MEMORANDUM

Date: September 10, 2024
To: Planning Commission
From: Brad Medrud, Planning Manager

2025 Comprehensive Plan Update – Transportation Plan

On a ten-year cycle, the City is required to conduct a Growth Management Act periodic update of its Comprehensive Plan and related development regulations. For the current cycle, the City is required to complete work on the periodic update by December 31, 2025. Work on the periodic update started last fall.

The updated Comprehensive Plan will address diversity, equity, and inclusion throughout the Plan and incorporate a large number of state required changes addressing housing, climate change, and other topics.

The Planning Commission discussed the current version of the Transportation Plan and guidance at their January 9, 2024, meeting. The intent of this work session is to discuss the approaches that are being taken to update the current version of the Plan.

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1 – Growth Management Act – Transportation Goals

The state Growth Management Act (Chapter 36.70A Revised Code of Washington (RCW)) requires that the City demonstrate that each Element in its Comprehensive Plan meets the relevant fifteen planning goals contained within the Act. The fifteen goals guide the development and adoption of the City's Comprehensive Plan and development regulations. They are not listed in order of priority.

The following is a summary of how the updated Transportation Plan will need to meet the goals.

3. ***Transportation.*** *Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans.*

   The Transportation goal was updated in 2023 by the state legislature to add reducing greenhouse gas emissions and per capita vehicle miles traveled. Achieving this goal will be done through a combination of goals, policies, and actions in the Land Use Element and Transportation Plan. The Land Use Element will contain goals, policies, and actions that ensure coordination with regional and local transportation plans. The Land Use Element will also propose residential, mixed-use, and neighborhood commercial land use designations that will encourage multi-modal, transit oriented development. Coordination with the new Climate Element will also be required.

2 – Current Transportation Plan

A – Background

The Transportation Master Plan looks at the transportation network within Tumwater and recommends projects to improve the network for forecasted future conditions. The plan considers all modes of travel and looks at system performance while also discussing funding and needs.

The 2016 Transportation Master Plan is consistent with the plans of our neighboring communities and regional partners.

The 2016 Transportation Master Plan covered the 20-year planning period from 2016 to 2036 and provides the functional framework for realizing Tumwater's transportation vision:

> *"Tumwater's transportation system provides for the safe, efficient, cost-effective movement of people and goods in ways that support adopted land use plans, enhance neighborhood and community livability, support a strong and resilient economy, and minimize environmental impacts." – page 6*

The Transportation Master Plan includes maps that show Roadway Functional Classification, Strategy Corridors, Bike Facilities and Pedestrian Facilities. Other maps include Street and Intersection Projects, Bike Projects, and Pedestrian Network Project Needs.

B – Structure

The current Transportation Master Plan consists of the following chapters:

1. Introduction
2. Vision
3. Sub-Area Plans
4. Consistency
5. Modes of Travel
6. Managing Demand
7. Future Conditions
8. Goals and Policies
9. System Inventory
10. System Performance
11. Capital Improvements
12. Funding
13. Opportunities & Needs

C – Link to Current Transportation Plan

https://www.ci.tumwater.wa.us/departments/community-development-department/tumwater-comprehensive-plan

D – Link to State Guidance for Updating Transportation Plans

Your Community's Transportation System (2012):

https://www.ci.tumwater.wa.us/departments/community-development-department/tumwater-comprehensive-plan/2025-comprehensive-plan-update

3 – Specific Topics Addressed as Part of the Update

1. General

A. Diversity, equity, inclusion, and environmental justice will be considered throughout the Comprehensive Plan.

B. All elements, plans, and maps will be updated and be internally consistent.

C. The updated Comprehensive Plan will consist of shorter individual Elements and Plans with a focus on simplified and updated goals, policies, and implementation actions with appendices that contain the required technical information.

D. A new Comprehensive Plan Goal and Policy Guide will be created for use by staff and policymakers as well as a new User Guide for community members.

E. Mutually agreeable Memorandum of Agreements between the City and tribes about collaboration and participation in the planning process will be discussed.

