

AGENDA

Transportation Policy Board
Wednesday April 8, 2026 - 8:30 - 10:30 a.m.
Remote Meeting with an in-person option.

Note: Extended time.

Watch the meeting live on YouTube: <https://www.youtube.com/user/TRPCorg>.

Public: Register to attend the meeting remotely here: https://trpc-org.zoom.us/webinar/register/WN_JOHYZxUATISXIPG_dkWYLw
After registering, you will receive a confirmation email containing information about joining the meeting.
Policy Board members will be pre-registered and will receive a separate link to join the meeting.

1.	8:30 am	Introductions – Andy Ryder, Chair	
2.		Executive Director's Report & Announcements – Elissa Gertler, TRPC	
3.		Approval of Agenda – Andy Ryder, Chair	ACTION
4.		Approval of Consent Calendar	ACTION
		a. Meeting Notes (Attachment) – March 11, 2026, Andy Ryder, Chair	
5.		Public Comment Period Public comment for this meeting will be accepted in written and oral format. <ul style="list-style-type: none">• The deadline for submitting written public comments or registering for oral public comments at the meeting is noon (12:00 p.m. Pacific Daylight Time) the day preceding the meeting, April 7, 2026.• For written public comments, please provide: 1) your name and address and 2) your comments. Send them to info@trpc.org. Written comments received by the deadline will be provided to the Policy Board members prior to the meeting.• Commenters may attend the meeting in person or choose the remote option. For either, please register to comment through this link https://trpc-org.zoom.us/webinar/register/WN_JOHYZxUATISXIPG_dkWYLw.• Check the box indicating you wish to provide public comment; and 2) list a general topic. The Chair may accept public comment from individuals that did not pre-register after registered public comment has been provided. The Chair may also limit oral public comment to three minutes or less, depending on the agenda and number of people wishing to comment.	
6.	8:50 – 9:00 10 min	Appointment of Business Representative (Attachment) – Katrina Van Every, TRPC <i>5 min. presentation, 5 min. discussion.</i>	ACTION
7.	9:00 – 9:25 25 min	2026 Call for Projects Process (Attachment) – Paul Brewster, TRPC <i>15 min. presentation, 10 min. discussion.</i>	ACTION
8.	9:25 – 9:45 20 min	Unified Planning Work Program (UPWP) Review (Attachment) – Katrina Van Every, TRPC <i>10 min. presentation, 10 min. discussion.</i>	ACTION
9.	9:45 – 10:00 15 min	TPB Bylaws Amendment (Attachment) – Katrina Van Every, TRPC <i>5 min. presentation, 10 min. discussion.</i>	1st REVIEW
10.	10:00 – 10:20 20 min	Public Participation Plan Update (Attachment) – Chelsea Embree, TRPC <i>15 min. presentation, 5 min. discussion.</i>	PRESENTATION
11.	10:20 – 10:30 10 min	State and Federal Legislative Update (Attachment) – Veronica Jarvis, TRPC <i>5 min. presentation, 5 min. discussion.</i>	UPDATE
12.	10:30 am	Adjourn	

NEXT MEETING

May 13, 2026 – Remote

Note: For anyone unable to access the meeting remotely, TRPC will provide access to the meeting at 2411 Chandler Court SW, Olympia, WA 98502.

Thurston Regional Planning Council 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 Title VI Coordinator at 360.956.7575 or email info@trpc.org.

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 12 and 42.

Public Comment:

The following is not acceptable as either written or oral public comment and is considered disruptive behavior.

- Promoting or advertising commercial services, entities, or products.
- Supporting or opposing political candidates or ballot propositions.
- Distributing obscene content.
- Engaging in illegal activity or encouragement of illegal activity.
- Promoting, fostering or perpetuating discrimination on the basis of creed, color, age, religion, gender, gender identification, marital status, status with regard to public assistance, national origin, physical or mental disability or sexual orientation information that may tend to compromise the safety or security of the public or public systems.
- Threatening or intimidating language, including cyber bullying.
- Otherwise engaging in disruptive behavior.

Members of the public engaging in disruptive behavior may have their emails blocked (for written comments) or be removed from the meeting (for oral comments).

MINUTES OF MEETING

Regular Meeting TRANSPORTATION POLICY BOARD Wednesday, March 11, 2026 In-person meeting with a remote option.

Call to Order

Chair Ryder called the meeting to order at 8:30 am.

Attendance

Members Present:

City of Lacey
City of Olympia
City of Rainier
City of Tenino
City of Tumwater
Intercity Transit
Port of Olympia
Thurston County
Town of Bucoda
Business Rep
Community Rep
Community Rep
WSDOT

Andy Ryder, Chair
Robert Vanderpool, Council member
Ron Kemp, Council member
Dave Watterson, Mayor
Peter Agabi, Council member
Justin Belk, Authority member
Krag Unsoeld, Commissioner
Rachel Grant, 2nd Vice Chair
John Wood, Council member
Jessica McKeegan-Jensen
Michelle Murray
Travis Millar
JoAnn Schueler, Staff

Members Absent:

Nisqually Indian Tribe
Confederated Tribes of the
Chehalis Reservation
City of Yelm
North Thurston Public Schools
State Government Rep
Business Rep

Heidi Thomas, Staff
Amy Loudermilk, Staff
Tracey Wood, Council member
Garrett Kendall, Staff
Mark Barkley
Renee Radcliff Sinclair, Vice Chair

Staff Present:

Elissa Gertler, Executive Director
Burlina Lucas, Executive Assistant
Dorinda Merrill, Office Specialist IV
Scott Carte, GIS & Modeling Manager
Allison Osterberg, Planning Manager
Katrina Van Every, Transportation Manager
Paul Brewster, Senior Planner
Michael Mills, Associate Planner

Others Present:

Emily Bergkamp, Intercity Transit
Jessica Gould, Intercity Transit
Peter Stackpole, Intercity Transit
Patrick Holm, SCJ Alliance
Martin Hoppe, City of Lacey
Chris Stolberg, City of Lacey
Sophie Stimson, City of Olympia
Michelle Swanson, City of Olympia
Warren Hendrickson, Port of Olympia
Becky Conn, Thurston County
Lorilyn Lirio, The Jolt News

Agenda Item 1
INFORMATION

Introductions
All present were introduced.

Agenda Item 2
INFORMATION

Executive Director’s Report & Announcements
There were no Executive Director Announcements.

Agenda Item 3
ACTION

Approval of Agenda

Board member McKeegan-Jensen moved, seconded by Board member Schueler, to approve the agenda. Motion carried.

Agenda Item 4
ACTION

Approval of Consent Calendar

- a. Approval of Meeting Notes – February 11, 2026.

Board member McKeegan-Jensen moved, seconded by Board member Schueler, to approve the consent calendar. Motion carried.

Agenda Item 5

Public Comment

There was no public comment.

Agenda Item 6
1st REVIEW

Call for Projects Process and Criteria

Senior Planner Paul Brewster briefed the TPB on the proposed 2026 Call for Projects framework and requested feedback on evaluation criteria revisions, funding set-asides, and the TPB Subcommittee structure. At the April 8, 2026, TPB meeting, staff will request the Board to make a recommendation to the Council to approve the 2026 Call for Projects Process.

Agenda Item 7
PRESENTATION

East Martin Way Gateway Project Update

Peter Stackpole, Intercity Transit, and Patrick Holm, SCJ Alliance, provided an update on their collaboration with Thurston County to develop alternative designs for the intersection of Martin Way and Duterrow Road that improve transit access, safety, and traffic flow.

The intersection was identified in the Martin Way Corridor Study as a key improvement to achieve high frequency transit and placemaking envisioned for the easternmost section of the corridor. The project partners will be reaching out to community members over the next few months.

Agenda Item 8
PRESENTATION

Multimodal Level of Service

Associate Planner Michael Mills provided an overview of the Regional Multimodal Level of Service project, including the draft problem statement, project goals, key concepts, project phases, and milestones. Staff will return at the May TPB meeting to begin discussing potential performance measures and framework options.

Agenda Item 9

Adjournment

There being no further business, Chair Ryder adjourned the meeting at 10:34 a.m.

Andy Ryder, Chair

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



MEMBERS:

- City of Lacey
- City of Olympia
- City of Rainier
- City of Tenino
- City of Tumwater
- City of Yelm
- Confederated Tribes of the Chehalis Reservation
- Nisqually Indian Tribe
- Town of Bucoda
- Thurston County
- North Thurston Public Schools
- Olympia School District
- Tumwater School District
- Intercity Transit
- LOTT Clean Water Alliance
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- PUD No. 1 of Thurston County

ASSOCIATE MEMBERS:

- Lacey Fire District #3
- Puget Sound Regional Council
- The Evergreen State College
- Thurston Conservation District
- Thurston Economic Development Council
- Timberland Regional Library



Elissa Gertler
Executive Director

2411 Chandler Court SW
Olympia, WA 98502
360-956-7575
360-741-2545 Fax
www.trpc.org

MEMORANDUM

TO: Transportation Policy Board
FROM: Katrina Van Every, Transportation Manager
DATE: April 1, 2026
SUBJECT: Business Representative Appointment

PURPOSE

Members will consider appointing Doug McClanahan as a TPB Business Representative.

Summary:

- The Transportation Policy Board (TPB) is currently recruiting one business representative. While four applications were received, one applicant withdrew their application. The remaining candidates are:
 - **Patrick Holm**, a resident of Thurston County. The represented business (SCJ Alliance) is in Lacey. In the past, Thurston Regional Planning Council (TRPC) has contracted with SCJ Alliance for professional services; no active contracts exist currently.
 - **Doug McClanahan**, a resident of Thurston County. The represented business (Doug's Rentals) is in the Lacey UGA.
 - **William Mummey**, a resident of Thurston County. The represented business (Active Construction, Inc.) is based in Tacoma. The TPB Bylaws do not specify whether a business must be in Thurston County to participate on the TPB.
- Attached are all three candidates' applications, which have been simplified from the original survey format received. The applications in their original survey format can be shared upon request.
- On March 5th, The TPB Recruitment Subcommittee (represented by Rachel Grant) and the Executive Director, Elissa Gertler, interviewed Mr. McClanahan. A second interview had been scheduled, but the person withdrew their application before the interview could take place.
- Commissioner Grant and Executive Director Gertler found Mr. McClanahan:
 - Has a good business and transportation background and an interest in Thurston Regional Planning Council's work.
 - Exhibits a strong regional perspective and has seen transportation issues from various perspectives.
- Commissioner Grant and Executive Director Gertler both agree that Mr. McClanahan is qualified to serve in the business representative position and recommend that he be appointed to TPB as a business representative.
- If appointed at TPB's April meeting, Mr. McClanahan's three-year term will begin in May 2026.

REQUESTED ACTION

Appoint Doug McClanahan as a TPB Business Representative.

kve:ss
Attachments

Patrick Holm – Business Representative

Briefly explain why you would like to serve on the Transportation Policy Board and What perspectives, knowledge, and/or skills will you bring to TPB.

As an active community and business member of Thurston County, I'm interested in how are community develops with respect to transportation. I've also witnessed and experience safety and operations and feel passionately about providing insights on solutions and outreach.

Discuss your interest in specific transportation issues. (Examples: public transit like bus or rail, active transportation like walking or biking, telework, vanpools, autonomous vehicles, transportation technology, freight mobility, etc.)

I'm interested in active transportation and public transit. I'm also interested in strategies to provide more non-vehicle options in our area especially with respect to first and last mile.

Discuss any specific concerns you may have about how the transportation system operates in the Thurston region. (Examples: pavement or bridge conditions; safety around schools; transportation options for people who because of age, income, or ability may face greater challenges; specific issues in the rural or urban community; etc.)

I think a key barrier to active transportation in many areas is single occupancy vehicle centric design and channelization. There are many opportunities and projects under way to take advantage of space we have on our roads to do different/new strategies. Speeding remains a key issue throughout the county. Many roads on key bike connectors have no facilities or insufficient shoulders/separation compared to posted speed limits.

Describe relevant community involvement experience. Highlight any transportation-related community work or any committees/boards that had a regional perspective.

As an active member of the engineering community with an emphasis on transportation, I have participate in several levels of outreach for local agencies, Tumwater, Olympia, and Intercity Transit to name a few. I intermittently attend the TRPC Technical Advisory Committee to listen and contribute. I'm co-chair of the APWA Government Affairs Committee to coordinate how state legislative proposals impact the public works industry.

Patrick Holm – Business Representative

How does your business interact with the transportation system (freight, employee travel, customer access)?

SCJ Alliance is a design and planning consulting firm. We participate in planning and design public works infrastructure, including active transportation which I have been leading for our office since 2022

If you would like to attach a resume, (in PDF) format upload it here.

No resume attached

How did you learn about this opportunity?

Other method

Doug McClanahan – Business Representative

Briefly explain why you would like to serve on the Transportation Policy Board and What perspectives, knowledge, and/or skills will you bring to TPB.

I understand and appreciate the political, funding, economic, engineering, planning, and analytical aspects of transportation projects - ranging from a stripe on the road to an entire corridor of interstate interchanges (system and service). I served as the WSDOT state traffic analysis engineer and manager for 15 years and before that, worked with MPOs and RTPOs with planning and travel demand model efforts - statewide. I have retired but would like for that skillset to be available to this organization as they move forward.

Discuss your interest in specific transportation issues. (Examples: public transit like bus or rail, active transportation like walking or biking, telework, vanpools, autonomous vehicles, transportation technology, freight mobility, etc.)

I've worked for Thurston county, the Whatcom Transit Authority, the city of Lacey, and the SCJ Alliance as well as the WSDOT (State Traffic Analysis Manager, Roadside Safety Engineer, Region Analysis lead, and a host of other positions including safety analyst and in the long-range planning office. I have interest in all of these things and more which stems from my long work history within them.

Discuss any specific concerns you may have about how the transportation system operates in the Thurston region. (Examples: pavement or bridge conditions; safety around schools; transportation options for people who because of age, income, or ability may face greater challenges; specific issues in the rural or urban community; etc.)

The balance between environment, equitable access to transportation services, safety, economic needs (business and personal), and a host of considerations (including growth management and SEPA/NEPA) are all important and getting those to balance on any given endeavor in a room full of diverse perspectives and motivations is my focus and majority concern. I've seen the damage done when this isn't managed well and I've seen great outcomes when it is.

Doug McClanahan – Business Representative

Describe relevant community involvement experience. Highlight any transportation-related community work or any committees/boards that had a regional perspective.

I was in the room and at the table as a professional during these efforts on years' worth of occasions. I've found that public meeting are especially enjoyable (in general) and really enjoyed how fast a room can turn from a pitchfork wielding crowd to an interested and engaged group of people. Doesn't always happen but when it does, it is because someone or a group of people with experience has been able to pick the right time and leverage the right issues to win enough people into having open minds. Then the room tends to follow. As an SME, I was often the one to move the general talk into specifics and data driven places - I'd say that over 60% of the time, that was enough. My not sound like a big success rate but in the world of public involvement, I'll take it.

How does your business interact with the transportation system (freight, employee travel, customer access)?

We ran a bookkeeping business for years and now I operate rentals. To the degree transportation works well, I get to increase rents on my properties. One of them was influenced by I-5 exit 111. I was front and center in the analysis that proved the state's idea of a DDI would outperform the planned phase II SPUJ and by much. DDIs are about 70 less likely to produce crashes and in this location, would provide about 20% more interchange throughput. It took many meetings and leverage at much higher levels to get the city to go along with the estimated 20-million-dollar savings that this idea produced. And since that improvement, my rental rates went up as access to my rental improved. Same thing happened at my Tumwater rental. I created a double roundabout idea at Trosper road. Again, higher level people needed to coalesce on it and they eventually did. And when they did, they even added a 3rd roundabout. The no's turned into yes's (thanks to the city and consultants) then FHWA and WSDOT came along - the result - massive improvement. And my rents went up 20% since the Linda street leg is now nearly zero delay. My renters love those roundabouts. Having said that, roundabouts need certain criteria to be successful, and not all locations meet that. And even then, counterintuitively, less capacity often works better than too much. I could talk for days about all the projects I've helped shape into marginal success gains. Every design detail matters.

If you would like to attach a resume, (in PDF) format upload it here.

See attached resume

How did you learn about this opportunity?

Social Media

Douglas J. McClanahan

Summary of Qualifications

Engineering and Planning Experience

Moving projects forward often requires effective influence and consensus building among groups that have not always seen things in the same light. Many of the roles I have taken over the decades have allowed me to develop these and other important soft skills.

In recognition that many planning and engineering functions interrelate, I have developed a unique and diverse work history. Included are: Planning, Programming, Maintenance, Public Transportation, Traffic Operations, Traffic Analysis, Design, and Construction. These were all opportunities to work with Federal Highways (FHWA), Regional Transportation Planning Organizations (RTPO), Metropolitan Planning Organizations (MPO), the Washington Traffic Safety Commission, Ferries, numerous cities, counties, states, and other organizations such as tribal governments and numerous consultants and contractors.

It is this diverse work history that has provided me with a well-rounded perspective and the ability to find common ground and consensus. Combined with a high level of current technical skills, I'm uniquely able to help develop teams and deliver projects and commitments better than simply on time and on budget.

Professional Experience

WSDOT HQ Traffic Office, 7/06-7/24

- Served as both the State Traffic Analysis Engineer and State Delineation and Markings Engineer
- Supervised HQ and Region Traffic Analysis positions
- Assisted the State Traffic Design and Operations Engineer
- Maintained Standard Plans, Standard Specifications, and policy for roadway delineation
- Served as the state microsimulation modeling and roadway delineation SME
- Managed all state traffic analysis software and Maintenance delineation materials contracts
- Reviewed and provided official concurrence for Access Revision Reports and other traffic analysis efforts
- Evaluated all new analysis software and delineation hardware for potential use within the state
- Managed traffic analysis policy via the Design Manual and the Traffic Analysis web pages

WSDOT Strategic Planning and Programming, 12/04-7/06

- Assisted in developing the Washington Transportation Plan

WSDOT Olympic Region, Lacey Project Engineer's Office, 12/03-12/04

- Performed quantity calculations in support of PS&E preparation
- Assisted in scoping project needs and costs
- Researched design requirements
- Prepared deviation requests
- Performed asphalt and mineral aggregate laboratory tests
- Performed soil and asphalt field density tests
- Conducted project inspection

WSDOT HQ Design Office, 6/01-12/03

- Developed and recommended design policies, guidelines, and standards – with emphasis on roadside safety hardware (*Design Manual, Standard Plans, Standard Specifications*)
- Provided guidance and interpreted policies in assisting project development staff
- Performed research and analysis in relation to highway safety issues
- Performed safety analysis - including crash prediction
- Developed working and research papers for presentation and national review
- Represented the Design Office in focus groups, committees, and task forces
- Reviewed PS&E and Access Point Decision Reports (Interchange Justification Reports)
- Trained WSDOT staff on roadside safety policy and design

Professional
Experience
(Continued)

WSDOT Olympic Region, Traffic Office, 1/99-6/01

- Supervised and performed the traffic analysis portion of Design Reports and the transportation section of Environmental Impact Statements for state projects
- Performed traffic analyses for corridors, work zones, special events, and PS&E
- Coordinated the traffic analysis activity of the Mobility Program
- Reviewed developer and other outside agency traffic analyses

WSDOT HQ Public Transportation and Rail, 6/97-1/99

- Managed the Commute Trip Reduction (CTR) Program database development - including design and construction
- Assisted in the construction of a database that calculated changes in regional travel characteristics resulting from the Commute Trip Reduction law
- Assisted in the development of other program databases
- Responded to data requests from multiple agencies regarding CTR program data

WSDOT HQ Transportation Planning Office, 6/94-6/97

- Managed MPOs and RTPOs to ensure compliance with state and federal requirements
- Reviewed and recommend for approval/disapproval agreements, contracts, and supplements
- Reviewed Environmental Impact Statements to ensure Transportation Demand Management and Transportation System Management (TDM and TSM) alternatives were considered and that technical planning methods were adequately and appropriately applied
- Assisted WSDOT regional offices by performing alternatives analyses using travel demand models in support of Regional and Metropolitan Transportation Plan updates
- Managed and conducted origin/destination studies in support of Regional and Metropolitan Transportation Plan updates
- Managed the development of a WSDOT Travel Demand Forecasting guide
- Designed, constructed, and implemented the WSDOT Planning Office Internet Homepage

S. CHAMBERLAIN & ASSOCIATES, 1/94-6/94

- Conducted Traffic Impact Analyses
- Designed residential developments including roads, utilities, and stormwater facilities

WSDOT HQ Traffic Safety and Operations (Governor's Intern) 6/92-9/92

- Coordinated with state and local agencies regarding the Corridor Safety Program
- Functioned as a technical assistant for the state-wide Corridor Safety Program
- Assisted in the planning and development of corridor programs for future implementation
- Conducted research and analysis of crash data related to past traffic safety improvements

Whatcom Transportation Authority 9/91-6/92

- Assisted in developing the WTA's six year Comprehensive Transportation Plan
- Developed summer youth and student pass programs
- Planned and implemented advertising for various marketing projects
- Analyzed motor vehicle excise and sales tax data to determine future revenue trends

Thurston County Public Works Storm Water Division, 6/90-9/91

- Performed hydrological studies of watersheds
- Created maps of hydrological study areas and watershed boundary adjustments
- Assisted in the design of a solid waste storage building

Education

Western Washington University, Bellingham, WA Degree: BA, 1993

- Major: Urban and Regional Planning

South Puget Sound CC, Tumwater, WA Degree: AA, 1991

- Major: Engineering

Accreditation

Engineer in Training (E.I.T./F.E.)

William Mummey – Business Representative

Briefly explain why you would like to serve on the Transportation Policy Board and What perspectives, knowledge, and/or skills will you bring to TPB.

I have completed many Projects for WSDOT/Thurston County/City of Lacey/City of Olympia/City of Tumwater, and many other municipalities. I've been involved in building the infrastructure in our community in all phases of the process. I feel I would be an asset with the experience, critical thinking, and utilizing all resources in and out of the box. I would like to use my skill to be more involved in the process and contribute to our community.

Discuss your interest in specific transportation issues. (Examples: public transit like bus or rail, active transportation likewalking or biking, telework, vanpools, autonomous vehicles, transportation technology, freight mobility, etc.)

Congestion is a growing issue, trying to navigate growth with limited or declining revenue is a challenge that interest me.

Discuss any specific concerns you may have about how the transportation system operates in the Thurston region. (Examples: pavement or bridge conditions; safety around schools; transportation options for people who because of age, income, or ability may face greater challenges; specific issues in the rural or urban community; etc.)

Some of the biggest concerns I have from the Contractor side that I see is bureaucracy. The cost to build has significantly increased as a result. There are several Municipalities that a dollar goes much further because they are Contractor friendly. Addressing the cost of building and bringing that down will allows us to add more projects, bringing more to our local economy while making the community a safer place. One thing I notice while out and about in Thurston County is all of the non compliant ADA issues that needs to be corrected.

Describe relevant community involvement experience. Highlight any transportation-related community work or any committees/boards that had a regional perspective.

I am an active member is multiple Non Profit organizations in Thurston County. I mentor recovering Drug Addicts in the area and support them in their journey of living a life free of Drugs.

William Mummey – Business Representative

How does your business interact with the transportation system (freight, employee travel, customer access)?

We build our Transportation System and Infrastructure. Public Utilities, and Housing.

If you would like to attach a resume, (in PDF) format upload it here.

Respondent skipped this question

How did you learn about this opportunity?

Friend or coworker



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- City of Tenino
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- Thurston Economic Development Council
- Timberland Regional Library

MEMORANDUM

TO: Transportation Policy Board

FROM: Paul Brewster, Interim Planning Manager

DATE: April 1, 2026

SUBJECT: 2026 Call for Projects Process Final Review and Recommendation

PURPOSE

To present the final 2026 Call for Projects process for Transportation Policy Board (Board) review and action, including a recommendation to the Council.

Summary:

- In 2026 TRPC will award approximately \$16 million in federal transportation grant funds to priority projects
- An additional \$1,242,000 will be awarded through the Rural Community Support Program (RCSP).
- Minor refinements to the evaluation criteria are recommended based on Board direction and Technical Advisory Committee (TAC) input.
- For more detail, reference the attached “Draft 2026 Call for Projects Process Guidance and Application Instructions.”
- Staff request the Board take action on April 8 to approve a recommendation to the Council to approve the 2026 Call for Projects Process.
- The Council is scheduled to take action on the Call for Projects on May 1.

REQUESTED ACTION

1. Approve a recommendation to the Council to approve the 2026 Call for Projects Process outlined in this memorandum, including:
 - a. Final revisions to the Evaluation Criteria
 - b. Rural Community Support Program administrative changes
 - c. Regional priority set-asides
2. Identify up to five Board members to serve on the Project Evaluation Subcommittee



Elissa Gertler
Executive Director

pb:ss
Attachment

2411 Chandler Court SW
Olympia, WA 98502
360-956-7575
360-741-2545 Fax
www.trpc.org

EQUITY CONSIDERATIONS

The updated Title VI, ADA, and Transportation Barriers criterion (formerly titled 'Equity') aligns with TRPC's adopted Title VI Plan and federal nondiscrimination requirements. The refinement clarifies how benefits and burdens to protected populations and individuals experiencing transportation barriers are evaluated within TRPC's Call for Project's existing scoring framework.

BACKGROUND

TRPC conducts a regional Call for Projects to allocate federal transportation funding to projects that advance adopted regional priorities. This competitive, performance-based process ensures that limited federal resources are directed toward projects that improve system efficiency, safety, accessibility, and resiliency.

The Board plays a central role by:

- Confirming the policy framework for project selection,
- Validating project scoring, and
- Forwarding a funding recommendation to the Council.

This memorandum summarizes the final process elements requiring Board action.

Regional Funding Priorities (No change)

The 2026 Call for Projects will invite proposals that advance TRPC's adopted Regional Funding Priorities.:

1. **Active Transportation** – Projects that support walking and bicycling and improve connectivity to public transportation services.
2. **Efficiency** – Projects that support adopted vehicle level-of-service standards; support Transportation Demand Management (TDM) goals; and decrease annual per-capita vehicle miles traveled in the Thurston Region.
3. **Maintenance** – Projects that support cost-effective preservation (e.g., a pavement "Best First" approach), meet Transit Asset Management targets, keep bridges in a state of good repair, and maintain the transportation system in a state of good repair.
4. **Planning** – Planning activities that identify recommendations and project lists, support regional coordination, or provide data to inform project development and efficient system operations.
5. **Resiliency** – Projects that improve operational and structural resiliency of the transportation system to natural and technological hazards and disruptions.

Federal Funding Programs and Distribution (No Change)

TRPC anticipates awarding approximately \$16 million through Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) programs. Funding is distributed by geographic area, with a portion available as flexible funding (Table 1).

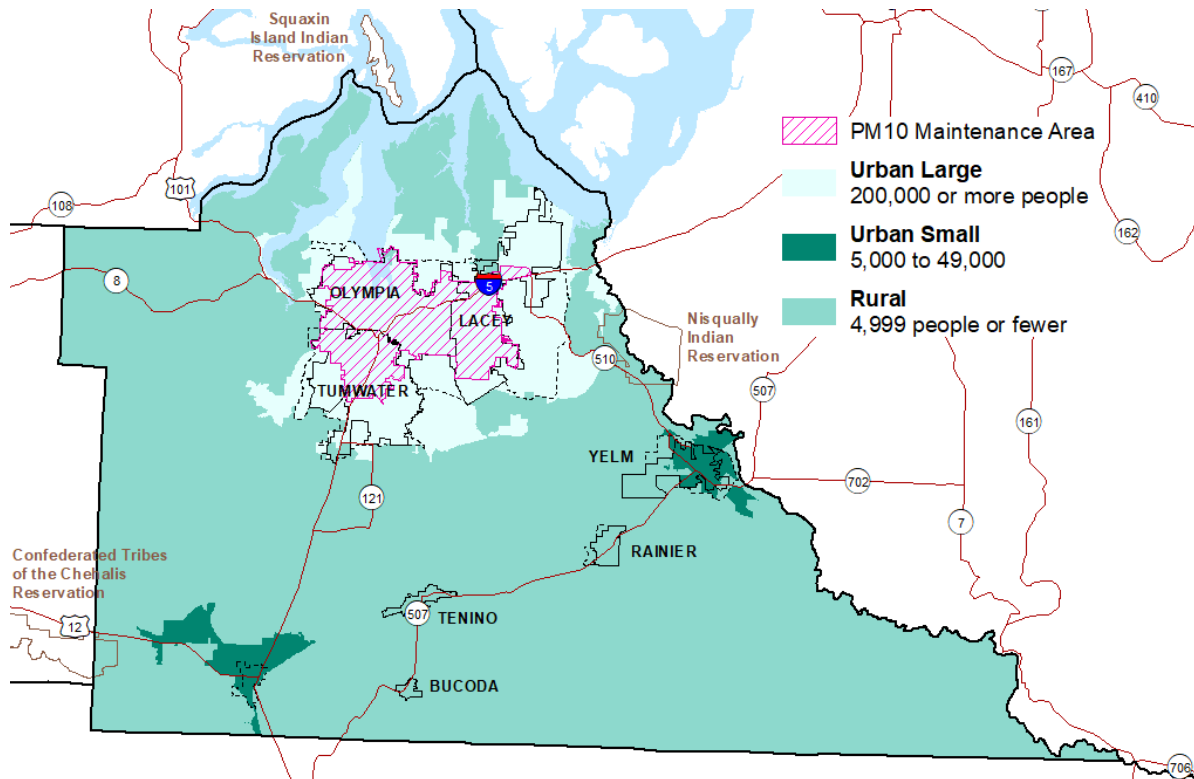
Table 1. Estimated 2026 Federal Funding Distribution by Program and Geographic Area

Geographic Area	STBG (FFYs 2030–2032)	CMAQ (FFYs 2028–2030)	Total
<i>Urban Large</i>	\$7,124,141 (65%)	N/A	\$7,124,141
<i>Urban Small</i>	\$812,258 (7%)	N/A	\$812,258
<i>Rural</i>	\$822,149 (8%)	N/A	\$822,149
<i>Flexible</i>	\$2,241,452 (20%)	N/A	\$2,241,452
<i>PM10 AQMA</i>	N/A	\$5,000,000	\$5,000,000
Total	\$11,000,000	\$5,000,000	\$16,000,000

Notes:

- Flexible STBG funds may be awarded in any geographic area to support priority projects and maximize federal fund utilization.
- CMAQ funds must be used within the PM10 Air Quality Maintenance Area (AQMA).
- STBG funds are programmed for obligation in FFYs 2030–2032; CMAQ for FFYs 2028–2030.

