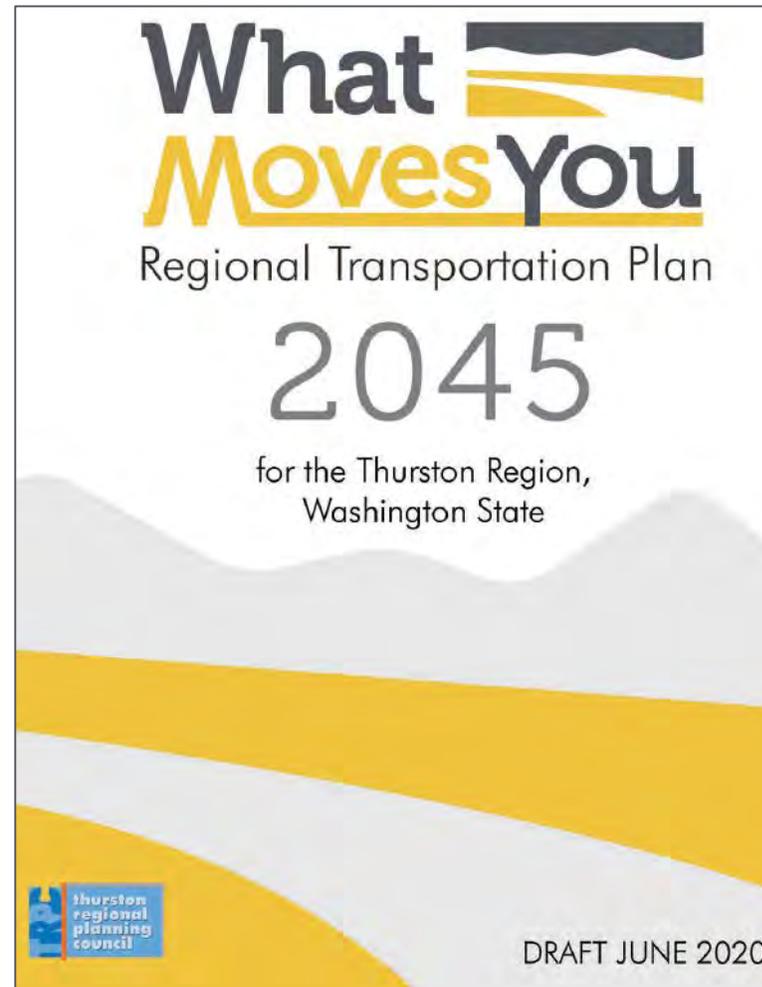


# Thurston Regional Transportation Plan 2020 Update

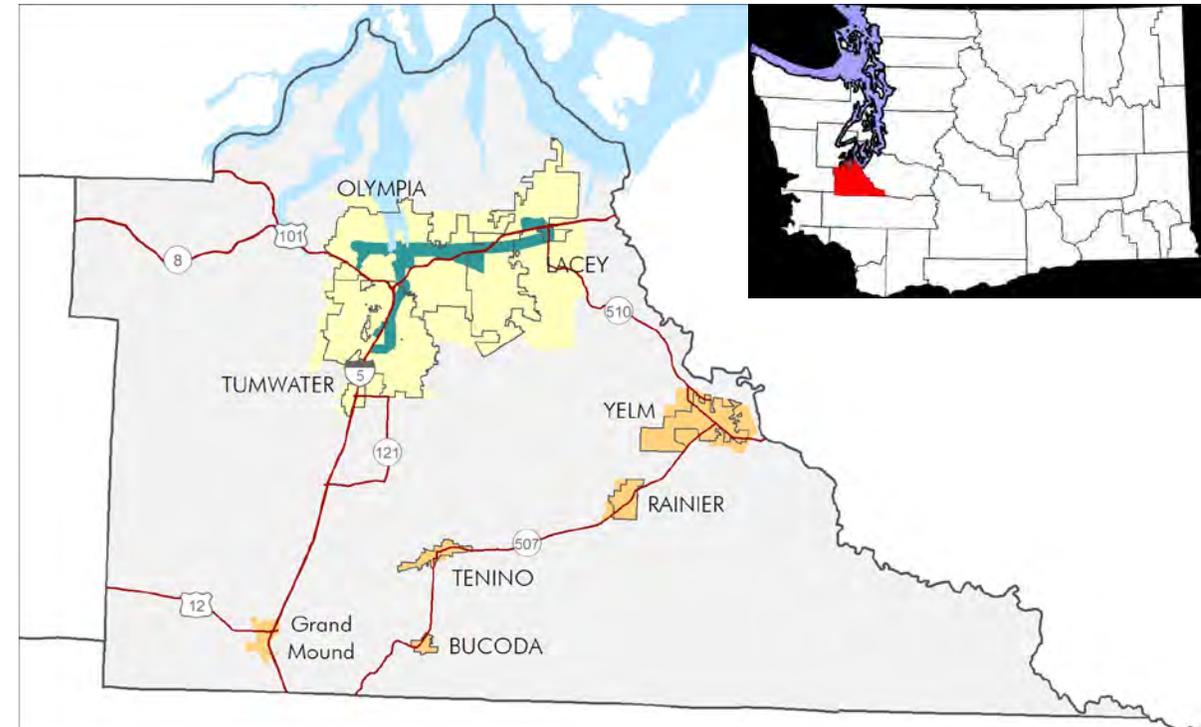


July 2020  
Marc Daily  
Executive Director



# Where are we planning and for what?

- Over 2,000 miles of roadway
- Almost 1,200 miles of bike lanes, trails, and sidewalks
- Over 90 miles of rail, a marine terminal, and regional airport
- Current population of about 286K projected to increase to 384K by 2045 (34%)
- Mix of rural and urban with 54% living in unincorporated Thurston County
- More outbound commuters (62%) than inbound. Total commuters expected to increase 38% by 2045



