

**THURSTON REGIONAL PLANNING COUNCIL
2021 Work Program**

FINAL

November 2020



Summary Table

DESCRIPTION (Total amount and duration)	REGIONAL ASSESSMENTS	GRANT or CONTRACT	TOTAL REQUEST	PG
1. Information Services				
Includes <i>The Profile</i> , data development and data requests, GIS, IT, forecasting, cost of living, and other core programs. Many of the items such as forecasting and GIS are also partially funded under 3b.	\$242,629		\$239,191	5
2. Program Support				
Includes management of TRPC staff, legislative agenda, support for TRPC Council and standing subcommittees, and other executive level functions related to Council.	\$170,000		\$170,000	9
3. Transportation				
3a. Unified Planning Work Program (UPWP). Contains all the required federal and state transportation program elements for a Metropolitan Planning Organization. Regional assessments are a required match. (Required)	\$99,104	\$801,000	\$900,104	13
3b. Regional Transportation Planning Priorities. Contains a variety of priority transportation elements such as ongoing support for members, modeling, outreach, GIS and IT, Transportation Policy Board support, as well as projects such as the update of the Regional Trails Plan and I-5 Planning Work. Regional assessments are a required match.	\$109,249	\$700,000	\$809,249	15
3c. Rural Transit. Transit service to the South County, weekday connects communities of Bucoda, Grand Mound, Rainier, Rochester and Tenino and the Confederated Tribes of the Chehalis Reservation to destinations in both Thurston & Lewis Counties. (\$1,458,400 from mid-2019 to mid-2021; expect similar level of funding for next state biennium)		\$729,000	\$729,000	16
3d. 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. (\$454,000 from mid-2019 to mid-2021; expect same level for next state biennium)		\$250,000	\$250,000	17
3e. I-5/US 101 Practical Solutions: State Capitol Campus Transportation Demand Management - Mobile Work. Concentrated effort to reduce commute trips related to worksites in downtown Olympia with a focus on mobile work and alternative work hours. Intended to identify demand management solutions for congestion - especially at the I-5/US 101 interchange and on City of Olympia local streets. Related to 3d. (\$160,000 from mid-2019 to mid-2021)		\$80,000	\$80,000	19
3f. School Walk Route Mapping. Contract to develop up to 28 walking route maps for elementary and middle schools in the North Thurston, Olympia, and Tumwater school districts. (\$60,000 from 2019 to 2021)		\$10,000	\$10,000	20
3g. Martin Way Corridor Study. A comprehensive land use and transportation study of the Martin Way Corridor from Pacific Avenue to Marvin Road. This is a collaborative study between Olympia, Lacey, Intercity Transit, and Thurston County. (\$523,000 from 2019 to 2022)		\$305,000	\$305,000	21
3h. Smart Corridors II. A project sponsored by Intercity Transit in collaboration with Olympia, Lacey, and Tumwater to look for efficiencies in our urban corridors through signal optimization and synchronization, and implementation of transit signal priority.		\$40,000	\$40,000	22