Map 1: Geographic Areas for Federal Transportation Grant Funding Distribution



Evaluation Criteria – Final Recommendations

All federal applications are evaluated using TRPC's adopted criteria, which are aligned with regional transportation goals and policies. Refer to the attached "Draft 2026 Process Guidance and Application Instructions" for more detail.

Projects are scored and ranked within their designated geographic category (Urban Large, Urban Small, or Rural – see Map 1). Each criterion is rated from minus one-point to a maximum of two-points.

- **Urban Large projects:** Maximum of 12 points (six criteria).
- **Urban Small and Rural projects:** Maximum of 10 points (five criteria; Urban Centers criterion does not apply).

Key Updates Based on Board Direction and TAC Input

On March 11, the Board provided staff direction on proposed refinements to the evaluation criteria. Staff presented these updates to the TAC on March 17 and requested feedback.

The following reflects the final recommended updates:

- **Urban Centers and Corridors (Neighborhood Centers):** Maintain the one-point criterion for projects located within one-half mile of a Neighborhood Center. Applicants must demonstrate consistency with an adopted plan, policy, or zoning code, replacing the map-based approach used in prior cycles.
- **Title VI, ADA, & Transportation Barriers** – Reframe the "Equity" criterion to strengthen outcomes with TRPC's Title VI Plan. Projects improving water quality and fish habitat will receive one-point. No additional changes are proposed.
- **Active Transportation** – Recognize rural improvements for one-point and require complete street treatment for two-points. No additional changes are proposed.
- **Safety** – Recognize trail safety improvements for one-point. No additional changes are proposed.

Criteria Not Recommended for 2026

Both TAC members and staff recommend not introducing new evaluation criteria for the 2026 Call for Projects. Maintaining a stable evaluation framework for 2026 supports fairness, transparency, and consistency for applicants, while allowing time for more deliberate development and evaluation of potential future criteria updates.

Specific feedback on the Board's proposed new one-point criteria is summarized below:

- **Existing Federal Investment:**
The intent of this proposal is already addressed under the Efficient Use of Federal Funds criterion, which awards up to two points for projects with prior federal investment. Adding an additional point would duplicate scoring and disproportionately advantage projects that have already received funding.
- **Multijurisdictional Partnerships/Benefits:**
TAC members expressed support for the concept and its alignment with regional collaboration goals. However, both TAC and staff determined that additional time is needed to define what qualifies as a meaningful partnership or regional benefit and how it would be applied consistently across project types. This criterion is better suited for consideration in a future update to the process.

Staff Recommendation

Staff recommend the Board consider the following:

1. *The Board defer consideration of new criteria until after completion of the 2026 Call for Projects cycle.*
2. *The Board forward a recommendation to the Council to approve the proposed refinements to the existing evaluation criteria.*

Rural Community Support Program (RCSP) Administrative Change Recommendation

The RCSP provides targeted funding for rural and tribal communities. Eligible applicants include:

- Nisqually Indian Tribe
- Confederated Tribes of the Chehalis Reservation
- City of Rainier
- City of Tenino
- Town of Bucoda

Since the Board's February 11 briefing, staff have met with eligible communities to discuss their project needs. The Nisqually Tribe, the cities of Rainier and Tenino, and the Town of Bucoda value this funding program and plan to submit proposals in 2026.

Key Details:

- Applicants support TRPC splitting the funding equally among the communities
- The City of Lacey will administer the 2026 funds and retain 13.5 percent for program administration, consistent with pas practice and level of effort required.
- Thurston County will continue administering the 2024 set-aside.

Table 2. 2026 Combined Rural Community Support Program (RCSP) Funding

Reimbursement Lead	Amount	Availability For Reimbursement
<i>2024 Set Aside (preapproved) - Thurston County</i>	\$550,000	Beginning CY 2027
<i>2026 Set Aside (recommended) - City Of Lacey</i>	\$692,000	Half in 2030; Remainder in 2031
Total to Award	\$1,242,000	

Staff Recommendation

Staff recommend the Board forward a recommendation the Council to approve the City of Lacey as the administrator for the 2026 RCSP set-aside.

Regional Set-Aside Recommendation

Regional set-asides provide the Council an opportunity to prioritize funding for specific initiatives or programs that advance regional goals outside of the competitive scoring process.

This is the Board's final opportunity to identify and recommend any regional set-asides for inclusion in the 2026 Call for Projects. Any set-asides recommended at this stage will be forwarded to the Council for consideration and approval on May 1, 2026.

Staff Recommendation

Staff request the Board review and finalize any priority regional set-asides, including whether to establish additional set-asides beyond what is proposed below.

Staff recommend the Board forward a recommendation to the Council to:

- *Approve an \$800,000 STBG set-aside to fund the 2026 Rural Community Support Program.*
 - *This set-aside enables the City of Lacey to submit a priority, non-competitive proposal to administer the program and distribute funds to eligible rural and tribal applicants.*
 - *The City of Lacey will retain 13.5% of program funds for administration, consistent with past practice and the level of effort required to manage contracting, invoicing, and reimbursement.*

Project Evaluation Subcommittee Recommendation

Staff recommend the Board create a Project Evaluation Subcommittee consisting of up to five representatives, like structure used for the 2024 Call for Projects. At least two meetings are expected:

1. Meet mid-June to early July to review and validate project scores.
2. Meet in the early fall to follow up with applicants and provide staff guidance on developing a funding recommendation for the Board to review and act on in October.

This two-step approach ensures timely validation of scores and provides sufficient time for thoughtful evaluation of proposals before the Board makes its recommendation.

Staff Recommendation

Staff recommend the Board identify up to five members to form a Project Evaluation Subcommittee.

2026 Call for Projects Schedule (No Changes)

The 2026 Call for Projects Schedule applies to both the federal and the Rural Community Support Program grant programs. The following schedule provides a structured timeline for application development, review, public input, and policy maker action.

DATES – 2026	ACTIVITY
May 4 – June 5	Federal Grant and Rural Community Support Program Applications Accepted
May 7, 14	Applicant Workshops
June 15-July 3	Staff & TPB Subcommittee Application Review and Scoring
July 16	Technical Peer Review (TRPC staff, TAC, and applicants)
July 27 – August 9	Public Comment Period
September 3	TAC Public Comment Review
September 9	Transportation Policy Board (TPB) First Review
TBA Sept-Oct	TPB Subcommittee Review
October 2	Council First Review
October 14	TPB Second Review and Funding Recommendation Action
November 6	Council Project Selection and Approval

REQUESTED ACTION

1. Approve a recommendation to the Council to approve the 2026 Call for Projects Process outlined in this memorandum, including:
 - a. Final revisions to the Evaluation Criteria
 - b. Rural Community Support Program administrative changes
 - c. Regional priority set-asides
2. Identify up to five Board members to serve on the Project Evaluation Subcommittee

**DRAFT 2026 Regional Federal Transportation Grant
Program and Rural Community Support Program
Call for Projects Process**

Surface Transportation Block Grant (STBG) for FFYs 2030-2032

Congestion Mitigation and Air Quality Improvement Program FFY 2028-2030

Rural Community Support Program for CYs 2027-2031

Process Guidance and Application Instructions

Thurston Regional Planning Council



March 2026

NOTICE OF TITLE VI RIGHTS (FHWA)

Thurston Regional Planning Council (TRPC) hereby gives public notice that it is the agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal Highway Administration (FHWA) program or other activity for which the agency receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has the right to file a formal complaint with TRPC. Any such complaint must be filed with the TRPC Title VI Coordinator within 180 days following the date of the alleged discriminatory occurrence. Title VI Complaint Forms may be obtained from TRPC at no cost to the complainant.

To file a Title VI discrimination complaint, contact:

Chelsea Embree, Title VI Coordinator
2411 Chandler Ct SW Olympia, WA 98502
(360) 956-7575
info@trpc.org

Washington State Department of Transportation
Office of Equity and Civil Rights – Title VI
Box 47314 Olympia, WA 98504-7314
(360) 705-7090
TitleVI@wsdot.wa.gov

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2026 Process Guidance and Application Instructions

GENERAL INFORMATION

This document provides guidance and application instructions for Thurston Regional Planning Council’s (TRPC) 2026 Regional Federal Transportation Grant Program Call for Projects, from here on referred to as the Call for Projects. This document provides information about the process schedule, funding availability, funding priorities, project evaluation criteria, applicant and project eligibility, application instructions, and frequently asked questions.

PROCESS SUPPORT

Applicants may request application support from TRPC staff through June 5, 2026. Staff are available to answer questions and provide prospective applicants assistance with application development. Contact Paul Brewster, Interim Planning Manager: brewstp@trpc.org or 360.741.2526.

2026 CALL FOR PROJECTS SCHEDULE

TRPC’s 2026 Call for Projects Schedule applies to both the federal and the Rural Community Support Program grant programs. The following dates and deadlines apply to all applicants.

DATES – 2026	ACTIVITY
May 4 – June 5	Federal Grant and Rural Community Support Program Project Applications Accepted
May 7, 14	Applicant Workshops
June 15-July 3	TRPC Staff & TPB Subcommittee Application Review and Scoring
July 16	Technical Advisory Committee (TAC) Peer Review
July 27 – August 9	Public Comment Period
September 3	TAC Public Comment Review
September 9	Transportation Policy Board (TPB) First Review
TBA Sept-Oct	TPB Subcommittee Review
October 2	Council First Review
October 14	TPB Second Review and Funding Recommendation Action
November 6	Council Project Selection and Approval

APPLICATION SUBMISSION DEADLINE

- Application materials are available on TRPC’s website at:
 - <https://www.trpc.org/879/Federal-Funding-Call-for-Projects>
- All applications are due Friday, June 5, 2026, by 5:00 p.m. Pacific Time. TRPC will not consider applications submitted after the deadline.
- All applicants must submit an editable electronic version of the pdf application form (. Printed copies are not a substitute for the electronic file.
- Applicants must fully complete all sections in the Project Verification and Endorsement section.
- Supporting materials such as maps and letters of support must be submitted in an electronic file format.
- Send completed applications and supporting materials to Paul Brewster at brewstp@trpc.org.

TOTAL FUNDING AVAILABILITY BY GRANT PROGRAM

In 2026, TRPC expects to award a combined total of \$16 million in federal grant funds administered by the Federal Highway Administration and \$1,242,000 in non-federal funding administered by TRPC, Thurston County, and the City of Lacey through the Rural Community Support Program. Table 1 shows the amount of funding available by grant program and the federal fiscal or calendar years that projects will be programmed for obligation.

Table1: 2026 Regional Transportation Call for Projects Grant Program Availability

Grant Program	Years to Program	Funding Available
Federal Surface Transportation Grant Program (STBG)	FFYs 2030-2032	\$11,000,000
Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ)	FFYs 2028-2030	\$5,000,000
Total Federal Funding Available		\$16,000,000
Rural Community Support Program (RCSP)	CY 2027	\$550,000
	CY 2030	\$692,000
Total RCSP Available		\$1,242,000

REGIONAL FUNDING SET-ASIDES

Two funding set asides are allocated for the 2026 Call for Projects:

1. **2024 Rural Community Support Program Set Aside (pre-approved):** \$600,000 from the 2024 Call for Projects
2. **2026 Rural Community Support Program Set Aside (approval pending):** \$800,000 proposed from the STBG allocation (Table 2) to support the Region's 2026 Rural Community Support Program (RCSP).

FUNDING FOR NON-TRADITIONAL PARTNERS

There is no Regional Set-Aside established for Non-Traditional Partners, however TRPC encourages proposals from eligible applicants. Non-traditional applicants are encouraged to coordinate with a Certification Acceptance (CA) approved agency for application sponsorship. Proposals must comply with the same federal eligibility requirements as those from traditional partners. See Key Terms and Concepts for a description of partners and project administration requirements.

GEOGRAPHIC DISTRIBUTION REQUIREMENTS FOR FEDERAL GRANT FUNDS

The Washington State Department of Transportation (WSDOT) allocates federal funds to TRPC based on population-defined geographic areas established by the U.S. Census. As a result, Surface Transportation Block Grant (STBG) funds must be programmed within designated Urban Large, Urban Small, and Rural areas, with a portion reserved as flexible funding that may be awarded in any geographic area.

CMAQ funding is available for eligible projects that meet the requirements of the Clean Air Act. Projects must be situated within the Thurston County PM10 Air Quality Maintenance Area which is identified by the magenta hashed area depicted on Map 1.

Table 2 offers a summary of the grant programs’ geographic funding distribution estimates. The 2026 RCSP \$800,000 set aside will come from the STBG allocation.

Table 2. 2026 Call for Projects Percent Distribution of Grant Funds by Geographic Area

	STBG*	CMAQ	RCSP**
Total Available	\$11 million	\$5 million	\$1,242,000
Urban Large	65% \$7,124,141	N/A	N/A
Urban Small	7% \$812,258	N/A	N/A
Rural	8% \$822,149	N/A	\$1,242,000
Flexible	19% \$2,241,452*	N/A	N/A
Years to Program	2030-2032	2028-2030	2027 & 2030

Notes:

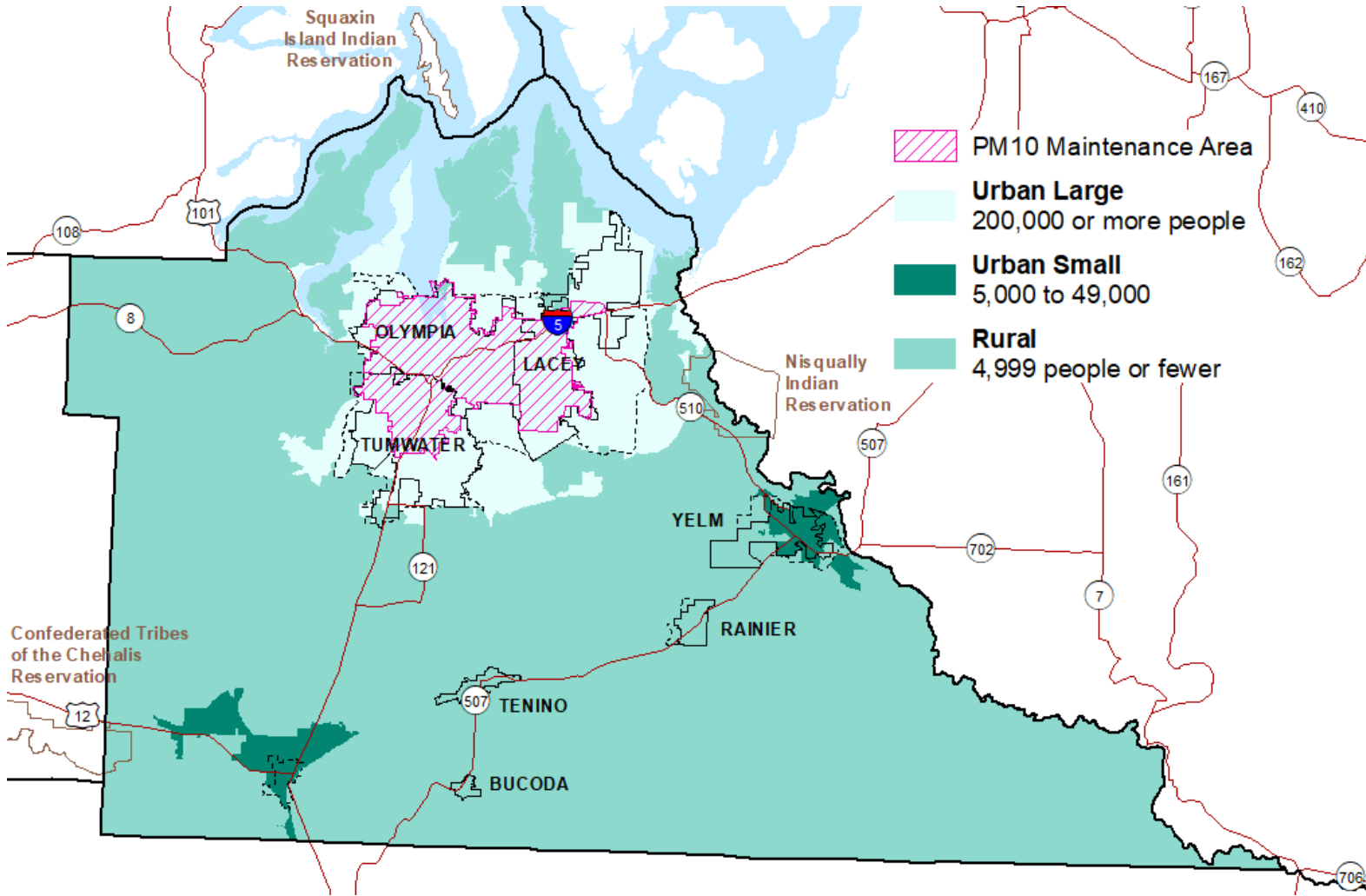
* The RCSP set aside would reduce the STBG funds by \$800,000.

** RCSP is non-federal funding. \$550,000 from Thurston County starting in 2027; \$692,000 from the City of Lacey starting in 2030.

FLEXIBLE GRANT PROGRAMMING

TRPC reserves the right to award funding from either STBG or CMAQ grant programs for eligible projects and activities. For example, TRPC may award CMAQ funding in lieu of an applicant's STBG request for eligible activities depending on project eligibility and funding need. The ability to exchange funding sources allows TRPC to maximize its grant programs, award multiple projects, and meet the region's yearly obligation targets.

Map 1: U.S. Census Geographic Areas for Federal Transportation Grant Funding Distribution



REGIONAL FUNDING PRIORITIES

TRPC seeks grant proposals that align with TRPC’s Regional Funding Priorities. Although applicants are not required to fulfill multiple funding priorities, projects that meet more than one priority are encouraged.

1. **Active Transportation** – Projects that support active transportation such as walking and bicycling and connectivity to public transportation services.
2. **Efficiency** – Projects that support meeting adopted vehicle level of service standards; projects that help support Transportation Demand Management (TDM) goals; and projects that decrease annual per capita vehicle miles traveled in the Thurston Region.
3. **Maintenance** – Projects that support a pavement “Best First” approach recognizing that regular maintenance is much more cost effective than allowing a roadway to deteriorate and then rebuilding it; projects that support Transit Asset Management targets; projects that keep bridges in a state of good repair; and projects that keep other portions of the transportation system in a state of good repair.
4. **Planning** – Planning activities that identify recommendations and project lists; planning activities support regional coordination or provide data to inform project development and efficient system operations.
5. **Resiliency** – Projects that improve the operational and structural resiliency of the transportation system from natural and technological hazards and disruptions.
6. **Safety** – Projects that help reduce the number of fatalities and serious injuries on all public roads to zero by 2030; projects that help reduce the number of non-motorist fatalities and serious injuries on all public roads (e.g., bicyclists and pedestrians) to zero by 2030; and projects that help reduce transit-related fatalities, serious injuries, and safety incidents.

REGIONAL EVALUATION CRITERIA

OVERVIEW

All federal grant proposals are evaluated using TRPC’s adopted Evaluation Criteria. Each criterion is directly tied to a Regional Funding Priority, regional transportation goal, or adopted policy to ensure funding decisions are performance-based and policy-driven.

There are multiple levels of review to ensure consistency, technical accuracy, and transparency in scoring and ranking.

The six evaluation criteria are:

1. Efficient Use of Federal Funds
2. Sustainable Thurston Urban Centers and Corridors (applies only to the Urban Large geographic category)
3. Greenhouse Gas Emission Reduction Goal
4. Title VI, ADA, and Transportation Barriers
5. Active Transportation
6. Safety

Projects are scored and ranked within their designated geographic category (Urban Large, Urban Small, or Rural). Each criterion is weighted equally at two points.

- Urban Large projects: Maximum of 12 points (six criteria)
- Urban Small and Rural projects: Maximum of 10 points (five criteria; Urban Centers criterion is not applicable)

This structured scoring framework promotes accountability, transparency, and alignment with adopted regional priorities.

Evaluation Process

1. **Application Submission**

Applicants submit proposals using TRPC’s standardized federal grant application forms.

2. **Staff Scoring**

TRPC staff independently score each application based on the adopted criteria.

3. **Technical Review**

TRPC staff and the TAC review project scope, budget, federal eligibility, and implementation considerations to identify technical issues or risks.

4. **Policy Review and Recommendation**

A subcommittee of the Transportation Policy Board (TPB) reviews and confirms staff scoring, considers each project’s alignment with Regional Funding Priorities, and develops a funding recommendation. The full TPB reviews and forwards its recommendation to the Council for final project selection.

EFFICIENT USE OF FEDERAL FUNDS

BACKGROUND

The Surface Transportation Program (STP) (23 U.S.C. 133) is the main sources of flexible federal funding available for roadway/highway, transit, and active transportation projects. However, federal funding comes with many specific requirements that may increase the cost of the projects. For planning projects, the increase in requirements is negligible; for construction projects it can be high. For this reason, many jurisdictions prefer to use federal funds only when the project is large enough – and the funding level sufficient – for the scope of work to allow the project to efficiently absorb the increased administrative costs.

EFFICIENT USE OF FEDERAL FUNDS CRITERIA SCORING

TRPC will evaluate the efficient use of federal funds based on the project type and the total dollar cost. Four categories for ranking a project’s efficient use of federal funds:

1. Project type and funding level is the best use of federal funds, 2 points.
2. Project type and funding level is a reasonable use of federal funds, 1 point.
3. Project type and funding level is an acceptable use of federal funds, 0 points.
4. Project type and funding level is not an efficient use of federal funds, -1 point.

Table 3: Project Criteria Ranking for Efficient use of Federal Funds* (values are in thousands of dollars).

Project/funding level is not an efficient use of federal funds	Acceptable use of federal funds	Reasonable use of federal funds	Best use of federal funds
-1 Point	0 Points	1 Point	2 Points
<ul style="list-style-type: none"> Any construction or pavement maintenance (all phases) total project cost <250k. 	<ul style="list-style-type: none"> Standalone sidewalk construction (all phases) total project cost >250k. Standalone Crosswalk (all phases) total project cost <250k. Electric vehicle charging stations. 	<ul style="list-style-type: none"> Pavement maintenance (urban streets) >250k. Trail construction (all phases) total project cost >250k. Signal upgrades. Fish passage barrier removal (all phases) total project cost >250k. Stormwater improvements >250k. Crosswalk (bundled) (all phases) total project cost >250k. Trail Pavement Preservation > \$250k and < \$500k. 	<ul style="list-style-type: none"> Add funding to a project with existing federal funds (federalized project) at any funding level. Street/road construction (all phases) total project cost >250k. Roundabout or signal construction (all phases) total project cost >250k. Pavement maintenance (rural roads) total project cost >250k. Transit building facility construction (all phases) total project cost >250k. Transit bus stop/other facility construction (all phases) total project cost >250k. Vehicle replacements. Transportation Demand Management programs. Planning/feasibility studies. Trail pavement preservation >\$500K.

* Other projects not listed in this table will be evaluated at the time of review.

SUSTAINABLE THURSTON URBAN CORRIDORS AND CENTERS

BACKGROUND

TRPC’s *Creating Places -- Preserving Spaces: A Sustainable Development Plan for the Thurston Region (2013)*, aims to integrate sustainability into all regional decision-making to achieve a healthy economy, society, and environment. Known as Sustainable Thurston, the plan identifies multiple priority goals, targets, and first action steps. The Council chose the Preferred Land Use Scenario as one of the regional priorities to evaluate a proposed project’s performance in supporting vibrant centers and corridors in TRPC’s Federal Call for Projects Process.

One of Sustainable Thurston’s priority goals is to create vibrant centers, corridors, and neighborhoods while accommodating growth. Creating places supports equal access to quality education, services, amenities, and infrastructure, as well as attract and retain employers and residents who desire an active urban environment. The plan set the following target:

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 12-minute walk for most people without a disability that limits walking) of an urban center, corridor, or neighborhood center with access to goods and services to meet some of their daily needs.

Achieving this target is expected to support the following outcomes:

- Greater Efficiency in the Delivery of Services and Provision of Infrastructure.
- Greater Access to Jobs, Shopping, Food, and Services.
- More Efficient Use of Resources.
- Greater Protection of Environmental Quality.

RANKING

TRPC will use a two-factor approach, based on: (1) A project's location within a Sustainable Thurston Urban Corridor, and Urban Centers (see Map 2) or as described on the applicant's proposal; and (2) Project type, as criteria for prioritizing a project's ability to create vibrant urban centers.

PREFERRED PROJECT TYPES THAT SUPPORT THE SUSTAINABLE THURSTON PRIORITY GOAL

1. **Urban corridor, or urban center planning projects** that integrate land use and transportation, such as the Martin Way Corridor Study or the SR507 Main Street Study.
2. **Safety Projects** that reduce bicycle and pedestrian injuries and fatalities on arterials, collectors, and urban corridors. Projects could include speed reduction/management, medians, and roundabouts.
3. **Pedestrian street crossing improvements** that provide direct and safe street crossings on urban corridors. Projects could include pedestrian signals, flashing beacons, refuge crossing islands, multi-use trail connections, bulb outs, and new or replacement ramps.
4. **Active transportation projects** that support walking and bicycling on urban corridors. Projects could include non-motorized bridges and tunnels, navigation or wayfinding signage, multi-use paths, sidewalks, bicycle lanes, bicycle corridors, and other bicycle infrastructure such as community bicycle repair stations. Projects may also include community-focused active transportation safety, education, and encouragement programs. Projects may be standalone or a component of a larger road improvement project.
5. **Bus Stop Enhancements** that improve safety and both ADA and public accessibility to transit stops on urban corridors.
6. **Transit route infrastructure improvements** for existing or new routes on urban corridors that support Bus Rapid Transit or other modes of high-capacity transportation.
7. **Intelligent Transportation Systems and traffic signal operations** that improve the operating efficiency of transit services, projects that improve traffic signal operating efficiency for the movement of goods and services on urban corridors, and traffic signal efficiency that better serves ADA accessibility or bicycle and pedestrian intersection crossings where new demand is projected.
8. **Maintenance projects** that reduce life cycle costs and preserve existing infrastructure on urban corridors.

URBAN CENTERS/CORRIDORS RANKING

Projects will be evaluated based on their location within the [Sustainable Thurston Urban Corridors and Urban Centers](#) (see Map 2). The criteria is only applicable to projects located in the U.S. Census Urban Large area; the criteria will not affect projects located in Urban Small or Rural areas. For projects within the Urban Large area, but not located in an urban center or urban corridor.

Four categories for ranking a project’s support for Sustainable Thurston Urban Centers/Corridors:

1. Project supports Sustainable Thurston within a quarter mile of an urban center or urban corridor, 2 points.
2. Project supports Sustainable Thurston within a half mile of an urban center, urban corridor, or neighborhood center 1 point.
3. Project does not directly support Sustainable Thurston but improves access to goods and services, 0 points.
4. Project does not support Sustainable Thurston, -1 point.

Table 4 shows how proposals will be evaluated and ranked with the Urban Centers and Corridors criteria.

