



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: Thurston Regional Planning Council

FROM: Allison Osterberg, Planning Manager

DATE: November 29, 2024

SUBJECT: 2025 Thurston Regional Planning Council's Work Program

PURPOSE

Adopt the draft 2025 Thurston Regional Planning Council's (TRPC) Work Program

Summary:

- TRPC's Work Program highlights Agency projects and programs for the coming year.
- The Work Program was reviewed by the Work Program Subcommittee in October.
- The Work Program was reviewed by Council in November.
- The Work Program document is the basis for the Agency's 2025 budget which will be developed in December and presented in January for adoption.

REQUESTED ACTION

Adopt the attached draft 2025 Thurston Regional Planning Council's 2025 Work Program

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Attachments:

- Draft 2025 TRPC Work Program



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Executive Director

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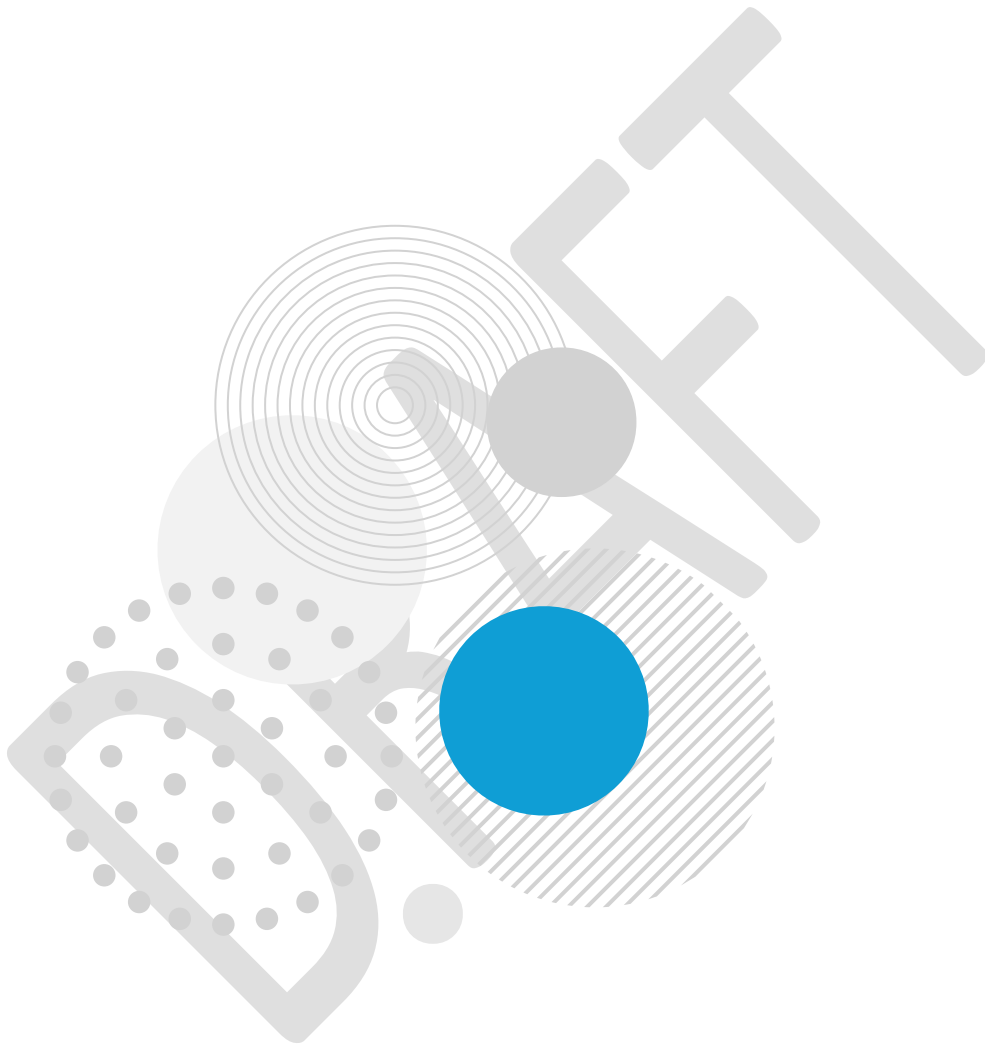
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EQUITY CONSIDERATIONS

The 2025 work program includes continued funding for staff and consultant support to work with TRPC staff and members to help ensure that our planning processes and products support the Diversity, Equity, Inclusion, and Belonging value established by Council.

**THURSTON REGIONAL PLANNING COUNCIL
2025 Work Program**

December 2024



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Title VI Notice

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 the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal Highway Aid (FHWA) program or other activity for which TRPC receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with TRPC. Any such complaint must be in writing and filed with the TRPC's Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence. For questions regarding TRPC's Title VI Program, you may contact the Title VI Coordinator at 360-956-7575 or email info@trpc.org.

Americans with Disabilities Act (ADA) Information

Materials can be provided in alternate formats by contacting the Thurston Regional Planning Council at 360.956.7575 or email info@trpc.org.

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Summary Table

| DESCRIPTION (Total amount and duration) | REGIONAL ASSESSMENT S | GRANT or CONTRACT | TOTAL REQUEST | PG |
|--|-----------------------------|----------------------|------------------|----|
| 1. Regional Council Support | | | | 9 |
| 1a. Council Support. Includes management of TRPC staff, legislative agenda, support for TRPC Council and standing subcommittees, and other executive level functions related to Council. | \$284,000 | \$0 | \$284,000 | 11 |
| 1b. Information Services. Includes <i>The Profile</i> , data development and data requests, GIS, forecasting, cost of living, and other core programs. Many of the items such as forecasting and GIS are also partially funded under item 2a. | \$217,000 | \$0 | \$217,000 | 12 |
| 1c. 2024-2028 Strategic Plan Implementation. Council priority projects. | \$58,000 | \$0 | \$58,000 | 14 |
| 2. Programs | | | | 16 |
| 2a. Unified Planning Work Program (UPWP). Contains all the required federal and state transportation program elements for a Metropolitan Planning Organization, as well as the Regional Transportation Priorities like Transportation Policy Board support, modeling, and support of work like I-5 improvements. Regional assessments are a required match for some of the federal funding. | \$90,000 | \$1,526,000 | \$1,616,000 | 18 |
| 2b. Rural Transit. 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. | \$0 | \$1,697,000 | \$1,697,000 | 20 |
| 2c. Commute Trip Reduction Program Coordination/SafeRide. 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. | \$0 | \$405,000 | \$405,000 | 21 |
| 2d. WRIA 13 Salmon Recovery Lead Entity. Ongoing program for salmon recovery. | \$0 | \$114,000 | \$114,000 | 23 |
| 3. Planning Projects | | | | 24 |
| 3a. Capitol Campus Telework. Concentrated effort to reduce commute trips related to worksites in downtown Olympia with a focus on mobile work and alternative work hours. | \$0 | \$74,000 | \$74,000 | 26 |