2. Transportation

- Update Maps.
- Update existing conditions and operations.
- Update planned improvements and future operations to 2045.
- Update transportation improvement program.
- Update financial analysis.
- Update traffic impact fees.
- Update estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the State Department of Transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities.
- Update land use assumptions used in estimating travel.
- Update facilities and service needs, including:
  - An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning.
    - This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries.
  - Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system.
    - These standards should be regionally coordinated.

- For state-owned transportation facilities, include the level of service standards for highways to gauge the performance of the system.
- Identify specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard.
- Update forecasts of traffic for at least ten years based on the adopted Land Use Element to provide information on the location, timing, and capacity needs of future growth.
- Identify state and local system needs to meet current and future demands.
    - Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan.

- Update financial analysis, including:
    - An analysis of funding capability to judge needs against probable funding resources.
    - A multiyear financing plan based on the needs identified in the Comprehensive Plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required for cities and for public transportation systems.
        - The multiyear financing plan should be coordinated with the ten-year investment program developed by the state Office of Financial Management.
    - If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met.
- The Transportation Plan, the six-year Capital Facilities Plans for cities and for public transportation systems, and the ten-year investment program for the state, must be consistent.
- Provide a projection of state and local system needs to meet current and future demand.
- Provide a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.
- Consider approaches that increase physical activity.
- Describe any existing and planned transportation demand management strategies, such as high occupancy vehicle lanes or subsidy programs and parking policies.
- Provide an analysis of future funding capability to judge needs against probable funding resources.
- Provide a multi-year financing plan based on needs identified in the Comprehensive Plan, the appropriate parts of which serve as the basis for the six-year street, road, or transit program.

- If probable funding falls short of meeting identified needs, provide a discussion of how additional funds will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met.
- Describe intergovernmental coordination efforts, including an assessment of the impacts of the Transportation Plan, land use assumptions on the transportation systems of adjacent jurisdictions, and how the Plan is consistent with the regional transportation plan.
- Identify lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools, and other public uses.
- Identify open space corridors within and between urban growth areas, including lands useful for trails.
- Update, as needed, the process or criteria for identifying and locating essential public facilities in coordination with the update of the Lands for Public Purposes Element.
- Update demand-management strategies.
- Update information on pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.
- Revisions to allow for some form of Intercity Transit turnarounds on Littlerock Road and Old Highway 99 to allow for future transit services.
- Update to include work done on the Thurston Thrives walkability study, Intercity Transit studies, and the Old Highway 99 Corridor Study.
- Allow active transportation facilities, transportation demand management, or public transportation services to meet concurrency.
- Incorporate equitable implementation.
- Estimate multimodal level of service impacts to state transportation facilities.
- Add impact fee revenue for bike and pedestrian facilities.
- Provide multimodal level of service and needs forecasts for arterials, transit routes, and active transportation facilities.
- Give priority to the greatest multimodal safety benefit to each category of roadway users.
- Include Americans with Disabilities Act transition plan.
- Provide funding analysis that includes state transportation facilities.

4 – Schedule

Phase 2 – Plan Development (Fall 2024 – Winter 2025)

Feedback gathered through the community outreach process will be incorporated into the draft Transportation Plan. Staff will present the drafts to the Planning Commission and General Government Committee as well as external and internal stakeholders and focus groups comprised of subject-area experts for review.

- Continuing Community Outreach – January 2024 – December 2024
- Transportation Plan Development Meetings
  1. Includes Appendices and Maps
  2. Planning Commission Work Sessions
     - September 10, 2024
     - October 8, 2024 – Transit 101
     - October 22, 2024
  3. General Government Committee Briefing
     - September 11, 2024
- Commerce Preliminary Review
  - Review of Comprehensive Plan Format
    - Fall 2024
- Complete Draft of Comprehensive Plan
  - All Elements, Maps, and Appendices
  - March 2025

Phase 3 – Legislative Process (Winter 2025 – December 31, 2025)

Staff will complete a draft version of the Comprehensive Plan during Phase III. Staff will present the draft to the Planning Commission and General Government Committee as well as external and internal stakeholders for review.