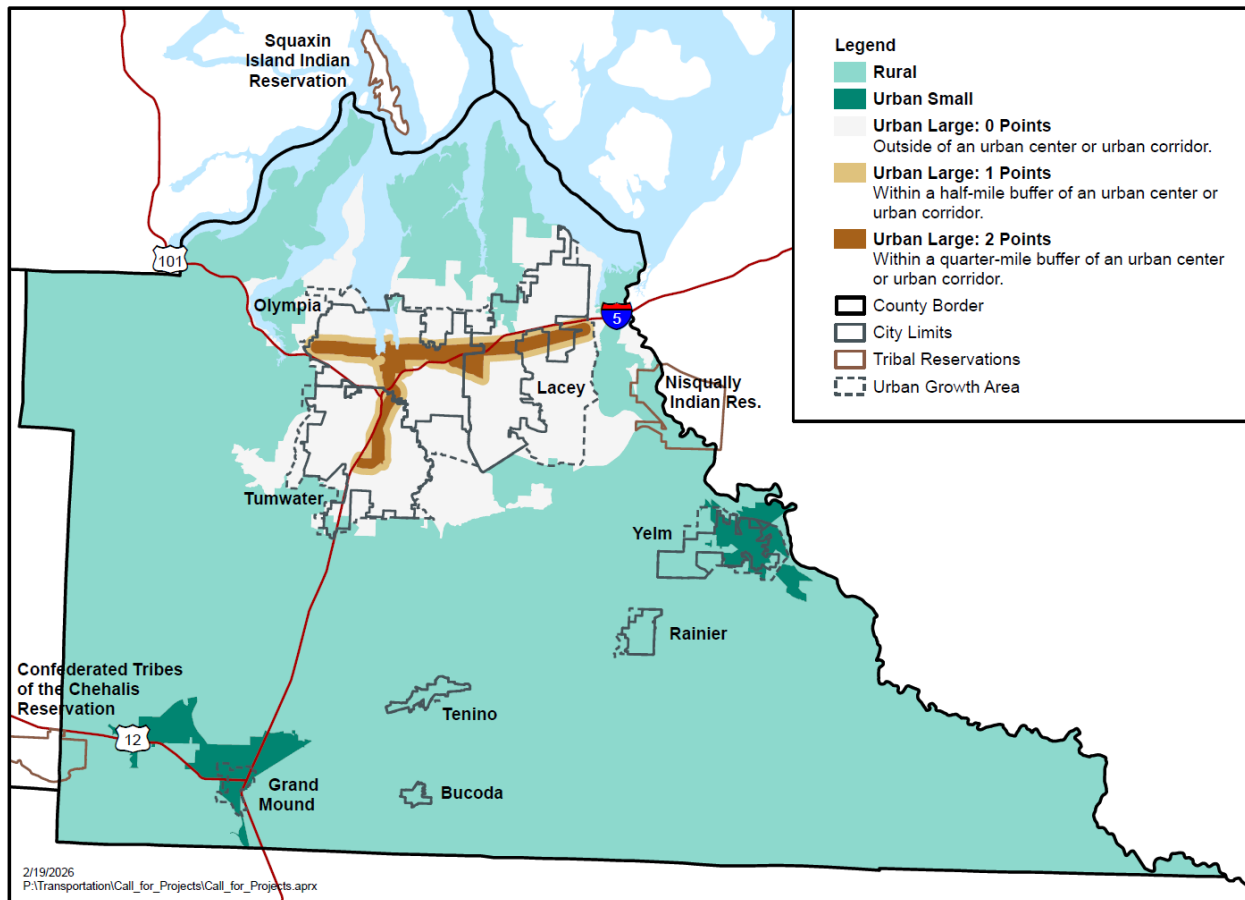
Table 4: Project Criteria Ranking for Sustainable Thurston Urban Corridors and Centers Land Use Goal.

Project does not support Sustainable Thurston	Project does not directly support Sustainable Thurston, but improves access to goods and services	Project supports Sustainable Thurston within a half mile of an urban center or urban corridor	Project supports Sustainable Thurston within a quarter mile of an urban center or urban corridor
-1 Point	0 Points	1 Point	2 points
The project proposal is not included as an eligible project type and the project is located outside of an urban center or urban corridor.	Project is within an urban corridor or urban center but is not a preferred project type; or the project is outside of an urban center or urban corridor but is a preferred project type.	The majority of the project is within a half mile of an urban center, urban corridor, or neighborhood center ¹ and is a preferred project type.	The majority of the project* is within a quarter mile of an urban center or urban corridor and is a preferred project type.

¹ Applicants must demonstrate that the project’s Neighborhood Center designation is supported by an adopted Comprehensive Plan, zoning code, or other adopted plan or policy. TRPC staff will review and determine eligibility, with final concurrence provided by the Transportation Policy Board Subcommittee.

* Other projects not shown in the list of preferred project types will be evaluated at time of review

Map 2: Sustainable Thurston Urban Corridors and Urban Centers (online map: <https://arcg.is/WKTmm>)



GREENHOUSE GAS EMISSIONS REDUCTION

BACKGROUND

Transportation makes up an estimated 33 percent of Greenhouse Gas (GHG) emissions in Thurston County. TRPC is committed to reduce GHG emissions through its transportation investments. The Council adopted the following targets in February 2021: achieve 45% reduction of 2015 levels by 2030 and achieve 85% reduction of 2015 levels by 2050. To help achieve these targets, TRPC is incorporating GHG reduction potential into its Call for Projects Process.

TYPES OF PROJECTS

Transportation emission reductions strategies typically fall into four different categories:

- **Cleaner Vehicles/Vehicle Improvement Strategies.** Replace high emission generating vehicles with cleaner vehicles.
- **Transportation Demand Management Strategies.** Policies or programs that reduce the number of vehicles on the road.
- **Transportation System Management Strategies.** Increase the person-trip capacity of the existing system.
- **Land Use Strategies.** “Smart Growth” development practices.

Table 5 shows examples of emission reduction project types, including some that are commonly awarded by TRPC.

Table 5: Examples of GHG Emissions Reduction Strategies.

Cleaner Vehicles / Vehicle Improvement Strategies	Transportation Demand Management & Active Transportation Strategies	Transportation System Management Strategies	Land Use Strategies*
Replace high emission generating vehicles with cleaner vehicles	Reduce the number of vehicles on the road	Increase the person-trip capacity of the existing system	“Smart Growth” development practices
<ul style="list-style-type: none"> • Vehicle retrofits. • Fleet upgrades. • Feebates. • Scrappage Programs. • Tax Incentives for Cleaner Vehicles . • Heavy-Duty Vehicle Retrofits. • Eco-Driving Education and Training and Dynamic Eco-Driving. • Truck Stop Electrification and Auxiliary Power Units . • Anti-Idling Regulations and Campaigns. 	<ul style="list-style-type: none"> • Outreach / education. • Expanded transit routes or schedules. • Transit Incentives. • Telework. • Youth TDM Programs. • Road Pricing (including distance-based fees and cordoning). • Car Sharing. • Pay-as-You-Drive Insurance . • Ridesharing and HOV Lanes. • Bus Stop Improvements. • Bicycle and Pedestrian facilities. 	<ul style="list-style-type: none"> • Traffic Signal Optimization. • Ramp Metering. • Incident Management. • Speed Limit Reduction and Enforcement. • Roundabouts. • Capacity expansion. • Resurfacing Roads. • Alternative Construction Materials. • Traffic Calming. 	<ul style="list-style-type: none"> • Zoning regulations, including projects that support increasing infill, mixed use, and density. • Parking policies, including pricing. • Studies to align land use and transportation. • Affordable housing on High Density Corridors.

Table 5 contents adapted from:

1. Federal Highway Administration (FHWA) 2012. *Reference Sourcebook for Reducing Greenhouse Gas Emissions from Transportation Sources* [<https://trid.trb.org/view/1285484> 7/9/2021].
2. Victoria Transport Policy Institute (VTPI) 2017. *Smart Transportation Emissions Reduction Strategies* [<https://www.vtpi.org/ster.pdf> 7/9/2021].

ESTIMATING EMISSIONS REDUCTIONS

TRPC uses several resources to estimate emissions reductions for transportation projects, namely tools from the Federal Highway Administration (https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/) and a Congestion Mitigation and Air Quality and Improvement Program reporting tool developed by Puget Sound Regional Council. TRPC also uses data from traffic counts or from the regional travel demand models. Most estimates rely on assumptions such as:

- Reduced vehicle miles traveled.
- Reduced intersection delay.
- Number of people targeted by outreach efforts.
- Number of people changing their travel behavior due to new infrastructure (e.g., bicycle lanes, trails, vehicle charging stations, transit service).

Emissions from transportation projects, including GHG emissions, are difficult to quantify, especially prior to project implementation. The best estimates account for emissions over the life cycle of the project, including construction, manufacturing, implementation, and any side effects. However, many resources for estimating emissions only consider a subset of these factors since their scope can be difficult to trace and quantify. How effectively a project reduces GHG emissions will depend on:

- Socioeconomic and behavioral factors, such as income, type of employment, and willingness to change travel behavior.
- Land use factors such as housing density, proximity to jobs and services, and alternative modes/routes in the project vicinity.
- Induced demand created by the project over the long term.
- Whether the project stands alone or is paired with other strategies. The ability to monitor and measure emissions reduction performance upon project or program implementation.

GREENHOUSE GAS EMISSIONS REDUCTION RANKING

TRPC will use a qualitative approach for evaluating GHG emissions reductions, based on the project type and its benefits, as a criterion for project prioritization. Four categories for ranking a project's ability to reduce greenhouse gas emissions:

1. GHG reduction is one of the primary purposes of the project, 2 points.
2. Project addresses another transportation need but may have a GHG reduction benefit, 1 point.
3. Project is unlikely to increase or decrease GHG emissions, 0 point.
4. Project will likely increase GHG emissions, -1 point.

Table 6 shows how proposals submitted to TRPC will be evaluated and ranked under the criteria.

Table 6: Project Criteria Ranking for GHG Emissions Goal.*

Project will increase GHG emissions	Neutral	Project may have GHG reduction benefits	GHG reduction is one of the primary intentions of project
-1 Point	0 Points	1 Point	2 Points
<ul style="list-style-type: none"> • Street widening without multimodal elements. 	<ul style="list-style-type: none"> • Intersection improvements at non-congested areas.** • Pavement maintenance. • Fish passage barrier improvement. • Studies/plans without land use element. • Vehicle replacement without emissions reduction. 	<ul style="list-style-type: none"> • Bus stop improvements serving a corridor with >15-minute headways. • Intersection improvements in congested areas.** • Studies/plans with land use element or with the intent to reduce GHG. • Building facility construction that supports Transit operations and maintenance; traffic management; or other efficient travel. • New street connections without multimodal facilities. • Replacement of pedestrian and bicycle infrastructure without significant design modification. 	<ul style="list-style-type: none"> • New street connections with multimodal elements. • New Bicycle and pedestrian infrastructure. • Enhancement or replacement of existing active transportation infrastructure that increases active transportation trips. • TDM projects (Walk and Roll, CTR). • Vehicle replacement or retrofit resulting in lower emissions. • Electric vehicle charging station. • Vanpool/carpool investments. • Bus stop improvements serving a corridor with <=15-minute headways. • Transit corridor infrastructure and operational improvements. • High-capacity transportation.

**Other projects not listed in this table will be evaluated at time of review.*

***Based on jurisdictions' methodology for evaluating Level of Service.*

TITLE VI, ADA, AND TRANSPORTATION BARRIERS

BACKGROUND

By integrating public input, demographic analysis, and a structured benefit-burden assessment, TRPC strengthens its commitment to equitable transportation investment and compliance with federal civil rights requirements.

To strengthen the Thurston region’s compliance with Title VI of the Civil Rights Act and the Americans with Disabilities Act (ADA)—and to better understand and address transportation barriers experienced by underserved populations—TRPC developed a Transportation Priorities Survey to collect direct public input.

The countywide survey was open to all residents. Demographic questions allowed TRPC to analyze responses by population group and determine whether transportation priorities differ for people who may be disproportionately affected by transportation decisions.

Demographic characteristics included:

- Household income
- Race and ethnicity
- Whether a person has a disability affecting mobility
- Whether a person experiences difficulty finding or keeping a job due to transportation barriers (“job barriers”)
- Whether a person has difficulty accessing essential destinations such as work, school, healthcare, or services (“transportation barriers”)

This approach allows TRPC to better align transportation investments with the needs of populations protected under Title VI and ADA, as well as individuals who experience systemic transportation disadvantages.

SURVEY RESULTS FOR UNDERSERVED POPULATIONS

Public input was sought on a wide range of project types, grouped into Project Priority categories, as shown in Table 7. TRPC analyzed survey results and weighed responses that align with Title VI affected respondents to identify their priority transportation investments. The outcomes of this assessment are shown in Table 7. The top five projects are shown in green.

Survey respondents were asked to rate a wide range of project types, organized into Project Priority categories (see Table 7). TRPC analyzed overall responses and compared them to responses from Title VI–affected and ADA populations, as well as respondents who reported low income, transportation barriers, or job barriers.

For the purposes of this analysis, TRPC focused on the percentage of respondents who rated each project type as a priority. This allowed for a consistent comparison across respondent groups.

Table 7. Survey Results for Title VI Affected Populations on Project Priorities.

Percentages are based on the percent of respondents (or weighted responses) who indicated a project was “Somewhat Important” or “Very Important”					
Green = Top 5 Projects Red = Bottom 5 Projects					
Project	All Respondents	Title VI & ADA Populations ¹	Respondents with a Household Income less than \$35,000	Respondents who have Transportation Barriers	Respondents who have Job Barriers
Planning and Studies					
Conduct planning studies, with public involvement, that address current and future transportation challenges	95%	95%	95%	96%	97%
Safety					
Make intersections safer	97%	96%	93%	96%	94%
Make crossing the street safer	96%	95%	94%	96%	93%
Make bus stops more convenient and safe for bus riders, especially for people with disabilities	93%	92%	94%	97%	96%
Efficiency					
Add turning lanes or center lanes	89%	87%	86%	83%	77%
Invest in new transportation technologies (improved traffic signals, real-time travel information)	90%	89%	88%	86%	84%
Invest in projects that reduce the need to travel, such as encouraging working from home	81%	80%	83%	80%	84%
Maintenance					
Increase road maintenance (fix pavement/potholes)	97%	96%	96%	94%	90%
Replace transit vehicles or bus stop shelters	80%	78%	87%	87%	87%
Resiliency					
Improve roads that are detour routes to Interstate 5 (I-5)	91%	90%	88%	86%	85%
Improve roads that are more likely to be impacted by hazards such as flooding or landslides	93%	92%	93%	92%	87%
Complete missing roads/street connections	83%	82%	84%	86%	84%
Help improve water quality and/or fish habitat by fixing places where roads and bridges impact natural areas	93%	93%	96%	95%	95%
Active Transportation					

¹ Responses received were weighted to ensure better representation for populations protected under Title VI of the Civil Rights Act and the Americans with Disabilities Act.

Percentages are based on the percent of respondents (or weighted responses) who indicated a project was “Somewhat Important” or “Very Important” Green = Top 5 Projects Red = Bottom 5 Projects Project	All Respondents	Title VI & ADA Populations ¹	Respondents with a Household Income less than \$35,000	Respondents who have Transportation Barriers	Respondents who have Job Barriers
	Add sidewalks and safe street crossings to existing streets	95%	95%	96%	96%
Add bike lanes to existing streets	83%	82%	88%	87%	86%
Complete the regional trail network	87%	68%	87%	86%	90%
Invest in school/public awareness programs to reduce travel trips and increase safety	80%	79%	87%	84%	80%

REMOVING BARRIERS TO UNDERSERVED POPULATIONS

An essential component of equitable transportation planning is evaluating both the benefits and burdens of proposed projects.

Transportation investments can generate significant public benefits, such as improved access, safety, and mobility. However, they can also create or exacerbate burdens—particularly for low-income communities, communities of color, and people with disabilities—if projects reduce access, increase exposure to hazards, or create physical or economic barriers.

Table 8 provides examples of transportation-related benefits and burdens that TRPC will consider when evaluating projects.

When evaluating projects, TRPC will assess:

- Whether a project increases access to essential destinations and economic opportunity
- Whether it improves safety and mobility for vulnerable users
- Whether it reduces pollution or environmental risk
- Whether it avoids creating disproportionate impacts on underserved communities

This benefit-burden framework helps ensure that transportation investments advance equity rather than unintentionally reinforcing disparities.

Table 8. Examples of Transportation Benefits and Barriers

Benefits	Burdens
<ul style="list-style-type: none"> • Increased access to social, educational, and economic opportunities. • Increased access to high-quality mobility options. • Travel time savings . • Cost savings. • Congestion mitigation. • Reduction of pollution. • Improved connectivity within communities. • Opportunities for physical activity through active transportation modes. • Reduction in traffic injuries and fatalities. • Local hiring and job training for jobs in construction, maintenance, and operations. 	<ul style="list-style-type: none"> • Reduced access to essential opportunities and services. • Restricted or no access to high quality transportation. • Long/increased travel times. • Financial burdens. • Traffic congestion. • Increased pollution. • Physical division of communities. • Creation of barriers to bicycling and walking. • Exposure to traffic-related safety risks. • Vulnerability to climate impacts. • Inequitable enforcement.

TITLE VI, ADA, AND TRANSPORTATION BARRIERS PROJECT RANKING

To strengthen compliance with Title VI and ADA requirements and to prioritize projects that reduce transportation barriers, TRPC will use a two-tiered scoring approach.

1. Base Points (-1 to 1 Point)

- 1 point if they align with the top five priority project types identified by Title VI–affected populations in the survey (see Table 7).
- 0 points if they do not align with these priority project types.
- –1 point for projects that create or impose a disproportionate burden on an underserved population, as defined in the benefit-burden framework (see Table 8).

2. Demonstrated Benefit (+1 Point)

Projects will also be evaluated based on their demonstrated impacts on underserved populations:

- +1 point for projects that clearly remove or reduce transportation barriers for affected populations.
 - This may be demonstrated through geographic proximity (e.g., a sidewalk project serving a school with a high proportion of students receiving free and reduced lunch).
 - Or through a targeted service or program (e.g., ADA-accessible transit improvements or dial-a-lift vehicles).

Table 9 shows how proposals submitted to TRPC will be evaluated and ranked under the criteria.

Table 9: Project Criteria for Title VI, ADA, and Transportation Barriers Ranking

Base Points			Bonus Point
Disproportionate Burden	All other Projects	Priority Projects for Affected Populations	Bonus Point: Demonstrated Benefit
-1 Point	0 Points	1 Point	+1 Point
<ul style="list-style-type: none"> Projects that have a disproportionate burden on an underserved population, regardless of project type. 	<p>Efficiency</p> <ul style="list-style-type: none"> Add turning lanes or center lanes. Invest in new transportation technologies (improved traffic signals, real-time travel information). Invest in projects that reduce the need to travel, such as encouraging working from home. <p>Maintenance</p> <ul style="list-style-type: none"> Replace transit vehicles or bus stop shelters. <p>Resiliency</p> <ul style="list-style-type: none"> Improve roads that are detour routes to Interstate 5 (I-5). Improve roads that are more likely to be impacted by hazards such as flooding or landslides. Complete missing roads/street connections. <p>Active Transportation</p> <ul style="list-style-type: none"> Add bicycle lanes to existing streets. Complete the regional trail network. Invest in school/public awareness programs to reduce travel trips and increase safety. 	<p>Planning and Studies with public involvement</p> <ul style="list-style-type: none"> Safety Make intersections safer. Make crossing the street safer. Make bus stops more convenient and safer for bus riders, especially for people with disabilities. <p>Maintenance</p> <ul style="list-style-type: none"> Increase road maintenance (fix pavement). <p>Active Transportation</p> <ul style="list-style-type: none"> Add sidewalks and safe street crossings to existing streets. <p>Resiliency</p> <ul style="list-style-type: none"> Projects that improve water quality and/or fish habitat. 	<ul style="list-style-type: none"> Projects that have a demonstrated benefit for an underserved population.

ACTIVE TRANSPORTATION

BACKGROUND

The Regional Transportation Plan includes goals and policies to expand and improve access and connectivity for pedestrians and cyclists. Active transportation infrastructure provides people safe access across our urban and rural areas with greater connectivity in neighborhood centers to promote more walk and bike trips to schools, workplaces, commercial areas, and transit services.

TRPC's Call for Projects aims to select projects that will help communities increase the share of trips that can be made by walking, riding a bike, or a micromobility device such as an electric powered wheelchair or scooter, or improve access to transit stops.

The Call for Projects will evaluate and rank projects on their ability to:

- Create safe spaces that separate bicyclists and pedestrians from higher speed traffic so people can more safely and conveniently meet their daily travel needs without a vehicle.
- Integrate bicycle and pedestrian facilities with public transit or public-school transportation services.
- Increase peoples' level of physical activity by choosing healthier and sustainable modes of travel.

ACTIVE TRANSPORTATION RANKING

TRPC will evaluate Active Transportation based on project types. There are four categories for ranking a project's enhancement or expansion of walking, biking, and micromobility modes in the region:

1. Type of project greatly improves active transportation, 2 points
2. Type of project expands active transportation, 1 point.
3. Type of project offers minimal active transportation benefits, 0 point.
4. Type of project adversely impacts active transportation, -1 point.

Table 10 shows how the criteria and number of points will be applied.

Table 10: Active Transportation Ranking

Project adversely impacts active transportation	Project offers limited active transportation elements	Project expands active transportation	Project significantly expands active transportation
-1 Point	0 Points	1 Point	2 Points
<ul style="list-style-type: none"> • New streets without multimodal features or complete streets elements • Roadway or interchange studies that principally address vehicular level of service. • Projects that add or widen existing vehicle lanes 	<ul style="list-style-type: none"> • Sidewalk or bicycle infrastructure replacement without significant upgrades to the design of the original bicycle and pedestrian facilities (i.e. pavement preservation, intersection redesign) 	<ul style="list-style-type: none"> • Bus route expansion • Bus stop shelters and enhancements including ADA treatments such as level boarding platforms. • Completing gaps in bicycle and pedestrian infrastructure (includes new street connections) • Replacing existing bicycle and pedestrian infrastructure with upgraded design • Pedestrian and bicycle wayfinding signs or systems • Safe Routes to School Education and Encouragement Programs • TDM programs that encourage the use of active transportation. • Regional Trails Plan trail study or PE phase • Active transportation planning project or study. • Adding wide shoulders on rural routes 	<p>New construction or reconstruction must include both pedestrian and bicycle infrastructure</p> <ul style="list-style-type: none"> • Priority projects in an adopted active transportation or bicycle/pedestrian plan. • Pedestrian street crossings aligned with transit stops; or enhanced street crossing such as refuge islands or flashing beacons. • Residential 6'+ sidewalks with a minimum 4' enhancement or buffer zone such as a stormwater swale landscape treatment. • Commercial 8-12' sidewalks with a minimum 4' wide enhancement or buffer zone. • Active transportation infrastructure improvements on school walk routes • Regional Trails Plan ROW or construction project • Off street and on-street pedestrian and bicyclist facilities and features that are consistent with recommendation in the following resources: <ul style="list-style-type: none"> • WSDOT Active Transportation Program Design Guide • NACTO Urban Street Design Guide • NACTO Urban Bicycle Guide • Or other current best practice design guides from FHWA or AASHTO

SAFETY

BACKGROUND

Safety is paramount in transportation, affecting all modes and aspects from design to system users' behavior. Like elsewhere in the United States, the Thurston region faces a traffic safety crisis with rising roadway deaths, particularly among pedestrians and cyclists. Acknowledging this urgency, safety is a key focus in applying safety evaluation criteria to promote projects that will help the region achieve its safety goal.

TRPC's 2045 Regional Transportation Plan Goal 4, System Safety and Security is to "Enhance the safety and security of those who use, operate, and maintain the transportation system."

In lieu of an adopted Regional Transportation Safety Plan, TRPC will evaluate projects based on their ability to:

1. Make people safer regardless of the mode in which they travel.
2. Make roadways safer by designing and building multimodal transportation infrastructure that accounts for human behavior and separates people traveling at different speeds.

TRPC's Call for Projects aims to select projects that will help the region achieve the following safety objectives:

- a. Projects that help reduce the number of fatalities and serious injuries on all public roads to zero by 2030.
- b. Projects that help reduce the number of non-motorist fatalities and serious injuries on all public roads (e.g., bicyclists and pedestrians) to zero by 2030.
- c. Projects that help reduce transit-related fatalities, serious injuries, and safety incidents.

SAFETY RANKING

TRPC will evaluate safety based on the project type. There are four categories for ranking a project's safety:

1. Type of project offers greater risk reduction and is a priority outcome from a system or project safety analysis performed by the applicant, 2 points.
2. Type of project reduces risk for collisions, serious injuries, or fatalities, 1 point.
3. Type of project offers minimal safety benefits, 0 point.
4. Type of project may increase risk for collisions, serious injuries, or fatalities, -1 point.

Table 11 shows how the criteria and number of points will be applied.

Table 11: Safety Ranking

Project may increase risk for collisions, serious injuries, or fatalities	Minimal Safety Benefits	Project reduces risk for collisions, serious injuries, or fatalities	Priority Project that offers greater risk reduction
-1 Point	0 Points	1 Point	2 Points
<ul style="list-style-type: none"> • Projects that increase capacity or widen lanes • New construction without multimodal features or complete streets elements • 	<ul style="list-style-type: none"> • Standalone pavement preservation projects such as rehabilitation and reconstruction • Stand-alone chip seals or overlay projects • Vehicle procurement or replacement projects • Stormwater projects • TDM projects without traffic safety education 	<ul style="list-style-type: none"> • Bridge structural retrofit or replacement with multimodal elements. • Bus stop enhancements • Pedestrian and bicycle infrastructure • Intersection or corridor improvements for safety reasons. • Roadway lighting that contributes to safety of vulnerable users such as pedestrian and bicyclist illumination at crossings, intersections, and segments • Sight distance, clear zone improvements. • Street or trail crossing improvements • Pedestrian/bicycle signal improvements. • Traffic Safety Education Programs and Activities. • Speed management features. • Pavement marking repair/replacement • ADA features such as Accessible Pedestrian Signals, curb ramp upgrades, tactile markings on crossings. • Shared-use trail reconstruction or pavement repair 	<ul style="list-style-type: none"> • A project identified through systemic safety analysis. • A project included in an applicant's adopted or officially referenced safety plan.

FEDERAL GRANT PROGRAM ELIGIBILITY INFORMATION

Eligibility criteria and descriptions of project and program activities are provided for the federal STBG and CMAQ grant programs and TRPC's Rural Community Support Program.

SURFACE TRANSPORTATION BLOCK GRANT (STBG)

STBG PROJECT ELIGIBILITY

TRPC will fund a variety of projects throughout the urban and unincorporated rural areas of the region. The flexibility inherent in STBG means that most types of transportation projects other than general-purpose capacity projects are eligible for consideration.

Projects must be located on federal-aid routes (exceptions apply for TA projects funded with STBG funds and certain plans and studies). Projects located on rural minor collectors and local roads are ineligible. Visit WSDOT's Federal Functional Classification Map App to view federal-aid routes:

<http://www.wsdot.wa.gov/data/tools/geoportal/?config=FunctionalClass>

STBG eligible projects and activities include:

- Construction of highways, bridges, and tunnels.
- Construction of ferry boats and terminal facilities.
- Transit capital projects.
- Infrastructure-based intelligent transportation systems capital improvements including vehicle-to-infrastructure communication equipment.
- Truck parking facilities.
- Wildlife crossing structures.
- Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
- Highway and transit safety infrastructure improvements and programs.
- Fringe and corridor parking facilities.
- Recreational trails projects.
- Planning, design, or construction of boulevards and other roadways.
- Protection for bridges and tunnels.
- Surface transportation planning programs, highway and transit research and development, and workforce training.
- Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.
- Projects and strategies designed to support congestion pricing.
- Projects and strategies designed to reduce the number of wildlife-vehicle collisions.
- The installation of electric vehicle charging infrastructure and vehicle-to-grid infrastructure.
- The installation and deployment of current and emerging intelligent transportation technologies, including the ability of vehicles to communicate with infrastructure, buildings, and other road users.

- Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies.
- Protective features, including natural infrastructure, to enhance the resilience of a transportation facility otherwise eligible for assistance under STBG.
- Measures to protect a transportation facility otherwise eligible for assistance under STBG from cybersecurity threats.

For details on Implementation Guidance for the STBG Program as revised by the Bipartisan Infrastructure Law, visit <https://www.fhwa.dot.gov/specialfunding/stp/>

STBG ELIGIBLE APPLICANTS

Eligible applicants include both Traditional and Non-Traditional Partners. All applicants must have projects administered by a CA agency.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

The CMAQ program plays a pivotal role in addressing two critical challenges facing urban areas: traffic congestion and air pollution. Established under the Clean Air Act, CMAQ funding aims to support projects that reduce emissions from transportation sources, improve air quality, and alleviate traffic congestion. Projects must be situated in Thurston County’s PM10 Air Quality Maintenance Area (see Map 1).