| DESCRIPTION (Total amount and duration) | REGIONAL ASSESSMENT S | GRANT or CONTRACT | TOTAL REQUEST | PG |
|--|-----------------------------|----------------------|------------------|----|
| 3b. Bicycle Connectivity Strategy. A project to define a regional network that will serve a wider range of bicyclists' skill levels and identify gaps and improvements. | \$0 | \$284,000 | \$284,000 | 27 |
| 3c. Emergency Incident Management Detour Route Improvements Study. Identify opportunities to improve the operational efficiency of the detour routes for Interstate 5 and US 101 and make them safer and more resilient. | \$0 | \$134,000 | \$134,000 | 28 |
| 3d. Freight Goods and Services Mobility Strategy. Develop a strategy to address the needs, challenges, and impacts of freight movement across the region. | \$0 | \$128,000 | \$128,000 | 29 |
| 3e. High-Capacity Transportation Project. This project will conduct a study examining options for multimodal high capacity transportation to serve travelers on the I-5 corridor between central Thurston County (Lacey, Olympia, and Tumwater area) and Pierce County. | \$0 | \$97,000 | \$97,000 | 30 |
| 3f. Martin Way Crossing Strategy. A study to identify appropriate locations for mid-block crossings on Martin Way and further scope specific improvements necessary to enhance pedestrian safety and mobility | \$0 | \$606,000 | \$606,000 | 31 |
| 3g. Regional Multimodal Level of Service. A project to consider the feasibility of integrating multimodal measures into the regional approach to transportation planning. | \$0 | \$108,000 | \$108,000 | 32 |
| 3h. Regional Safety Plan. Develop a Safety Action Plan that will inform future transportation priorities and investments and protect roadway users across the region. | \$0 | \$230,000 | \$230,800 | 33 |
| 3i. Stormwater Road Retrofit Prioritization Strategy. Work with local partners to develop a roadway retrofit prioritization process to enhance stormwater management planning and improve water quality in South Puget Sound. | \$0 | \$348,000 | \$348,000 | 34 |
| 3j. Thurston County Bicycle Map, 8th Edition. Update the bicycle map, a free paper and online map for commuting and recreation. | \$0 | \$39,000 | \$39,000 | 35 |
| 3k. Vehicle Miles Traveled (VMT) Reduction. Support updates to TRPC's regional travel demand model and regional transportation plan to include estimates and a forecast of VMT per capita | \$0 | \$53,000 | \$53,000 | 36 |

| 4. Local Partner Support Contracts | | | | 38 | |
|------------------------------------|---|-----|----------|----------|----|
| 4a. | Boundary Review Board. Staff for the Thurston County Boundary Review Board. | \$0 | \$16,000 | \$16,000 | 40 |
| 4b. | Customized Data Requests. Individual, small scope requests for custom data products and analyses that use TRPC's data and information services, including the travel demand model. | \$0 | \$9,000 | \$9,000 | 41 |
| 4c. | Growth Management Act Housing Allocations. Identify low-income housing needs for Thurston County jurisdictions and constraints to accommodating low-income housing as required by HB 1220. | \$0 | \$2,000 | \$2,000 | 42 |
| 4d. | I-5 Marvin to Mounts Road PEL. Work with WSDOT to evaluate the impact of a variety of potential modifications to I-5 utilizing our transportation models. | \$0 | \$30,000 | \$30,000 | 43 |

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WORK ELEMENT 1
Regional Council Support

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WORK ELEMENT 1A

Council Support

This work element includes support to the Council and management of TRPC staff. Activities include preparing TRPC and TRPC subcommittee agendas, reviewing and distributing packets, attending meetings, preparing meeting minutes, conducting new Council member briefings, arranging Council-sponsored public events, producing Council informational materials, as well as involvement on regional issues that carry out TRPC's mission. This program also includes development and monitoring of work program and budget, and staff recruitment, evaluation, and training. It also includes agency communications, including outreach through website, social media, and community events. Finally, this program provides staff support for activities the Council wishes to undertake during the year, including those which are not specifically identified in the adopted work program. Examples are developing and engaging on state legislative priorities, tracking applicable rules and regulations, preparing comments and recommendations on issues of regional and statewide importance, and writing grant applications. In 2025, staff will convene several Council subcommittees to review the current assessment structure, plan a retreat, and the Urban Growth Management Subcommittee.

SCOPE OF WORK

1. Manage TRPC and TRPC subcommittees
2. Prepare for TRPC and TRPC subcommittee meetings
3. Prepare meeting minutes
4. Brief new Council members
5. Arrange Council-sponsored events
6. Support TRPC's Legislative priorities
7. Develop and monitor Work Program
8. Support agency communications, including website and social media
9. Support representation of underrepresented groups on TRPC boards and committees
10. Recruit, evaluate, and train staff
11. Staff un-programmed activities (e.g., response to emerging issues, project development)

FUNDING ESTIMATE

- | | |
|-------------------------|----------------------|
| 1. 2025 Cost..... | \$284,000 |
| 2. Revenue Source | Regional Assessments |

WORK ELEMENT 1B

Information Services

The Information Services program meets a variety of the region's information needs. Collection and publication of local population, housing, economic, environmental, and land use information has been an important activity since TRPC was established in 1967.

One of the primary efforts of the information services program is data dissemination. Staff respond to requests for information from the public, community organizations, government agencies, and TRPC members. The program supports the established role of TRPC as an information clearinghouse for the Thurston County region. Information Services also provides support for the update and continual improvement of the TRPC website (www.trpc.org). The website is an efficient and cost-effective medium for disseminating TRPC's extensive data resources and publications to member agencies and the public.