DESCRIPTION (Total amount and duration)	REGIONAL ASSESSMENTS	GRANT or CONTRACT	TOTAL REQUEST	PG
3i. I-5 Tumwater to Mounts Road Study Phase II. Phase II of the study will focus on an environmental review of scenarios identified in Phase I. TRPC's role will be to support the project with transportation modeling. <i>(\$241,000 from 2019 to 2021)</i>		\$40,000	\$40,000	23
3j. Rural Mobility Study. A study sponsored by Thurston County to evaluate different strategies to increase transportation mobility on specific unincorporated urban or rural corridors. <i>(\$231,821 from 2020 to 2023)</i>		\$150,000	\$150,000	24
3k. Rochester / Grand Mound Trail Feasibility Study. A study to identify opportunities to connect the Rochester-Grand Mound corridor with other regional trails such as the Gate-Belmore Trail and the Yelm-Tenino Trail. <i>(\$173,410 from 2000 to 2023)</i>		\$100,000	\$100,000	25
3l. High Capacity Transportation Project Development. This project will examine opportunities and challenges for high-capacity transit both within our county and for out-of-county commuters. <i>(\$200,000 from 2021 to 2023)</i>		\$50,000	\$50,000	26
3m. Thurston County Bicycle Map, 7th Edition. Update of the bicycle map. <i>(\$45,000 from 2021 to 2024)</i>		\$18,000	\$18,000	27
4. Council Priority Projects				
4a. Continue Sustainable Thurston Work. Monitoring of Sustainable Thurston goals and interjurisdictional coordination. Other work program activities closely related to Sustainable Thurston Implementation include portions of 3b.	\$10,000		\$10,000	31
4b. Regional Water Discussions. Education series presented to Council on water (Council retreat item). Participation in watershed groups.	\$15,000		\$15,000	32
4c. Convene Education Subcommittee. Council retreat item to explore what role TRPC should play in education and how to better utilize the membership of school districts and higher education. Will start with a meeting of education members.	4,000		4,000	33
5. Other Projects and Grants				
5a. Boundary Review Board. Staff for the Thurston County Boundary Review Board.		\$40,000	\$40,000	37
5b. Buildable Lands Program. Development of the Buildable Lands Report due July 2021. Includes development of actions to meet our regional land use goals. <i>(\$275,800 from mid-2019 to mid-2021)</i>		\$75,000	\$75,000	38
5c. Housing Action Plan for Lacey, Olympia, and Tumwater. Develop a Housing Action Plan for the cities of Lacey, Olympia, and Tumwater. <i>(\$150,000 from late 2019 to mid-2021)</i>		\$30,000	\$30,000	39
5d. WRIA 13 Salmon Recovery Lead Entity. Ongoing program for salmon recovery.		\$165,000	\$165,000	40
5e. WRIA 13 Salmon Recovery Strategy Update. Technical contract to revise goals and actions for freshwater salmon habitat. <i>(\$60,000 from late 2020 to mid-2021)</i>		\$40,000	\$40,000	41
5f. Disaster Recovery Framework Development. Contract to expand the existing framework to include three remaining functions not discussed at the 2019 meeting.		\$25,000	\$25,000	42
5g. Disaster Recovery Framework Implementation and Operations Scope of Work. Phase I of a two phased approach to fund a Disaster Recovery Council. <i>(\$20,000 from late 2019 to 2020)</i>		\$20,000	\$20,000	43
5h. Climate Mitigation Plan Implementation.			TBD	44
	\$649,962	\$3,668,000	\$4,314,544	

These funding amounts do not include approximately \$6,000 in projected revenue from interest on investments. The actual amount of investment interest will be included in the final TRPC budget that is adopted in January 2021.

WORK ELEMENT 1
INFORMATION SERVICES

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WORK ELEMENT 1 INFORMATION SERVICES

Thurston Regional Planning Council's (TRPC) 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 in the area of data dissemination. Staff responds 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 web site (www.trpc.org). The web site is an efficient and cost-effective medium for disseminating TRPC's extensive data resources to member agencies and the public.

A number of on-line resources also help disseminate TRPC's data. One of the best known is *The Profile*. *The Profile* is widely recognized as the single-most comprehensive, accessible, and reliable source for data on Thurston County. The *Sustainable Thurston Report Card (formerly the Regional Benchmarks Report)* is another of TRPC's Information Services products. *The Report Card* tracks the outcomes of Sustainable Thurston Plan goals and growth-management policies. The *Report Card* was released in an on-line version in 2016 and is updated annually.

While a good deal of data dissemination involves data gathered from other sources, 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. A good 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. In 2021 staff will update the land use/small area population estimates based on new Census data and begin a new land capacity analysis.

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.

Another aspect is the ongoing work that must be done to maintain and improve agency computer systems. This includes technology planning, implementation, management, upgrades, disaster recovery, and cybersecurity.

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. Develop and maintain website.
7. Coordinate with local, state, and federal agencies on data issues.
8. Conduct information technology planning and management.
9. Update small area population estimates database (based on 2020 Census counts).
10. Begin updating land capacity analysis.

FUNDING ESTIMATE

- | | |
|-------------------------|----------------------|
| 1. 2021 Cost | \$239,193 |
| 2. Revenue Source | Regional Assessments |

WORK ELEMENT 2
PROGRAM SUPPORT

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WORK ELEMENT 2
PROGRAM 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. 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 participation in legislative activities and associated rules and regulations, preparing comments and recommendations on issues of regional and statewide importance, and writing grant applications.

A Council retreat will also be held in 2021.

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 regional issues that carry out TRPC’s mission.
7. Develop and monitor Work Program.
8. Recruit, evaluate, and train staff.
9. Council retreat.
10. Staff un-programmed activities (e.g., response to emerging issues).