Eligible project types include:

1. Implementation of public transit improvements, such as bus rapid transit (BRT) systems, light rail, or commuter rail projects.
2. Development and implementation of bicycle and pedestrian infrastructure, including bike lanes, sidewalks, pedestrian crossings, and bike-sharing programs.
3. Deployment of alternative fuel vehicles (e.g., electric, hybrid, natural gas) and associated infrastructure, such as charging stations or refueling stations.
4. Promotion of ridesharing, vanpooling, and other transportation demand management (TDM) strategies to reduce single-occupancy vehicle trips.
5. Installation of traffic signal synchronization systems and intelligent transportation systems (ITS) to optimize traffic flow and reduce congestion.
6. Implementation of congestion pricing schemes or tolling initiatives to manage traffic demand and reduce vehicle emissions.
7. Deployment of clean vehicle technologies, such as diesel retrofits, particulate traps, or emission control systems, for existing fleets.
8. Introduction of telecommuting programs, flexible work schedules, and other initiatives to reduce peak-hour traffic congestion and vehicle emissions.
9. Support for land use and transportation planning efforts that promote transit-oriented development (TOD), mixed-use zoning, and compact urban design to minimize vehicle travel and enhance air quality.

10. Project planning activities are eligible only if the project leads directly to construction of a CMAQ project; that is, system planning and other non-project specific planning is not eligible.

CMAQ ELIGIBLE APPLICANTS

Eligible applicants include cities, counties, transit agencies, MPOs, tribes, special purpose governments, and non-profit organizations with a public agency sponsor.

For more information about the CMAQ program, visit:

https://www.fhwa.dot.gov/Environment/air_quality/cmaq/reference/cmaq_essentials/

FEDERAL APPLICATION LIMITS AND URBAN FUNDING CAP

OVERVIEW

TRPC's Call for Projects process acknowledge the differences in capabilities among jurisdictions when it comes to developing plans, submitting grant applications, and managing projects awarded with federal funding.

To ensure a fair balance in the selection process of projects to be funded, there are limits on the amount of funding that applicants may request and a funding cap that applies to projects located in the Urban Large geographic area. These limits aims to support both larger and smaller jurisdictions by providing opportunities for their grant proposals to be considered, as long as they align with regional goals.

By implementing the Urban Funding Cap, regional policymakers can distribute funding across various jurisdictions over multiple funding cycles, thereby promoting equitable allocation and supporting a diverse range of projects. This approach helps to advance the overall goals of the region more effectively.

URBAN SMALL AND RURAL STBG MAXIMUM AWARDS

FUNDING REQUESTS

There are no specific limits placed on the amount of funding that applicants from Urban Small and Rural areas can request for STBG and TA grants. However, the awards cannot exceed the maximum available funding levels allocated for each specific geographic area. Applicants have the flexibility to apply for funding in Urban Small, Rural, or a combination of both areas if their project spans across these regions. For instance, a project like pavement preservation in the Grand Mound area that extends into adjacent Rural areas is eligible.

The funding maximum for STBG encompasses the total flexible funding available for these grant programs across Urban Small, Rural, and combined areas.

MAXIMUM FUNDING LEVELS

Table 12a shows the STBG funding available for Urban Small, Rural, and combined areas, based on the federal funds available to program in 2026.

Table 12a. STBG Maximum Award for 2026 Urban Small, Rural, and Combined Projects

	Urban Small	Rural	Urban Small & Rural Combined Project
STBG	\$812,258	\$822,149	\$1,634,407
Flexible	\$1,441,452	\$1,441,452	\$1,441,452
Maximum Possible Award*	\$2,253,710	\$2,263,601	\$3,075,859

Note: The amount of flexible funding shown is the remaining balance after \$800,000 is withdrawn to support the Rural Community Support Program.

ASSUMPTIONS ABOUT FLEXIBLE FUNDS

- Funding for the Rural Community Support Program is drawn from the STBG flexible category.
- Remaining Flexible funds can fund projects in any geographic area.

CMAQ MAXIMUM AWARDS

Each proposal seeking CMAQ program funding cannot exceed \$2 million for a single project phase to be allocated within one fiscal year. For the Federal Fiscal Years (FFY) 2028-2030, applicants have the option to submit multiple proposals for CMAQ funding. Additionally, it is advisable for applicants to include contingency proposals in the event TRPC receives CMAQ allocations in future funding cycles.

URBAN LARGE FUNDING CAP

The Urban Large Funding Cap exclusively applies to proposals that will be implemented within the Urban Large area (see Map 1). Specifically, the funding cap stipulates that no one applicant can accumulate more than 33 percent of the funding available in the first two Calls for Projects, over a three-Call for Projects cycle.

The Funding Cap applies only to STBG and TA Urban Large area grant allocations. The flexible share of funding from these programs is excluded from the Funding Cap as this could be awarded to proposals located in the Urban Small and Rural areas. All CMAQ and CRP funding is also excluded from the Funding Cap. The current funding cap spans the 2022, 2024, and 2026 Call for Projects funding cycles.

An applicant's cumulative balance of awards over the funding cycles is used to determine if they have reached the cap.

In 2024, TRPC recalculated the Funding Cap to account for changes in funding levels between the funding that was forecast for 2024 and the actual 2024 allocation and current programming levels.

For the 2026 Call for Project Process, an applicant cannot exceed \$4,995,276 in combined STBG and TA Urban Large awards. Figure 1 shows the estimated funding cap that would be in effect for

the 2024 and 2026 Call for Projects (see Tables 14a-143 for the calculation of the 33% funding cap derived from the 2022 and 2024 funding cycles).

Figure 1. Funding Cap for Urban Large Area for the 2022-2026 Call for Projects (33% of Funding Cycles 1&2 Combined).

STBG	\$4,283,829
TA	\$711,447
STBG and TA Urban Large Funding Cap	\$4,995,276

FUNDING CAP PENALTY

If an applicant’s combined Urban Large STBG and TA awards exceed the Funding Cap over the three cycles, they become ineligible for additional Urban Large STBG and TA awards for the remainder of the three-cycle period.

NEW THREE-CALL FOR PROJECTS CYCLE

The funding cap levels are reset at the beginning of each new three-cycle period, regardless of whether an applicant exceeded the cap in previous cycles.

FUNDING CAP PENALTY EXCEPTIONS

The penalty does not apply to an applicant who declines or de-obligates funding, allowing them to reapply for funding up to the balance of the funding cap. Contingency project awards or redistributed funding awards do not count against the funding cap. Applicants who reach the funding cap remain eligible to apply for new contingency projects, apply as a lead or a partner for a joint project, or apply as a sponsor for a non-traditional partner project.

LIMIT ON APPLICATIONS SUBMITTED

Applicants can submit up to four proposals (STBG and TA combined) for each geographic category (see Map 1). Applicants can submit up to three joint projects. Applicants are asked to rank their proposal from one (highest) and so on.

Applicants should indicate if their priority proposals could be added to TRPC’s contingency list if it is not selected for a grant award.

LIMIT ON CONTINGENCY PROPOSALS SUBMITTED

There is no limit on the number of contingency list project applications an applicant can submit. TRPC’s [“Obligation Authority Policy and Procedures”](#) provides guidance on how contingency proposals are prioritized for funding.

ADDITIONAL CONSIDERATIONS

To reduce the region’s risk of failing to meet its obligation target, TRPC encourages applicants to split large construction project requests (over \$2.5 million) into project phases that can obligate in differing years. This retains TRPC’s ability to maintain a flexible project list to achieve annual obligation target requirements.

RURAL COMMUNITY SUPPORT PROGRAM (RCSP)

OVERVIEW

The Rural Community Support Program (RCSP) was established by TRPC in partnership with Thurston County to create a reliable funding program for the region’s smaller rural communities and tribal governments. The program can fund small but impactful projects while simplifying the grant application and project implementation processes with minimal barriers.

RCSP AWARD DISTRIBUTION

Thurston County Public Works and the City of Lacey will serve as the fiscal agents for projects awarded in the 2026 Call for Projects. Thurston County will reimburse awardees up to \$550,000 and Lacey up to \$692,000 for eligible project expenses. Successful applicants will receive an award letter from TRPC. A memorandum of understanding between the applicants and Thurston County or the City of Lacey will specify projects’ funding schedule and the process for requesting grant funds. Funds will be distributed as reimbursement upon the successful completion and documentation of project phases. Projects awarded RCSP funds will be eligible for reimbursement over a two-year period as shown:

- Thurston County, \$550,000 available in 2027
- City of Lacey, \$346,000 available by 2030 and \$346,000 in 2031

ELIGIBLE PROJECTS

The federal STBG, TA, and CRP eligible project types offer general guidelines for RCSP project proposals. Because projects will be reimbursed with non-federal funds, applicants have greater flexibility to submit project proposals that align with their community’s priorities. Applicants are encouraged to coordinate with TRPC and Thurston County staff for technical assistance and guidance on their prospective proposals prior to submitting their applications.

RCSP ELIGIBLE APPLICANTS

Eligible applicants include the Nisqually Indian Reservation, the Confederated Tribes of the Chehalis Reservation, the Town of Bucoda, the City of Rainier, and the City of Tenino.

ELIGIBILITY RESTRICTIONS

All RCSP applicants may submit federal grant applications in lieu of an RCSP funding request, however all federal grant requirements will apply to all project implementation phases. TRPC's Federal Transportation Grant Program Call for Projects stipulates that RCSP communities that receive a federal grant award are ineligible to apply for RCSP funding in TRPC's subsequent call for projects cycle.

RCSP EVALUATION PROCESS

EVALUATION OVERVIEW

RCSP projects are funded by local revenue and therefore are not subject to TRPC's Regional Evaluation Criteria. RCSP applications will undergo both a technical and policy review process.

TECHNICAL REVIEW

The technical review, conducted by TRPC's Technical Advisory Committee (TAC), will focus on several key aspects of each proposal:

- **Scope:** This involves examining the intended objectives and extent of the proposed project.
- **Cost:** Evaluation of the budget and financial aspects associated with the project's scope of work.
- **Timeline:** Assessment of the proposed schedule and milestones for project completion.
- **Right of Way:** Examination of the necessary land or property rights required for the project.
- **Environmental Needs:** Consideration of environmental factors and permit requirements related to the proposed project.

POLICY REVIEW

The Transportation Policy Board (TPB) advises the Regional Council on transportation policies and objectives. The TPB will examine each RCSP proposal to evaluate how it aligns with regional transportation policies. The TPB will focus on the following project aspects:

- Direct benefits to the applicant community.
- Broader implications for the community, economy, environment.
- Supporting the overall multimodal transportation network.

The TPB will forward a recommendation for RCSP awards to the Council for project selection.

DEVELOPMENT OF PROPOSALS

Applicants will identify their highest priority project(s) and may also consider contingency proposals that fully support the established TRPC transportation funding priorities. Projects will reflect each applicant’s own internal prioritization processes and procedures. TRPC assumes that all projects submitted have the full support and financial commitment of sponsoring agencies and organizations.

EVIDENCE OF LOCAL PUBLIC PROCESS

Local government applicants must demonstrate their priority proposals originated in or have been open to public involvement process. For example, the proposal may be the implementation step of a planning or study process that involved the public, or it may have been vetted through a transportation improvement plan (TIP) or capital facilities plan (CFP) development process. Applicants should describe any previous opportunity the public has had to provide input on the proposal itself and/or the problem or need the proposal addresses.

APPLICATION COMPLETENESS

All relevant application sections, lines, fields, boxes, and signature requirements must be fully completed and checked for accuracy. For questions that are not applicable, mark “N/A” and skip to the next question. Applicants should develop comprehensive but concise descriptions for each application submitted. Policy makers will review each proposal for how it supports TRPC’s Regional Funding Priorities. Applicants should describe how their proposals will support the Regional Transportation Plan’s goals and policies . Applications should make distinct connections between characteristics of the proposal, issues or needs the proposal addresses, and established Regional Funding Priorities.

CA AGENCY SPONSORSHIP

Applicants without Certification Acceptance (CA) agency status require a CA agency sponsor to administer their project. A CA agency will incur additional administrative cost in assuming CA responsibility, so typically plan for up to 20 percent of the total federal funding requested to cover those costs. The applicant may be expected to contribute to the additional costs that an agency would incur if it acts as your CA agency. Clarify expectations on this up front with CA sponsors and be sure it is factored into proposal cost estimates. *Neither federal law nor TRPC requires local jurisdictions to serve as CA agencies for any other agencies or organizations.*

CA Agency Contact Information

Prospective applicants may contact the following Certification Acceptance agencies for consultation or seeking a CA sponsor for proposals:

Lacey	Chris Stohlberg	Chris.stolberg@cityoflacey.org	360.438.2640
Olympia	Joey Jones	jjones1@ci.olympia.wa.us	360.753.8307
Tumwater	Jeffrey Cook	jcook@ci.tumwater.wa.us	360.754.4048
Yelm	Elizabeth Jones	ElizabethJ@Yelmwa.gov	360.400.5008
Thurston County	Becky Conn	Becky.conn@co.thurston.wa.us	360.867.2349
Intercity Transit	Jessica Gould	jgould@intercitytransit.com	360.705.5808
TRPC	Paul Brewster	brewstp@trpc.org	360.741.2550
WSDOT Olympic Region	John Ho	hojohn@wsdot.wa.gov	360.705.7383

APPLICATION FORMS AND OPTIONAL ATTACHMENTS

Proposals must be submitted using the TRPC application forms. A single fillable Adobe Acrobat form is available to submit both STBG and CMAQ proposals. A separate application form is available for RCSP proposals.

Applicants may submit no more than five pages of additional documentation to establish support for their proposal such as a vicinity map, photos, illustrations, cross-sections, or letters. Additional pages to document Title VI information or to report on the status of existing federal projects does not count toward the five-page limitation.

Application materials are available for download from www.trpc.org. Applicants are encouraged to review the entire application form prior to filling it in. Questions about the application materials may be directed to Paul Brewster, brewstp@trpc.org or 360.741.2526.

IMPORTANT INFORMATION - CALL FOR PROJECTS PROCESS

Some general process guidance applies to the Surface Transportation Block Grant, Transportation Alternatives, and Carbon Reduction Program.

PROJECT OBLIGATION TIMING

CMAQ OBLIGATIONS

- Selected CMAQ proposals will obligate no earlier than October 1, 2027 and must obligate no later than June 30 for each subsequent year, through 2030.

STBG OBLIGATIONS

- Selected STBG proposals will obligate no earlier than October 1, 2029 and must obligate no later than June 30 for each subsequent year, through 2032.

RCSP REIMBURSEMENT

- Selected RCSP project timing and reimbursement is subject to the terms and conditions that will be specified in an agreement between the applicant and Thurston County or Lacey.

STATED OBLIGATION PREFERENCE

Applicants must state their committed year of project obligation on the application form. TRPC staff will coordinate with successful grant recipients to determine the appropriate year of obligation for each project, which will be specified in a project's award letter.

Applicants are encouraged to become familiar with [TRPC's Obligation Authority Policy](#). Failure to meet the committed year of obligation without a committed effort to mitigate the situation with TRPC and WSDOT may result in the awarded funds being withdrawn from the project.

PROPOSAL REVIEW AND SELECTION PROCESS

Thurston Regional Planning Council is responsible for administering these federal funds in a way that fully supports the Regional Transportation Plan, Sustainable Thurston Plan, and established funding priorities, and which is consistent with all applicable state and federal requirements. This process is intended to facilitate that administration of funds.

Proposals will be evaluated for how well they support the Regional Funding Priorities. Projects will be scored and ranked based on their total Regional Evaluation Criteria points. Familiarity with established funding priorities, linkage to existing plans and policies, and clarity in writing for a policy maker audience are all important factors in successful project reviews.

TECHNICAL REVIEW OF PROPOSALS

TRPC staff will conduct the first round of application reviews. Staff will validate each application's eligible points on TRPC's Evaluation Criteria. The Technical Advisory Committee (TAC) will review applications for their technical and financial feasibility, compliance with federal and regional eligibility requirements, and verification of obligation commitments.

After this review, TRPC may guide applicants to make minor refinements to a proposal for clarification. Applicants are encouraged to participate in the review meeting currently scheduled for July 16, 2026, from 2:00 to 4:00 p.m. Notice of this meeting will be sent to all applicants. TRPC staff will follow up with those who are unable to attend.

PUBLIC REVIEW AND COMMENT PROCESS

TRPC will make all proposals available for public review and comment. TRPC will post an announcement on www.trpc.org. Proposals will be available on-line for review or available in hard copy upon request. All comments will be shared with applicants and included in the proposal review package submitted to the Transportation Policy Board and Thurston Regional Planning Council. Public Comments should be submitted in writing to Paul Brewster, brewstp@trpc.org.

TRANSPORTATION POLICY BOARD REVIEW AND FUNDING RECOMMENDATION

The Transportation Policy Board (TPB) is scheduled to consider all proposals during their regular meeting on September 9, 2026, at 8:30 a.m.

The TPB will convene a subcommittee to perform a policy maker review of the proposals, including scoring each proposal, and forwarding a ranked list of projects for the full TPB's consideration. The TPB will consider all TAC recommendations and public comments. On October 14, 2026, the TPB is scheduled to forward a funding recommendation to the Council.

Applicants are encouraged to attend TPB meetings to answer policy makers' questions about their proposals. TRPC staff will notify all eligible applicants of meeting dates.

COUNCIL REVIEW AND FINAL SELECTION

TRPC will conduct a preliminary review of all proposals at its regular meeting on Friday, October 2, 2026. Any questions generated will be forwarded to the TPB or TAC for their consideration. It is not necessary for applicants to attend this meeting, though all are welcome to do so.

On Friday, November 6, 2026, the Council will consider the TPB recommendation, and any public comments received before project selection. The Council will identify those projects to be funded in the 2026 Regional Call for Projects Process. The Council retains final decision-making authority on the distribution of STBG, CMAQ, and RCSP funds to priority projects.

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

The selected proposals will be programmed as funding secure or contingency projects in the 2028-2032 Regional Transportation Improvement Program (RTIP). Approval of TRPC's RTIP and subsequent amendments will program eligible projects in the State Transportation Improvement Program. The programming and administration of the RTIP is necessary for projects to be eligible for obligation in the applicant's desired year. TRPC staff will work with successful applicants to meet these programming requirements.

ACKNOWLEDGEMENT

Successful applicants are requested to acknowledge TRPC in press releases and other project notifications that their projects are funded with federal transportation dollars awarded by Thurston Regional Planning Council.

KEY TERMS AND CONCEPTS

The following terms and concepts apply to the federal transportation funding programs as administered by TRPC.

Traditional Transportation Partner

Any local agency that provides general purpose, surface transportation facilities, programs, and services as a part of its core mission. For this process, Traditional Transportation Partners include only Bucoda, Lacey, Olympia, Rainier, Tenino, Tumwater, Yelm, Thurston County, the Confederated Tribes of the Chehalis Reservation, the Nisqually Indian Tribe, and Intercity Transit.

Non-Traditional Transportation Partner

Any agency or organization other than those identified above that provides surface transportation facilities, programs, or services that directly support the goals and policies of the Regional Transportation Plan. Examples of these partners include TRPC, the Port of Olympia, school districts, state and federal natural resource agencies, fire districts, and non-profit organizations.

Eligibility Requirements

Within the constraints of federal guidelines, TRPC has adopted funding priorities and project requirements that serve as regional eligibility criteria. Applicants must also meet all federal requirements, as determined by the Washington State Department of Transportation (WSDOT) Local Programs staff.

Project Administration

Federal Transportation Grant recipients are required to adhere to the policies, standards, and procedures described in the WSDOT Local Agency Guidelines (known as the [LAG Manual](#)).

The Federal Highway Administration (FHWA) through a Stewardship Agreement, delegates authority to WSDOT for approving project development and construction administration. WSDOT has the option of delegating some or all this authority to qualified local agencies, state or federal agencies, or tribal governments. This procedure permits an agency to retain more of the approval authority at the local level when developing FHWA assisted transportation projects. WSDOT delegates this authority through a Certification Acceptance (CA) program. The CA program allows a local agency to save time and money, since the agency has the authority to develop, advertise, award, and manage its own projects.

Prior to submitting their application, applicants must identify a CA agency that will sponsor the proposal(s) and obtain a signature of a representative with CA status.

Contingency Proposals

In addition to submitting high priority proposals, applicants are encouraged to submit lesser priority proposals that could be funded should additional funding become available. Consideration will be given to contingency proposals that can quickly obligate, are scalable in scope so as to accept more or less funding and have fewer permitting requirements.

The Council may subsequently select contingency proposals and award funding as conditions allow. Additional funding may become available through a future annual allocation, redistributed STBG funds from states that did not meet their obligation targets, or a local need to quickly reprogram the timing of projects to meet obligation targets.

Jurisdictions with selected contingency proposals will receive a conditional award letter. Selected contingency proposals will be programmed as projects in Appendix A: Other Secured and Planned TIP Projects in the Regional Transportation Improvement Program (RTIP).

Obligation Targets

Obligation targets refer to state-mandated annual targets for federal funding obligation that TRPC must attain. Targets reflect federal fiscal year constraints (October 1 through September 30). TRPC award letters will specify each project's required obligation date.

Funding Awards by Phase

With rare exceptions, projects with multiple phases – Preliminary Engineering (PE), Right-of-Way (ROW), and Construction (CN) – will be awarded funds for one phase at a time. Completion of milestones that enable funding for a subsequent phase to be obligated is required before additional funds will be awarded. For most projects, this entails completion of federal level permitting requirements. Applicants are required to submit a separate application for each project phase if they occur in separate years.

Readiness to Proceed

Recognizing that different phases of a project have different federal requirements before they can obligate, project sponsors will be asked to demonstrate that their projects have or will meet all necessary federal requirements needed to complete obligation. For the preliminary engineering phase of projects, vehicle acquisition, planning, design-only, or corridor study projects, this requires no additional documentation. For right-of-way and construction phases, readiness to proceed will be demonstrated by completion of federal level permitting. Note the details on the STBG application that addresses information about construction and right-of-way project readiness.

For a federal application to be considered in the Call for Projects process, the applicant must coordinate in advance with WSDOT Olympic Region Development Services offices if the project is adjacent to a state route, crossing a state route; or within WSDOT's rights of way.

Sanctioning of Funds

TRPC is required to meet annual obligation targets mandated by WSDOT. WSDOT implemented a 'use it or lose it' policy in 2013 to: 1) Reduce the amount of federal funds tied up on projects that are not progressing as planned; and 2) Increase the rate of project delivery. To achieve its annual targets, TRPC reserves the right to rescind awarded funds from projects that fail to meet scheduled obligation dates. Conditions of TRPC's Obligation Authority will be specified in the award letters of selected projects and guided by TRPC's Obligation Authority Policy.

FREQUENTLY ASKED QUESTIONS

This section includes commonly asked questions about these federal funding programs and the TRPC funding process.

Does a proposal have to address all regional funding priorities for a STBG grant?

No, to be eligible, a proposal must only demonstrate how it addresses one of the funding priorities identified by TRPC. However, a proposal that addresses multiple priorities is likely to score as a high priority project.

Does a proposal have to be a construction project to be considered a priority?

No, proposals do not have to include construction activities to be considered a regional priority. Examples of other potential priority project types include corridor or sub-area plans; development of street design standards to incorporate “complete street” concepts; transit vehicle acquisitions; park-and-ride facility planning; systems analysis; signal systems; and traffic safety education activities. A good investment in construction begins with a good investment in analysis and planning. Applicants are not bound to a single type of project in this process.

Does a proposal that meets regional and federal eligibility requirements guarantee funding?

No, compliance with eligibility requirements only means that TRPC will consider the proposal for funding.

To be successful in securing funds, a proposal should have a positive impact on the community and be competitive with TRPC’s Regional Evaluation Criteria. The completeness and accuracy of an application increases a proposal’s likelihood of receiving funding. To increase the appeal of your proposal:

- **Familiarize yourself with the region’s transportation priorities, TRPC’s Regional Transportation Plan, and Sustainable Thurston’s Action Plan (*Creating Places, Preserving Spaces*).** Make sure that your proposal and description clearly speak to the funding priorities in the context of overarching regional policies.
- **Make sure your proposal is well thought out and the description is easy to understand.** Policy makers will have a hard time recognizing a great project if the description is unorganized or incomplete. Use plain English to clearly convey the intent and benefits of your proposal.
- **Be clear and concise.** Making a great pitch for your proposal doesn’t mean writing pages and pages of description. Applicants are limited to 150, 300, or 500 word counts for most sections on the application forms. Information should be succinct and compelling. Tip – edit your narrative content in Microsoft Word, perform a word count, and paste the final version in the application form.
- **Be prepared.** If you haven’t lined up your Certification Acceptance (CA) agency, or verified federal eligibility requirements, your proposal will not be considered eligible.

- **Be ready to answer questions.** The technical and policy reviews may generate specific questions about your proposal or how you plan to implement it. This is the reviewers' responsibility and is meant to ensure that they fully understand what you are proposing to do with a regional grant.
- **Don't over commit!** Federal grant funds place a heavy emphasis on accountability. Be realistic in your assessment of project obligation schedules considering your other agency commitments and availability of match resources. Don't lose your grant by being unaware of what obligation entails or how long it takes. The technical review will pay attention to the ability to deliver project obligation schedules.

TRPC has a responsibility to allocate these public funds wisely. Policy makers will look for innovative, resourceful, and competitive proposals that will generate significant return on the investment for the traveling public. They are likely to be hesitant about proposals that seem too experimental or are not well thought out.

I have an idea for a proposal, and I know it will really work! How do I find out if it is eligible for funding?

Remember that this is a federal funding program – lots of flexibility, but many administrative requirements are attached to the revenue. You need to ensure that your proposal meets regional and federal eligibility requirements.

Your best strategy is to discuss your proposal with knowledgeable staff at TRPC, WSDOT Olympic Region, or local agencies as soon as possible. Learn about possible pitfalls early in the project development process so that you have time to make course corrections or rethink your proposal.

Once applications have been submitted, TRPC prohibits major rewrites of proposals to address eligibility issues. Minor revisions after the technical review may be accepted case-by-case.

The final authority on federal eligibility is the WSDOT Office of Highways and Local Programs. Applicants are strongly advised to contact John Ho at WSDOT Olympic Region to confirm that proposals are fully eligible under federal funding guidelines (by phone at 360.705.7383 or by email at hojohn@wsdot.wa.gov).

Why does this process distinguish between 'traditional' and 'non-traditional' transportation partners?

Every local jurisdiction in the region has unfunded safety, preservation, efficiency, and enhancements projects. These projects are needed to support the regional transportation system, but there is simply not enough money to fund them. Policy makers established a process that will enable some of these highest priority projects to move forward in every jurisdiction.

However, policy makers wanted to make sure that other agencies or organizations could also participate in these funding programs. Therefore, TRPC encourages proposals from non-traditional

transportation partners. In the context of this process, non-traditional partners may include, but are not limited to, certain nonprofit organizations or service providers, state agencies, Port of Olympia, and school districts.

Note that most non-traditional partners must apply as project co-sponsors for Transportation Alternatives (TA) Program grants.

If my proposal is selected, will TRPC give me the money to do the work?

No, you will not receive any money up front. STBG and TA grants are reimbursement-type grant programs. Grant recipients must follow [WSDOT's Local Agency Guidelines](#) to administer their projects. Project sponsors will submit approved invoices to the Federal Highway Administration via WSDOT Local Programs Olympic Region. You will be reimbursed for all eligible work up to the amount awarded in your grant. If you receive funding, you will work with WSDOT on the frequency of invoice submittal.

I have more questions. Who can I contact for more information?

Prospective applicants are encouraged to contact TRPC staff with any questions or project ideas. TRPC staff may also be available to meet with your project team.

Contact

Paul Brewster, Interim Planning Manager

Email: brewstp@trpc.org

Phone: 360.741.2526



MEMBERS:

- City of Lacey
- City of Olympia
- City of Rainier
- City of Tenino
- City of Tumwater
- City of Yelm
- Confederated Tribes of the Chehalis Reservation
- Nisqually Indian Tribe
- Town of Bucoda
- Thurston County
- North Thurston Public Schools
- Olympia School District
- Tumwater School District
- Intercity Transit
- LOTT Clean Water Alliance
- Port of Olympia
- PUD No. 1 of Thurston County

ASSOCIATE MEMBERS:

- Lacey Fire District #3
- Puget Sound Regional Council
- The Evergreen State College
- Thurston Conservation District
- Thurston Economic Development Council
- Timberland Regional Library

MEMORANDUM

TO: Transportation Policy Board

FROM: Katrina Van Every, Transportation Manager

DATE: April 1, 2026

SUBJECT: State Fiscal Year 2027 Unified Planning Work Program

PURPOSE

Staff will provide an overview of the draft State Fiscal Year (SFY) 2027 Unified Planning Work Program (UPWP). Members will be asked to recommend to Council that the UPWP be adopted.

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.
- State requirements of Regional Transportation Planning Organizations (RTPOs) and federal requirements of Metropolitan Planning Organizations (MPOs) and Transportation Management Areas (TMAs) govern much of the transportation work program. TRPC also incorporates regional transportation planning priorities into the work program for review by the Transportation Policy Board (TPB) and approval by the Council.
- The UPWP also includes other federally funded planning projects in the Thurston region.
- Federal Highway Administration, Federal Transit Administration, and Washington Department of Transportation reviewed the UPWP on March 24, 2026, and their feedback has been incorporated into the draft.
- The Technical Advisory Committee (TAC) will review the UPWP at their April 2nd meeting, and Council will conduct their first review at their May 1st meeting.
- This item will return to Council in June for final action.