A number of online resources also help disseminate TRPC's data. One of the best known is *The Profile*. *The Profile* is widely recognized as a comprehensive, accessible, and reliable source for data on Thurston County. The *Sustainable Thurston Report Card* is another of TRPC's Information Services products. *The Report Card* is updated annually to track the outcomes of Sustainable Thurston Plan goals and growth-management policies.

TRPC staff internally generate data, such as the annual small area population and housing estimates. Another example is staff participation in a quarterly cost of living study for the Olympia-Tumwater-Lacey region. Staff collect the data and submit it to the Council for Community and Economic Research (C2ER) for compilation into a national report. At other times, various data may come from an outside source, and the raw data may require extensive processing by agency staff. An example of this is U.S. Census data. TRPC is the designated repository for Census data in Thurston County and an affiliate member of the State Data Center (SDC).

TRPC has prepared population and employment forecasts since 1969 to assist local jurisdictions in planning for new facilities such as hospitals, schools, transportation, water, and sewer infrastructure. The Growth Management Act states that, "*Based upon the growth management population projection made for the county by the Office of Financial Management, the county and each city within the county shall include areas and densities sufficient to permit the urban growth that is projected to occur in the county or city for the succeeding twenty-year period.*" Consistent with the County-Wide Planning Policies, TRPC develops small area population forecasts to determine if the minimum 20-year population can be accommodated county wide.

Whether gathered from other sources or generated internally, maintenance of the increasing amount of digital data by the agency is a growing demand on this program. One facet of this is the maintenance of TRPC's GIS program, which provides critical support for regional and contract programs. The GIS program develops, maintains, and manages comprehensive data and hardware infrastructures. Examples of major TRPC programs that depend on GIS include transportation modeling, population and employment forecasting, *The Profile*, the *Sustainable Thurston Report Card*, and the Census program.

SCOPE OF WORK

- 1. Provide assistance and information sharing to the public and TRPC members.
- 2. Produce data reports, including *The Profile*, *Sustainable Thurston Report Card*, and Cost of Living Study.
- 3. Collect data, including new residential and commercial building activity.
- 4. Analyze data, including population estimates, changes in land use, and Census data releases.
- 5. Develop and maintain digital databases including GIS data.
- 6. Coordinate with local, state, and federal agencies on data issues.

FUNDING ESTIMATE

- 1. 2025 Cost.....\$217,000
- 2. Revenue Source Regional Assessments

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WORK ELEMENT 1C

2024-2028 Strategic Plan Implementation

Council approved TRPC’s 2024-2028 Strategic Plan in February 2024. Council has given staff direction to prioritize the future strategic opportunities related to better incorporating Diversity, Equity, Inclusion, and Belonging (DEIB) into our planning work. TRPC brought on a Public Engagement Specialist in August 2024 to lead these efforts. By the end of 2024, staff plan to have a draft work plan for DEIB work in 2025. Staff anticipate that outside expertise will be needed to help in these efforts. The budget included below is a placeholder for hiring that outside expertise.

SCOPE OF WORK

1. Annual staff retreat
2. Contract with outside firm to provide DEIB support

FUNDING ESTIMATE

- | | |
|-------------------------|----------------------|
| 1. 2025 Cost..... | \$58,000 |
| 2. Revenue Source | Regional Assessments |

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WORK ELEMENT 2
Programs

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WORK ELEMENT 2A

Unified Planning Work Program (UPWP)

TRPC is the federally designated Metropolitan Planning Organization (MPO) and the State-designated Regional Transportation Planning Organization (RTPO) for the Thurston region. This means that a core function of TRPC's regional transportation work program is to comply with all federal and state planning requirements.

Federal and state laws govern much of the transportation work undertaken by TRPC. The following is a high-level overview of the mandated Unified Planning Work Program (UPWP) elements that ensure compliance with state and federal requirements for planning and programming, administrative functions, and Council-identified transportation priorities. The UPWP and its implementing budget, adopted by Council in Spring 2024, provide detail of all the tasks and deliverables within this element. A full copy of the UPWP is available through TRPC staff or on our website at <https://www.trpc.org/305/Unified-Planning-Work-Program>.

The scope below represents the work program for State Fiscal Year (SFY) 2025 (July 1, 2024 to June 30, 2025). In 2025, work will continue to complete the SFY work program. A new work program will be developed in spring 2025 for implementation the following SFY.

SCOPE OF WORK

1. Program Management
 - 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
2. Project Programming and Tracking
 - 2.1. Program Federal Funding
 - 2.2. Track Federal Funding Obligations
 - 2.3. Manage Regional Transportation Improvement Program
 - 2.4. Manage Congestion Management Process
 - 2.5. Manage Federally Required Performance Measures
3. Multimodal Transportation Planning
 - 3.1. Coordinate with Tribal, Local, State, and Federal Agencies
 - 3.2. Conduct Communications and Outreach
 - 3.3. Maintain General Compliance
 - 3.4. Participate in General Planning Activities
 - 3.5. Review Urban Areas and Roadway Functional Classification
 - 3.6. Support Regional Trails Planning Efforts
 - 3.7. Professional Development and Training
 - 3.8. Provide Planning Support

- 4. Data Collection, Analysis, and Forecasting
 - 4.1. Provide GIS and Transportation Modeling Support
 - 4.2. Manage Data
- 5. Major initiatives (may span over several work programs)
 - 5.1. Update the Regional Travel Demand Models
 - 5.2. Update the Regional Transportation Plan
 - 5.3. Establish a Congestion Management Process
- 6. Contingency and Carryover
 - 6.1. Contingency
 - 6.2. Carryover

FUNDING ESTIMATE

- 1. 2025 Cost.....\$1,616,000
- 2. Revenue Sources Regional Assessments, State, Federal

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WORK ELEMENT 2B

Rural Transit (rT)

Since 2000, TRPC has implemented several projects that improve general purpose transportation options for the rural community. Funded through a mix of federal, state, regional, and local funds secured by TRPC, all projects involve coordination and collaboration between public, private, and non-profit entities.

ruralTransit (rT)

This program provides variable fixed-route services for the residents of, and visitors to, the Bucoda, Grand Mound, Rainier, Rochester, Yelm, and Tenino communities. The program also serves the Confederated Tribes of the Chehalis Reservation. Each weekday, rT transports passengers on a variable fixed route that supports transfers to other transit providers for final destinations. TRPC subcontracts this service, which is designed to connect with, but not duplicate Intercity Transit (Thurston County) and Twin Transit (Lewis County) services. All vehicles are lift equipped and have bicycle racks to support people with special needs and people who choose to include bicycling as part of their trip. TRPC received funding for the 2023-2025 biennium to expand rT services to include Saturday service and a connection between Tenino and Yelm. The funding is not ongoing, and TRPC has applied for funds to continue the expanded services.

