel
  o How our network accommodates growth in travel

The model has a future horizon of 2045 and examines two scenarios – a future with and without the unfunded regional transportation plan projects.

TAC Review. Information on the future conditions chapter was presented and discussed at the February 20, 2020 TAC meeting.
MEMORANDUM

TO: Transportation Policy Board

FROM: Marc Daily, Executive Director

DATE: March 4, 2020

SUBJECT: I-5 Update and Transportation Budget Proposal

PURPOSE

Brief the Board on the status of I-5 planning work and a placeholder proposal for potential 2021-2023 state transportation budget package.

Summary:

- WSDOT, in partnership with TRPC, led the first phase of study to identify and assess strategies to reduce congestion in Thurston County, with a specific emphasis on I-5 between Mounts Road and Tumwater.
- This first phase used a Practical Solutions approach, evaluating lower cost programmatic and operational changes before moving into more expensive capital solutions.
- The project evaluated 10 scenarios that include dozens more individual program and project solutions. Scenarios address operations, land use, transportation demand management, transit and a host of capital projects on I-5 and local parts of the transportation system.
- The base year for the study is 2025 and the future year is 2040.
- WSDOT will release the draft Phase 1 report in March 2020.
- Both the House and Senate Transportation Committees are compiling project lists for a potential 2021-2023 transportation budget package.
- Staff will brief the Board on a $195M placeholder budget proposal submitted to the House and seek Policy Board input on the submittal.

REQUESTED ACTION

No action, for information and discussion only

Background

See attachments

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MEMORANDUM

TO: Transportation Policy Board

FROM: Veena Tabbutt, Deputy Director

DATE: March 4, 2020

SUBJECT: SFY 2021 Unified Planning Work Program

PURPOSE

The purpose of this agenda item is to review the draft State Fiscal Year 2021 Unified Planning Work Program (UPWP) and provide feedback to staff.

Summary:

- TRPC’s regional transportation work program operates on a state fiscal year basis.
- Development of the work program is a requirement to receive federal and state planning funds.
- Federal requirements of Metropolitan Planning Organizations (MPO) and state requirements of Regional Transportation Planning Organizations (RTPO) govern much of the transportation work program. TRPC also incorporates regional transportation planning priorities into the work program for review by TPB and approval by Council.
- The UPWP also includes other federally funded planning projects in Thurston County.
- Council will review the draft UPWP at their April meeting.
- Federal Highways, Federal Transit Authority, and Washington Department of Transportation will review the UPWP in mid-April, prior to Council taking final action in May or June.

REQUESTED ACTION

Review the draft UPWP and provide feedback to staff on UPWP Work Program Elements and Regional Transportation Planning Priorities.

Marc Daily
Executive Director

"2424 Heritage Court SW
Suite A
Olympia, WA 98502-6031
360-956-7575
360-956-7815 Fax
BACKGROUND

As the Metropolitan Planning Organization (MPO, federal) and the Regional Transportation Planning Organization (RTPO, state), TRPC must carry out a regional transportation program that complies with federal and state requirements. These rules govern much of the transportation work undertaken by the agency.

The Unified Planning Work Program (UPWP) describes that regional transportation work program in a manner compliant with state and federal requirements. The next UPWP covers the State Fiscal Year (SFY) 2021 (July 1, 2020 to June 30, 2021.)

The major elements of the UPWP are the following:

Required Elements (funded through directly allocated pass-through federal and state funds)

1. Program Management
2. Project Programming and Tracking
3. Multimodal Transportation Planning
4. Data Collection, Analysis, and Forecasting

Regional Transportation Planning Priorities (funded through Surface Transportation Block Grant funds)

5. Ongoing Activities
6. Major Initiatives

Table 1 (page 6) provides a breakdown of funding sources.

Required Elements

Required Elements are those activities needed to meet state and federal requirements. The federal requirements are common to MPOs across the country. The state requirements are common to RTPOs across the state. Required items are grouped into four major areas of activity.