REQUESTED ACTION

Recommend Council adopt the State Fiscal Year 2027 Unified Planning Work Program.



kve:ss
Attachments

Elissa Gertler
Executive Director

2411 Chandler Court SW
Olympia, WA 98502
360-956-7575
360-741-2545 Fax
www.trpc.org

EQUITY CONSIDERATIONS

The Unified Planning Work Program (UPWP) describes how state and federal funding will be utilized in the Thurston Region, including TRPC's efforts to integrate equity considerations into transportation decision-making.

BACKGROUND

As the Metropolitan Planning Organization (MPO, federal), the Transportation Management Area (TMA, 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 how TRPC conducts its regional transportation work program in compliance with state and federal requirements and incorporates local priorities. The next UPWP covers the State Fiscal Year (SFY) 2027 (July 1, 2026, to June 30, 2027.)

The following are the major elements of the UPWP:

1. Program Management.
2. Project Programming and Tracking.
3. On-going Multimodal Transportation Planning and Outreach.
4. Data Collection, Analysis, and Forecasting.
5. Major Initiatives.

Estimated revenue for the UPWP 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.

The directly distributed federal and state funds do not support TRPC's entire transportation work program. Since 1995 the Council has allocated additional planning funds for Regional Transportation Planning Priorities funded with federal Surface Transportation Block Grant (STBG) planning funds. 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. This funding supports both on-going activities that our members rely on, and specific initiatives identified by TPB and Council.

Toll credits are currently used as the 13.5 percent local match component for the STBG funding; based on feedback from WSDOT staff, we should expect toll credits to be available for the foreseeable future. When toll credits are no longer available, the 13.5 percent match requirement will need to be funded once again by TRPC member dues.

TRPC estimates a UPWP budget of \$1.74 million for SFY 2027. Table 2 (page 4) provides a breakdown of funding sources.

TRPC also maintains reserve and carryover funds, which are used to address emerging issues and support SFY 2028 activities. Funds are carried over each year to buffer against the unpredictability of when federal funds become available. The reserve and carryover funds for SFY 2027 are estimated at \$191,099.

PROGRAM OVERVIEW

1. **Program Management** includes the essential functions needed to manage federal transportation funds.
2. **Project Programming and Tracking** includes tasks related to programming out and monitoring federal funds from the Surface Transportation Block Grant (STBG), Surface Transportation Block Grant Set-Aside (TA), Carbon Reduction Program (CRP), and Congestion Mitigation and Air Quality Improvement Program (CMAQ). It also includes managing the congestion management process, the two-year review of the regional transportation plan, and work on federally required performance measures.
3. **On-going Multimodal Transportation Planning and Outreach** includes tasks related to other federal and state planning requirements, coordination at all levels of government, and local priorities to ensure a continuous, cooperative, and comprehensive planning process.
4. **Data Collection, Analysis, and Forecasting** includes activities such as managing data and providing GIS and transportation modeling support.

5. **Major Initiatives** are those activities that help TRPC meet its MPO, TMA, and RTPD requirements and support the region’s priorities. For SFY 2026, this includes support for the update of the Coordinated Human Services Transportation Plan, which is due by the end of 2026.

TARGET ZERO MANAGER

TRPC staff is in the process of contracting with the [Washington Traffic Safety Commission](#) (WTSC) to host the Target Zero Manager for the Thurston region at TRPC. WTSC is Washington’s designated highway safety office and manages the state’s behavioral traffic safety programs. These programs seek to prevent impaired driving, distracted driving, speeding, and other high-risk behaviors that lead to traffic deaths and injuries. The Target Zero Manager program is one of the WTSC’s programs to aim to help the state achieve Target Zero: reducing traffic fatalities and serious injuries to zero.

The Target Zero Manager program is stable (30+ years) with a stable source of funding (both state and federal). However, the funding is not sufficient to cover the full cost of the position for the Thurston region. Because we see many benefits to hosting the Target Zero Manager at TRPC, staff is proposing adjusting the STBG funding we use to support TRPC’s base functions in the Unified Planning Work Program (UPWP) from \$750,000 to \$800,000. The additional \$50,000 will be used to supplement the funding we receive from the WTSC and hire a new assistant planner to take on this role. Table 1 shows the estimated funding for a three-year contract with the WTSC

Table 1. Estimated Cost for Targe Zero Manager¹

Fund Source	Year 1	Year 2	Year 3	Total
WTSC	\$181,000	\$189,000	\$198,000	\$568,000
TRPC	\$50,000	\$52,000	\$54,000	\$156,000
Total	\$231,000	\$241,000	\$252,000	\$614,000

If the additional funding through the UPWP is approved, staff will execute a contract with the WTSC; the contract is expected to start in October 2026 and last three years with the opportunity to renegotiate and renew. Staff will begin recruitment in the summer so that the new assistant planner can hit the ground running in October.

UNFUNDED NEEDS

In addition to program activities that we can accommodate within the existing regional transportation work program, the region has identified 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.

Existing unfunded needs being carried forward from the current UPWP include:

- Access to “Big Data” – \$500,000
- Bicycle Map 9th Edition – \$100,000
- Multimodal Level of Service Phase 2 – \$500,000
- Neighborhood Centers Study – \$500,000
- Pedestrian/Walkability Strategy – \$500,000
- Regional Carbon Reduction Strategy – \$350,000
- Regional Trails Crossing Signage Standards – \$250,000
- Regional Trails Work Program 2031-2035 – \$700,000
- Transportation Resiliency Strategy – \$500,000 plus cost of an earthquake structural assessment for bridges

¹ This estimate assumes a three-year contract with a 4.5% annual cost increase to account for the staff person’s step increase and a 3% cost of living adjustment. This estimate is subject to change.

MEMORANDUM

Page 4

April 1, 2026

New unfunded needs proposed to be added in the next state fiscal year include:

- Phase 2 Bicycle Connectivity Strategy - \$400,000
- Thurston to King County Transportation Demand Management - \$750,000
- Safe Routes to School Coordination - \$250,000
- Mega-region Model Integration - \$1,000,000

NEXT STEPS

The following is the anticipated schedule for adopting the SFY 2027 UPWP:

- March 24: Review meeting with WSDOT, FHWA, and FTA
- April 2: TAC review
- April 8: TPB recommendation
- May 1: Council's first review
- June 5: Council action
- July 1: Adopted UPWP goes into effect

Table 2. SFY 2027 Estimated Revenue

Work Element	Carryover CPG Funds		SFY 26 CPG Funds		WSDOT	FHWA thru WSDOT*	Total Revenue
	CPG Funds	TRPC Match 13.5%	CPG Funds	TRPC Match 13.5%	RTPO Funds	STBG	
1. Program Management	\$41,751	\$6,516	\$142,968	\$22,313	\$43,061	\$218,391	\$475,000
2. Project Programming and Tracking	\$21,711	\$3,388	\$74,343	\$11,603	\$22,392	\$113,563	\$247,000
3. Ongoing Multimodal Transportation Planning†	\$28,127	\$4,390	\$96,315	\$15,032	\$29,010	\$147,126	\$320,000
4. Data Collection, Analysis, and Forecasting†	\$52,914	\$8,258	\$181,193	\$28,279	\$54,574	\$276,782	\$602,000
5. Major Initiatives	\$8,438	\$1,317	\$28,895	\$4,510	\$8,703	\$44,138	\$96,000
Total	\$152,941	\$23,869	\$523,714	\$81,736	\$157,740	\$800,000	\$1,740,000

*Toll credits are used as 13.5% local match

†The [Bipartisan Infrastructure Law](#) of 2021 requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. The MPO certifies this activity meets this requirement.

CPG Consolidated Planning Grant
 FHWA Federal Highway Administration
 RTPO Regional Transportation Planning Organization
 STBG Surface Transportation Block Grant
 TRPC Thurston Regional Planning Council
 WSDOT Washington State Department of Transportation

REQUESTED ACTION

Recommend Council adopt the State Fiscal Year 2027 Unified Planning Work Program.

June 5, 2026

**THURSTON REGIONAL PLANNING COUNCIL
RESOLUTION NO. 2026-03**

RELATING to the State Fiscal Year 2027 (July 1, 2026-June 30, 2027) Unified Planning Work Program.

WHEREAS, Thurston Regional Planning Council (TRPC) is the agency designated by the governor as the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO) for the Thurston region; and

WHEREAS, TRPC is also federally designated as a Transportation Management Area (TMA) for the Thurston region; and

WHEREAS, as an MPO, RTPO, and TMA for the Thurston region, TRPC receives funds that are intended to help ensure a continuous, cooperative, and comprehensive regional transportation planning process; and

WHEREAS, TRPC has the obligation as an MPO, RTPO, and TMA to develop a Unified Planning Work Program (UPWP); and

WHEREAS, the UPWP is a required document describing how federal and state funds will be used for transportation planning purposes in the Thurston region.

NOW, THEREFORE BE IT RESOLVED BY THE THURSTON REGIONAL PLANNING COUNCIL:

THAT the scope, content, budget, and funding sources of the State Fiscal Year 2027 Unified Planning Work Program be approved as per the attachment with the understanding that minor changes may be required following State review; and

THAT the Regional Transportation Improvement Program be amended to secure the federal Surface Transportation Program Block Grant funds necessary to undertake the State Fiscal Year 2027 Regional Transportation Planning Priorities as described in the Unified Planning Work Program; and

THAT any local match will be finalized through the TRPC budget process; and

THAT the Executive Director is authorized to file the necessary applications and execute contracts with the Washington State Department of Transportation upon completion of legal reviews.

Adopted this 5th day of June 2026.

ATTEST:

Elissa Gertler
Executive Director

Eileen Swarthout, Chair
Thurston Regional Planning Council



Thurston Regional Planning Council

Unified Planning Work Program

STATE FISCAL YEAR 2027
(July 1, 2026 to June 30, 2027)



MARCH 26, 2026 DRAFT

[INSERT ADOPTING RESOLUTION]

Notice of Title VI Rights (FHWA)

Thurston Regional Planning Council (TRPC) hereby gives public notice that it is the agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal Highway Administration (FHWA) program or other activity for which the agency receives federal financial assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has the right to file a formal complaint with TRPC. Any such complaint must be filed with the TRPC Title VI Coordinator within 180 days following the date of the alleged discriminatory occurrence. Title VI Complaint Forms may be obtained from TRPC at no cost to the complainant.

To file a Title VI discrimination complaint, contact:

Chelsea Embree, Title VI Coordinator
2411 Chandler Ct SW
Olympia, WA 98502
(360) 956-7575
info@trpc.org

Washington State Department of Transportation
Office of Equity and Civil Rights – Title VI
Box 47314
Olympia, WA 98504-7314
(360) 705-7090
TitleVI@wsdot.wa.gov

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For more information contact:
Thurston Regional Planning Council
2411 Chandler Court SW
Olympia, WA 98502
360.956.7575
info@trpc.org

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PREFACE

Regional transportation planning is the process of looking at the transportation system as a whole, without regard to jurisdiction or travel mode. The goal is to make decisions that – over time – result in more access, more choices, a resilient economy, and a more sustainable relationship with our natural and social environment. Elements of regional transportation planning include:

- Coordinating among jurisdictions, residents, businesses, and other interests to identify a direction for the region’s transportation system and then maintaining a course to get there.
- Exploring issues and opportunities and evaluating the consequences of choices both large and small.
- Collaborating and communicating among diverse and seemingly unrelated organizations with a common interest in transportation and livable communities.
- Weighing alternatives and prioritizing among important and sometimes competing options, making difficult decisions, and at times, reconsidering a decision based on updated information.
- Answering questions that often lead to more questions.
- Looking at transportation and seeing not just cars and buses, but community livability, environmental quality, social equity, financial responsibility, economic vitality – across whole generations.

The Thurston region has a long-standing commitment to coordinated, comprehensive transportation planning. This region has traditionally gone above and beyond the mandates required by federal and state law, dedicating its own resources and securing additional revenues to tackle those issues that are a high priority for the people of Thurston County, and which are essential to maintaining a high quality of life in the region.

This document details how this region complies with its federal and state mandates and includes discussion of other efforts that help this region make progress on its near- and long-term goals. Readers interested in this region’s transportation activities are encouraged to visit the TRPC website at www.trpc.org for additional information.

BACKGROUND

The Unified Planning Work Program (UPWP) is a required document describing how federal and state funds will be used for transportation planning purposes. As the Metropolitan Planning Organization (MPO), the Transportation Management Area (TMA), and the Regional Transportation Planning Organization (RTPO) for the Thurston region, Thurston Regional Planning Council (TRPC) receives funds that are intended to help ensure a continuous, cooperative, and comprehensive regional transportation planning process. Both federal and state laws govern how these funds are to be used and reported.

Federal Metropolitan Planning Organization (MPO)

TRPC is the federally designated Metropolitan Planning Organization (MPO) in Thurston County, Washington. The purpose of an MPO is to encourage and promote the safe and efficient management, operation, and development of the transportation system that will:

- Serve the mobility needs of people and freight;
- Foster economic growth and development;
- Better connect housing and employment;
- Take into consideration resiliency needs; and
- Minimize transportation-related fuel consumption and air pollution ([23 USC Section 134](#)).

Lead planning agencies receive dedicated Federal Highway Funds known as Title 23 USC Planning Funds (PL) and transit planning funds known as Title 49 USC Section 53 Metropolitan Planning Funds (5303) to carry out their transportation programs. Reporting requirements for Federal Highway funds are explained in [23 CFR 420.111](#). In addition, Surface Transportation Block Grant (STBG) funds used for eligible planning purposes must be identified separately in the UPWP ([23 CFR 420.119\(e\)](#)).

Federal PL and 5303 funds are allocated through the Washington State Department of Transportation (WSDOT) as a Consolidated Planning Grant (CPG) based on a formula described in [23 CFR 450.308](#). Funding is distributed on an annual basis tied to each MPO's annual Unified Planning Work Program (UPWP). STBG planning funds are allocated through TRPC's Council.

Agencies participating as members of the MPO include the Confederated Tribes of the Chehalis Reservation, the Nisqually Indian Tribe, the cities of Lacey, Olympia, Tumwater, Rainier, Tenino, and Yelm, the Town of Bucoda, Thurston County, Intercity Transit, and WSDOT.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provide joint guidance on priority work program emphasis areas for MPOs. The MPO focuses on compliance with the 10 federal planning factors identified in [23 USC §134](#) and [23 CFR §450](#), listed below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operations.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

Federal Transportation Management Area (TMA)

TRPC is also federally designated a Transportation Management Area. Transportation plans and programs within a TMA must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and transit operators ([23 USC 5303\(k\)](#)). The transportation planning process must include a congestion management process to effectively manage and operate the transportation system on a regional scale. TRPC established its congestion management process on November 1, 2024.

To ensure the MPO's planning processes are being carried out consistent with federal law, the FHWA and the FTA must certify the transportation planning process at least once every four years. TRPC's first certification is due no later than June 5, 2027.

State Regional Transportation Planning Organization (RTPO)

In addition to its status as an MPO, TRPC is also the state-designated Regional Transportation Planning Organization (RTPO) for Thurston County. One of the purposes of an RTPO is to see that provisions of the Washington State Growth Management Act ([RCW 47.80.023](#)), as further defined under Washington Administrative Code ([WAC Section 468.86](#)), are met.

WSDOT directly appropriates funding for the RTPO to carry out the regional transportation planning program.

The regional transportation planning program is meant to foster an ongoing transportation planning and decision-making process that actively plans for the improvement of regional transportation systems and coordinates this process among jurisdictions. Intended to be integral to local and regional growth management efforts, state laws stipulate that regional planning should adhere to the following principles ([WAC 46.86.090](#)):

1. Build upon applicable portions of local comprehensive plans and processes and promote the establishment of a regional perspective into local comprehensive plans.
2. Encourage partnerships between federal, state, local, and tribal governments, special districts, the private sector, the general public, and other interest groups during conception, technical analysis, policy development, and decision processes in developing, updating, and maintaining the Regional Transportation Plan.

3. Ensure early and continuous public involvement from conceptual planning through decision-making.
4. Be an on-going process and incorporate short- and long-range multimodal planning activities to address major capacity expansion and operational improvements to the regional transportation system.
5. Use regionally coordinated, valid and consistent technical methods and data to identify and analyze needs.
6. Consider environmental impacts related to the development of regional transportation policies and facilities.
7. Address the policies regarding the coordination of transportation planning among regional jurisdictions, including the relationship between regional transportation planning, local comprehensive planning, and state transportation planning.

Within these principles, regions develop their own on-going planning process for developing and refining the regional transportation plan. Regions also provide a forum for discussing regional transportation planning issues.

State law stipulates that public investments in transportation should support achievement of these policy goals ([RCW 47.04.280](#)):

- **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services, including the state ferry system;
- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system;
- **Stewardship:** To continuously improve the quality, effectiveness, resilience, and efficiency of the transportation system;
- **Mobility:** To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility;
- **Economic vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy; and
- **Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

TRPC uses state transportation planning funding to help implement locally and regionally adopted plans that support the State's Growth Management Act.

Federal and State Requirements

Each year FHWA, FTA, and WSDOT provide guidance to TRPC for the development of the UPWP. This year's guidance identified the tasks listed in Table 1.

Table 1. Federal and State Requirements

Task	State (RTPO)	Federal (MPO)	Federal (TMA)
Program Administration	√	√	√
Unified Planning Work Program	√	√	√
Annual Performance and Expenditure Report	√	√	√
Public Participation/Education	√	√	√
Tribal Involvement	√	√	√
Biennial invitation to federally recognized tribes that hold reservation or trust land within the planning area to become voting members of the organization	√		
Title VI Plan and Reporting	√	√	√
Coordinated Public Transportation – Human Services Transportation Plan	√		
Transportation Improvement Program	√	√	√
Annual Self-Certification		√	√
Annual Listing of Obligated Projects		√	√
Long-Range Transportation Plan	√	√	√
Biennial RTP Review	√		
Coordination with Other Planning Organizations	√	√	√
Comprehensive Plan and Countywide Planning Policy Certification	√		
Transportation Performance Management		√	√
314 Agreement update (where applicable)		√	√
Congestion Management Process			√
TMA Certification Review (4-year cycle)			√
Work identified to address corrective actions/recommendations from TMA certification reviews			√

Federal and State Emphasis Areas

FHWA, FTA, and WSDOT typically identify additional factors they would like to see addressed within the regional transportation planning program.

Federal Emphasis Areas from FHWA and FTA are not available at this time.

State emphasis areas include:

- **Administrative**, including working with WSDOT to continue clarifying and documenting the duties of RTPOs and MPOs.
- **Planning collaboration**, including but not limited to:
 - Certifying that the transportation elements of local comprehensive plans are consistent with the adopted regional transportation plan;

- Coordinating with WSDOT on updates to the Statewide Multimodal Transportation Plan, the State Transportation Carbon Reduction Strategy, the Statewide Public Transportation Plan, and the State Freight Plan;
- Coordinating with WSDOT on implementing new requirements for vehicle miles travel reduction, land use/housing, and multimodal level of service;
- Supporting WSDOT and local agencies on the Sandy Williams Connecting Communities program; and
- Incorporating truck parking needs into planning efforts

Regional Planning Priorities

TRPC's strategic plan for 2024-2028 sets out the agency's vision, mission, and values. TRPC's planning priorities for 2024-2028 are to:

Move People and Goods

1. Preserve the region's existing transportation system, make strategic system investments, improve safety, and expand multimodal transportation options, including vehicle trip reduction.
2. Scope and implement transportation work holistically – incorporating land use, climate change, diversity, equity, inclusion, and belonging, and sustainability.

Foster Sustainable Growth

3. Preserve the Thurston region as a livable, healthy, & sustainable region.

Collaborate Regionally

4. Support member organizations and other partners' efforts to tackle cross jurisdiction issues.

Inform and Engage Community

5. Actively use and promote TRPC's data, mapping, modeling, and planning to inform decision-makers and others about issues that relate to TRPC's Vision, Mission, and Values.
6. Foster ongoing, meaningful relationships with members, partners, community groups, and community leaders to help ensure that TRPC's work adequately reflects the needs and input of all Thurston region residents.

Enhance Agency Functions

7. Create a work environment that attracts and retains a highly qualified staff that is adequately resourced to conduct innovative and high-quality planning, data, modeling, convening, and informing.

Budget

The budget identifies the following items:

- Expected revenues by fund type
- Planned expenditures by fund type
- Federal funds rolled over from the previous year
- Fund sources being used as match to federal funds
- Other federal funding used for transportation planning
- Surface Transportation Block Grant funds used to supplement the UPWP program

Other Multijurisdictional or Local Planning Projects

The Council also approves planning projects as part of the competitive process for STBG funds. On occasion, a local jurisdiction or coalition of local jurisdictions asks TRPC to lead a planning project on their behalf. These projects are noted in the UPWP.

Adoption Process

The UPWP is a one-year document based on the July 1st to June 30th state fiscal year (SFY). Each spring (third quarter of the SFY), TRPC develops and submits a new UPWP for state and federal review for implementation at the beginning of the next state fiscal year.

As the federally designated MPO for Thurston County, TRPC is responsible for preparing the UPWP. TRPC develops the UPWP through a collaborative process involving TRPC member jurisdictions, Intercity Transit, WSDOT Olympic Region staff, and WSDOT Tribal and Regional Integrated Planning staff. [Table 2](#) shows the schedule and major milestones for the UPWP's development and adoption.

Table 2. *UPWP Development and Adoption Schedule*

Task or Milestone	Date
Federal and State Partner Review of draft UPWP	March 24, 2026
TAC Review of draft UPWP	April 2, 2026
TPB Review of draft UPWP	April 8, 2026
TRPC 1st Review of draft UPWP	May 1, 2026
TRPC Action on UPWP	June 5, 2026
UPWP goes into effect	July 1, 2026

Revision Process

Federal and state funding presented in this UPWP is an estimate. Timing of funding availability is difficult to predict; often emerging issues become critical issues; and lack of available funding may lead to changes to the work program over the course of the state fiscal year. For that reason, there is a great deal of flexibility needed when implementing the tasks within the UPWP.

Administrative Modifications

The UPWP may be amended when minor revisions occur, including a change in the transportation work program's budget when the change is less than 25 percent of the budget. Changes related to funding source billings are considered minor and therefore treated as administrative modifications.

Administrative modifications do not need to be approved by Thurston Regional Planning Council prior to being submitted to WSDOT.

Amendments

The UPWP must be amended when substantive changes occur, including under the following circumstances:

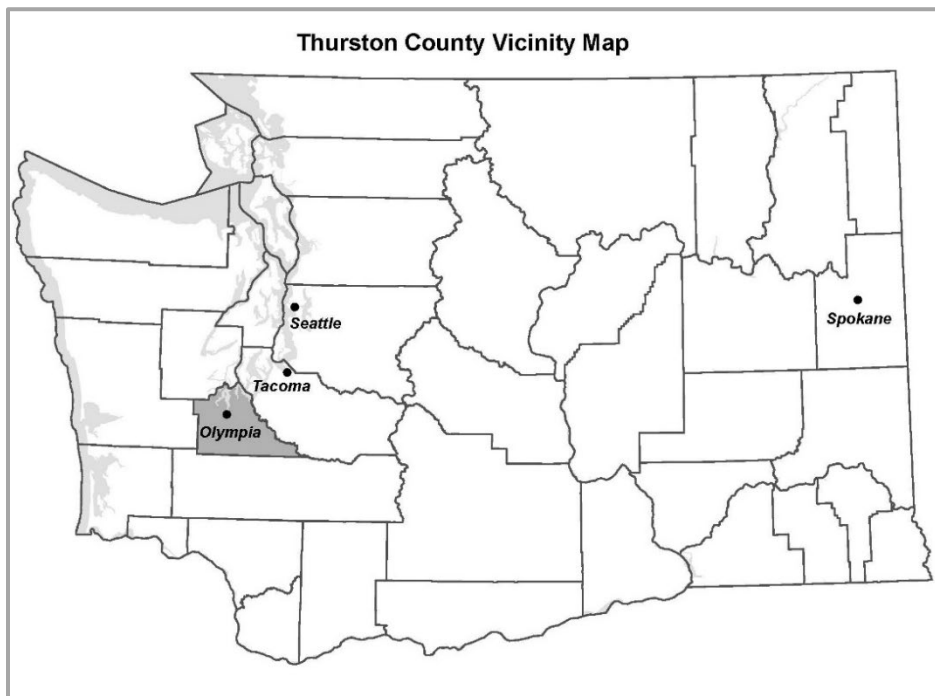
- a. A 25 percent or greater increase in total Professional Services expenses;
- b. A 25 percent or greater increase in the transportation work program's budget;
- c. A new work program task is identified; or
- d. WSDOT requests an amendment for another substantive reason.

Amendments must be approved by Thurston Regional Planning Council prior to being submitted to WSDOT for state and federal approval.

Description of the Region

The regional transportation planning activities described in this UPWP cover a single-county region defined by the boundaries of Thurston County, Washington. This fast-growing region, which is also the seat of state government, is located along the southernmost reaches of Puget Sound. It is bordered by the counties of Pierce, Mason, Lewis and Grays Harbor (Figure 1).

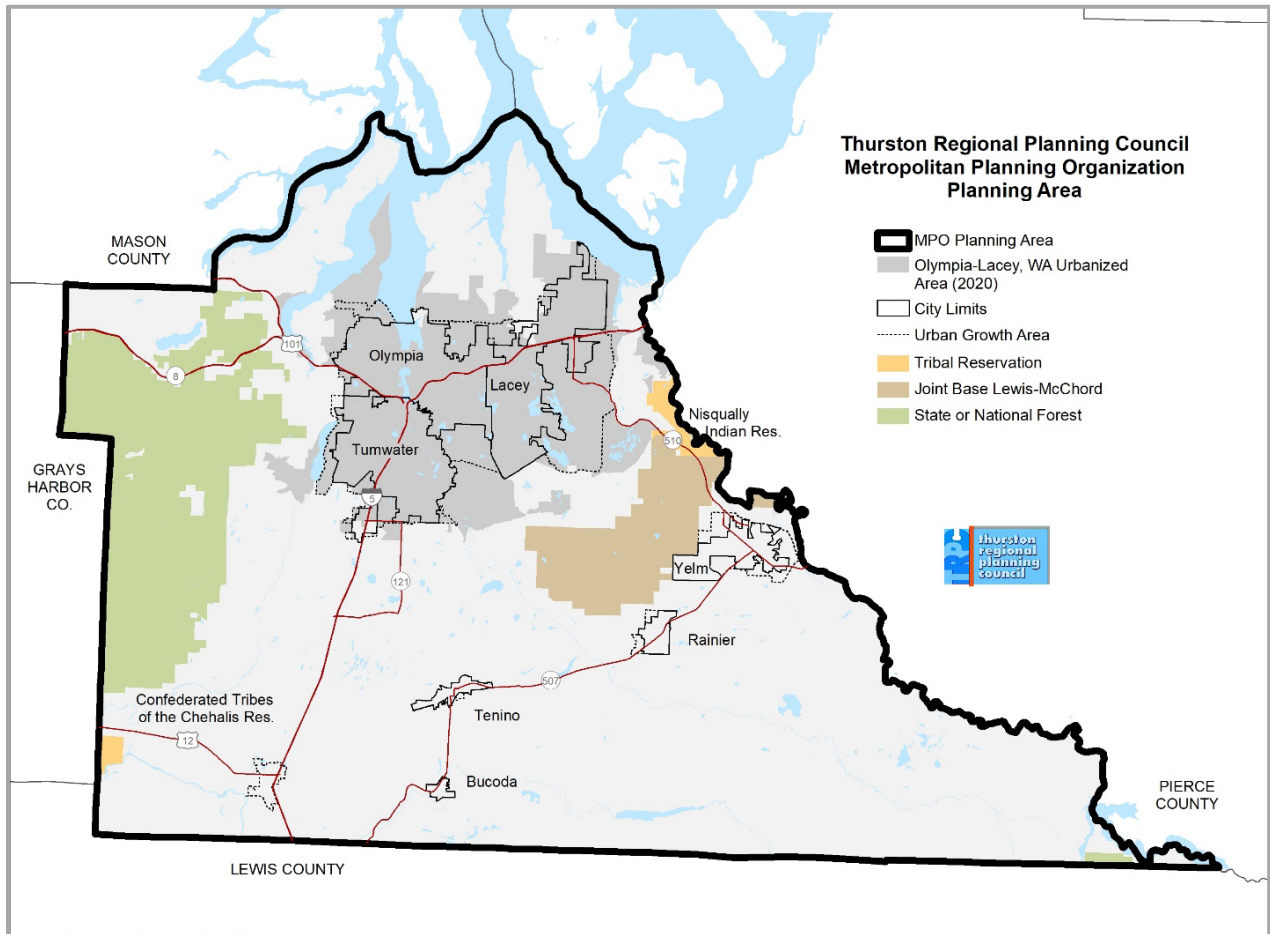
Figure 1. Thurston County Vicinity Map.