After School Programs

rT coordinates with Boys and Girls Club and ROOF Kid's Place to supply transportation for children, youth, parents, staff, and the public in support of after-school programs in the rural communities.

SCOPE OF WORK

1. Provide transportation services to the rural communities of the Thurston region, connecting to other public, private, and non-profit services.
2. Manage federal, state, and provider/partner contracts.
3. Provide timely reporting to satisfy state and federal regulations and best practices. This includes, but is not limited to, processing certificates and assurances, drug and alcohol testing certifications, and complying with quarterly, annual, and final reporting requirements.
4. Convene regional coordination efforts.
5. Provide outreach and marketing to both north and south counties, with emphasis on people with low incomes, elders, youth, veterans, and people with disabilities.
6. Continue to seek funding and community support to maintain and expand services.

FUNDING ESTIMATE

- | | |
|-------------------------|---|
| 1. 2025 Cost..... | \$1,697,000 |
| 2. Revenue Source | Local, State, Federal |
| 3. Total Funding | \$2.8M including one time service expansion funds |

WORK ELEMENT 2C

Commute Trip Reduction Program Coordination/ Safe Ride Management

The State Commute Trip Reduction Efficiency Act requires certain counties, cities, and towns to develop ordinances, plans and programs to reduce Vehicle Miles Traveled (VMT) and Single Occupant Vehicle (SOV) commute trips, and thereby reduce vehicle-related air pollution, traffic congestion, and energy use. The Act provides technical assistance to counties, cities, and towns in developing and implementing Commute Trip Reduction (CTR) plans and programs and provides for distribution of funds for local CTR implementation efforts.

The affected jurisdictions in the Thurston Region have a strong history of coordination, recognizing that commuters travel across jurisdictional lines and that pooling limited resources provides more cost-effective program support. The cities of Olympia, Lacey, and Tumwater, and Thurston County contract with TRPC to serve as lead agency to implement the requirements of the CTR Law. Intercity Transit, and the Washington State departments of Transportation (WSDOT) and Enterprise Services (DES) are critical partners in these efforts. TRPC will ensure that CTR efforts align with the Thurston Climate Mitigation Plan, which calls out transportation as one of the top contributors to greenhouse gas emissions in our region.

This work program is divided into three categories – the Base Program category, the Small State Agencies category, and management of the State Emergency Ride Home Program (SafeRide). All three programs provide support to CTR worksites, helping them to develop programs that are compliant with local and state law, as well as local and regional Commute Trip Reduction Plans. There are currently 191 CTR worksites in Thurston County.

The Base Program and Small State Agencies program categories stem from the passage of SSB 6088 in 2009 which amended the law such that all state worksites in the urban growth areas of Olympia, Lacey, and Tumwater became covered under the CTR law, no matter their size. At the time, approximately 120 worksites were added to the Thurston County program. Since that time, funding has been further delineated such that the Base Program covers worksites with 50 or more employees, while the Small State Agencies Program supports worksites with fewer than 50 employees. The Legislature increased funding to the CTR program in 2023 to account for inflation's impact on the capacity provided by historical funding levels.

The final element, Safe Ride Management, refers to the state emergency ride home program. This program provides a ride home for people who used a commute alternative that day but experience a family emergency or unexpected overtime. TRPC manages the accounting of the program and provides assistance to Employee Transportation Coordinators and other staff on how to use the program.

SCOPE OF WORK

Typical CTR program elements for worksites of all sizes include:

- 1. Administration
- 2. Compliance and enforcement
- 3. Worksite program development, review and evaluation
- 4. Employee transportation coordinator and worksite support
- 5. Outreach and communications
- 6. Data analysis
- 7. Survey administration and program report coordination
- 8. Contract management, billing, marketing for Safe Ride

FUNDING ESTIMATE

| | |
|-------------------------|--------------------------------------|
| 1. 2025 Cost..... | \$405,000 |
| 2. Revenue Source | State Grants |
| 3. Total Funding | \$715,000 from mid-2023 to mid-2025* |

*Expect similar level of funding for next state biennium

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WORK ELEMENT 2D

WRIA 13 Salmon Recovery Lead Entity

The Lead Entity work is critical to Washington State’s salmon recovery framework. Lead entities are funded through agreements with the Washington State Recreation and Conservation Office (RCO). The primary responsibility of Lead Entities is to provide technical and community guidance to an annual ranked project list that implements the highest priority restoration and conservation actions for salmon habitat recovery. The Lead Entity Committee bases decisions upon the local recovery strategy, which in turn supports the Puget Sound Chinook Recovery plan. The ranked list of projects is produced for funding consideration through the state Salmon Recovery Funding Board.

TRPC has taken on the administrative and coordination responsibilities required for the WRIA 13 Lead Entity.

SCOPE OF WORK

1. Represent the WRIA 13 Lead Entity at a variety of salmon recovery workshops and meetings
2. Establish, coordinate, and facilitate the citizen and technical advisory group meetings relating to the Lead Entity
3. Working with the advisory groups, develop an annual work plan to guide the overall effort of creating a prioritized habitat project list to recommend for funding
4. Create a ranked habitat project list and submit it to the appropriate state agencies and boards
5. Document the goals and strategies needed for salmon recovery in the WRIA; maintain the current watershed recovery chapter or plan; and coordinate with other salmon recovery entities to ensure the goals and strategies between the entities and plans are consistent
6. Maintain a 4-year Work Plan project list
7. Track salmon restoration and protection projects in the WRIA 13 area in the appropriate state database
8. Facilitate and oversee the final revisions of the habitat strategy

FUNDING ESTIMATE

- | | |
|---------------------------|-----------|
| 1. 2025 Cost:..... | \$114,000 |
| 2. Revenue Sources: | State |

WORK ELEMENT 3
Planning Projects

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WORK ELEMENT 3A

Capitol Campus Telework

This project will continue the work with Capitol Campus agencies to plan a successful continuation of hybrid and flexible work in the area. TRPC will work with these agencies to pilot and track any of the various trends in return to office.

