



THURSTON REGIONAL PLANNING COUNCIL

2026 Work Program

December 2025



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

Title VI Notice to the Public (FTA)

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 Transit Administration (FTA) 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. Complaints may be filed with TRPC by mail, email, fax, or in person at 2411 Chandler Ct SW, Olympia, WA, 98502. Complaints may be filed with the FTA at:

Office of Civil Rights
Attention: Title VI Program Coordinator
East Building, 5th Floor – TCR
1200 New Jersey Ave SE
Washington DC 20590

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.

Summary Table

Description (Total Amount and Duration)	Regional Assessments	Grant or Contract	Total Request	Pg
1. Regional Council Support				5
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.	\$279,800	\$0	\$279,800	6
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.	\$214,500	\$0	\$214,500	7
1C. 2024-2028 Strategic Plan Implementation . Council priority projects.	\$33,500	\$0	\$33,500	8
2. Programs				9
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.	\$106,300	\$1,515,300	\$1,621,600	10
2B. ruralTRANSIT . 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	\$1,831,900	\$1,831,900	12
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	\$339,600	\$339,600	13
2D. WRIA 13 Salmon Recovery Lead Entity . Ongoing program for salmon recovery in the Deschutes watershed area.	\$42,300	\$76,000	\$118,300	15
3. Planning Projects				17
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	\$89,700	\$89,700	18
3B. Bicycle Connectivity Strategy . A project to define a regional bicycle network that will serve a wider range of bicyclists' skill levels and identify gaps and improvements.	\$0	\$271,300	\$271,300	19

Description (Total Amount and Duration)	Regional Assessments	Grant or Contract	Total Request	Pg
3C. Bike Map, 8th Edition . An update to bike routes, safety information, resources, printing, promotion, and distribution of the Thurston County Bicycle Map.	\$0	\$41,700	\$41,700	20
3D. Emergency Incident Management Detour Route Improvements Study . A project to 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	\$122,200	\$122,200	21
3E. Freight Mobility Strategy . A project to develop a strategy to address the needs, challenges, and impacts of freight movement across the region.	\$0	\$379,900	\$379,900	22
3F. High-Capacity Transportation Project . A project to examine options for multimodal high-capacity transportation to serve travelers on the I-5 corridor between central Thurston County and Pierce County.	\$0	\$50,600	\$50,600	23
3G. Human Services Transportation Plan . Update to local plan that provides a coordinated framework for addressing transportation choices, gaps, and solutions for the region's people who because of age, income or ability may face mobility issues.	\$0	\$44,900	\$44,900	24
3H. Permitting Efficiencies for Ecological Restoration . Support for continued participation in statewide effort to address regulatory challenges to habitat restoration.	\$0	\$10,100	\$10,100	25
3I. Regional Multimodal Level of Service . A project to consider the feasibility of integrating multimodal measures into the regional approach to transportation planning.	\$0	\$132,500	\$132,500	26
3J. Regional Safety Action Plan . A project to develop a Safety Action Plan that will inform future transportation priorities and investments and protect roadway users across the region.	\$0	\$247,500	\$247,500	27
3K. Stormwater Road Retrofit Prioritization Strategy . A project with local partners to develop a roadway retrofit prioritization process to enhance stormwater management planning and improve water quality in South Puget Sound.	\$0	\$187,300	\$187,300	28
3L. Trails Plan Implementation . Support for implementation of the Regional Trails Plan, including establishing a workgroup, holding an annual trails meeting, and plan updates.	\$0	\$102,000	\$102,000	29
4. Local Partner Support Contracts				31
4A. Boundary Review Board . Staff for the Thurston County Boundary Review Board.	\$0	\$19,200	\$19,200	32
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	\$40,500	\$40,500	33

Description (Total Amount and Duration)	Regional Assessments	Grant or Contract	Total Request	Pg
4C. Countywide Planning Policies Update . Support for updates to policies that guide coordinated planning across the Thurston region.	\$7,500	\$33,900	\$41,400	34
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	\$2,300	\$2,300	35
4E. Port Peninsula Master Plan . A project to develop guidance for future development in alignment with the Port of Olympia’s long-term vision, operational needs, community goals, and environmental and regulatory requirements.	\$0	\$177,900	\$177,900	36
4F. Squaxin Island Tribe Water Supply Study . Support for Thurston County assessment of development and water use in the Kennedy Creek basin.	\$0	\$30,000	\$30,000	37
TOTAL	\$683,900	\$5,746,300	\$6,430,200	
5. Regional Assessments				39
5A. 2026 Assessment . Annual member assessment.	\$686,798	n/a	n/a	40

Note: These funding amounts do not include project revenue from interest on investments. The actual amount of investment interest and projected assessments will be included in the final TRPC budget that is adopted in January 2026.