Thurston County is the physical link between the Seattle-Tacoma metropolitan region to the northeast and the rural regions to the south and west. The state’s most important passenger and freight highway, Interstate 5, runs roughly north/south in Thurston County through the heart of the region’s metropolitan area where it intersects an east/west highway of statewide significance, US 101.

The MPO, TMA, and RTPO boundaries encompass all of Thurston County (Figure 2). According to 2025 population estimates from the state Office of Financial Management, approximately 309,100 people live in Thurston County.

Figure 2. Metropolitan Planning Area.



Metropolitan Planning Organization/Regional Transportation Planning Organization Structure

TRPC is governed by a 23-member intergovernmental council. Council membership includes:

- The cities of Lacey, Olympia, Rainier, Tenino, Tumwater and Yelm;
- The town of Bucoda;
- Thurston County;
- The Nisqually Indian Tribe and the Confederated Tribes of the Chehalis Reservation;
- Intercity Transit;
- North Thurston, Olympia, and Tumwater school districts;
- The LOTT Clean Water Alliance (the Lacey, Olympia, Tumwater, Thurston County wastewater and reclaimed water partnership);
- Thurston County Public Utility District #1;
- The Port of Olympia; and
- Six associate members:
 - The Evergreen State College;
 - Timberland Regional Library;
 - Lacey Fire District #3;
 - Economic Development Council of Thurston County;
 - Thurston Conservation District; and
 - Puget Sound Regional Council (PSRC).

As authorized by the State of Washington ([RCW 47.80](#)), TRPC established a Transportation Policy Board (TPB) in 1991 to serve as an advisory body on transportation policy issues relevant to TRPC in its role as the MPO/RTPO. The TPB membership consists of representatives from Council full members and representatives from Washington State Department of Transportation Regional Office, up to three representatives of major employers or businesses, one emeritus representative, two community representatives, and one state agency representative. State law requires that the region's entire state legislative delegation serve as ex officio non-voting members of the TPB (Districts 2, 20, 22, and 35).

The Technical Advisory Committee (TAC) advises both Council and TPB on technical issues. The TAC is comprised of planning and engineering staff from TRPC member jurisdictions and the Washington State Department of Transportation. In addition, TRPC establishes ad hoc task forces or other as-needed stakeholder groups to provide further advisory capacity on specific issues as authorized by the Council. Previous advisory committees have included a Trails Advisory Committee, the Urban Corridors Task Force, Population and Employment Forecast Advisory Committee, and the Healthy Kids/Safe Streets Action Plan Team.

For calendar year 2026 TRPC, TPB, and TAC member rosters, see [Appendix C](#).

Lobbying Activities

TRPC does not use federal or state funds to support lobbying activities. If any lobbying activities were to occur in relation to official agency business, TRPC will use local funds from regional

assessments, and will file required certification and disclosure forms in accordance with Title 23, Title 49, and RCW [29B.50.090](#).

TRPC'S TRANSPORTATION WORK PROGRAM

Overview and Budget

TRPC's work program includes a combination of required federal and state programs, and work program priorities identified by the Transportation Policy Board and Council.

The UPWP is funded by four sources:

- **Consolidated Planning Grant (CPG)** – distributions through WSDOT from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). These funds come to TRPC throughout the state fiscal year and is dependent on funding authorized by Congress through the federal budgeting and appropriations process.

At least 2.5% of metropolitan planning funds – the portion of funding that comes from FHWA – must be used for safe and accessible transportation activities. TRPC utilizes at least 2.5% of its metropolitan planning funds to participate in and support the following activities:

- Commute trip reduction
 - Pedestrian and bicycle facilities planning
 - Trails planning
 - School-based nonmotorized transportation activities like October's International Walk to School Month
 - Maintaining the region's bicycle map and school walking route maps
- **Local Match** – dues paid by TRPC's membership are used to match CPG funding.

For SFY 2027

- **Surface Transportation Block Grant (STBG)** – additional funding from the STBG program is authorized by TRPC annually through the development of the Unified Planning Work Program. Toll credits¹ are used as the local match.

For SFY 2027, TRPC will utilize **\$800,000** to supplement and support the agency's UPWP.

- **State Regional Transportation Planning Organization (RTPO)** – distribution from WSDOT. These funds come each biennium and are dependent on funding authorized by the state legislature through the state budgeting process.

Work is performed by TRPC, in partnership with FHWA, FTA, Tribes, WSDOT, Intercity Transit, and local jurisdictions.

¹ Toll credits are a matching tool available to states that generate revenues from tolling facilities. Toll credits are not money, but provide a way to eliminate the need for required match. WSDOT provides toll credits to support local projects that receive federal funding, including TRPC's UPWP.

Table 3. SFY 2027 Estimated Revenue

Work Element	Carryover CPG Funds	TRPC's 13.5% Match for Carryover CPG Funds	SFY 2027 CPG Funds	SFY 2027 TRPC Match 13.5%	RTPO Funds (WSDOT)	STBG (FHWA thru WSDOT*)	Total Revenue
1. Program Management	\$41,751	\$6,516	\$142,968	\$22,313	\$43,061	\$218,391	\$475,000
2. Project Programming and Tracking	\$21,711	\$3,388	\$74,343	\$11,603	\$22,392	\$113,563	\$247,000
3. Multimodal Transportation Planning [†]	\$28,127	\$4,390	\$96,315	\$15,032	\$29,010	\$147,126	\$320,000
4. Data Collection, Analysis, and Forecasting [†]	\$52,914	\$8,258	\$181,193	\$28,279	\$54,574	\$276,782	\$602,000
5. Major Initiatives	\$8,438	\$1,317	\$28,895	\$4,510	\$8,703	\$44,138	\$96,000
Total	\$152,941	\$23,869	\$523,714	\$81,736	\$157,740	\$800,000	\$1,740,000

^{*}Toll credits are used as 13.5% local match

[†]The [Bipartisan Infrastructure Law of 2021](#) requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. The MPO certifies this activity meets this requirement.

- CPG Consolidated Planning Grant
- FHWA Federal Highway Administration
- RTPO Regional Transportation Planning Organization
- STBG Surface Transportation Block Grant
- TRPC Thurston Regional Planning Council
- WSDOT Washington State Department of Transportation

Table 4. SFY 2027 Estimated Expenses

Work Element	TRPC Agency Staff	Travel and Training	Supplies, Materials, Printing, Software	Legal Notices	Professional Services	Flexible	Total Expenses
1. Program Management	\$454,000	\$6,850	\$10,000	\$1,000	\$3,150	\$0	\$475,000
2. Project Programming and Tracking	\$247,000	\$0	\$0	\$0	\$0	\$0	\$247,000
3. Multimodal Transportation Planning	\$320,000	\$0	\$0	\$0	\$0	\$0	\$320,000
4. Data Collection, Analysis, and Forecasting	\$602,000	\$0	\$0	\$0	\$0	\$0	\$602,000
5. Major Initiatives	\$96,000	\$0	\$0	\$0	\$0	\$0	\$96,000
Total	\$1,719,000	\$6,850	\$10,000	\$1,000	\$3,150	\$0	\$1,740,000

Consultants/Professional Services anticipated:

1. Program Management:

Advertising services. (\$500)

Association dues. (\$1,600)

Translations. (\$1,000)

Other communications services. (\$50)

Reserve and Carryover

TRPC reserves funds to be used as a contingency (including unanticipated consultant support or data subscriptions) and to ensure enough funding is available for the next state fiscal year. For SFY 2027, TRPC estimates a total of \$191,099:

- **\$44,877 Reserve.** This amount is reserved funding for emerging issues, emerging data needs, or to provide additional funding to identified items.
- **\$146,221 Carryover.** Given the timing of funding availability, This amount is to reserve some planned carryover funds for the next state fiscal year. If reserve funding is not sufficient to meet needs for emerging issues, carryover funds may be utilized.

Consultant Agreements

Unless otherwise noted, TRPC performs the work outlined in the UPWP. TRPC regularly contracts for professional services to perform work related to SFY 2027 UPWP work elements and other TRPC planning efforts. Contracts that are underway or anticipated during SFY 2027 are listed in [Table 5](#).

Table 5. Consultant Contracts associated with TRPC's UPWP and other transportation planning efforts

Project or Work Element	Agreement Type	Fund Source	Status	Estimated Cost
STBG Competitive Grants				\$518,000
Bicycle Connectivity Strategy	Professional Services	STBG	Underway	\$100,000
Emergency Incident Management Detour Route Improvements Study	Professional Services	STBG	Underway	\$95,000
Freight Mobility Strategy	Professional Services	STBG	Not Yet Begun	\$273,000
Regional Multimodal Level of Service	Professional Services	STBG	Underway	\$50,000
Other TRPC Planning Activities				\$3,300,571
Regional Transportation Safety Action Plan	Professional Services	Safe Streets for All Grant	Underway	\$135,000
ruralTRANSIT	Professional Services	Consolidated Grant	Underway	\$2,915,571
Stormwater Road Retrofit Study	Professional Services	Department of Ecology Grant	Underway	\$250,000
Total				\$3,818,571

Work Program Elements

1. Program Management

Program management is a core function that provides program fund management, and the administrative and technology support required to manage and coordinate the overall MPO, TMA, and RTPPO transportation planning program.

Tasks:

Table 6. Program Management Tasks

* = Deliverable X = Deliverable due	2026 3rd QTR	2026 4th QTR	2027 1st QTR	2027 2nd QTR
1.1 Administration				
Perform general program management and supervisory functions. (ongoing)				
*Correspondence. (ongoing)	X	X	X	X
Develop budget and staffing patterns. (twice a year)				
*Calendar year budget and staffing plan. (December)		X		
*State fiscal year UPWP budget and staffing plan. (June)				X
Monitor and adjust budget, as necessary. (ongoing)				
*Accounting summaries. (monthly)	X	X	X	X
Execute mandated accounting activities, including program accounting, financial documentation, and development of annual indirect cost plan. (ongoing)				
*Billing/progress reports for WSDOT Planning Office. (monthly)	X	X	X	X
*Annual Indirect Cost Plan. (May)				X
Participate in state and federal program audits. (as needed)				
*Annual program audits. (as scheduled; typically 2nd or 3rd quarter)				X
Transportation Policy Board Retreat. (as needed)				
Comply with Title VI requirements. (ongoing)				
*Update Title VI Plan. (every 3 years; next is December 2028)				
Comply with federal certification requirements. (ongoing)				
Participate in the certification review conducted by FHWA and FTA. (every 4 years; next is 2027)				X
Consolidated Grant Program Regional Rankings (every two years; next is 2026)		X		
1.2 Support and Maintain Programs				
Provide management and administrative support to the Thurston Regional Planning Council, Transportation Policy Board, Technical Advisory Committee and any subcommittees as may be established by these bodies. (ongoing)				
*Meeting packets and presentation materials, on-line meeting materials, official meeting records. (monthly, as needed)	X	X	X	X
*Invitation to Squaxin Island Tribe to join TRPC (every 2 years; next is June 2027)				X
Maintain hardware and software necessary to ensure consistency between UPWP program requirements and the overall agency technical strategy. (ongoing)				

* = Deliverable X = Deliverable due	2026 3rd QTR	2026 4th QTR	2027 1st QTR	2027 2nd QTR
*Functioning hardware and software to support program requirements. (ongoing)	X	X	X	X
1.3 Manage Personnel				
Manage planning, GIS, and modeling personnel. (ongoing)				
*Personnel evaluations. (as needed)	X	X	X	X
Recruit and train staff. (as needed)				
1.4 Develop UPWP				
Develop SFY 2028 UPWP and coordinate review. (annually)				
*SFY 2028 UPWP. (June)				X
*Amend adopted UPWP. (as needed)				
UPWP amendments. (as needed)				
Integrate UPWP into TRPC annual work program. (annually)				
Develop other agreements. (as needed)				
1.5 Complete Required Reporting				
*SFY 2025 UPWP Annual Performance and Expenditures report. (September)	X			
*Annual self-certification. (October)		X		
*Title VI annual report (November)		X		
*TA annual report. (January)			X	
*CMAQ annual report. (January)			X	
1.6 Direct Costs				
Costs for transportation modeling software, traffic management software maintenance, printing and mailing services, legal advertisements, conferences, light meeting refreshments, training, etc. (ongoing)				

Deliverables:

- a. Correspondence. (ongoing)
- b. Calendar year budget and staffing plan. (December)
- c. State fiscal year UPWP budget and staffing plan. (June)
- d. Accounting summaries. (monthly)
- e. Billing/progress reports for WSDOT Planning Office. (monthly)
- f. Annual Indirect Cost Plan. (May)
- g. Annual program audits. (as scheduled; typically 2nd or 3rd quarter)
- h. Update Title VI Plan. (every 3 years; next is August 2025)
- i. Meeting packets and presentation materials, on-line meeting materials, official meeting records. (monthly, as needed)
- j. Invitation to Squaxin Island Tribe to join TRPC (every 2 years; next is June 2027)
- k. Functioning hardware and software to support program requirements. (ongoing)
- l. Personnel evaluations. (as needed)
- m. SFY 2027 UPWP. (June)
- n. Amend adopted UPWP. (as needed)
- o. SFY 2025 UPWP Annual Performance and Expenditures report. (September)
- p. Annual self-certification. (October)

- q. Title VI annual report (November)
- r. TA annual report. (January)
- s. CMAQ annual report. (January)

Level of Effort Breakdown:*Table 7. Program Management Budget*

1.	Program Management	\$475,000
1.1.	Administration	\$113,500
1.2.	Support and Maintain Programs	\$113,500
1.3.	Manage Personnel	\$181,600
1.4.	Develop UPWP	\$34,050
1.5.	Complete Required Reporting	\$11,350
1.6.	Direct Costs	\$21,000

2. Project Programming and Tracking

A required function of the MPO and TMA is to program and track federal funds and projects, manage the congestion management process, maintain the regional transportation plan, and manage federally required performance measures.

Tasks:

Table 8. Project Programming and Tracking Tasks

* = Deliverable	2026	2026	2027	2027
X = Deliverable due	3rd	4th	1st	2nd
	QTR	QTR	QTR	QTR
2.1 Program Federal Funding				
Develop and maintain funding criteria. (as needed)				
Program federal STBG, Transportation Alternatives (TA), Carbon Reduction Program (CRP) and Congestion Mitigation Air Quality (CMAQ) funds. (as needed; typically every other year)				
Provide support to comply with federal and state requirements on the use of these funds, including reprogramming. (ongoing, as needed)				
2.2 Track Federal Funding Obligations				
Work with the state to determine available obligation authority. (annually)				
Coordinate with funding recipients to ensure timely obligation of funds. (ongoing)				
Track and report on funded projects through project completion. (ongoing)				
2.3 Manage Regional Transportation Improvement Program (RTIP)				
Develop and maintain a four-year Regional Transportation Improvement Program. (annually)				
*Four-year RTIP (October)		X		
*Administrative modifications and amendments (as necessary)	X	X	X	X
Develop a compilation of planned projects submitted by local jurisdictions and drawn from their six-year Transportation Improvement Programs. (annually)				
*Compilation of planned projects drawn from Six-year TIPs (October)		X		
*Annual Listing of Obligated Projects. (March)			X	
2.4 Manage Congestion Management Process (CMP)				
Track congestion performance measures. (ongoing)				
*CMP monitoring report (December; next is 2026)		X		
*System congestion report (every 5 years in December; next is 2026)		X		
*CMP updates (as needed)				
2.5 Maintain the Regional Transportation Plan				
*Biennial RTP review. (next is 2027/2028)				
*5-year RTP update. (every 5 years; next is July 2030)	X			
2.6 Manage Federally Required Performance Measures				
Report on performance measures. (as needed)				
*Update performance measures. (as needed)			X	X

* = Deliverable	2026	2026	2027	2027
X = Deliverable due	3rd	4th	1st	2nd
	QTR	QTR	QTR	QTR
Conduct analysis based on performance measure monitoring. (as needed)				

Deliverables:

- a. Four-year RTIP (October)
- b. Administrative modifications and amendments (as necessary)
- c. Compilation of planned projects drawn from Six-year TIPs (October)
- d. Annual Listing of Obligated Projects. (March)
- e. CMP monitoring report (July; next is 2026)
- f. System congestion report (every 5 years in July; next is 2026)
- g. CMP updates (as needed)
- h. Biennial RTP review. (next is 2027/2028)
- i. 5-year RTP update. (every 5 years; next is July 2025)
- j. Update performance measures (as needed)

Level of Effort Breakdown:

Table 9. Project Programming and Tracking Budget

2.	Project Programming and Tracking	\$239,000
	2.1. Program Federal Funding	\$47,800
	2.2. Track Federal Funding Obligations	\$47,800
	2.3. Manage Regional Transportation Improvement Program	\$107,550
	2.4. Manage Congestion Management Process	\$5,975
	2.5. Maintain the Regional Transportation Plan	\$23,900
	2.6. Manage Federally Required Performance Measures	\$5,975

3. Multimodal Transportation Planning and Outreach

TRPC must comply with other state and federal transportation planning requirements. These requirements include the activities to be funded with specific state and federal planning revenues intended to help ensure a continuous, cooperative, and comprehensive planning process.

Tasks:

Table 10. Multimodal Transportation Planning and Outreach Tasks

* = Deliverable	2026	2026	2027	2027
X = Deliverable due	3rd	4th	1st	2nd
	QTR	QTR	QTR	QTR
3.1 Coordinate with Tribal, Local, State, and Federal Agencies				
Participate in activities of the MPO/RTPO Coordinating Committee. (ongoing)				
Participate in the activities of the Association of Metropolitan Planning Organizations. (ongoing)				
Participate in State planning activities, including Commute Trip Reduction/Transportation Demand Management activities, the Cascadia High Speed Rail and I-5 program, corridor studies, plan alignment workgroup, and statewide plan workgroups. (as needed)				
Participate in Federal planning activities. (as needed)				
Respond to requests for information from State and Federal partners. (as needed)				
Consult with tribal partners and invite participation in planning activities. (ongoing)				
Consult with federal partners. (ongoing)				
Provide local agency support and inter-regional coordination. This includes participating in numerous local and regional study efforts and activities, providing planning and technical support to partners, and undertaking other activities that support the planning and implementation efforts of TRPC’s partners. (ongoing)				
Support public transportation by participating with Intercity Transit on special studies, planning efforts, and other projects as requested, and through communication and coordination with other transit agencies as appropriate. (ongoing)				
Review local agency plans and policies, including compliance with Growth Management Act requirements and comprehensive plan reviews and certifications. (ongoing, as needed)				
Provide support in local plan development and implementation. (ongoing, as needed)				
Review county-wide planning policies. (as needed)				
3.2 Conduct Communications and Outreach				
Manage communication and outreach efforts related to TRPC’s transportation work program, including updating the website and social media accounts, conducting surveys, and providing information and briefings. (ongoing)				
Conduct public education and outreach as appropriate for planning and programming activities, including maintaining a web and social media presence for project-specific needs. (ongoing)				

* = Deliverable	2026	2026	2027	2027
X = Deliverable due	3rd	4th	1st	2nd
	QTR	QTR	QTR	QTR
Respond to inquiries from the public and the media. (ongoing)				
3.3 Maintain General Compliance				
Monitor, evaluate, and respond to federal transportation legislation and its potential implications for the region. (ongoing)				
Monitor, evaluate, and respond to state transportation legislation and its potential implications for the region. (ongoing)				
Update Freight and Goods Classification. (every 2 years; next is 2027)				
3.4 Participate in General Planning Activities				
Multimodal and Demand Management Activities. Includes participation in, and support of, a variety of activities related to multimodal transportation, including commute trip reduction, pedestrian and bicycle facilities planning, trails planning, and school-based nonmotorized transportation activities like October’s International Walk to School Month. Includes maintaining the region’s bicycle map and school walking route maps. (ongoing)				
Safety and Security. Includes activities related to the safety and resiliency of our transportation network, including emergency planning efforts, achieving Target Zero, and addressing safety for vulnerable users. (ongoing)				
Land Use and Transportation Integrated Planning. Includes activities relating to urban centers and corridors, and neighborhood centers, such as convening the Urban Corridors Task Force. May include evaluating long-term effects of COVID-19 and resulting potential increase in telework/flexible schedules on land use patterns and transportation behaviors. (ongoing)				
Continue to Integrate Equity into Transportation Decision Making. Includes continuing to explore and formalize procedures to implement equity into transportation decision making. (ongoing)				
I-5 Planning Projects. Includes participation in, and working on, a variety of planning studies around the I-5 Corridor, including participating in technical and planning efforts for the I-5 Tumwater to Mounts Road Study Planning and National Environmental Policy Act (NEPA) review. (as needed)				
Maintain Regional Plans. Includes amending, reviewing, updating, and scoping regional plans. (as needed)				
Emerging technologies. Support planning activities concerning emerging technologies and broadband. (as needed)				
Climate Change. Support planning activities concerning climate change and strategies to reduce transportation-related greenhouse gas emissions and vehicle miles traveled. (as needed)				
3.5 Support Target Zero Manager				
Support Target Zero Manager (ongoing)				
3.6 Review Urban Areas and Roadway Functional Classification				
Participate in urbanized area review. (every 10 years)				
Review federal functional classification of the region’s road network. (every 10 years)				
*Update Federal Functional Classification system. (as needed)				

* = Deliverable	2026	2026	2027	2027
X = Deliverable due	3rd	4th	1st	2nd
	QTR	QTR	QTR	QTR
Monitor and review other Census 2020 products as available. (as needed)				
3.7 Coordinate Transportation Asset Management Reporting for NHS Roads and Bridges				
Participate in transportation asset management reporting. (every 4 years; next is 2029)				
*Coordinate reporting for preservation and maintenance needs/planned spending for NHS roads and bridges. (every 4 years; next is 2029)				
3.8 Coordinate Freight and Goods Classification Reporting				
Participate in freight and goods classification reporting. (every 2 years; next is 2027)				
*Coordinate reporting for freight and goods classification. (every 2 years; next is 2027)				
3.9 Support Regional Trails Planning Efforts				
Support planning activities concerning establishing a trails planning workgroup, holding an annual trails meeting, and updating the trails plan every five years (as needed).				
Respond to Council and TPB requests regarding trails planning efforts (as needed).				
3.10 Professional Development and Training				
Acquire the necessary training and professional development to effectively carry out state and federal transportation planning requirements. (ongoing)				
3.11 Provide Planning Support				
Provide planning support for ongoing local and regional plans and programs including targeted web sites, household travel surveys, and other transportation studies. (as needed)				
Support commute trip reduction/transportation demand management program activities such as efforts to increase telework and flexible work hours on the state’s capitol campus and to support hybrid work environments throughout the region. (as needed)				
Update and maintain the region’s bicycle map, ensure the web site is updated regularly, and make print copies available and distribute as needed. (on-going)				
Provide support for issues related to transportation planning that emerge throughout the state fiscal year. (as needed)				

Deliverables:

- a. Update Federal Functional Classification system. (as needed)
- b. Coordinate reporting for preservation and maintenance needs/planned spending for NHS roads and bridges. (every 4 years; next is 2029)
- c. Coordinate reporting for freight and goods classification. (every 2 years; next is 2027).

Level of Effort Breakdown:*Table 11. Multimodal Transportation Planning and Outreach Budget*

3.	Multimodal Transportation Planning and Outreach	\$336,000
3.1.	Coordinate with Tribal, Local, State, and Federal Agencies	\$85,800
3.2.	Conduct Communications and Outreach	\$20,800
3.3.	Maintain General Compliance	\$41,600
3.4.	Participate in General Planning Activities	\$98,800
3.5.	Support Target Zero Manager	\$50,000
3.6.	Review Urban Areas and Roadway Functional Classification	\$0
3.7.	Review Transportation Asset Management for NHS Roads and Bridges	\$0
3.8.	Coordinate Freight and Goods Classification Reporting	\$0
3.9.	Support Regional Trails Planning Efforts	\$13,000
3.10.	Professional Development & Training	\$15,000
3.11.	Provide Planning Support	\$11,000

4. Data Collection, Analysis, and Forecasting

TRPC’s planning and required functions are supported by robust data collection, analysis, and forecasting activities.

Tasks:

Table 12. Data Collection, Analysis, and Forecasting Tasks

* = Deliverable	2026	2026	2027	2027
X = Deliverable due	3rd	4th	1st	2nd
	QTR	QTR	QTR	QTR
4.1 Provide GIS and Transportation Modeling Support				
Maintain the regional transportation models. (ongoing)				
Explore new modeling technologies and data inputs. (ongoing)				
Respond to requests from partners. (as needed)				
Contract for on-call consultant modeling support services. (as needed)				
4.2 Manage Data				
Collect and manage traffic counts. (as needed)				
Purchase origin and destination data, or conduct an origin and destination study, to support additional data collection for future update of the travel demand model. (as needed)				
Collect other types of transportation data such as survey data. (as needed)				
Maintain and update Geographic Information System (GIS) data layers. (ongoing)				
Update land use to support travel demand model. (as needed)				
*Develop updated annual population and employment estimates (June)				X
*Update the Sustainable Thurston Report Card (December)				X
4.3 Maintain the Intelligent Transportation Systems (ITS) Architecture				
*Update the ITS Architecture. (every five years in July, next is 2027)				X

Deliverables:

- a. Develop updated annual population and employment estimates (June)
- b. Update the Sustainable Thurston Report Card (December)
- c. Update the ITS Architecture. (every five years in July, next is 2027)

Level of Effort Breakdown:

Table 13. Data Collection, Analysis, and Forecasting Budget

4. Data Collection, Analysis, and Forecasting	\$602,000
4.1 Provide GIS and Transportation Modeling Support	\$573,800
4.2 Manage Data	\$30,200
4.3 Maintain the Intelligent Transportation Systems (ITS) Architecture	\$0

5. Major Initiatives (may span over several work programs)

TRPC undertakes major initiatives that help us meet MPO, TMA, and RTPO requirements as well as support the region’s priorities.

Tasks:

Table 14. Major Initiatives Tasks

* = Deliverable X = Deliverable due	2026 3rd QTR	2026 4th QTR	2027 1st QTR	2027 2nd QTR
5.1 Human Services Transportation Plan Update Support				
*Update to the Coordinated Human Services Transportation Plan (every 4 years in December; next is 2026) The Coordinated Human Services Transportation Plan was adopted in November 2022. The plan is on a four-year update cycle, and work on the update began in late 2025 with adoption planned for late 2026. While WSDOT typically provides funding for this work, TRPC anticipates the need to supplement funding for the update.		X		
5.2 CMP 5-Year Report				
*Complete the five-year Congestion Management Process (CMP)report (every 5 years in December; next is 2026). The CMP was adopted in 2024 and the Regional Transportation Plan (RTP) was adopted in 2025. TRPC updates the CMP in coordination with the five-year RTP update cycle. The five-year report is due late 2026.		X		
5.3 Update ITS Architecture				
*Update the ITS Architecture. (every five years in July, next is 2027) The ITS Architecture is an inventory of existing, planned, and future advanced technology used to make transportation safer and more efficient within Thurston County. TRPC updates the ITS Architecture in coordination with the five-year RTP update cycle. The next ITS Architecture update is due by July 2027.				X
5.4 TMA Certification				
Participate in the certification review conducted by FHWA and FTA. (every four years; next is 2027) Every four years, the USDOT must certify that TRPC is carrying out the metropolitan planning process in adherence with federal statutes and regulations. This is the first certification review TRPC will participate in; the review is anticipated to begin in August 2026 and must be complete by June 2027.				