We will partner with the Office of the Governor, Office of Financial Management, Department of Transportation (Headquarters and Olympic Region), Department of Enterprise Services, the jurisdictions of Lacey, Olympia, Tumwater and Thurston County, organized labor, and others to move state employees off roads – especially during peak times. This project will align with goals identified in the Thurston Climate Mitigation Plan to reduce transportation related emissions.

This project specifically looks to relieve congestion at peak periods by state employees at the I-5/US 101 Interchange, and at key locations on Olympia's local street network.

SCOPE OF WORK

1. Literature review of state, national, and international success stories, best practices, and challenges. Identify and reach out to other states or organizations who have returned to the office and find out what strategies worked well for them. Gather articles and do literature review of new trends in the remote and hybrid work industry.
2. Coordination with other I-5 Tumwater to Mounts Road initiatives.
3. Outreach to state agencies on the Capitol Campus, to identify Focus Agencies and Champions.
4. Track and encourage hybrid and flexible work models to distribute the demand on our transportation system throughout the day and week.
5. Continue providing Lunch and Learn opportunities or all staff presentations at state agencies on reinventing the commute post pandemic.
6. Recognize or celebrate agency participants and their organizations.
7. Provide connections with Downtown Olympia businesses to encourage hybrid workers to use sustainable travel modes to support our local economy.
8. Final Report and Next Steps.

FUNDING ESTIMATE

| | |
|-------------------------|--------------------|
| 1. 2025 Cost | \$74,000 |
| 2. Revenue Source | State, Local Match |
| 3. Total Funding | \$115,000 |

WORK ELEMENT 3B

Bicycle Connectivity Strategy

The Thurston region has goals for reducing vehicle miles traveled and transportation emissions; increasing the use of bicycles and other micromobility devices is one way to achieve these goals by reducing car trips. 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 motorized 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 skill and comfort levels for riding in and around traffic – and recommend policy and infrastructure improvements that will create a more complete and effective network.

SCOPE OF WORK

1. Project management.
2. Partner coordination and community engagement.
3. Establish vision and goals.
4. Current conditions and opportunities report.
5. Recommendations and implementation plan.

FUNDING ESTIMATE

| | |
|-------------------------|-----------------------------|
| 1. 2025 Cost | \$284,000 |
| 2. Revenue Source | Federal Redistributed Funds |
| 3. Total Funding | \$400,000 |

WORK ELEMENT 3C

Emergency Incident Management Detour Route Improvements Study

When I-5 or US101 shuts down due to major collisions, flooding, or other blocking emergencies, traffic is detoured to local streets and rerouted to the freeway to bypass the incident. These temporary 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 public works and law enforcement stakeholders 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.

SCOPE OF WORK

1. Project management
2. Outreach and coordination
3. Current conditions report
4. Identify and prioritize improvements

FUNDING ESTIMATE

- | | |
|---|-----------------------------|
| 1. 2025 Cost | \$134,000 |
| 2. Revenue Source Federal (STBG) and local (Thurston County) with WSDOT in-kind match | |
| 3. Total Funding | \$225,000 from 2022 to 2025 |

WORK ELEMENT 3D

Freight Goods and Services Mobility Strategy

A freight mobility strategy is needed to address the unique characteristics, needs, and impacts of freight mobility within the Thurston region. The Strategy will focus on truck freight movement to support the region's increasing demand for goods and services in a safe and reliable manner.

This project will develop a regional freight strategy to address the various freight challenges the region has. 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.

SCOPE OF WORK

1. Project management
2. Outreach
3. Project goals
4. Existing and future conditions report
5. Implementation plan
6. Executive report

FUNDING ESTIMATE

| | |
|-------------------------|-----------------------------|
| 1. 2025 Cost | \$134,000 |
| 2. Revenue Source | Federal Redistributed Funds |
| 3. Total Funding | \$600,000 |

WORK ELEMENT 3E

High-Capacity Transportation Project

The Thurston Region is one of the fastest growing areas of the state. The Lacey-Olympia-Tumwater urban area comprises the urban core of our county with a concentration of jobs, population, and activities. It is well-served by transit, but opportunities exist for more frequent and direct transit service along the urban corridors linking our urban centers. Intercity Transit has identified the need for Bus-Rapid Transit service within the urban core, with a desire to provide service by 2026.

We are part of the commute-shed for Tacoma and Seattle to the north, however congestion and recurring incidents on interstate 5, as well as the absence of high-occupancy vehicle lanes, make commute times unreliable. Sound Transit’s plans to extend commuter rail to Dupont by 2045 brings opportunities to look to increase options for commuters.

Phase 1 examined opportunities and challenges for high-capacity transit both within our county and for out-of-county commuters.

For Phase 2, TRPC received funding from the Legislature to study options for multimodal high-capacity transportation (HCT) to serve travelers on the I-5 corridor between central Thurston County (Lacey, Olympia, and Tumwater area) and Pierce County.

This study is intended to help determine the feasibility, cost estimates, and timeframes of different high-capacity transportation options so that the Thurston Region can focus efforts on the most effective and efficient options for the region. The study has been completed and TRPC staff have been doing outreach on this project in 2024. Outreach concluded in fall 2024 with a local transportation leaders visioning event, and staff will use remaining Phase 1 funds to support next steps identified at that event.

SCOPE OF WORK

Phase 1

1. Project Management.
2. Identify Issues and Potential Solutions.
3. Assessment of Project(s) Viability for Small Starts Program.
4. Support Project Development.

Phase 2 (complete)

1. Project Management.
2. Study Outline
3. Collaboration and Outreach
4. Past Studies Review
5. Travel shed Assessment & Ridership Potential.
6. Connectivity and Accessibility Evaluation
7. Cost and timeframe estimates

FUNDING ESTIMATE

Phase 1

| | |
|-------------------------|---------------------|
| 1. 2025 Cost | \$97,000 |
| 2. Revenue Source | Federal Grant (STP) |
| 3. Total Funding | \$200,000 |

WORK ELEMENT 3F

Martin Way Crossing Strategy

Martin Way, a crucial urban artery and transit corridor in the Thurston region, links multiple jurisdictions and connects people throughout the region to homes, businesses, and services. Martin Way also serves as an alternative to I-5, allowing drivers a choice during peak congestion periods and when accidents/incidents occur.