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WORK ELEMENT 1

Regional Council Support



Carolina Mejia



Conference Room A



Danl Madrone



Eileen Swarhout



1A. Council Support

This work element includes support to the Council and management of TRPC staff. Activities include preparing TRPC and 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 the work program and budget, and staff recruitment, evaluation, and training. It also includes agency communications, including maintaining and updating the agency's website, conducting outreach through 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 2026, staff will reconvene a Council subcommittee to plan a retreat, which was postponed in 2025, and may convene a subcommittee to review the current assessment structure. The Council may convene the Urban Growth Management Subcommittee to review any requested changes to the Urban Growth Area boundary or Countywide Planning Policies.

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. 2026 Cost..... | \$279,800 |
| 2. Revenue Source..... | Regional Assessments |

1B. Information Services

The Information Services program supports TRPC’s role as an information clearinghouse for the Thurston County region. 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 TRPC Members, community organizations, government agencies, and the public. TRPC is recognized by the U.S. Census Bureau’s State Data Center Program as a local resource for Census Bureau data dissemination.

Staff also compile data for the use of community members. Data products include *The Profile*, a source for demographic, economic, education, and environmental data on Thurston County that is widely used by member organizations and community groups to assist with efforts such as grant submittals and annual reports. The Information Services program completes a quarterly cost-of-living study by collecting local cost data and submitting it to the Council for Community and Economic Research’s (C2ER), which compares the Thurston region’s cost of living to other metro areas across the country.

Information Services funding is used to prepare monitoring reports that track progress towards meeting regional goals. These include the *Sustainable Thurston Report Card* and the *Basin Condition Report*. The *Report Card* tracks the region’s progress towards meeting eight targets included in *Creating Places — Preserving Spaces: A Sustainable Development Plan for the Thurston Region*, adopted by TRPC in 2013. The *Basin Condition Report* tracks changes in land use data associated with healthy streams and is used for watershed planning.

In 2026, TRPC will begin an update to population and employment forecasts. Consistent with the *Countywide Planning Policies*, TRPC develops small area population forecasts to determine if the minimum 20-year population can be accommodated countywide. TRPC has prepared population and employment forecasts since 1969 to assist local jurisdictions and TRPC members in planning for new facilities such as schools, transportation, water, and sewer infrastructure. Planning for growth is a requirement of the state Growth Management Act (GMA).

SCOPE OF WORK

1. Provide assistance and information to TRPC members and the public.
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. 2026 Cost | \$214,500 |
| 2. Revenue Source | Regional Assessments |

1C. 2024-2028 Strategic Plan Implementation

Council approved TRPC's *2024-2028 Strategic Plan* in February 2024, and identifies strategic opportunities each year to advance items in that plan, as funding and staff availability permit. Priorities identified for 2026 include holding an annual staff retreat, updating the agency's *Public Participation Plan*, and working with local partners to update the *Countywide Planning Policies*, after jurisdictions complete their 2025 Comprehensive Plan updates.

SCOPE OF WORK

1. Annual staff retreat
2. Public Participation Plan update
3. *Countywide Planning Policies* update (cost shown in item 4c)

FUNDING ESTIMATE

- | | |
|------------------------|----------------------|
| 1. 2026 Cost..... | \$33,500 |
| 2. Revenue Source..... | Regional Assessments |

WORK ELEMENT 2
Programs



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
2. Administration
3. Support and Maintain Programs
4. Manage Personnel
5. Develop *UPWP*
6. Complete Required Reporting
7. Direct Costs
8. Project Programming and Tracking
 - 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 (CMP)
 - 2.5 Maintain the *Regional Transportation Plan*
 - 2.6 Manage Federally Required Performance Measures

- 9. 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 Coordinate Transportation Asset Management Reporting for NHS Roads and Bridges
 - 3.7 Coordinate Freight Goods and Classification Reporting
 - 3.8 Support Regional Trails Planning Efforts
 - 3.9 Professional Development and Training
 - 3.10 Provide Planning Support

- 10. Data Collection, Analysis, and Forecasting
 - 4.1 Provide GIS and Transportation Modeling Support
 - 4.2 Manage Data
 - 4.3 Maintain the Intelligent Transportation Systems (ITS) Architecture

- 11. Major initiatives (may span over several work programs)
 - 5.1 *Coordinated Human Services Transportation Plan* Update Support (2025-2026)

- 12. Reserve and Carryover
 - 6.1 Reserve
 - 6.2 Carryover

FUNDING ESTIMATE

1.	2026 Cost	\$1,621,600
2.	Revenue Sources	Regional Assessments, State, Federal

2B. ruralTRANSIT

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, Bucoda, Grand Mound, Rainier, Rochester, Yelm, and Tenino communities. The program also serves the Confederated Tribes of the Chehalis Reservation. Each weekday and Saturday, 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 Lewis County Transit 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 has received funding for 2025-2029 to continue rT services, including the expanded Saturday service and a connection between Tenino and Yelm.