The Planning Commission will hold a number of work sessions to discuss the Comprehensive Plan and then conduct a public hearing to gather formal public comment on the draft Comprehensive Plan before developing findings of fact, conclusions, and recommendations that will be forwarded to City Council.

The City Council will hold a number of work sessions to discuss the Comprehensive Plan. The City Council will consider the recommendation forwarded by the Planning Commission.

The process will culminate in the adoption of an updated Comprehensive Plan by the Growth Management Act deadline of December 31, 2025.

1) Community Outreach

- Final Actions:
    - To be determined based on the results of Phase 2 and the Community Outreach Plan.

2) Schedule

- Commerce Review
    - Winter 2025 – Spring 2025
- Prepare Comprehensive Plan Update Ordinance
    - Winter 2025
- SEPA Review
    - Spring 2025
- Commerce Notice of Intent
    - Spring 2025
- Public Adoption Meetings

1. Planning Commission
    - Briefing for Comprehensive Plan Update Ordinance
        - March 27, 2025
    - Work Session
        - April 8, 2025
        - April 22, 2025 (Joint with City Council)
        - June 24, 2025
    - Public Hearing
        - July 22, 2025
        - August 12, 2025
2. General Government Committee
    - Briefing for Comprehensive Plan Update Ordinance
        - September 10, 2025
3. City Council Work Session

- December 10, 2024 (Joint with Planning Commission)
- October 14, 2025

4. City Council
    - November 11, 2025

- Notice of Adoption
    1. Submit Notice of Adoption to Commerce
    2. December 31, 2025

Appendix A – Guidance

The State Department of Commerce has provided guidance specific to the periodic update on their Periodic Update webpage.

https://www.commerce.wa.gov/serving-communities/growth-management/periodic-update/

www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics

In addition, the Puget Sound Regional Council is conducting a series of workshops on a variety of topics related to the periodic update.

www.psrc.org/our-work/passport-2044-comprehensive-plan-workshop-series)

The Municipal Research Services Center has a Comprehensive Planning webpage.

https://mrsc.org/getdoc/d7964de5-4821-4c4d-8284-488ec30f8605/Comprehensive-Planning.aspx

Appendix B – Current Transportation Plan Goals and Policies

Transportation goals and policies provide a framework for transportation decision-making. The policy elements in this Plan derive from a regionally-coordinated process and are consistent with the Regional Transportation Plan and Sustainable Thurston, both of which are regional policy initiatives supported by Tumwater. The goals and policies in this Transportation Master Plan support localized efforts while maintaining consistency with established regional objectives and the policy frameworks of adjacent communities.

1. Transportation and Land Use Consistency

Goal: Ensure the design and function of transportation facilities are consistent with and support sustainable, healthy urban, suburban, and rural communities.

Policies:

a. Commit to the development and implementation of land use plans, development patterns, parking requirements, and design standards that encourage walking, bicycling, transit use, and other alternatives to driving alone.

b. Provide transportation facilities that support the location of jobs, housing, industry, and other activities as called for in Tumwater's adopted land use plan.

c. Support policies, programs, and procedures that promote urban infill, and make transportation investments that support increased urban densities and mix of uses consistent with Tumwater's plans for the Brewery District and Capitol Boulevard.

d. Create vibrant city centers and activity nodes that support active transportation and housing, jobs, and services as called for in Tumwater's Comprehensive Plan.

e. Create safe and vibrant neighborhoods with places that build community and encourage active travel.

f. Create urban parks and places that reduce pressure on the region's farms, forests, prairies, and open spaces.

g. Meet mobility, access, and economic goals in designated Strategy Corridors with an appropriate combination of investments, policies, and land use measures.

h. Design and invest in transportation projects that have a lasting positive impact, reflect the goals of the people who live and work in Tumwater, and contribute to a sense of place and community.

i. Ensure adequate transportation capacity to address growth consistent with this Comprehensive Plan.

j. Preserve and promote awareness of Tumwater's historic, cultural, and natural heritages.