Yet this former state highway is also a dividing line, where pedestrians must brave high traffic volumes and speeds, a wide roadway with intermittent crossing opportunities, and disconnected pathways. One-third of fatal or severe collisions on Martin Way in the past five years involved a pedestrian or bicyclist, with several serious incidents since 2015 linked to pedestrians attempting to cross the roadway. More than 70 percent of collisions involving pedestrians occurred within 250 feet of an Intercity Transit bus stop, highlighting the vulnerability of transit users.

A joint planning study between the Thurston Regional Planning Council, Thurston County, City of Olympia, City of Lacey, and Intercity Transit has affirmed a shared vision for the corridor as a more pedestrian-friendly area that supports high-capacity transit and high-density urban growth, including affordable housing options. This study has identified a need for additional crossings to address concerns raised through a safety assessment and public engagement.

The Martin Way Crossing Strategy will identify appropriate locations for mid-block crossings on Martin Way and further scope specific improvements necessary to enhance pedestrian safety and mobility, including but not limited to driveway consolidation/access management, refuge islands, sidewalk improvements, and ADA improvements. The study will result in preliminary designs (30%) for up to 10 priority crossings or other interventions along Martin Way.

SCOPE OF WORK

1. Project management
2. Partner coordination
3. Community outreach and engagement
4. Crossing study
5. Project concepts and cost estimates

FUNDING ESTIMATE

| | |
|-------------------------|-----------|
| 1. 2025 Cost | \$606,000 |
| 2. Revenue Source | State |
| 3. Total Funding | \$700,000 |

WORK ELEMENT 3G

Regional Multimodal Level of Service

Regional policymakers have expressed the desire to move toward a multimodal level of service that will set performance goals for transit, bicycle and pedestrian facilities in addition to vehicles. In 2023, the Legislature made it a requirement of the Growth Management Act to base transportation planning on a multimodal level of service. This work will help align our region’s compliance with the new requirements.

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.

SCOPE OF WORK

1. Project management
2. Partner coordination
3. MMLOS best practices and options report
4. Recommendations and resources

FUNDING ESTIMATE

| | |
|-------------------------|-----------------------------|
| 1. 2025 Cost | \$108,000 |
| 2. Revenue Source | Federal Redistributed Funds |
| 3. Total Funding | \$320,000 |

WORK ELEMENT 3H

Regional Safety Plan

The goal of this project is to reduce fatalities and serious injuries on roadways across the Thurston region by identifying priority strategies, policies, and projects that can address safety issues across the region, with a particular focus on identifying solutions for smaller, rural communities and vulnerable populations, including pedestrians and transit users. This project will build on existing work and bring together a broad spectrum of community partners—including local governments, tribes, transit agencies, school districts, and business community—to develop a Regional Safety Action Plan that will inform future transportation priorities and investments and protect roadway users across the region.

SCOPE OF WORK

1. Partner coordination and engagement
2. Safety analysis
3. Engagement and collaboration
4. Safety Action Plan
5. Supplemental ADA Transition Plans
6. Project management

FUNDING ESTIMATE

| | |
|-------------------------|-----------|
| 1. 2025 Cost | \$230,000 |
| 2. Revenue Source | Federal |
| 3. Total Funding | \$332,520 |

WORK ELEMENT 3I

Stormwater Road Retrofit Prioritization Strategy

Partnering with Thurston County and the cities of Lacey, Olympia, and Tumwater, TRPC is facilitating a roadway retrofit prioritization process to enhance stormwater management planning in the South Puget Sound region. This project will ultimately improve water quality in Nisqually, Deschutes, and Kennedy-Goldsborough watersheds through stormwater retrofit treatment projects that minimize harmful toxins entering local receiving waters and Puget Sound.

The region has largely been developed with legacy stormwater management systems that lack treatment and flow control and do not meet current stormwater management regulations. As a result, receiving waters would benefit from a strategic approach to addressing flow control and water quality treatment retrofits in existing development. The goal of this project is to better prepare local jurisdictions in the South Puget Sound region for planning and prioritizing impactful, cost-effective roadway and regional stormwater retrofit projects to be funded and implemented as part of the greater Puget Sound recovery effort. The prioritization framework resulting from this project will use existing data that can be updated over time to help regional stormwater staff identify roadway pollution hotspots, ensure projects are integrated with local salmon and ecosystem recovery priorities, and develop future treatment projects to minimize the amount of harmful toxins that enter local receiving waters and Puget Sound in the near and long term.

SCOPE OF WORK

1. Project Development
2. Project Administration and Reporting
3. Partner Coordination and Community Engagement
4. Road Retrofit Prioritization
5. Retrofit Project Concepts
6. Communicating Impacts
7. Implementation Strategy

FUNDING ESTIMATE

| | |
|-------------------------|-----------|
| 1. 2025 Cost | \$348,000 |
| 2. Revenue Source | Federal |
| 3. Total Funding | \$438,320 |

WORK ELEMENT 3J

Thurston County Bicycle Map, 8th Edition

This project will update the Thurston County Bicycle Map (8th Edition) and make it available to the public in both print and electronic formats. Updated every three years, the map provides current information on roads, bicycle facilities, trails, and neighborhood connections, along with important safety guidelines, traffic laws, and cycling tips. It serves as a valuable resource for promoting safe cycling and supporting it as an effective mode of transportation. Since 1999, TRPC and its partners have collaborated to produce and distribute this high-quality map free of charge.

SCOPE OF WORK

1. Project management
2. GIS data development & mapping
3. Content development and formatting
4. Printing

FUNDING ESTIMATE

| | |
|-------------------------|----------|
| 1. 2025 Cost | \$39,000 |
| 2. Revenue Source | Federal |
| 3. Total Funding | \$43,250 |

WORK ELEMENT 3K

Vehicle Miles Traveled Reduction Work Program

This project will provide support for updating TRPC's regional travel demand model and regional transportation plan to include estimates and a forecast of vehicle miles travelled (VMT) per capita. The VMT Reduction Work Program will enhance ongoing work to update the travel demand model and regional transportation plan. It will also identify different ways to extract VMT from the model and identify the pros and cons of each method.