1. Program Management includes the essential functions needed to manage federal transportation funds. Jurisdictional staff often say that it’s easier to receive federal funds than spend federal funds, and the breadth of required tasks under program management illustrate this point. They include:
   • Administrative tasks relating to budgeting, accounting, developing the indirect cost proposal, and preparing for, and participating in, audits.
   • Program support and maintenance, including supporting the Council, Transportation Policy Board (TPB), any designated subcommittees, and the Technical Advisory Committee (TAC).
   • Personnel management, including managing and recruiting transportation personnel.
   • UPWP development, including developing the annual UPWP and integrating it into the agency work program.
   • Required reporting such as the annual report, self-certification, and Title VI reporting.
   • Professional development and training for transportation staff.
   • Fixed costs including modeling software annual license, membership dues to the national organization of MPOs, travel, printing, legal notices, etc.

2. Project Programming and Tracking includes tasks related to programming out and monitoring federal funds from the Surface Transportation Program (STP), Surface Transportation Program Enhancements (formerly Transportation Alternatives Program - TAP), and Congestion Relief Mitigation Program (CMAQ). They include:
   • Programming federal funding, including developing and maintaining funding criteria, programming funding, and providing support to funding recipients to comply with federal and state requirements.
   • Federal funding obligation tracking, including working with the state to monitor obligation authority, monthly coordination with funding recipients regarding project obligation status, and tracking and reporting on projects through project completion.
• Regional Transportation Improvement Program (RTIP), including developing the annual four-year Regional Transportation Improvement Program, conducting amendments, developing the six-year list of planned projects, and developing an annual list of obligated projects.

3. Multimodal Transportation Planning includes tasks relating to federal and state planning requirements, including:
   • Tribal, local, state, and federal agency coordination, which includes participation in the state’s MPO/RTPO Coordinating Committee, participation in the activities of the Association of Metropolitan Planning Organization, consultation with local, tribal, state, and federal officials, supporting public transit planning, and maintaining and implementing the Regional Coordinated Public Transit and Human Services Transportation Plan.
   • Coordination and outreach as appropriate for planning and programming activities.
   • Review of state and local transportation plans.
   • Monitoring and responding to federal and state transportation legislation.
   • General compliance, such as, updating the federal functional classification system, and updating the freights and goods classification.
   • Updating and amending the Regional Transportation Plan (RTP) and associated documents, such as the Regional Trails Plan.
   • Providing planning support for specific transportation planning projects. In particular, state RTPO funds can be used as match for federal funds for specific projects.
   • Other emerging issues.

4. Data Collection, Analysis, and Forecasting include activities required by federal and state partners, including:
   • Developing and reporting on federal performance measures.
   • Estimating air quality emissions and complying with air quality standards.
   • Transportation modeling to support performance measures, air quality monitoring, and the regional transportation plan.
   • Annual population estimates and population, employment, and commute forecasts.

Estimated revenue for the UPWP elements comes from several federal and state planning funds distributed by the state. Federal planning funds have a required 13.5 percent of total cost match which is funded by TRPC member dues. State planning funds do not require matching funds. The state provides estimates of funds for each MPO and RTPO annually.

Regional Transportation Planning Priorities

The federal and state funds do not support TRPC’s entire transportation work program. Since 1995, Council has allocated additional planning funds for Regional Transportation Planning Priorities. These funds support adequate staffing levels for TRPC to not only conduct mandatory activities and planning, but also enable the kind of coordinated and integrated transportation planning and decision-making that has characterized this region’s program since the mid-1990s. Examples of the types of planning programs supported through this funding in the past include the Vision Reality Task Force and Urban Corridors Task Force. This funding supports both on-going activities that our members rely on, and specific initiatives identified by TRB and Council.

5. On-going activities include:
   • Support to local transportation planning staff and inter-regional coordination.
   • Multimodal planning including school-based programs.
   • Model development and maintenance.
   • GIS and IT maintenance.
   • Communication and outreach, including responding to public, member, and media requests.
   • Security and safety activities, such as coordinating the update of emergency routes.
   • Policy Board and Technical Advisory Committee Support.
   • Sustainable Thurston monitoring and implementation.
   • Response to emerging issues.