Deliverables:

- a. Update to the Coordinated Human Services Transportation Plan (every 4 years in December; next is 2026)
- b. Complete the five-year Congestion Management Process report (every five years in December; next is 2026)
- c. Update the ITS Architecture (every five years in July; next is 2027)

Level of Effort Breakdown:*Table 15. Major Initiatives Budget*

5.	Major Initiatives	\$76,000
	5.1. Human Services Transportation Plan Update Support	\$26,000
	5.2. CMP 5-Year Report	\$20,000
	5.3. Update ITS Architecture	\$30,000

Work Program Relationship to Federal Planning Factors and State Emphasis Areas

Federal Planning Factors

Table 16. Federal Planning Factors

Federal Planning Factor	Associated Task(s)
Support the economic vitality of the United States, the States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.	2.1. Program Federal Funding 2.4. Manage Congestion Management Process 2.5. Maintain the Regional Transportation Plan 2.6. Manage Federally Required Performance Measures 3.1. Coordinate with Tribal, Local, State, and Federal Agencies 3.7. Coordinate Transportation Asset Management Reporting for NHS Roads and Bridges 3.8. Coordinate Freight and Goods Classification Reporting 3.9. Support Regional Trails Planning Efforts 4.1. Provide GIS and Transportation Modeling Support 4.3. Maintain the Intelligent Transportation Systems (ITS) Architecture 5.2. CMP 5-Year Report 5.3. Update ITS Architecture
Increase the safety of the transportation system for motorized and non-motorized users.	2.1. Program Federal Funding 2.4. Manage Congestion Management Process 4.3. Maintain the Intelligent Transportation Systems (ITS) Architecture 2.5. Maintain the Regional Transportation Plan 3.1. Coordinate with Tribal, Local, State, and Federal Agencies 3.5. Support Target Zero Manager 3.7. Coordinate Transportation Asset Management Reporting for NHS Roads and Bridges 3.9. Support Regional Trails Planning Efforts 5.1. Human Services Transportation Plan Update Support 5.2. CMP 5-Year Report
Increase the security of the transportation system for motorized and non-motorized users.	2.1. Program Federal Funding 3.1. Coordinate with Tribal, Local, State, and Federal Agencies 3.5. Support Target Zero Manager 5.1. Human Services Transportation Plan Update Support
Increase accessibility and mobility of people and freight.	2.4. Manage Congestion Management Process 2.5. Maintain the Regional Transportation Plan 2.6. Manage Federally Required Performance Measures 3.1. Coordinate with Tribal, Local, State, and Federal Agencies 3.8. Coordinate Freight and Goods Classification Reporting 3.9. Support Regional Trails Planning Efforts 4.3. Maintain the Intelligent Transportation Systems (ITS) Architecture 5.1. Human Services Transportation Plan Update Support 5.2. CMP 5-Year Report 5.3. Update ITS Architecture

Federal Planning Factor	Associated Task(s)
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	<ul style="list-style-type: none"> 1.4. Develop UPWP 2.1. Program Federal Funding 2.2. Track Federal Funding Obligations 2.4. Manage Congestion Management Process 2.5. Maintain the Regional Transportation Plan 2.6. Manage Federally Required Performance Measures 3.1. Coordinate with Tribal, Local, State, and Federal Agencies 3.4. Participate in General Planning Activities 3.5. Support Target Zero Manager 3.9. Support Regional Trails Planning Efforts 3.10. Provide Planning Support 4.1. Provide GIS and Transportation Modeling Support 4.3. Maintain the Intelligent Transportation Systems (ITS) Architecture 5.3. Update ITS Architecture
Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.	<ul style="list-style-type: none"> 2.1. Program Federal Funding 2.4. Manage Congestion Management Process 2.5. Maintain the Regional Transportation Plan 3.1. Coordinate with Tribal, Local, State, and Federal Agencies 3.4. Participate in General Planning Activities 3.8. Coordinate Freight and Goods Classification Reporting 3.9. Support Regional Trails Planning Efforts 3.11. Provide Planning Support 4.1. Provide GIS and Transportation Modeling Support 4.3. Maintain the Intelligent Transportation Systems (ITS) Architecture 5.1. Human Services Transportation Plan Update Support 5.2. CMP 5-Year Report 5.3. Update ITS Architecture
Promote efficient system management and operation.	<ul style="list-style-type: none"> 1.1. Administration 1.2. Support and Maintain Programs 1.3. Manage Personnel 1.4. Develop UPWP 2.4. Manage Congestion Management Process 2.5. Maintain the Regional Transportation Plan 3.7. Coordinate Transportation Asset Management Reporting for NHS Roads and Bridges 3.8. Coordinate Freight and Goods Classification Reporting 3.11. Provide Planning Support 4.1. Provide GIS and Transportation Modeling Support 4.2. Manage Data 4.3. Maintain the Intelligent Transportation Systems (ITS) Architecture 5.2. CMP 5-Year Report 5.3. Update ITS Architecture

Federal Planning Factor	Associated Task(s)
Emphasize the preservation of the existing transportation system	<ul style="list-style-type: none"> 2.1. Program Federal Funding 2.4. Manage Congestion Management Process 2.5. Maintain the Regional Transportation Plan 2.6. Manage Federally Required Performance Measures 3.1. Coordinate with Tribal, Local, State, and Federal Agencies 3.7. Coordinate Transportation Asset Management Reporting for NHS Roads and Bridges 3.9. Support Regional Trails Planning Efforts 3.11. Provide Planning Support 4.1. Provide GIS and Transportation Modeling Support 5.1. Human Services Transportation Plan Update Support
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	<ul style="list-style-type: none"> 2.1. Program Federal Funding 2.2. Track Federal Funding Obligations 3.1. Coordinate with Tribal, Local, State, and Federal Agencies 3.4. Participate in General Planning Activities 3.11. Provide Planning Support 4.1. Provide GIS and Transportation Modeling Support 4.3. Maintain the Intelligent Transportation Systems (ITS) Architecture 5.2. CMP 5-Year Report 5.3. Update ITS Architecture
Enhance travel and tourism.	<ul style="list-style-type: none"> 2.1. Program Federal Funding 2.4. Manage Congestion Management Process 3.1. Coordinate with Tribal, Local, State, and Federal Agencies 3.2. Conduct Communications and Outreach 3.4. Participate in General Planning Activities 3.5. Support Target Zero Manager 3.9. Support Regional Trails Planning Efforts 3.11. Provide Planning Support 4.1. Provide GIS and Transportation Modeling Support 5.2. CMP 5-Year Report

State Emphasis Areas

Table 17. State Emphasis Areas

State Emphasis Area	Associated Task(s)
Administrative	1.1. Administration 1.2. Support and Maintain Programs 1.3. Manage Personnel 1.4. Develop UPWP 1.5. Complete Required Reporting 1.6. Direct Costs
Planning Collaboration	2.1. Program Federal Funding 2.2. Track Federal Funding Obligations 2.3. Manage Regional Transportation Improvement Program (RTIP) 2.4. Manage Congestion Management Process 2.5. Maintain the Regional Transportation Plan 2.6. Manage Federally Required Performance Measures 3.1. Coordinate with Tribal, Local, State, and Federal Agencies 3.2. Conduct Communications and Outreach 3.4. Participate in General Planning Activities 3.5. Support Target Zero Manager 3.6. Review Urban Areas and Roadway Functional Classification 3.7. Coordinate Transportation Asset Management Reporting for NHS Roads and Bridges 3.8. Coordinate Freight and Goods Classification Reporting 3.9. Support Regional Trails Planning Efforts 3.10. Professional Development & Training 3.11. Provide Planning Support 4.3. Maintain the Intelligent Transportation Systems (ITS) Architecture 5.1. Human Services Transportation Plan Update Support 5.2. CMP 5-Year Report 5.3. Update ITS Architecture

OTHER TRPC TRANSPORTATION PLANNING EFFORTS

Note: The UPWP guidance requires a discussion of planning priorities within the MPO area. The following sections describe planning priorities other than those funded by FHWA PL, FTA 5303, RTPD funds, and non-project specific STBG planning funds. As the work programs for these planning priorities are developed independently, only a summary is included in the UPWP.

Table 18. Other TRPC Transportation Planning Efforts

	Fund Source	State or Federal Amount	Local Match	Total Funds	Timeline
CMAQ Funded Projects		\$154,180	\$24,063	\$178,243	
Olympia Capitol Campus – Taming the Dragons	CMAQ	\$154,180	\$24,063	\$178,243	2021-2027
STBG Funded Projects		\$ 2,230,875	\$ 64,125	\$ 2,295,000	
High-Capacity Transportation	STBG	\$173,000	\$27,000	\$200,000	2021-2027
Emergency Incident Management Detour Route Improvements Study	STBG	\$194,625	\$30,375	\$225,000	2022-2027
Bicycle Connectivity Strategy	STBG	\$400,000	\$0 ²	\$400,000	2023-2028
Freight Mobility Strategy	STBG	\$600,000	\$0 ³	\$600,000	2023-2028
Regional Multimodal Level of Service	STBG	\$320,000	\$0 ⁴	\$320,000	2023-2028
Thurston County Bicycle Map, 8 th Edition	STBG	\$43,250	\$6,750	\$50,000	2025-2028
Regional Trails Work Program	STBG	\$500,000	\$0 ⁵	\$500,000	2026-2031
Other TRPC Projects		\$7,072,211	\$675,201	\$7,747,412	
Commute Trip Reduction	State	\$750,600	\$0	\$750,600	2023-2027
Regional Transportation Safety Action Plan	Federal	\$332,520	\$83,130	\$415,650	2024-2027
Stormwater Road Retrofit Study	State	\$438,320	\$0	\$438,320	2024-2026
Human Services Transportation Plan (HSTP) Update	State	\$45,000	\$0 ⁶	\$45,000	2025-2026
ruralTRANSIT	State, Federal	\$4,983,419	\$592,071 ⁷	\$5,575,490	2025-2029
Target Zero Manager	State	\$567,352 ⁸	\$0 ⁹	\$567,352	2026-2029
TOTAL		\$ 9,502,266	\$ 147,255	\$ 7,483,328	

² Toll credits used as local match.

³ Toll credits used as local match.

⁴ Toll credits used as local match.

⁵ Toll credits used as local match.

⁶ No local match is required. However, TRPC has included updating the HSTP as a major initiative and is using a portion of the UPWP funding to complete this project.

⁷ Local match is a combination of state funding (\$60,693), local funding (\$271,962) and in-kind donations (\$292,873).

⁸ As of **DATE**, TRPC is still in contract negotiations with the Washington Traffic Safety Commission to take on the Target Zero Manager role. TRPC anticipates the contract will begin October 2026.

⁹ Although there is no local match required, TRPC is supplementing this project with \$50,000 in UPWP funding for SFY 2027.

Congestion Mitigation and Air Quality Improvement Program Competitive Grants

Funding Source: Congestion Mitigation and Air Quality Improvement Program funds. Local matching funds.

Olympia Capitol Campus – Taming the Dragons

Funding Amount: \$178,243 (2021-2027)

Work performed by: Thurston Regional Planning Council

An intense Travel Demand Management outreach/education effort targeting top/mid-level managers at state agency worksites on the Olympia Capitol Campus to increase adoption of mobile/flexible/telework options and am/pm schedule shifts for state employees.

Surface Transportation Block Grant Program Competitive Grants

Funding Source: Surface Transportation Block Grant Program funds. Local matching funds.

High Capacity Transportation

Funding Amount: \$200,000 (2021-2027)

Work performed by: Thurston Regional Planning Council, Consultant

This project will examine opportunities and challenges for high-capacity transit both within our county and for out-of-county commuters. Given Intercity Transit's identified goal to provide bus-rapid transit service within our urban region, the project will also allow TRPC staff to develop data and technical expertise to poise the region for a successful application for federal funding.

Emergency Incident Management Detour Route Improvements Study

Funding Amount: \$250,000 (2022-2027)

Work performed by: Thurston Regional Planning Council, WSDOT, and Thurston County; Consultant.

When I-5 or US 101 shuts down due to major collisions, flooding, or other blocking emergencies, traffic moves to local streets to bypass the incident. Many travelers use on-line tools to suggest alternative routes. These temporary and self-selected detours are disruptive to local transportation networks and result in major delays both to local traffic and people passing through. In addition, load restrictions and vertical clearance limitations pose additional constraints for movement of large trucks.

To better manage traffic impacts from such incidents, TRPC, WSDOT, and local agency partners have identified nearly 50 pre-determined emergency detour routes. This project will identify opportunities to improve the operational efficiency of the detour routes and make them safer and more resilient. 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.

Bicycle Connectivity Strategy

Funding Amount: \$400,000 (2023-2027)

Work performed by: Thurston Regional Planning Council, Consultant

The Thurston region has goals for reducing vehicle miles traveled and transportation emissions; reducing car trips through increased use of bicycles and other micromobility devices is one way to achieve these goals. While bicycle facilities exist throughout the region, these investments historically have been made on a project-by-project and jurisdiction-focused basis, without consideration of network completion. Gaps in our current system, and the lack of a defined network, mean fewer people feel comfortable and empowered to opt for these active transportation options, even when they might be feasible. At the same time, electric bicycles and other small engine devices (such as electric scooters and electric skateboards) are becoming increasingly affordable and popular, a shift that will add to the number of people who need safe connected routes, and will lead to more conflict between system users. The purpose of the project is to identify gaps to a regional network that could serve a broader group of users with varying comfort levels for riding in and around traffic – and recommend policy and infrastructure improvements that will create a more complete and effective network.

Freight Mobility Strategy

Funding Amount: \$600,000 (2023-2028)

Work performed by: Thurston Regional Planning Council, Consultant

This project will develop a regional freight strategy to address the region’s various freight challenges. Challenges include but are not limited to infrastructure bottlenecks; adoption of new technologies and best practices; supply chain issues; safety, security, and resilience; and conflicts between truck travel and vulnerable users.

Regional Multimodal Level of Service

Funding Amount: \$320,000 (2023-2028)

Work performed by: Thurston Regional Planning Council, Consultant

The State Growth Management Act was amended in 2023 to require that transportation planning uses a multimodal level of service (MMLOS) that sets performance goals for transit, bicycle and pedestrian facilities in addition to vehicles. This study will build on current and past efforts, including TRPC’s Regional Trails Plan, Bicycle Connectivity Strategy, Commute Trip Reduction Program, and TRPC’s current sidewalk inventory to identify feasible options for measuring multimodal level of service and integrating such a tool into the region’s approach to transportation planning. An effective MMLOS will provide essential information to prioritize and select transportation infrastructure projects in the future and provide support for TRPC and local jurisdictions to meet transportation requirements planning through the state Growth Management Act. It will also help the region address other local, state, and federal priorities, including reducing

transportation emissions that contribute to climate change and supporting more equitable transportation options for disadvantaged communities.

Thurston County Bicycle Map, 8th Edition

Funding Amount: \$50,000 (2025-2028)

Work performed by: Thurston Regional Planning Council

This project will update Thurston County Bicycle Map and offer both print and electronic versions to the public.

Regional Trails Work Program

Funding Amount: \$500,000 (2026-2030)

Work performed by: Thurston Regional Planning Council

This project will establish a trails planning workgroup that will meet quarterly, hold two trail summits during the five years, and perform a limited update of the trails plan concentrating on recommendations and mapping updates.

Other TRPC Planning Activities

Commute Trip Reduction

Funding Source: \$750,600 from State budget (2023-2027)

Work performed by: Thurston Regional Planning Council

State-funded/required program to reduce vehicle miles traveled and single occupancy vehicle trips in affected sites in Lacey, Olympia, Tumwater, and Thurston County. TPRC serves as the lead agency on behalf of those cities and the county.

Regional Transportation Safety Action Plan

Funding Source: \$332,520 from Safe Streets for All Grant (USDOT) (2024-2027)

Work performed by: Thurston Regional Planning Council, Consultant

Since 2016, the number of fatalities and serious injuries on public roads in Thurston County has been on an upward trajectory, taking us farther away from meeting Target Zero. In 2021, one in five fatalities and serious injuries on the region's roads were non-motorists. This project will develop a comprehensive safety action plan for the Thurston region. The action plan will establish a safety task force and conduct a safety analysis to understand who is affected and where, why, and under what conditions fatal and serious injury crashes occur countywide. Analysis will include impacts and conditions for marginalized communities and vulnerable users. The project will also identify specific policy and process changes that can be made and develop a list of priority projects and strategies to improve and prioritize the safety of all users. Several jurisdictions received federal funding in 2023 to update their safety plans. This project will build on those efforts, leveraging

funding. TRPC will also help smaller jurisdictions develop ADA transition plans – a prerequisite for certain funding eligibility.

Stormwater Road Retrofit Study

Funding Source: \$438,320 from State Department of Ecology (2024-2026)

Work performed by: Thurston Regional Planning Council, Consultant

This project will lead to improved water quality in the South Puget Sound region through the development of a stormwater retrofit prioritization tool that prioritizes installation of water quality treatment facilities within the region. Through local jurisdiction collaboration, the project will provide a framework for planning and prioritizing stormwater retrofit treatment projects to minimize harmful stormwater pollutants and toxins entering local receiving waters and Puget Sound.

Human Services Transportation Plan Update

Funding Source: \$45,000 from WSDOT (2025-2026)

Work performed by: Thurston Regional Planning Council

The Coordinated Human Services Transportation Plan was adopted in November 2022. The plan is on a four-year update cycle, and work on the update began in late 2025 with adoption planned for late 2026. While WSDOT typically provides funding for this work, TRPC is supplementing the update with UPWP funding.

ruralTRANSIT

Funding Source: \$5,575,490 from State Consolidated Grant (2025-2029)

Work performed by: Thurston Regional Planning Council in partnership with transportation vendors.

Transit service to the South County, connects communities of Bucoda, Grand Mound, Rainier, Rochester, Yelm, and Tenino and the Confederated Tribes of the Chehalis Reservation to destinations in both Thurston and Lewis Counties.

Target Zero Manager

Funding Source: \$567,352 from Washington Traffic Safety Commission (2026-2029)

Work performed by: Thurston Regional Planning Council

The Washington Traffic Safety Commission (WTSC) manages the state's behavioral traffic safety programs, including Target Zero. The Target Zero Manager position for the Thurston region is currently vacant, and TRPC is negotiating a contract to take this work on, which includes leading a regional coalition to address the behavioral side of traffic safety. Once contract negotiations conclude, work is anticipated to begin in October 2026.

OTHER PLANNING EFFORTS IN THE THURSTON REGION

Note: The UPWP guidance requires a discussion of planning priorities within the MPO area. The following sections describe planning priorities of other agencies. As the work programs for these planning priorities are developed independently, only a summary is included in the UPWP.

Intercity Transit Planning Activities

Funding Source: Primarily local funding, with some use of Federal and State funding awards.

Work performed by: Intercity Transit or in partnership with local, regional, and state agencies, with consultant support as needed.

Intercity Transit is a direct recipient of Federal formula funds including Section 5307 funds which can be used for Planning. Intercity Transit primarily uses direct federal funds for capital projects and some operating assistance. Intercity Transit's planning activities must be conducted in a manner compliant with federal requirements. The development and submittal of required Federal Transit Administration (FTA) Plans is a prerequisite to maintaining federal funds eligibility for public transportation in the region.

WSDOT Headquarters Planning Activities

Funding Source: Title 23 and Chapter 53 of Title 49 U.S.C. and the Washington State Legislature.

Work performed by: WSDOT headquarters staff in partnership with WSDOT regional offices, MPOs and RTPOs, local agencies.

WSDOT receives funding from FHWA and the State Legislature to conduct federal and state required transportation planning and research on issues of statewide importance. These activities include:

- Multimodal Investment Strategy
- Statewide Human Services Transportation Plan
- Statewide Public Transportation Plan
- State Rail Plan
- State Freight Plan

WSDOT works with the MPOs and RTPOs to gather input on the state plans. All the work efforts identified above make important contributions to the regional transportation system in the Thurston region, and help communities and businesses achieve the mobility and accessibility needed to support a high quality of life. These varied yet inter-related efforts demonstrate this region's commitment to the principles and guidelines established by federal and state agencies.

WSDOT Olympic Region Planning

Funding Source: State and Federal

Work performed by: WSDOT Olympic Region Multimodal Planning staff in partnership with local, regional, and federal staff.

WSDOT is involved in three primary areas of planning that are state and federally funded. These activities are Corridor and Network Planning, Tribal and Regional Coordination, and Enhanced Local Collaboration.

Corridor and Network Planning includes involvement in system planning efforts such as development and evaluation of strategies and projects that meet state system plan policies and service objectives that lead to the development and completion of the Corridor Sketches and Corridor Studies, such as the I-5 Tumwater to Mounts Road Planning and Environmental Linkages study that is now moving into the NEPA phase. This is done in cooperation with MPOs and RTPs such as TRPC and local jurisdictions and agencies. Efforts are conducted in cooperation with local, regional, state agencies, and tribes and include determination of existing and long-range deficiencies in the system; development and refinement of strategies for inclusion in the Corridor Studies.

Tribal and Regional Coordination efforts consist of WSDOT participation in the planning activities of TRPC, local jurisdictions, and the federally recognized tribes within the region. Efforts include technical assistance and participation in local and regional planning efforts, and development regulations.

Multimodal work includes reviews of the Washington Transportation Plan, Long Range Ferry Plan, Aviation Plan, Active Transportation Plan, Highway System Plan and the plans of other modes (including transit). Multimodal staff provides input during planning efforts (Basis of Design and Context and Modal Accommodation Report) to facilitate additional Multimodal Facilities.

Enhanced Local Collaboration involves working closely with local jurisdictions to offer early reviews and assistance on their comprehensive plans and updates to their plans. This will reduce the number of comments on the completed comprehensive plans.

In addition, efforts include assisting in the development and review of subarea plans and other comprehensive plan updates or revisions, especially where WSDOT facilities might be impacted.

APPENDIX A: UNFUNDED NEEDS

Access to “Big Data”

Statement of Need

Big data – larger, more complex data sets that often come from new data sources – can be used to inform all aspects of TRPC’s work program, including multimodal and active transportation, congestion, household travel behavior, etc. The cost of obtaining big data, however, can be prohibitive. While TRPC has funded its own access to big data in 2022 and 2023, we won’t be able to do so again in 2024 and beyond without additional resources. Access to big data is becoming a more critical component to transportation planning, and an assurance of its presence as we work on transportation planning projects will improve the durability, useability, and longevity of this work. This project would result in five years of access to a big data source to support current and future transportation planning work.

Estimated Cost for this Unfunded Need: \$500,000

Bicycle Connectivity Strategy Phase II

Statement of Need

Phase I is currently underway and will identify a Regional Bicycle Network, key network gaps, and a framework for project prioritization and evaluation. Phase II will advance network implementation and bringing the network to life. This phase will emphasize turning identified priority corridors into actionable projects through the development of tools such as facility type alternative analysis, scenario testing, and cost/benefit analysis. The goal is to support jurisdictions in making informed decisions about how and when to implement bicycle network investments that are feasible, cost-effective, and aligned with local and regional priorities.

Phase II will also focus on increasing the network’s utility and efficiency through planning activities that strengthen interagency planning and implementing wayfinding and placemaking strategies. This may include exploring trail- and bicycle-oriented development opportunities with private businesses, and leveraging additional technical assistance approaches such as City Thread’s Accelerated Mobility Playbook to complete key segments quicker. Together, these efforts aim to improve user experience and increase the share of trips made by bicycling throughout the Thurston County region.

Estimated Cost for this Unfunded Need: \$400,000

Bicycle Map 9th Edition

Statement of Need

This project will update Thurston County Bicycle Map (9th Edition) and offer both print and electronic versions to the public. The map is updated about every three years to provide up-to-date information on new roads, bicycle facilities, trail segments, neighborhood connections, and

narrative sidebar information. Updating the map and distributing it in both print and electronic formats educates and reinforces safe bicycle behavior and promotes cycling as an effective means of transportation. In addition to showing bicycle routes to aid navigation, the map includes safety information, bicycle traffic laws, commuter tips, health messages, and information about bike clubs and shops. Since 1999, TRPC, Intercity Transit, Thurston County, the cities and other partners have collaborated, produced, and distributed high quality editions of this map to people both within and outside of the Thurston County region free of charge. The map is currently in its 7th edition, and the 8th is funded and under development.

Estimated Cost for this Unfunded Need: \$100,000

Mega-Region Model Integration

Statement of Need

Multiple travel demand models exist within the greater Puget Sound area, but none currently link the state capitol with the other major urban centers along the I-5 corridor. PSRC and TRPC models currently extend from milepost 218 in Snohomish County through milepost 57 in Lewis County but are disconnected at the Thurston-Pierce County border (milepost 139.5). Surveying conducted in 2025 by TRPC identified significant travel demand between the Thurston region and other urban centers to the north. The current model structures limit our ability to adequately evaluate transportation options between the two model regions.

The mega-region model will allow TRPC, PSRC, WSDOT, and regional transit operators to better project and estimate future interregional demand and throughput. The model will link travel demand to changes in land use and allow for consistent trip distribution throughout the model area. The I-5 corridor will experience major changes in the near future, including construction during the Revive I-5 project, continued extension of light rail, commuter rail, and key connections for potential high speed rail service. Developing the mega-region model will allow partners to assess existing investments, evaluate alternative transportation modes and help guide future travel behavior.

Estimated Cost for this Unfunded Need: \$1,000,000

Multimodal Level of Service

Statement of Need

The State Growth Management Act was amended in 2023 to require transportation planning to use a multimodal level of service (MMLOS) that sets performance goals for transit, bicycle and pedestrian facilities in addition to vehicles. This study will build on the Regional Trails Plan, Bicycle Connectivity Strategy, Commute Trip Reduction Program, and TRPC's current sidewalk inventory to identify feasible options for measuring multimodal level of service and integrating such a tool into the region's approach to transportation planning. An effective MMLOS will provide essential information to prioritize and select transportation infrastructure projects in the future and provide support for TRPC and local jurisdictions to meet transportation requirements planning through the state Growth Management Act. It will also help the region address other local, state, and federal

priorities, including reducing transportation emissions that contribute to climate change and supporting more equitable transportation options for disadvantaged communities.

Phase 1: In 2023, this Phase was funded through STBG funds. Expected to be a five-year process, the team will 1) produce a MMLOS Best Practices and Options Report, 2) Develop a draft recommendation for preferred next steps on MMLOS; 3) Identify proposed revisions to the Regional Transportation Plan; 4) Identify proposed revisions to the Call for Projects process; and 5) Develop a policy toolkit for local jurisdictions on applying MMLOS in transportation programs.

Phase 2: Phase 2 will support the adoption and implementation of a regional MMLOS.

Estimated Cost for this Unfunded Need: \$500,000

Neighborhood Centers Study

Statement of Need

A priority goal of the Sustainable Thurston Project was to create vibrant centers, corridors, and neighborhoods while accommodating growth. The corresponding target was: 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) of an urban center, corridor, or neighborhood center with access to goods and services to meet some of their daily needs by 2035. 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. Improvements to our 2022 federal Call for Projects strategy and process highlighted a need to align jurisdictional definitions and requirements for designating and maintaining Neighborhood Centers. In investments, policymakers seek to support not just urban corridors and centers, but also neighborhood centers and need greater consistency.

Estimated Cost for this Unfunded Need: \$500,000

Pedestrian/Walkability Strategy

Statement of Need

This plan will build on recently funded work to articulate a vision for a more equitable multimodal transportation system, providing a focus on ways the region can encourage more people to travel by walking and support pedestrian connections to other modes, including transit. The project will update TRPC's sidewalk inventory, assess and flag gaps in the current infrastructure and policy landscape, identify opportunities to close those gaps, and investigate funding strategies. The goal of the project is to support progress toward a transportation network that better supports community goals around equity, public health, climate mitigation, economic development, and quality of life.

Estimated Cost for this Unfunded Need: \$500,000

Regional Carbon Reduction Strategy

Statement of Need

Responding to climate change, both by addressing its impacts and reducing local contributions, has been identified as a priority across the Thurston region. TRPC identified the need to move toward carbon neutrality in the Sustainable Thurston plan (2013) and has supported local partners through the development of both the Thurston Climate Adaptation Plan (TCAP, 2018) and Mitigation Plan (TCMP, 2020). TRPC has adopted a target to reduce communitywide greenhouse gas emissions by 45% by 2030 and by 85% by 2050 from a 2015 baseline and was identified as a potential lead for actions in both the TCAP and TCMP, but to date does not have an overarching strategy for how those targets, strategies, and actions are integrated into and supported by TRPC's work programs. With new guidance, requirements, and funding opportunities connecting climate, equity, and transportation work at the state and federal level, such a strategy is needed to ensure TRPC's programs are aligned, and that our partners are well supported to participate in these opportunities going forward.

Estimated Cost for This Unfunded Need: \$350,000

Regional Trails Crossing Signage Standards

Statement of Need

The vision for the Thurston Regional Trails network is to create a system that is accessible and expandable, effectively connecting communities, destinations, and other transportation facilities. The region's trails network has many at-grade road crossings, and there isn't a standardized approach to how signage at these critical junctions should look for both users of the trail and users of the road network. This project would catalog existing crossing signage for trails in the network and consider the types of standard signage that would be appropriate for crossings.

Estimated Cost for this Unfunded Need: \$250,000

Regional Trails Work Program 2031-2036

Statement of Need

In 2023, TRPC updated the Thurston Regional Trails Plan, identifying three recommendations for the Council to pursue: establish a trails planning workgroup, hold an annual trails meeting, and update the trails plan every five years.

In 2024, TRPC was awarded an STBG federal grant for \$500,000 that would allow TRPC to establish a trails planning workgroup that will meet quarterly, hold two of the annual trail meetings during the five years, and perform a limited update of the trails plan concentrating on recommendations and mapping updates. This work will begin in 2026 and extend to 2031.

The program for 2031-2036 will perform the same tasks as the 2026-2031 program and include all five annual trail meetings and a more robust update of the trails plan.

Estimated Cost for this Unfunded Need: \$700,000

Safe Routes to School Coordination

Statement of Need

The Thurston region includes eight school districts, with many elementary schools relying on safe walking routes. While TRPC maintains walking route maps for several schools, some are not yet covered. This project will expand map coverage to additional schools and improve coordination of transportation projects near schools. By enhancing collaboration between school districts and local jurisdictions, TRPC will help strengthen safer, more accessible routes for students across the region.