SCOPE OF WORK

1. Project management
2. Modeling support
3. VMT updates
4. RTP development

FUNDING ESTIMATE

| | |
|-------------------------|-----------|
| 1. 2025 Cost | \$53,000 |
| 2. Revenue Source | State |
| 3. Total Funding | \$138,000 |

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WORK ELEMENT 4
Partner Support Contracts

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WORK ELEMENT 4A

Boundary Review Board (BRB) Chief Clerk

The Boundary Review Board (BRB) reviews proposals for boundary changes by cities, towns and special-purpose districts (such as fire districts) within Thurston County, including city or district annexations.

The Board employs a Chief Clerk that acts as the secretary of the board. The Chief Clerk processes and analyzes annexation requests; ensures legal advertising and noticing requirements are met; writes staff reports; presents annexation requests at public hearings of the BRB; administers oaths and affirmations; certifies to all official acts; and has the power to issue subpoenas pertaining to annexation requests.

Project Partners and Roles

- TRPC staff will act as the BRB’s Chief Clerk and will maintain annexation records on a short-term basis.
- Thurston County will continue to maintain annexation records on a long-term basis. The Thurston County Prosecutor’s Office will continue to provide legal counsel to the BRB as well as the clerk. The County Surveyor will continue to review the legal descriptions for all annexation requests to ensure accuracy.

SCOPE OF WORK

Thurston County Contract. On an annual basis, the projected budget for the following year must be updated. It is anticipated that the budget will be based on the following tasks:

1. Chief Clerk services
2. Payments to Board members
3. Continuing education

FUNDING ESTIMATE

1. 2025 Cost:..... \$16,000
2. Revenue Sources: Thurston County

Note: Total amount will vary depending on the number/complexity of annexations submitted to the Boundary Review Board.

WORK ELEMENT 4B

Customized Data Requests

TRPC’s data program accepts Customized Data Requests to develop custom data products and analyses that use TRPC’s data and information services, including the travel demand model. These requests are often limited in scope and effort and do not justify the creation of a standalone contract to complete the requested work. These are often used to accommodate requests from consultants working with our member jurisdictions but may also be used to fulfill smaller custom requests from member entities.

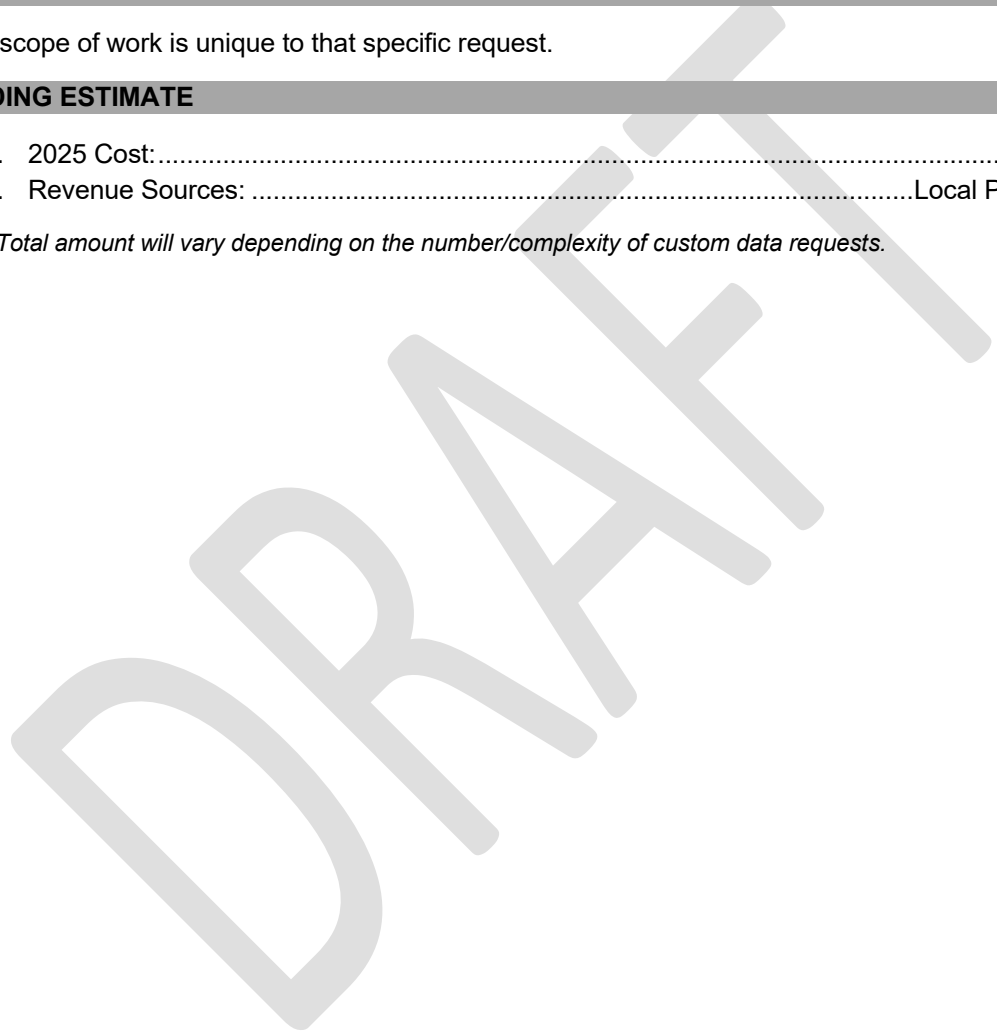
SCOPE OF WORK

Each scope of work is unique to that specific request.

FUNDING ESTIMATE

- 1. 2025 Cost:.....\$9,000
- 2. Revenue Sources:Local Partners

Note: Total amount will vary depending on the number/complexity of custom data requests.



WORK ELEMENT 4C

Growth Management Act Housing Allocations

HB 1220 (2021-2022 legislative session) added new requirements for the housing elements of jurisdictions' Comprehensive Plans. Thurston County and the cities of Lacey, Olympia, Tenino, Tumwater, and Yelm (the "project partners") contracted with TRPC to facilitate a process for jurisdictions to implement the low-income housing need requirements of HB 1220 and provided data analysis support.