6. Major initiatives, which may span over several work programs, include:
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- Land Use and Transportation Integrated Planning.
  This includes activities relating to urban centers and corridors, and neighborhood centers, such as
  convening the Urban Corridors Task Force.
- Update of State of our Transportation System reports.
  This includes developing the second State of our Transportation System report.
- Update of the Regional Trails Plan.
  The update of the Plan will begin in 2019 and conclude in 2021.
- Climate Mitigation Plan – Transportation Strategies.
  This includes implementing strategies identified in the regional Climate Mitigation Plan related to
  transportation.
- Update of the Process of Programming Federal Funding.
  This includes exploring alternative ways to competitively program and award federal funding. The
  process must result in a multi-year project list that meets regional policy maker priorities and allows
  the region to meet the assigned obligation targets.
- I-5 System Partnerships.
  This includes participation in, and working on, a variety of planning studies around the I-5 Corridor,
  including contributing technical and planning support for the I-5 Tumwater to Mounts Road Study.
- Explore Multimodal Level of Service.
  Begin exploration of a regional approach to developing a multimodal level of service.

Unfunded Needs

In addition to program activities that we can accommodate within the existing regional transportation work program,
the region has identified a number of transportation-related actions that will require additional funding through grants
or other means. The UPWP categorizes these actions as “Unfunded Needs.” Staff actively look for additional
funding resources to accomplish needs above and beyond the regular work program and have long included such
a list in the UPWP. Having a list of specific needs helps provide clarity for on-going grant searches and enhances
the stature of applications submitted by TRPC or its partners. Priority “Unfunded Needs” identified in the previous
UPWP, and proposed to be included in the new UPWP include the following:

- Funding for a High Capacity Transportation Project Development study has been a long-standing
  unfunded need of interest to the region’s stakeholders. Phase I would examine options for new/expanded
  modes of travel within our urban areas and connecting to the urban areas to the north, considering
  options such as bus-rapid transit, passenger rail, and commuter rail, with the goal to develop high-level
  options and a broad timeline for implementation. Phase II would involve developing a locally-preferred
  alternative and completing the Federal Highway Administration’s process for Project Development in
  order for the project to be eligible for federal construction funds.

- When I-5 or US101 shuts down due to major collisions, flooding, or other blocking emergencies, traffic is
detoured to local streets and rerouted to the freeway to bypass the incident. To better manage traffic
impacts from such incidents, TRPC, WSDOT, and local agency public works and law enforcement
stakeholders have identified nearly 50 pre-determined emergency detour routes with special instructions
for intersection control, temporary signage, and other instructions to direct traffic and maintain safety and
efficient operations of the detour route. A State Route and Interstate Emergency Incident Management
Detour Route Improvements Study will identify opportunities to improve the operational efficiency of the
detour routes, make them safer, and strengthen the routes to protect them from excess use. Modeling and
operational analysis will consider the effectiveness of modifications such as traffic signal timing,
roundabouts, road reconstruction, increasing vertical clearances, placement of variable message boards,
and other options that could reduce delay and strengthen the network to accommodate higher volume
detour traffic demands.

- TRPC and local partners will build on existing community plans and studies to develop a Countywide
  Bicycle and Micromobility Strategy. The effort will evaluate both design considerations for the variety of
  small electric powered personal vehicles and their operational compatibility with traditional bicycles and e-
bikes. The strategy will also evaluate opportunities to fill gaps to develop a regional network with a range
  of facilities that could serve a broader group of users with varying comfort levels for riding in and around
  traffic.
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- TRPC relies on accurate household travel data to keep our modeling tools accurate and current. Our last Household Travel Survey was conducted in 2013, and ideally we’d like to conduct one every 10 years. The cost estimate is for a consultant firm to conduct a survey that includes all of Thurston and parts of adjacent counties.