Estimated Cost for this Unfunded Need: \$250,000

Thurston to King County Transportation Demand Management

Statement of Need

For residents of Thurston County, Interstate 5 is an essential but unreliable route to desired destinations and special events in King County. While the number of people who regularly commute between King and Thurston counties is relatively small, the population that travel for events is a significant and growing source of trips. When heading north for a sporting event, concert, or to get to the airport, Thurston County residents have few alternatives to driving alone, and because this kind of travel is irregular, limited familiarity with options that do exist. Access to such alternatives was noted as a high priority in previous outreach. This source of travel demand is less well understood than traditional commutes, but represents a strategic opportunity to reduce trips and vehicle miles travelled.

This project aims to improve connectivity between Thurston and King Counties with improved data and a targeted transportation demand management campaign. It will address a major data gap by linking TRPC's travel demand model with Puget Sound Regional Council's model, allowing both partners, WSDOT, and regional transit operators to better project and estimate future interregional demand¹⁰. This corridor is set for major changes in the coming years, including construction throughout the Revive I-5 project, extension of light rail, and key connections for potential high speed rail service. Modeling and outreach work is essential now to build on existing investments, and shape future travel behavior.

Estimated Cost for this Unfunded Need: \$750,000

Transportation Resiliency Strategy

Statement of Need

The Thurston region is vulnerable to major earthquakes, landslides, the effects of climate change, and other hazards. A Regional Transportation Resiliency Plan would assist local, tribal, and state governments with identifying system vulnerabilities and developing strategies for mitigating and managing both pre- and post-incident transportation recovery priorities.

Estimated Cost for this Unfunded Need: \$500,000 plus cost of an earthquake structural assessment for bridges.

¹⁰The modeling for this project overlaps with the mega-region model integration project described previously. However, as part of this project, the modeling is more targeted in nature.

APPENDIX B: GLOSSARY

A Glossary of Terms and Acronyms Found in the UPWP

Comprehensive Plan	Local agencies are required by the Growth Management Act to develop and adopt long range plans that guide all development activity. Local Comprehensive Plans are required to be consistent with the long-range Regional Transportation Plan, which in turn is required by the Growth Management Act to be consistent with the local plans. This overlapping consistency requirement ensures ongoing coordination between local and regional agencies.
Congestion Management Process	A systematic approach required in TMAs that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 U.S.C., through the use of travel demand reduction and operational management strategies.
CMAQ	Congestion Mitigation and Air Quality (CMAQ). CMAQ funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (PM) (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas)
CMP	See Congestion Management Process
CRP	Carbon Reduction Program (CRP). CRP funding is available to reduce carbon dioxide (CO ₂) emissions from on-road highway sources.
CY	Calendar year. From January 1 to December 31.
FHWA	Federal Highway Administration. An agency within the U.S. Department of Transportation, with jurisdiction over highways. The Thurston region is located within FHWA Region 10.
FTA	Federal Transit Administration. An agency within the U.S. Department of Transportation that funds and regulates transit planning and programs. The Thurston region is located within FTA Region 10.
ITS	Intelligent Transportation Systems. A wide range of advanced technologies that improve the safety and operating efficiency of existing transportation facilities or services. Common examples of ITS include central dispatch of road emergency assistance, freeway traffic maps shown on television or the internet to warn motorists of accidents, and devices that map ‘real time’ location of transit vehicles.
IT	Intercity Transit. IT is Thurston County’s public transportation provider.

MPO	Metropolitan Planning Organization. Agency designated by the governor to administer the federally required transportation planning in a metropolitan area. An MPO must be in place in every urbanized area over 50,000 population.
Olympic Region	One of six WSDOT geographic regions that deals with state transportation issues. The Olympic Region includes Thurston County and is headquartered in Lacey.
RTIP	Regional Transportation Improvement Program (RTIP). Federally required document produced by TRPC that identifies all federally funded projects, and regionally significant projects funded by any source, for the current 4-year period. The RTIP is developed every year, and amended in between annual updates, as needed. For any federally funded project to proceed, it must be included in the RTIP and the Statewide Transportation Improvement Program (STIP).
RTP	Regional Transportation Plan. Thurston Regional Planning Council is required by state and federal laws to maintain a plan that looks out over at least a twenty-year horizon and ensures coordination across all jurisdictions for all modes of transport.
RTPO	Regional Transportation Planning Organization. State-designated agency created to ensure that regional transportation planning is consistent with county-wide planning policies and growth strategies for the region. TRPC is the Regional Transportation Planning Organization for Thurston County, which is a single-county RTPO.
SFY	State Fiscal Year. The period from July 1 through June 30.
STIP	Statewide Transportation Improvement Program. Federally required document identifying all federally funded and/or regionally significant projects in the state. Projects must be included in the STIP before applicants can use federal money awarded to their projects. For a project to be included in the STIP it must first be included in the RTIP.
STBG	Surface Transportation Program Block Grant Program. The primary federal funding program resulting from the FAST Act that provides money for a wide range of transportation projects.
TAC	Technical Advisory Committee. Advisory body to the TPB and TRPC on transportation issues, primarily technical in nature. All member jurisdictions and WSDOT are eligible to participate.
TIP	Transportation Improvement Program. State and federal laws result in TIPs at the local, regional, and state levels. This describes a four to six year list of projects that will be pursued.

TITLE VI	Federal legislation initiated with the Civil Rights Act of 1964 that prohibits discrimination, denial of benefits, or exclusion from participation on the grounds of race, color, or national origin. Title VI bars intentional discrimination as well as unintentional discrimination resulting from neutral policies or practices that have a disparate impact on protected groups.
TMA	Transportation Management Area. An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation.
TPB	Transportation Policy Board. This advisory body to TRPC focuses specifically on regional transportation issues. All member jurisdictions of TRPC are eligible to be active members of the TPB. The TPB also includes other representatives of community interests, as required by state law. State legislation passed in 2003 designated all the region's legislators as ex officio members of the TPB.
TRPC	Thurston Regional Planning Council.
UPWP	Unified Planning Work Program. A federally required report describing the work to be funded by revenues provided by 23 U.S.C. 104(f) and 49 U.S.C. 5336, and RCW 47.80. 050.to meet federal and state planning requirements for the ensuing one- or two-year period.
WSDOT	Washington State Department of Transportation.

APPENDIX C: MEMBER ROSTERS AND STAFF RESOURCES

Thurston Regional Planning Council – CY 2026 Members

Voting Membership

Bucoda		Miriam Gordon
Lacey		Maren Turner
Olympia		Dani Madrone
Rainier		Maureen Baker
Tenino		Dave Watterson
Tumwater		Eileen Swarthout, Chair
Yelm		Joe DePinto
Thurston County		Carolina Mejia
Confederated Tribes of the Chehalis Reservation		Amy Loudermilk
Nisqually Indian Tribe		Mike Mason
Intercity Transit		Robert Vanderpool
Port of Olympia		Jasmine Vasavada, Secretary
North Thurston Public Schools		Sean Dotson
Olympia School District		Hilary Seidel
Tumwater School District		Mel Murray
LOTT Clean Water Alliance		Carolyn Cox, Vice-Chair
Thurston County Public Utilities District No. 1		Jim Campbell

Non-Voting Membership

Lacey Fire District #3		Rick Kelling
Thurston Conservation District		Marianne Tompkins
Thurston Economic Development Council		Michael Cade
Puget Sound Regional Council		Josh Brown
Timberland Regional Library		Cheryl Heywood
The Evergreen State College		William Ward

Transportation Policy Board – CY 2026 Members

Bucoda		John Wood
Lacey		Andy Ryder, Chair
Olympia		Robert Vanderpool
Rainier		Ron Kemp
Tenino		Dave Watterson
Tumwater		Peter Agabi
Yelm		Tracey Wood
Thurston County		Rachel Grant, Second Vice Chair
Confederated Tribes of the Chehalis Reservation		Amy Loudermilk
Nisqually Indian Tribe		Heidi Thomas
North Thurston Public Schools		Garrett Kendall
Intercity Transit		Justin Belk
Port of Olympia		Krag Unsoeld
WA State Department of Commerce		Mark Barkley
WSDOT, Olympic Region		JoAnn Schueler
Business Representative Position #1		Renee Radcliff Sinclair, Vice Chair
Business Representative Position #2		Jessica McKeegan-Jensen
Business Representative Position #3		Vacant
Community Representative Position #1		Michelle Murray
Community Representative Position #2		Travis Millar

Ex Officio TPB Members – Washington State Legislature

2 nd Legislative District	Senator Jim McCune Representative Andrew Barkis Representative Matt Marshall
20 th Legislative District	Senator John Braun Representative Peter Abbarno Representative Ed T. Orcutt
22 nd Legislative District	Senator Jessica Bateman Representative Beth Doglio Representative Lisa Parshley
35 th Legislative District	Senator Drew MacEwen Representative Dan Griffey Representative Travis Couture

Technical Advisory Committee – CY 2026 Members

Confederated Tribes of the Chehalis Reservation		Bryan Sanders
Intercity Transit		Thera Black
Lacey		Chris Stolberg
Nisqually Indian Reservation		Joe Cushman
Olympia		Joey Jones
Thurston County		Becky Conn
Tumwater		Jeff Cook, Chair
Yelm		Elizabeth Jones
WSDOT, Olympic Region Planning		Joe Calodich
WSDOT, Olympic Region Local Programs		Andrea Archer-Parsons

Thurston Regional Planning Council - Regional Transportation Staff Directory

Agency Phone Number: 360.956.7575
 Agency Fax Number: 360.956.7815
 Agency Web Site: www.trpc.org

Core regional transportation staff work on a wide variety of issues. New and emerging issues arise, and other issues diminish over time. The following list reflects the primary areas of responsibility for significant aspects of the Unified Planning Work Program. It is representative of the kinds of things each person works on, but it is not inclusive. If you have questions about something you do not see on the list, get in touch with any of the people below and we will help you find what you are looking for.

Staff Contact	Primary Areas of Responsibility in Transportation
Elissa Gertler <i>Executive Director</i> gertlere@trpc.org	Oversight and management of staffing and all TRPC agency work programs.
Jennifer McCall <i>Finance Manager</i> mccallj@trpc.org	Oversight and management of contracting and accounting functions.
Scott Carte <i>GIS and Modeling Manager</i> cartes@trpc.org	Oversight of technical team including modeling and GIS staff. ITS Architecture
Katrina Van Every <i>Transportation Manager</i> vaneveryk@trpc.org	Oversight of Policy Board and transportation policy development. Transportation funding. MPO/RTPO program requirements. UPWP. Performance measures. Regional Transportation Plan. Coordinated human services transportation planning.
Chelsea Embree <i>Associate Planner</i> embreec@trpc.org	Title VI Coordinator.
Veronica Jarvis <i>Senior Planner</i> jarvisv@trpc.org	Legislative issues and support.
Paul Brewster <i>Senior Planner</i> brewstp@trpc.org	Federal funding programs. Oversight of Technical Advisory Committee. Trails and non-motorized transportation planning. Safety and security planning. Federal functional classification. "Walk and Roll" program and other school-based programs.
Theresa Julius <i>Senior Planner</i> juliust@trpc.org	Regional Transportation Improvement Program. Development and maintenance of regional travel demand and dynamic traffic assignment models. Traffic data support. Regional and corridor analysis. Local agency modeling support.
Michael Ambrogio <i>Senior Planner</i> ambrogim@trpc.org	Population and Employment forecast. Regional travel demand and dynamic traffic assignment models support.
Aaron Grimes <i>Senior Transportation Modeler</i> grimesa@trpc.org	Development and maintenance of regional travel demand and dynamic traffic assignment models. Traffic data support. Regional and corridor analysis. Local agency modeling support.
Clyde Scott <i>Senior Transportation Modeler</i> scottc@trpc.org	Development and maintenance of regional travel demand and dynamic traffic assignment models. Regional and corridor analysis. Concurrency analysis. Local agency modeling support.

APPENDIX D: UPWP ANNUAL REPORT

[insert annual report]



MEMBERS:

- City of Lacey
- City of Olympia
- City of Rainier
- City of Tenino
- City of Tumwater
- City of Yelm
- Confederated Tribes of the Chehalis Reservation
- Nisqually Indian Tribe
- Town of Bucoda
- Thurston County
- North Thurston Public Schools
- Olympia School District
- Tumwater School District
- Intercity Transit
- LOTT Clean Water Alliance
- Port of Olympia
- PUD No. 1 of Thurston County

ASSOCIATE MEMBERS:

- Lacey Fire District #3
- Puget Sound Regional Council
- The Evergreen State College
- Thurston Conservation District
- Thurston Economic Development Council
- Timberland Regional Library

MEMORANDUM

TO: Transportation Policy Board

FROM: Katrina Van Every, Transportation Manager

DATE: April 1, 2026

SUBJECT: TPB Bylaws Amendment – 1st Review

PURPOSE

Members will consider amending the TPB Bylaws to allow three community representatives instead of two.

Summary:

- The Transportation Policy Board (TPB) is currently recruiting for one community representative; we have received 13 applications.
- The TPB bylaws currently allocate two positions for community representatives while business representatives are allocated three positions.
- Given the volume of interest to serve as a community representative, The TPB Recruitment Subcommittee asks the TPB consider whether a third community representative should be appointed. This will provide parity with the number of business representatives and is responsive to the interest the TPB has received in being a community representative.
- The bylaws require amendments be approved by a two-thirds majority of the voting members present, and proposed changes must be presented one meeting prior to the meeting where the TPB takes action. The draft changes are attached.
- This item will return to the TPB on May 13th for final action.

REQUESTED ACTION

No action. This is a first review.

kve:ss
Attachment



Elissa Gertler
Executive Director

2411 Chandler Court SW
Olympia, WA 98502
360-956-7575
360-741-2545 Fax
www.trpc.org

MEMORANDUM

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April 1, 2026

EQUITY CONSIDERATIONS

The TPB recruits and appoints Business and Community Representatives, who are full voting members and eligible to serve as the TPB's officers. Expanding the TPB to include another community representative will open up opportunities to a wide range of people from around the region who may represent different viewpoints and experiences.

Transportation Policy Board BYLAWS

SECTION I: Purpose

The purpose of the Transportation Policy Board (TPB or Board) is to advise and make recommendations to the Thurston Regional Planning Council (TRPC) on policy and programs relating to regional transportation issues pursuant to state and federal legislation.

SECTION II: Membership

Each voting member agency of TRPC, as determined by Section III (Membership) of TRPC's "Agreement," shall be entitled to one seat on the TPB. Pursuant to RCW 47.80.040, the TPB shall also allow participation by: the Washington State Department of Transportation regional office (WSDOT); the Port of Olympia (Port); and Intercity Transit. TPB membership shall also include up to three (3) representatives of major employers, business, or industry associations, three (3) community representatives, one state agency representative, and up to two emeritus representatives all of whom shall be appointed by the TPB.

In accordance with 2003 state legislation (RCW 47.80.040 as amended by ESB 5245), any members of the Washington State House of Representatives or Senate whose districts are wholly or partly within the boundaries of the regional transportation planning organization are considered ex officio, nonvoting members of the TPB.

The Port shall designate an elected official to serve on the TPB, Intercity Transit shall designate an Authority member, and the WSDOT shall designate a high-level staff person to serve on the TPB. The Port, Intercity Transit, and the WSDOT shall convey to the TPB Chair in January of each year who their designated members shall be.

With the exception of community representatives, member organizations should officially designate alternates. Alternates from non-tribal members shall be elected officials from the same membership agency, with the following proviso: In the event an elected official from a member jurisdiction is not available to serve as a TPB alternate, that jurisdiction may, with approval from the TPB Chair, appoint a high-level, at-will department head from that jurisdiction to serve as alternate. Any non-elected TPB alternate must have the authority to speak for that jurisdiction and vote on regional policies on its behalf.

If the officially designated member-representative or the officially designated alternate member representative is unable to attend a specific meeting, then the member-representative may designate, for that meeting only, an additional alternative member-representative. This additional alternate will have all rights, privileges and authorities exercised by the member-representative and their appointed alternate.

SECTION III: Appointment of Business and Community Representatives

The TPB shall appoint up to three business representatives and two community representatives to its membership. Elected officials or employees of any TRPC or Board member organization shall not serve as a business or community representative. The TPB Chair shall establish a subcommittee to develop criteria, establish a recruitment process to fill vacancies, and to make a recommendation to the full TPB on appointments. Appointment of business and community representatives requires approval by a majority of voting members present at a regularly scheduled TPB meeting.

Business and community representative appointments shall be for a term of three years. There is no limit to the number of terms a representative may serve. At the end of an initial term, the Board may reappoint the business or community representative for a second three-year term without initiating the recruitment process. At the end of their term, a business or community representative shall continue to serve until

reappointment or until a replacement is appointed by the TPB. During the transition time between term expiration and reappointment or new appointment, the business or community representative enjoys all the privileges of full membership. This allows for continuation of operations during recruitment and appointment.

At least 60 days prior to the expiration of the first term of a business or community representative, staff will contact the representative to ascertain their desire to serve another term. Staff will notify the Board, who may reappoint the representative for a second term. If the business or community representative does not wish to serve another term or if the Board does not elect to reappoint the representative to another term, staff will initiate the recruitment process. At the end of the second term of a business or community representative, staff will initiate the recruitment process. Incumbents may apply.

The recruitment process consists of a 30-day notification and outreach to the public regarding the opportunity to serve as a community or business representative. For business representative recruitment, in addition to general public outreach, staff will work with the Chambers of Commerce, Economic Development Council and other business entities.

If a community or business representative is unable to complete their term within six months of appointment, the Board may opt to select from previous applicants, rather than initiate a new recruitment. The Board may also choose to begin a recruitment process. While both community and business representatives are selected on an individual and not a business basis, if a business representative leaves prior to the end of their term, the Board may choose to select someone from the same business to complete the term.

The term of a business or community representative who is serving as an officer of the Board (Chair or Vice-Chair) shall coincide with the term of office. For example, if a business representative's term is scheduled to end in July, but they are serving as Chair, Vice Chair, or Second Vice Chair, , their term shall be extended until the Board holds its next annual elections.

A community representative may not specify an alternate to serve in their place. If a business representative is unable to attend a specific meeting, they may designate an alternate from their respective organization for that meeting only.

SECTION IV: Appointment of Emeritus Representatives

From time to time, the Chair may consider designating emeritus status to a person who has served as a member of the Board for at least ten (10) consecutive years. Designation as an emeritus representative requires approval by a majority of voting members present at a regularly scheduled TPB meeting.

The TPB shall appoint no more than two emeritus representatives to serve at any given time.

If appointed, the emeritus representative may serve for an initial term of no longer than two years, and will have all the rights, privileges, and authorities exercised by any member of the Board. At the end of an initial two-year term, at the request of the Chair, the Board may consider reappointing the emeritus representative to subsequent one-year terms in a non-voting capacity." While non-voting, the second term emeritus business or community representative may make and second motions.

An emeritus representative may not specify an alternate to serve in their place. If a business or community member is granted emeritus status, their current business or community representative position will become open for recruitment following the process set forth in Section III.

SECTION V: Appointment of State Government Representative

The TPB shall appoint one state government representative to its membership. The TPB Chair or their designee shall consult with the Office of the Governor to develop criteria, establish a selection process,

and set the terms for this position. The TPB Chair will make a recommendation to the full TPB after such consultation. The State Agency selected by the Governor shall determine the representative from that agency to serve on the TPB. Appointment of the state government representative requires approval by a majority of voting members present at a regularly scheduled TPB meeting.

SECTION VI: Membership Roles, Responsibilities, and Expectations

The TPB advises TRPC on matters related to regional transportation. This advisory role is essential for TRPC to carry out its responsibilities as the federally-designated Metropolitan Planning Organization (MPO) and state-designated Regional Transportation Planning Organization (RTPO). To effectively carry out this advisory role, TPB members must be fully engaged in the activities and work of the TPB. TPB members are expected to regularly attend, prepare for, and actively participate in scheduled meetings. It is expected that TPB members will also participate in other ad hoc meetings, committees, and transportation-related events as appropriate. TPB members may also be asked by the TPB Chair to represent the TPB to other organizations. It is important that members maintain a regional perspective on transportation matters. TPB members work within a committee structure that strives for informed consensus in all of its decisions while respecting the diversity of viewpoints represented.

SECTION VII: Officers

The officers of the TPB are Chair, Vice Chair, and Second Vice Chair. Officers are elected at the February meeting of the TPB from among the representatives of the voting members provided that the current officers continue to serve until their successors are elected. Annually, at the January regular meeting of the TPB, the Chair will call for written/email nominations. Nominations will be accepted until the next regular TPB meeting. At the regular February TPB meeting, all submitted nominations will be read and additional nominations from the floor will be called for. The TPB will vote on each position in the order of Chair, Vice Chair, and Second Vice Chair, except that any member may propose a slate of officers and the TPB may vote on that slate instead of separate votes for each position.

If a vacancy occurs in any of the Officer positions or if a new officer position is established, the Chair or any serving TPB officer will notify the full TPB at the next regular monthly meeting. At that meeting, the Chair will call for written/email nominations to fill the vacancy. At the next regularly scheduled meeting, the TPB will hold elections to fill the vacancy.

- A. All voting members of the TPB are eligible to be officers and there are no term limits. The **Chair** presides at all meetings, coordinates with TRPC staff in setting the agenda for meetings, calls special meetings, and also sets the time and place of meetings in consultation with the membership. In addition, the Chair establishes committees and their membership for the purpose of making recommendations to the full TPB on policy or other issues. The Chair officially represents the TPB before other groups and agencies and also carries out other duties as designated by TRPC.
- B. The **Vice Chair** serves in the Chair's absence. The Vice Chair, when directed by the Chair, may officially represent the TPB before other groups and agencies.
- C. The Second Vice Chair may serve in the Chair or Vice Chair's absence. The Second Vice Chair, when directed by the Chair or Vice Chair, may officially represent the TPB before other groups and agencies.

SECTION VIII: Meetings

The dates and times of the regular monthly meetings of the TPB shall be held in accordance with the schedule set by the TPB each year at its January meeting. To ensure appropriate notice, public involvement and effective regional decision-making, all meetings shall comply with the requirements of the State Open Public Meetings Act. The Executive Director of TRPC shall ensure that official minutes are

taken for each regular TPB meeting, and that they are signed by the Chair and the Executive Director after review and approval by the TPB.

Written notification of regular meetings shall be sent to all representatives and alternates at least five (5) days prior to the date of the meetings. Notice of special meetings called by the Chair may be by telephone and appropriate members will be notified. Robert's Rules of Order will be observed at all regular TPB meetings.

Remote participation in Board meetings is permissible as long as proper notice of the meeting time and place is given, and technology is deployed that allows attending members of the public to hear all discussion. Public comment may need to be requested in advance or may be limited to written comment for remote participants.

SECTION IX: Quorum

A quorum shall consist of a simple majority of voting TPB members, except that State legislative members (Section II, Paragraph 2 - RCW 47.80.040) and emeritus representatives (Section IV) will not be counted toward setting or meeting the quorum requirement.

SECTION X: Voting

All actions and recommendations of the TPB shall be approved by a simple majority of voting members present.

SECTION XI: Amendments to the Bylaws

The Bylaws will be reviewed at least every four years. Amendments to these bylaws may be approved by a two thirds majority of the voting members present. Except in the case of emergency, proposed changes shall be presented one meeting prior to the meeting at which action by the TPB will be taken.

SECTION XII: TRPC Staff

TRPC staff are responsible to carry out all administrative functions required by the TPB. TRPC staff will be the key point of contact between the Technical Advisory Committee (TAC) and the TPB. The Chair (or project chair) of the TAC may join TRPC staff in presenting TAC recommendations or technical information to the TPB as needed.

Approved by TRPC: February 11, 1994 Amended by TPB: May 14, 2003

Amended by TPB: January 10, 2007

Amended by TPB: September 14, 2011

Amended by TPB: October 10, 2012

Amended by TPB: June 12, 2013

Amended by TPB: February 11, 2015

Amended by TPB: February 14, 2018

Amended by TPB: January 4, 2019

Amended by TPB: October 9, 2019

Amended by TPB: May 12, 2021

Amended by TPB: April 13, 2022

Amended by TPB: May 13, 2026



MEMBERS:

- City of Lacey
- City of Olympia
- City of Rainier
- City of Tenino
- City of Tumwater
- City of Yelm
- Confederated Tribes of the Chehalis Reservation
- Nisqually Indian Tribe
- Town of Bucoda
- Thurston County
- North Thurston Public Schools
- Olympia School District
- Tumwater School District
- Intercity Transit
- LOTT Clean Water Alliance
- Port of Olympia
- PUD No. 1 of Thurston County

ASSOCIATE MEMBERS:

- Lacey Fire District #3
- Puget Sound Regional Council
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- Thurston Conservation District
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- Timberland Regional Library

MEMORANDUM

TO: Transportation Policy Board

FROM: Chelsea Embree, Engagement Specialist

DATE: April 1, 2026

SUBJECT: Public Participation Plan 2026 Update

PURPOSE

Staff will introduce a project to update the agency’s Public Participation Plan by the end of 2026. The Plan will return to Council in November for final action.

Summary:

- The Public Participation Plan (PPP) details Thurston Regional Planning Council’s (TRPC) processes for conducting outreach. It has not been updated since 2019.
- The PPP is a required element of the Title VI Plan, which was updated and adopted by Council in 2025. Because there was not adequate time to update the PPP, WSDOT accepted TRPC’s Title VI Plan on the condition that we update the PPP in 2026.
- The process to update the PPP will include internal and external collaboration, with a 45-day public comment period anticipated to begin in early July.
- Council’s first review of the updated PPP is anticipated for October, with final action anticipated for November.

REQUESTED ACTION

No action. Information only.

ce:ss



Elissa Gertler
Executive Director

2411 Chandler Court SW
Olympia, WA 98502
360-956-7575
360-741-2545 Fax
www.trpc.org

BACKGROUND

Title VI Plan 2025 Update

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin under any program or activity that receives federal financial assistance. Thurston Regional Planning Council (TRPC) receives financial assistance from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and is therefore required to comply with Title VI.

Maintaining and updating a Title VI Plan is one way that TRPC complies with Title VI. TRPC's Title VI Plan details the agency's policies and procedures for implementing Title VI. The Plan must be updated every three years; the Washington State Department of Transportation (WSDOT) reviews and approves all Title VI Plans. The most recent Plan update took place in 2025, with Council's adoption in December 2025.

The Public Participation Plan (PPP) is a required element of the Title VI Plan. During the Title VI Plan update, TRPC staff identified that the agency's PPP had been separated from the Title VI Plan and had, therefore, not been updated since 2019. Because the PPP plays a significant role in TRPC's work program, a more thorough update is warranted. Such an update was not possible during the 2025 update to the Title VI Plan because of time constraints. Thus, WSDOT agreed to provide concurrence on TRPC's updated Title VI Plan on the condition that staff update the PPP in 2026.

Updating the Public Participation Plan

The PPP details TRPC's processes for conducting outreach, including: policies for providing notice of, and access to, opportunities to get involved; methods for informing and educating the public; desired outcomes; and how the agency uses public input.

In its current form, the PPP does not meet FHWA or FTA requirements. Both federal agencies require PPPs to explicitly address outreach to "minority" (defined as people who are not single-race white and not Hispanic/Latine) and Limited English Proficiency (LEP) populations. TRPC has historically faced challenges engaging these populations; updating the PPP to address the needs of these communities will therefore be a key focus of this project. Additional efforts will focus on post-pandemic engagement methods.

To update the PPP, TRPC staff will conduct a review of comparable PPPs, engage with jurisdiction staff, convene an internal work group to guide the process, and review the plan with TPB and Council.

NEXT STEPS

The following is the anticipated schedule for adopting the updated Public Participation Plan:

Date	Activity
July 1 – August 14, 2026	Public comment period
July 8, 2026	Transportation Policy Board's (TPB) 1 st review
September 9, 2026	TPB's 2 nd review and recommendation
October 2, 2026	Council's 1 st review
November 6, 2026	Council action



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- City of Tenino
- City of Tumwater
- City of Yelm
- Confederated Tribes of the Chehalis Reservation
- Nisqually Indian Tribe
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MEMORANDUM

TO: Transportation Policy Board

FROM: Veronica Jarvis, Senior Planner

DATE: April 1, 2026

SUBJECT: 2026 Legislative Session Recap

PURPOSE

Staff will provide a recap of the 2026 Legislative Session including legislation that affects our region and associated budget highlights.

Summary

- Each year TRPC does annual engagement with the legislature.
- Summer: form legislative subcommittee and develop TRPC legislative agenda.
- Fall: Finalize TRPC’s legislative priorities
- Winter: Legislative meetings and participation in legislative session (testify on bills, share direct feedback with legislators on bills, etc).
- Spring: Present legislative and budget recap to TRPC and TPB

REQUESTED ACTION

No action – information only

vj:ss



Elissa Gertler
Executive Director

2411 Chandler Court SW
Olympia, WA 98502
360-956-7575
360-741-2545 Fax
www.trpc.org