In Phase 1 of the project, the project partners identified low-income housing needs for each jurisdiction consistent with TRPC's adopted population projections. These allocations were provisionally accepted by TRPC at Council's March 2024 meeting. In Phase 2, TRPC will complete a land capacity analysis to identify if there is sufficient land to accommodate each jurisdictions' low-income housing need. The findings of the land capacity analysis may require revisions to the low-income housing need allocations.

The project will also develop a scope of work for updating the Countywide Planning Policies to ensure they are consistent with HB 1220 and other recent legislative changes.

SCOPE OF WORK

Interlocal Agreement with the project partners.

1. Project management
2. Land capacity analysis
3. Draft and final deliverables – Land capacity analysis
4. Housing need allocation update
5. Countywide Planning Policies review scope of work

FUNDING ESTIMATE

| | |
|---------------------------|----------------|
| 1. 2025 Cost:..... | \$2,000 |
| 2. Revenue Sources: | Local Partners |
| 3. Total Funding: | \$52,000 |

WORK ELEMENT 4D

I-5 Marvin to Mounts Road PEL

TRPC’s modeling team is working with the Washington State Department of Transportation to evaluate the impact of a variety of modifications to I-5 between Marvin Road and Mounts Road to support their ongoing Planning and Environmental Linkages (PEL) Study. This project will utilize both our Regional Model and our Dynameq model to evaluate the impact of changes like adding HOV lanes to portions of I-5 within that corridor. The work is expected to be complete by the end of 2025.

SCOPE OF WORK

1. Project management
2. Modeling for section 3 of the corridor
3. Modeling for sections 1 & 2 of the corridor
4. Contingency

FUNDING ESTIMATE

1. 2025 Cost:..... \$30,000
2. Revenue Sources: State

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Regional Assessments

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THURSTON REGIONAL PLANNING COUNCIL 2025 ASSESSMENTS

| | 2023 Population | 2024 Population | Factor | Adjusted Population | Rate | 2025 Assessment + Tech Fee [†] | 2024 Assessment | % Change |
|--|--------------------|--------------------|--------|------------------------|------|---|--------------------|-------------|
| Tier 1. *Charter Members: | | | | | | | | |
| Thurston County Urban | 53,470 | 55,270 | 1 | 55,270 | 2.05 | \$113,422 | \$129,483 | |
| Thurston County Rural | 89,860 | 89,790 | 0.5 | 44,895 | 2.05 | \$92,131 | \$105,177 | |
| <i>Thurston County Unincorporated Total</i> | <i>143,330</i> | <i>145,060</i> | | | | <i>\$234,660</i> | <i>\$201,930</i> | <i>16%</i> |
| Olympia | 56,900 | 57,450 | 1 | 57,450 | 2.05 | \$134,590 | \$116,767 | 15% |
| Lacey | 59,430 | 60,210 | 1 | 60,210 | 2.05 | \$141,056 | \$121,959 | 16% |
| Tumwater | 27,100 | 27,470 | 1 | 27,470 | 2.05 | \$64,355 | \$55,613 | 16% |
| Yelm | 10,770 | 10,880 | 1 | 10,880 | 2.05 | \$25,489 | \$22,102 | 15% |
| Tenino | 2,045 | 2,070 | 0.5 | 1,035 | 2.05 | \$2,425 | \$2,098 | 16% |
| Rainier | 2,555 | 2,565 | 0.5 | 1,283 | 2.05 | \$3,005 | \$2,622 | 15% |
| Bucoda | 620 | 620 | 0.5 | 310 | 2.05 | \$799 | \$700 | 14% |
| Nisqually Indian Tribe | 823 | 847 | 0.5 | 424 | 2.05 | \$992 | \$844 | 17% |
| Confederated Tribes of the Chehalis Reservation | 990 | 990 | 0.5 | 495 | 2.05 | \$1,160 | \$1,016 | 14% |
| Tier 2. School Districts: | | | | | | | | |
| <i>Student body FTE counts were reported to OSPI on October 15</i> | | | | | | | | |
| North Thurston Public Schools | 14,308 | 14,641 | 0.25 | 3,660 | 2.05 | \$8,575 | \$7,340 | 14% |
| Olympia School District | 8,993 | 9,025 | 0.25 | 2,256 | 2.05 | \$5,286 | \$4,614 | 13% |
| Tumwater School District | 5,923 | 5,910 | 0.25 | 1,478 | 2.05 | \$3,461 | \$3,039 | 12% |

THURSTON REGIONAL PLANNING COUNCIL 2025 ASSESSMENTS

| | 2023 Population | 2024 Population | Factor | Adjusted Population | Rate | 2025 Assessment + Tech Fee [†] | 2024 Assessment | % Change |
|---|--------------------|--------------------|--------|------------------------|------|---|--------------------|-------------|
| Tier 3. Regional Service Providers: | | | | | | | | |
| <i>Increased by percent change in total county population</i> | | | | | | | | |
| Intercity Transit | | | | | | \$49,111 | \$42,514 | 13% |
| Thurston PUD | | | | | | \$2,409 | \$2,086 | 13% |
| Port of Olympia | | | | | | \$49,111 | \$42,514 | 13% |
| LOTT Cleanwater Alliance | | | | | | \$49,111 | \$42,514 | 13% |
| Tier 4. Associate Members: | | | | | | | | |
| <i>\$1,000 Flat Rate as established in the TRPC Bylaws</i> | | | | | | | | |
| The Evergreen State College | | | | | | \$1,142 | \$1,000 | 12% |
| Timberland Regional Library | | | | | | \$1,142 | \$1,000 | 12% |
| Puget Sound Regional Council | | | | | | \$1,142 | \$1,000 | 12% |
| Lacey Fire District #3 | | | | | | \$1,142 | \$1,000 | 12% |
| Economic Development Council of Thurston County | | | | | | \$1,142 | \$1,000 | 12% |
| Thurston Conservation District | | | | | | \$1,142 | \$1,000 | 12% |
| TOTAL | | | | | | \$782,442 | \$676,271 | 14% |

* Cities, town, and county populations are based on OFM April 1 estimates. The unincorporated county population is split proportionately between urban and rural using the Urbanized Area Boundary. Tribal population is based on their enrollment figures.

**Council established minimum.

† Council approved Tech Fee on November 1, 2024.

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