2. Multimodal Transportation System

Goal: Work toward an integrated, multimodal transportation system that supports adopted land use plans, reduces overall need to drive, and provides alternative travel choices.

Policies:

a. Provide quality travel choices appropriate to existing and future land uses, including walking, bicycling, transit, motor vehicles including freight, and rail.

b. Ensure that development of transit transfer centers, activity centers, employment centers, schools, and the airport accommodate multiple modes of travel and safe, efficient connections among those modes of travel.

c. Invest in mode-specific strategies that contribute to overall development of an integrated, multimodal transportation system.

d. Promote public awareness on the rights and responsibilities of drivers, bicyclists, and walkers, and ways these modes can travel together safely and efficiently.

e. Incorporate practical design considerations where appropriate, designing to solve mobility problems more so than to meet design standards if doing so increases functional mobility of the transportation system.

3. Barrier-free Transportation

Goal: Ensure transportation system investments support the special travel needs of youth, elders, people with disabilities, people with literacy or language barriers, those with low incomes, and other affected groups.

Policies:

a. Work over time to ensure that transportation facilities comply with the Americans with Disabilities Act.

b. Construct transit stops and walkway approaches that are accessible for those with differing capabilities.

c. Provide appropriate transportation services, facilities, programs, and on-line resources that reduce barriers to people who do not speak or read English.

d. Present information and provide public participation opportunities for everyone, including people with physical disabilities and/or people with limited literacy skills.

e. Implement land use policies that provide a variety of housing types on corridors with excellent transit service connecting to employment centers, services, retail, health care, and other essential services to support the lifestyles of people who cannot drive.

4. System Safety and Security

Goal: Enhance the safety and security of those who use, operate, and maintain the transportation system.

Policies:

a. Combine education, enforcement, engineering, and evaluation to maintain and enhance system safety.

b. Design transportation infrastructure to encourage safe user behavior.

c. Support projects that improve passenger safety and security at facilities like park-and-ride lots and transit transfer centers.

d. Provide safe walking routes to schools.

e. Retrofit essential transportation facilities where possible to improve their ability to withstand a major earthquake or other natural disaster.

f. Build in system redundancy through a well-connected street grid to support emergency response and reduce community disruption during natural or man-made disasters.

g. Encourage coordination between transportation system providers and emergency response providers who rely on that system.

5. System Maintenance and Repair

Goal: Protect investments that have already been made in the transportation system and keep life-cycle costs as low as possible.

Policies:

a. Prioritize maintenance, preservation, operation, and repair of the existing transportation system.

b. Use preventive maintenance programs to ensure lowest life-cycle costs.

c. Use street restoration standards and coordinate utility and street projects to minimize destructive impacts of utility projects on streets, leveraging where possible investments for both project types to deliver more cost-effective public facilities.

d. Explore innovative programs that reduce infrastructure life-cycle costs or increase efficiency of service delivery, including use of new materials, technologies, and resource partnerships.

6. Travel Demand Management

Goal: Increase overall operating efficiency of the transportation system through the effective use of measures that reduce the need to drive alone.

Policies:

a. Promote transportation-efficient development and redevelopment, and site public services and facilities where transit, walking, and biking are now or will be viable alternatives to driving alone.

b. Encourage use of public transportation, ridesharing, biking, and walking by improving access, convenience, and reliability of those options.

c. Sustain and expand private and public sector programs and services that encourage employees to commute to work by means other than driving alone, or to change commuting patterns through teleworking, flex-time, or compressed work weeks.

d. Manage parking to improve consistency with transportation demand management objectives.

e. Promote technologies that enable people to meet their needs without having to travel.

f. Use travel demand management techniques to provide alternatives during temporary congestion, such as during major construction.

g. Work to mainstream telework as a primary transportation demand management strategy among public and private employers.

h. Strive to meet State Commute Trip Reduction targets for the City.