# Alignment with Washington Transportation Plan



- Increase revenues dedicated to all aspects of maintenance and preservation of the transportation system statewide (p. 43)
- Address the growing backlog of maintenance and preservation at state and local levels, prioritizing investments in the existing system before allocating funds to make it larger. (p. 72)

- Investing in maintenance preservation is the plan's first priority recommendation
  - Currently funding less than half of pavement preservation needed to retain "good" condition

## *Challenges*

- Idea that economic growth and transportation system expansion must go hand-in-hand
- Declining revenue sources (e.g., gas tax, I-976)

# Alignment with Washington Transportation Plan



- Promote development of a seamless, statewide transit fare system with interoperability between public transit, ferry systems, and mobility services providers across the state. (p. 56)
- Improving Inter-regional Public Transportation (p. 79)

- Investment in urban (Intercity Transit) and rural (rT – rural Transit) transit are region’s largest transportation investments (about 56% of transportation spending)
- Both Intercity Transit and rT went fare free this year
- High-capacity transit study – funded by Council in July 2020

## *Challenges*

- Public’s post-COVID willingness to use transit
- Density to support high-capacity transit
- Impacts of dwindling revenue on ability to maintain fare free

# Alignment with Washington Transportation Plan



- Ensure management of transportation system operations is a front-line strategy for highway and roadway system improvements, ranging from passive operations strategies in less congested corridors to more active strategies for managing demand and operations in constrained urban corridors. (p. 55)
- Support efforts to improve consistency of statewide forecast inputs used in MPO and RTP models.(p. 68)

- First regional transportation plan to include a state facilities chapter – drafted in collaboration with WSDOT planning staff
- Use of Intelligent Transportation Systems – “Smart Corridors” to improve transit efficiency
- Partnership on I-5 planning from Mounts Road through Tumwater – includes many transportation demand management and operations efficiency measures
- Dynamic transportation model developed in partnership with WSDOT

## *Challenges*

- Public and legislators’ confidence in efficiency strategies

# Alignment with Washington Transportation Plan



- Catalog the various transportation performance measures currently monitored by local, regional, and state agencies to determine what gaps and duplication, if any, exist in monitoring system performance. (p. 67)
- Establish person-throughput and freight-throughput objectives to evaluate level of service on congested highways and arterials. (p. 68)

- Plan includes System Performance Report on 18 measures developed in partnership with WSDOT, Intercity Transit and TRPC
- Plan identifies need to develop “multimodal level of service” measures
- Plan includes work needed on Freight Goods and Services Mobility Strategy

## *Challenges*

- Balancing spending on planning and analysis versus other funding priorities
- Obtaining agreement on need for and approach to multi-modal level of service

# Alignment with Washington Transportation Plan



- Cross-cutting issue of climate change and system resiliency. Plan discusses throughout how these issues need to be considered in all aspects of transportation planning

- Thurston Regional Planning Council working with Olympia, Lacey, Tumwater, and Thurston County on regional Climate Mitigation Plan – scheduled for completion later this year
- Plan includes work related to defining and improving detour and alternate routes in expectation of increased peak flow events impacting transportation system
- Key issue in I-5 planning through Nisqually River delta

## *Challenges*

- Climate mitigation planning and this plan update occurring at the same time

# Alignment with Washington Transportation Plan



- Identify and dedicate sufficient resources necessary to remove critical fish barriers from transportation facilities. (p. 61)

- This is an area highlighted as a priority for our region
- Thurston County Fish Passage Program – almost \$10M allocated to date
- Thurston Regional Planning Council hosts the Deschutes Watershed Salmon Recovery Lead Entity

## *Challenges*

- Correct barriers on their own or when conducting other work?
- Dispersed ownership of fish passage barriers

# Alignment with Washington Transportation Plan



- Develop a Transportation Equity Analysis toolkit for use in evaluating the benefits and impacts of transportation policies and investments on historically marginalized populations in Washington.(p. 67)

- Area of emphasis for our Council and Transportation Policy Board
- Plan includes need for Environmental Justice and Social Equity Study
- Working to build equity in project selection decision criteria

## *Challenges*

- Lacking common definition of what addressing equity means
- Limited specific tools to address equity in decision-making

# Looking to next update

- Need to revise our goals and policies. Too many to appropriately focus our efforts (20 goals, 100+ policies)
- Technology impacts on transportation and land use – covered in plan, but not well enough
- Integrating Climate Mitigation Plan and Regional Transportation Plan
- Will Thurston Regional Planning Council become a Transportation Management Area?