FUNDING ESTIMATE

- | | |
|-------------------------|----------------------|
| 1. 2021 Cost | \$170,000 |
| 2. Revenue Source | Regional Assessments |

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WORK ELEMENT 3
TRANSPORTATION

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WORK ELEMENT 3a – TRANSPORTATION
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. This ensures a “comprehensive, continuing, and coordinated approach to regional transportation planning that supports local, state, and tribal planning activities and systems development, and effective, cooperative transportation decision-making.”

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, and administrative functions. The UPWP and its implementing budget, adopted by Council in Spring 2020, 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) 2021 (July 1, 2020 to June 30, 2021). In 2021 work will continue to complete the SFY work program. A new work program will be developed in the spring, for implementation the following SFY. Along with on-going work, it is anticipated that the Regional Trails Plan update will be a major work program item in 2021.

SCOPE OF WORK

1. Program Management.
 - 1.1. Administration.
 - 1.2. Program Support and Maintenance.
 - 1.3. Personnel Management.
 - 1.4. UPWP Development.
 - 1.5. Required Reporting.
 - 1.6. Professional Development and Training.
 - 1.7. Fixed Costs.
2. Project Programming and Tracking.
 - 2.1. Programming of Federal Funding.
 - 2.2. Federal Funding Obligation Tracking.
 - 2.3. Regional Transportation Improvement Program (RTIP).
3. Multimodal Transportation Planning.
 - 3.1. Tribal, Local, State, and Federal Agency Coordination.
 - 3.2. Communications and Outreach.
 - 3.3. Review of State and Local Plans.
 - 3.4. General Compliance.
 - 3.5. Regional Plans.
 - 3.6. Planning Support.
 - 3.7. Emerging Issues.

- 4. Data Collection, Analysis, and Forecasting.
 - 4.1. Performance Measures.
 - 4.2. Air Quality Compliance.
 - 4.3. Transportation modeling.
 - 4.4. Data Collection.
 - 4.5. Forecasting.

The level of effort for 2021 is estimated as follows:

1. Program Management	\$300,000
2. Project Programming and Tracking	\$165,000
3. Multimodal Transportation Planning	\$205,104
4. Data Collection, Analysis, and Forecasting	\$230,000

FUNDING ESTIMATE

1. 2021 Cost	\$900,104
2. Revenue Sources	Regional Assessments, State, Federal

**WORK ELEMENT 3b – TRANSPORTATION
REGIONAL TRANSPORTATION PLANNING PRIORITIES**

In addition to complying with federal and state transportation planning requirements, TRPC has a long history of funding additional activities that support implementation of the long-range Regional Transportation Plan and Growth Management objectives. Council and Transportation Policy Board members identify these work program priorities which result in an integrated approach to regional transportation planning that is multimodal by nature, consistent with adopted Comprehensive Plans, and which facilitates local, regional, and state implementation efforts.

In 2020, the Council approved a one-year work program and budget that covered SFY 2021 (July 1, 2020 to June 30, 2021). An SFY 2022 (July 1, 2021 to June 30, 2022) work program will be developed in conjunction with the UPWP update in Spring 2021. The scope of work below reflects the work program priorities identified for SFY 2021 that will continue into Calendar Year 2021.

SCOPE OF WORK

1. On-going Initiatives.
 - 1.1. Local Agency Support and Inter-Regional Coordination.
 - 1.2. Multi-modal and Demand Management Activities.
 - 1.3. Transportation Modeling.
 - 1.4. GIS and Information Technology.
 - 1.5. Communication and Outreach.
 - 1.6. Safety and Security.
 - 1.7. Policy Board, Technical Advisory Committee Support.
 - 1.8. Sustainable Thurston Monitoring and Implementation.
 - 1.9. Response to Emerging Issues.
2. Major Initiatives (may span over several years).
 - 2.1. Land Use and Transportation Integrated Planning.
 - 2.2. Update of State of our Transportation System reports.
 - 2.3. Update of the Regional Trails Plan.
 - 2.4. Climate Mitigation Plan – Transportation Strategies.
 - 2.5. Update of the Process of Programming Federal Funding.
 - 2.6. I-5 Planning Projects.
 - 2.7. Explore Multimodal Level of Service.
 - 2.9. Analyze Travel Behavior Related to COVID-19.