7. Transportation Technologies

Goal: Use technology-based approaches to address transportation congestion, safety, efficiency, and operations.

Policies:

a. Use transportation technologies to improve the operating efficiency and safety of the existing transportation system.

b. Use transportation technologies to better integrate transportation modes.

c. Make short-range technology investments that support future technology implementation strategies.

d. Look for opportunity to integrate transportation technology considerations in all projects.

e. Recognize that transmittal of electronic information is an important function of a transportation system, and integrate this into transportation system evaluation, policies, and implementation strategies.

8. Freight Mobility

Goal: Promote efficient, cost-effective, timely, and safe movement of the freight within and through the region.

Policies:

a. Plan for freight access to and from highways and other major freight corridors, and between intermodal facilities and industrial areas.

b. Support efforts to increase the amount of freight that is moved by rail to enhance efficiency, productivity, safety, and mobility.

c. Explore strategies to reduce conflict and optimize safety for all transportation system users where industrial or commercial land uses are adjacent to highly urbanized areas.

d. Implement policies and design standards that support local economic vitality by accommodating delivery trucks serving businesses and services while minimizing impacts on local streets.

9. Streets, Roads, and Bridges

Goal: Establish a street and road network that provides for the safe and efficient movement of people and goods while supporting adopted land use goals.

Policies:

a. Design and construct multimodal, context-sensitive, complete streets and roads.

b. Coordinate regionally to identify new connections that provide more direct routes and reduce vehicle miles traveled.

c. Avoid widening any local arterial or collector more than two through-lanes in each direction with auxiliary turn lanes where warranted (maximum five lanes mid-block width) to preserve an acceptable community scale and minimize transportation impacts on non-motorized travelers and adjacent land uses.

d. Develop an interconnected grid of local streets and roads to increase individual travel options and neighborhood connectivity, while improving efficient use of the overall transportation system.

e. Use new technologies or alternative designs to safely and efficiently manage the flow of traffic, such as roundabouts where appropriate as alternatives to traffic signals or stop signs.

f. Use access management techniques to improve roadway capacity and operating efficiency, and increase overall system safety.

g. Ensure that street, road, and bridge projects are integrated with pedestrian amenities in districts and neighborhoods, and add lasting value to the community.

h. Incorporate alternative strategies to address congestion where road widening and traffic control devices are not suitable, particularly along Strategy Corridors.

m. Strategy Corridors are places where street widening is not a preferred option to address congestion problems. This may be because the street is already at the maximum number of lanes (5), or that adjacent land uses are either fully built out or are environmentally sensitive. In strategy corridors, level of service (LOS) may not meet adopted standards, suggesting instead that a different approach is needed for maintaining access and mobility in these areas such as increased transit service, more sidewalks or bike facilities, a complete and connected street grid, transportation technology measures that improve system operating efficiency, access management, parking management, incentives for employees

to telework or carpool, or land use measures that increase the density of land use activities in these corridors that support the best alternatives to driving.

i. Design and build streets that are important freight or bus routes to reduce weather-induced weight restrictions.

j. Meet pm peak Level of Service (LOS) standards:

- LOS E or better in Urban Core Areas [where these areas overlap with Strategy Corridors the LOS may exceed adopted standards]
- LOS D or better elsewhere inside the City limits

10. Public Transportation

Goal: Provide an appropriate level of reliable, effective public transportation options commensurate with the region's evolving needs.

Policies:

a. Support Intercity Transit's long-range plan emphasizing trunk and primary routes servicing core areas along designated Urban Corridors and other strategy corridors with supportive land use and appropriate design standards.

b. Increase the share of trips made by public transportation.

c. Support regional commuter vanpool programs to provide cost-effective, flexible alternatives to commuting in single-occupancy vehicles.

d. Support safe, convenient, and cost-effective transportation services for youth, elders, people with disabilities, and low-income populations by increasing the supply of housing on high-quality transit corridors.

e. Schedule public meetings where possible in locations served conveniently by transit; include transit route information on meeting notices.

f. Integrate public transportation considerations into the planning for newly emerging urban centers and locations such as those south and east of the airport, including innovative partnerships or programs where fixed-route service is not feasible in the near-term.