- The Thurston Region is vulnerable to major earthquakes and other hazards. A Regional Transportation Recovery Plan would assist local, tribal, and state government prepare for and manage the transportation recovery process following a major disaster. The overall objective of this plan is to develop a strategy to promote a recovery process for transportation networks and services – and communities – that results in a greater level of resilience.

- A Freight Mobility Strategy is needed to address the unique characteristics, needs, and impacts of freight mobility within our region. The strategy will help us understand why freight is so important to the region, and examine the challenges of moving freight, and develop solutions to address the challenges. The Strategy will focus both on urban and rural truck freight movement to support the region’s increasing demand for goods and services in a safe and reliable manner.

- A priority goal of the Sustainable Thurston Project was to create vibrant centers, corridors, and neighborhoods while accommodating growth. The corresponding target was: by 2035, 72 percent of all (new and existing) households in our cities, towns, and unincorporated growth areas will be within a half-mile (comparable to a 20-minute walk) or an urban center, corridor, or neighborhood center with access to goods and services to meet some of their daily needs. Policymakers identified the need for a Neighborhood Centers study to research and develop strategies to increase access to goods and services in existing and planned neighborhood centers.

- Regional policymakers have expressed the desire to move towards a Multimodal Level of Service that will set performance goals for transit, bicycle and pedestrian facilities in addition to vehicles. This study will build off the Regional Trails Plan, Bicycle and Micromobility strategy, and TRPC’s current side-walk inventory to develop a comprehensive way of measuring multimodal level of service. It will provide essential information to prioritize and select transportation infrastructure projects in the future.

- While included in many areas of TRPCs transportation work program, Justice and Equity is not a specific lens by which the region evaluates specific actions, including those identified in the Regional Transportation Plan and the distribution of federal transportation plans. The Council has expressed a desire for a deeper dive into viewing actions and strategies through such a viewpoint. The Environmental Justice and Social Equity in Planning and Implementation work program would convene community partners including schools, community organizations, advocacy groups, elected officials, and others to clarify Justice and Equity goals, develop performance measures, and identify potential data sources to track progress. The project would also work to overcome barriers in participation by traditionally disadvantaged groups.

Next Steps

TPB’s discussion will focus on the Regional Transportation Planning Priorities and Unfunded Needs, although staff welcome feedback on all aspects of the UPWP. The TPB discussion will inform changes to the draft UPWP prior to it being presented to Council for first review.

State and federal officials will review the draft UPWP to ensure it satisfies their needs before Council approves it in May or June. The UPWP work program elements will then go into effect on July 1.
### Table 1. SFY 2021 Estimated Revenue

<table>
<thead>
<tr>
<th>Work Element</th>
<th>Required Elements</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>1. Program Management</td>
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<td></td>
<td>2. Project Programming and Tracking</td>
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<td></td>
<td>3. Multimodal Transportation Planning</td>
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<td></td>
<td>4. Data Collection, Analysis, and Forecasting</td>
</tr>
<tr>
<td></td>
<td>Subtotal</td>
</tr>
<tr>
<td></td>
<td>Regional Transportation Planning Priorities</td>
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<td></td>
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<td>(Est of Remaining)</td>
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<td>Carryover FHWA/FTA Funds</td>
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MEMORANDUM

TO: Transportation Policy Board
FROM: Karen M. Parkhurst, Planning & Policy Director
DATE: March 4, 2020
SUBJECT: 2020 Legislative Session

PURPOSE

To brief the Council on the State Legislative session.

Summary:

- Each year, the Regional Council prioritizes important regional issues to bring to our 2nd, 20th, 22nd, and 35th district State Legislative delegation and other members of the Legislature.
- We continue to communicate with our delegation and other key legislators, staff, and associations and monitor bills that may be of interest to the Thurston Region.
- The day of the TPB meeting on March 11, 2020, the Legislature should be wrapping up to prepare for adjournment of the Regular Session on March 12, 2020.
- Staff will provide an update on bills and issues.

REQUESTED ACTION

Briefing and discussion only.

71:bm