After School Programs

rT coordinates with TOGETHER!, 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 and summer 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. Participate in 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. 2026 Cost..... | \$1,621,600 |
| 2. Revenue Source..... | State, Federal |
| 3. Total Funding..... | \$5.6M (2025-2029) |

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 194 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 agency emergency ride home program. This program provides a ride home for state employees who used a commute alternative that day but experience a family emergency or unexpected overtime. TRPC manages the accounting of the program and aids Employee Transportation Coordinators and other staff on how to use the program.

SCOPE OF WORK

1. Typical CTR program elements for worksites of all sizes include:
2. Administration
3. Compliance and enforcement
4. Worksite program development, review and evaluation
5. Employee transportation coordinator and worksite support
6. Outreach and communications
7. Data analysis
8. Survey administration and program report coordination
9. Contract management, billing, marketing for Safe Ride

FUNDING ESTIMATE

1. 2026 Cost.....	\$339,600
2. Revenue Source	State Grants
3. Total Funding	\$750,000 from mid-2025 to mid-2027*

*Expect similar level of funding for next state biennium

2D. WRIA 13 Salmon Recovery Lead Entity

The Lead Entity work is critical to Washington State’s salmon recovery framework, created in 1999 in RCW 77.85. 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. 2026 Cost:\$118,300
2. Revenue Sources:Regional Assessments, State

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WORK ELEMENT 3

Planning Projects

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. Track and encourage state agency colocation to consolidate land use for better transit and active transportation access to worksites.
6. Continue providing Lunch and Learn opportunities or all staff presentations at state agencies on reinventing the commute post pandemic.
7. Recognize or celebrate agency participants and their organizations.
8. Provide connections with Downtown Olympia businesses to encourage hybrid workers to use sustainable travel modes to support our local economy.
9. TRPC will develop resources for successful hybrid workplaces such as: Hybrid Workplace Champions Recognition, Inventory of off site meeting venues, Conference Room Inventory, etc.
10. Final Report and Next Steps.

FUNDING ESTIMATE

1. 2026 Cost	\$89,700
2. Revenue Source	State, Local Match
3. Total Funding	\$115,000

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 have access to safely and conveniently bike to the places they need or want to travel to. 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 create a regional network and plan for new routes to close gaps in the network to improve connectivity for a broader group of users with varying skill and comfort levels for riding in and around traffic – and recommend policy and infrastructure improvements to inform future regional transportation investments.

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. 2026 Cost	\$271,300
2. Revenue Source	Federal
3. Total Funding	\$400,000

3C. 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. 2026 Cost	\$41,700
2. Revenue Source	Federal
3. Total Funding	\$50,000

3D. 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. 2026 Cost \$122,200
2. Revenue Source Federal (STBG) & local (Thurston County) with WSDOT in-kind match
3. Total Funding \$225,000 from 2022 to 2026

3E. 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. 2026 Cost	\$379,900
2. Revenue Source	Federal Redistributed Funds
3. Total Funding	\$600,000

3F. High-Capacity Transportation Project

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. 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 in the High Capacity Transportation Policy Statement and communicating with the legislature on the region’s readiness for rail.

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. 2026 Cost	\$50,600
2. Revenue Source	Federal Grant (STP)
3. Total Funding	\$200,000

3G. Human Services Transportation Plan

TRPC is required to prepare a coordinated public transit – human services transportation plan every four years. TRPC will develop its plan with stakeholders, service providers, public transportation users, and others. The plan will:

- Identify transportation needs of people with disabilities, people 65 and older, and people with low incomes;
- Provide strategies for meeting those needs; and
- Prioritize transportation services for funding and implementation.

The Plan must meet both state and federal requirements, as outlined in Washington State Department of Transportation’s *Coordinated Public Transit – Human Services Transportation Plan Guidebook*.