11. Bicycling

Goal: Increase the share of all trips made safely and conveniently by bicycle.

Policies:

a. Develop a continuous, safe, and convenient bicycle network that functions as an integral part of the whole transportation system.

b. Provide safe and convenient bicycle routes to all schools in the city, and encourage their use.

c. Participate with regional partners in developing a network of contiguous and interconnected north-south and east-west dedicated shareduse corridors to serve as the backbone for the region's non-motorized transportation system.

d. Provide bicycle parking facilities at transit centers, park-and-ride locations, and other multimodal locations.

e. Provide short- and long-term bicycle parking and other supporting facilities at locations like schools, employment sites, and activity centers.

f. Support education programs for motorists and bicyclists to increase understanding and awareness of bicycling laws, and encourage safe and lawful sharing of the streets.

g. Participate with regional partners in exploring longterm strategies for funding bicycle facilities and services.

12. Walking

Goal: Increase the share of all trips made safely and conveniently by walking.

Policies:

a. Provide a convenient, interconnected, safe pedestrian network that supports existing and desired land uses.

b. Construct and maintain safe and accessible sidewalks and effective crossing opportunities within an appropriate distance of every school in the city, and encourage their use.

c. Provide frequent pedestrian crossings, especially in urban areas and on urban corridors, along transit routes, and near activity centers.

d. Develop and promote non-motorized connections for pedestrian and bike travel to shorten the length of trips to destinations where walking and biking are viable travel options.

e. Require pedestrian-friendly site design and building standards in activity centers, along urban corridors and other key transit routes, and in high density mixed-use zoning districts.

f. Provide street lighting, pedestrian buffers, trees, benches, and other street elements that make walking safe and pleasant.

g. Encourage neighborhood-scale planning efforts to identify and refine important pedestrian routes that increase connectivity and improve walkability.

h. Consider asphalt walkways as appropriate practical solutions for sidewalks when functional pedestrian mobility needs to be improved prior to the availability of adequate funds for construction as called for in adopted sidewalk and street design standards.

13. Rail

Goal: Ensure the continued long term viability of existing and rail-banked rail lines for future freight and passenger rail travel.

Policies:

a. Support appropriate regional opportunities for the potential shared use of freight rail lines for passenger rail travel.

b. Advocate for regional acquisition and continued operation of short-line railroads where needed to support current and future economic development needs.

c. Use design techniques, technology, and operations coordination to minimize potential conflicts between trains and other modes of travel, and between trains and adjacent land uses.

d. Work with regional partners to acquire railroad rights-of-way threatened with abandonment in order to preserve these corridors for future transportation uses.

e. Participate as appropriate in the partnerships necessary to foster efficient, high-speed passenger rail service in the Pacific Northwest.

f. Coordinate with regional partners to position the Thurston Region for a commuter rail connection in the future.

14. Aviation

Goal: Provide an appropriate level of facilities and services to meet the general aviation needs of residents and businesses in the region.

Policies:

a. Coordinate with the Port of Olympia and Thurston County to maintain consistency between adopted land use plans and long-range airport development strategies, and ensure land use compatibility in areas adjacent to the airport.

b. Support multimodal access to the Port of Olympia's airport terminal.

15. Public Involvement

Goal: Build a community of engaged and informed constituents that contributes ideas and supports actions to create a highly functional multimodal transportation system consistent with the goals and policies of this transportation element.

Policies:

a. Provide broad-based, early, and continuing public involvement opportunities in all aspects of the transportation planning process.

b. Ensure equal access to participation for all users of the transportation system.

c. Promote increased public understanding of the relationships between land use patterns and transportation choices facing Tumwater.

d. Explore innovative participation techniques to increase public involvement in transportation issues, and maximize use of "plain English" and other communication techniques to translate complex issues or decisions so they can be widely understood.

16. Intergovernmental Coordination

Goal: Ensure transportation facilities and programs function seamlessly across community borders.

Policies:

a. Participate in coordination activities at the local, regional, state, tribal, and federal level that address the condition or operations of the transportation system.

b. Work with other agencies to coordinate land use and public facility siting decisions, implement countywide planning policies, and refine the tools needed to achieve transportation-efficient community development patterns.

c. Coordinate street projects with Olympia, Thurston County, WSDOT, and Intercity Transit as appropriate.

d. Coordinate development of local plan updates with regional efforts when possible to ensure consistency.

e. Collaborate with other local jurisdictions, TRPC, Intercity Transit, the Port of Olympia, the Thurston EDC, and other entities to facilitate informed, reasoned decision-making processes that advance shared transportation and land use objectives.

17. Environmental and Human Health

Goal: Minimize transportation impacts on the natural environment and the people who live and work in Tumwater.

Policies:

a. Protect water quality from the impacts of stormwater runoff by minimizing impervious surface area and by using low impact development methods where feasible to effectively treat and manage unavoidable runoff.

b. Use transportation planning, design, and construction measures that minimize negative impacts on priority fish-bearing streams and other environmentally sensitive areas.

c. Develop a transportation system that supports compact, mixed-use development and related nonmotorized travel to curb growth in miles of motor vehicle travel, increase energy efficiency, reduce environmental impacts, and encourage physical activity and community health.

d. Support state and national efforts to promote the use of alternative fuels and technologies that reduce pollution and other environmental impacts from motorized vehicles.

e. Ensure federal Title VI requirements for environmental justice are met so that minority populations and people with low incomes do not incur disproportionately high and adverse human health or environmental impacts from transportation policies, programs, and investments.

f. Comply with federal Clean Air Act transportation requirements.

g. Support policies and programs that reduce greenhouse gas emissions associated with travel.

h. Reduce the impacts of transportation on the natural environment during construction, retrofit, and maintenance.

i. Plan and design for impacts associated with changing weather and climate patterns, such as increased flooding and extreme weather events.

j. Support regional efforts to decrease annual per capita vehicle miles traveled within the Thurston region to:

- 1990 levels by 2020
- 30 percent below 1990 levels by 2035
- 50 percent below 1990 levels by 2050.

18. Performance Measures

Goal: Develop performance measures that are realistic, efficient to administer, effective in assessing performance, and meaningful to the public.

Policies:

a. Use transportation performance measures to evaluate, monitor, and respond to the performance of Tumwater policies and investments.

b. Use transportation performance measures that reflect priority city and regional objectives such as consistency of transportation and land use decision-making, improved mobility and access, adequate maintenance and repair of the system, environmental health, and safety.

c. Develop performance measures that reflect the needs and contributions of all modes of travel.

d. Where feasible, use performance measures consistent with those used by other agencies and organizations to enable compatible comparisons.

19. Transportation Funding

Goal: Secure adequate funding from all sources to implement the goals and policies in this plan.

Policies:

a. Provide timely and comprehensive public information about transportation funding issues and opportunities to better enable citizens to participate and make informed decisions on complex funding issues.

b. Prioritize the maintenance and preservation of the existing transportation system to minimize lifecycle costs.

c. Consider the full array of costs and benefits in the selection of transportation projects to ensure the best long-term investment decisions.

d. Make strategic transportation investments that reinforce land use and transportation decisions consistent with the goals and policies of this transportation element.

e. Ensure that transportation investments are equitable to all segments of the community in terms of costs associated with relocations, health impacts, and land use disruptions, as well as the benefits derived from system performance and travel choices.

f. Support regional efforts to improve the availability, reliability, and flexibility of transportation revenues.

g. Use transportation funding policies and investments to make development decisions predictable, fair, and cost-effective.

h. Continue policies that require new development to pay for its share of impacts on the transportation system; where appropriate support multimodal mitigations and not just street capacity.