SCOPE OF WORK

1. Project Management
2. Community Engagement
3. Plan Drafting
4. Plan Adoption

FUNDING ESTIMATE

1. 2026 Cost	\$44,900
2. Revenue Source	State Grant, UPWP
3. Total Funding	\$45,800

3H. Permitting Efficiencies for Ecological Restoration

TRPC will support Bonneville Environmental Foundation (BEF) on its project to address evolving regulatory challenges to habitat restoration efforts by providing facilitation, technical assistance, and resources to advance nature-based solutions urgently necessary for salmon recovery and flood resilience. This project will convene agency, Tribal, local government, and NGO partners with technical experts to develop resources and policy frameworks to create efficiencies in permitting to advance habitat restoration. This builds upon several established teams and forums and is especially pressing as we face increasing flood risk, declining salmon runs, and significant new funding for habitat restoration from the state and federal government.

SCOPE OF WORK

1. Participation in partnership meetings
2. Inform development of materials for Flood Hub
3. Serve as expert advisor on efficiency/streamlining strategies, policies
4. Provide advisory support on prioritization
5. Review memos

FUNDING ESTIMATE

1. 2026 Cost	\$10,100
2. Revenue Source	Bonneville Environmental Foundation
3. Total Funding	\$20,000

3I. 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. 2026 Cost	\$132,500
2. Revenue Source	Federal
3. Total Funding	\$320,000

3J. Regional Safety Action 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. 2026 Cost	\$247,500
2. Revenue Source	Federal
3. Total Funding	\$332,520

3K. 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. 2026 Cost	\$187,300
2. Revenue Source	Federal
3. Total Funding	\$438,320

3L. Trails Plan Implementation

In December 2024, TRPC adopted the *Thurston Regional Trails Plan* update. The plan identified an implementation strategy consisting of three recommendations for the Council to pursue: establish a trails planning workgroup to advise policy makers on trail system investments and operational needs, organizing and hosting an annual trails meeting to inform the community about ongoing and future activities on the trail network, and updating the trails plan every five years. This project would fund a five-year cycle to perform these planning activities.

SCOPE OF WORK

1. Project Management
2. Establish and coordinate a workplan for a Trails Planning Workgroup
3. Plan and convene an annual trails meeting
4. TPB and TRPC Policy Maker Briefings
5. Update the Regional Trails Plan by 2030

FUNDING ESTIMATE

1. 2026 Cost	\$102,000
2. Revenue Source	Federal (STBG)
3. Total Funding	\$500,000

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WORK ELEMENT 4

Partner Support Contracts

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

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

FUNDING ESTIMATE

1. 2026 Cost:..... \$19,200
2. Revenue Sources: Thurston County

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

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

1. Each scope of work is unique to that specific request.

FUNDING ESTIMATE

1. 2026 Cost: \$40,500
2. Revenue Sources: Local Partners

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

4C. Countywide Planning Policies Update

Countywide Planning Policies are a requirement for all counties planning under the state Growth Management Act (GMA). Under GMA, Countywide Planning Policies establish a framework for developing and adopting county and city comprehensive plans. The role of the policies is to coordinate the comprehensive plans of jurisdictions in the same county for regional issues or issues affecting common borders. Under GMA, the authority for making changes to the *Countywide Planning Policies* lies with Thurston County. However, the County is required to consult with the cities, towns, and tribes within the County, regarding changes. TRPC will coordinate with local planning staff and partners to identify updates to 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. Partner and stakeholder engagement
3. Draft policies
4. Final policies

FUNDING ESTIMATE

- | | |
|---------------------------|----------|
| 1. 2026 Cost: | \$41,400 |
| 2. Revenue Sources: | Local |

4D. I-5 Marvin to Mounts Road PEL

TRPC's modeling team is working with the Washington State Department of Transportation (WSDOT) 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. Work on this project is substantially complete, but WSDOT may identify some additional needs in 2026 .

SCOPE OF WORK

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

FUNDING ESTIMATE

1. 2026 Cost: \$2,300
2. Revenue Sources: State

4E. Port Peninsula Master Plan

TRPC will assist the Port of Olympia in initiating the development of a *Port Peninsula Master Plan* to guide future land use and development in alignment with the Port’s long-term vision, operational needs, community goals, and regulatory requirements. This phase will build on prior studies and ongoing initiatives to establish a clear, coordinated planning framework that provides greater certainty for the public and potential developers. TRPC will review existing planning materials, define the project’s geographic scope, engage key stakeholders, and collaborate closely with Port staff and Commissioners to develop a detailed scope of work for the *Master Plan*. Deliverables include a comprehensive scope of work, stakeholder engagement summary, and Port Commission briefings to inform and shape the next phase of master planning.

SCOPE OF WORK

1. Review existing plans and policies
2. Define the geographic scope and scale of the planning area and project needs
3. Identify key stakeholders and conduct outreach
4. Port Commission briefings
5. Develop Scope of Work for *Port Peninsula Master Plan*
6. Project Management

FUNDING ESTIMATE

- | | |
|-------------------------|---|
| 1. 2026 Cost | \$177,900 |
| 2. Revenue Source | Local |
| 3. Total Funding | \$50,000 for Initial Scoping; Additional funds to be Determined |

4F. Squaxin Island Tribe Water Supply Study

TRPC staff will work with Thurston County and the Squaxin Island Tribe to complete a land use and development capacity analysis for the Summit Lake basin of Thurston County that can be used by Thurston County for assessing the impact of current and potential future development on water resources. The project study area will include all Thurston County parcels in the Kennedy Creek basin.

SCOPE OF WORK

1. Update Existing Land Use
2. Update Land Capacity Model
3. Estimate Water Withdrawals
4. Documentation
5. Support for Partner Presentations

FUNDING ESTIMATE

- | | |
|----------------------------|-----------------|
| 1. 2026 Cost: | \$30,000 |
| 2. Revenue Sources: | Thurston County |
| 3. Total Project Cost..... | \$40,000 |

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SECTION 5

Regional Assessments

5A. Thurston Regional Planning Council 2026 Assessments

	2025 Population	Factor	Adjusted Population	Rate	2026 Assessment	Tech Fee Rate†	2026 Tech Fee	2026 Total Membership Cost
Tier 1. *Charter Members								
Population based on OFM April 1 estimates								
Thurston County Urban	55,560	1	55,560	2.05	\$114,017	0.17	\$16,117	\$130,134
Thurston County Rural	90,400	0.5	45,200	2.05	\$92,757	0.14	\$13,112	\$105,869
Thurston County Unincorporated Total	145,960				\$206,773	0.30	\$29,230	\$236,003
Olympia	57,970	1	57,970	2.05	\$118,962	0.17	\$16,817	\$135,779
Lacey	60,380	1	60,380	2.05	\$123,908	0.18	\$17,516	\$141,424
Tumwater	27,680	1	27,680	2.05	\$56,803	0.08	\$8,030	\$64,833
Yelm	11,130	1	11,130	2.05	\$22,840	0.03	\$3,229	\$26,069
Tenino	2,075	0.5	1,038	2.05	\$2,129	0.00	\$301	\$2,430
Rainier	2,590	0.5	1,295	2.05	\$2,658	0.00	\$376	\$3,033
Bucoda	630	0.5	315	2.05	\$700	0.00	\$99	\$799
Nisqually Indian Tribe	847	0.5	424	2.05	\$869	0.00	\$123	\$992
Confederated Tribes of the Chehalis Reservation	1,001	0.5	501	2.05	\$1,027	0.00	\$145	\$1,172
Tier 2. School Districts								
Student body FTE counts were reported to OSPI on October 15								
North Thurston Public Schools	14,518	0.25	3,630	2.05	\$7,448	0.01	\$1,042	\$8,414
Olympia School District	8,921	0.25	2,230	2.05	\$4,577	0.01	\$659	\$5,319
Tumwater School District	5,923	0.25	1,481	2.05	\$3,039	0.00	\$438	\$3,534
Tier 3. Regional Service Providers								
Increased by percent change in total county population								
Intercity Transit					\$42,108	0.06	\$5,952	\$48,060
Thurston PUD					\$2,066	0.00	\$292	\$2,358
Port of Olympia					\$42,108	0.06	\$5,952	\$48,060
LOTT Cleanwater Alliance					\$42,108	0.06	\$5,952	\$48,060
Tier 4. Associate Members								
\$1,000 Flat Rate as established in the TRPC Bylaws								
The Evergreen State College					\$1,000	0.00	\$141	\$1,141
Timberland Regional Library					\$1,000	0.00	\$141	\$1,141
Puget Sound Regional Council					\$1,000	0.00	\$141	\$1,141
Lacey Fire District #3					\$1,000	0.00	\$141	\$1,141
Economic Development Council of Thurston County					\$1,000	0.00	\$141	\$1,141
Thurston Conservation District					\$1,000	0.00	\$141	\$1,141
TOTAL					\$686,798		\$97,000	\$785,798

**Council established minimum.

† Council approved Tech Fee on November 1, 2024.