FUNDING ESTIMATE

1. 2021 Cost\$809,249
2. Source of Funding..... Regional Assessments, Federal Planning Funds (STP)

**WORK ELEMENT 3c – TRANSPORTATION
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.

rural Transit (rT)

This program provides variable fixed route services for the residents of, and visitors to, the Bucoda, Grand Mound, Rainier, Rochester, 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.

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. 2021 Cost\$729,200
2. Revenue Source Local, State, Federal
3. Total Funding.....\$1,458,400 from mid-2019 to mid-2021
Pending finalization of state/federal funding levels, ruralTransit is also funded from mid-2021 to mid-2023.

WORK ELEMENT 3d – TRANSPORTATION
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. With jurisdictional support, TRPC may also subcontract with Intercity Transit for certain CTR marketing tasks. Intercity Transit, and the Washington State departments of Transportation (WSDOT) and Enterprise Services (DES) are critical partners in these efforts.

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 affected by 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. There are unique challenges to administering CTR at smaller worksites and the Small State Agencies Program includes policy and program planning to most efficiently support them.

The final element, SafeRide 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 taxi contract 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.
- 8. Contract management, billing, marketing for Safe Ride.

FUNDING ESTIMATE

- 1. 2021 Cost\$250,000
- 2. Revenue Source State Grants
- 3. Total Funding..... \$454,000 from mid-2019 to mid-2021; expect same level next biennium

WORK ELEMENT 3e – TRANSPORTATION
I-5/US 101 PRACTICAL SOLUTIONS: STATE CAPITOL CAMPUS
TRANSPORTATION DEMAND MANAGEMENT - MOBILE WORK

This project will expand mobile work (telework, compressed workweeks, flexible work hours) outreach and education efforts to all state worksites on the Olympia Capitol Campus. The work will target top- and mid-level managers identifying best practices and the business case for these programs.

TRPC will partner with the Office of the Governor, Office of Financial Management, Department of Transportation, Department of Enterprise Services, the cities of Olympia, Lacey, Tumwater and Thurston County.

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.

This grant program will be managed by the City of Olympia.

SCOPE OF WORK

1. Literature review of state, national, and international success stories, best practices, and challenges. This may include updating the "Bottom Line on Telework," written in 2013.
2. Outreach to state agencies on the Capital Campus, to identify Focus Agencies and Champions.
3. Coordination with other I-5 Tumwater to Mounts Road initiatives.
4. Work with state partners to update Governor's Executive Order on Telework and develop statewide consistent policies and goals for telework in state agencies.
5. Data collection: traffic counts on state and local facilities, parking counts, collection and analysis of employee survey data.
6. Identify barriers and solutions, including but not limited to technical, ergonomic, and policy issues.
7. Final Report and Next Steps.

Please note: The scope changed with COVID-19 from a challenge & competitive model to focus on "maintaining/sustaining the gain" achieved during Stay Home/Stay Healthy.

This project is funded for 2019-21 through state Regional Mobility Funds and for 2021-23 through federal funding. The Report will set the course for the 2021-23 program.

FUNDING ESTIMATE

1. 2021 Cost	\$80,000
2. Revenue Source	Local, pass through of WSDOT Grant
3. Total Funding.....	\$160,000

**WORK ELEMENT 3f – TRANSPORTATION
SCHOOL WALK ROUTE MAPPING**

The School Walk Route Mapping project is a partnership of Walk ‘N Roll (Intercity Transit and TRPC) and the North Thurston, Olympia, and Tumwater school districts. The partners will work with city and county staff to identify safe walking routes to school and develop walking route maps for every elementary and middle school in the districts.

SCOPE OF WORK

1. Coordinate with Intercity Transit and North Thurston, Olympia, and Tumwater School Districts to identify suitable walking routes to school for up to 28 elementary and middle schools.
2. Develop draft walking route maps and review by school district/community partnership committees.
3. Finalize school walk route maps for print and electronic distribution.
4. Establish a process with stakeholders for updating each school districts walking route maps on a regular basis.

FUNDING ESTIMATE

1. 2021 Cost\$10,000
2. Revenue Source Federal Grant (TAP) and School Districts’ Matching funds
3. Total Funding.....\$60,000 from 2019 to 2021

**WORK ELEMENT 3g – TRANSPORTATION
MARTIN WAY CORRIDOR STUDY**

The Martin Way Corridor study is a collaborative project with Lacey, Olympia, Thurston County, Intercity Transit, and TRPC as major partners. Martin Way, from Pacific Avenue in Olympia to Marvin Road in Lacey (7.5 miles), has been identified as both an urban corridor (land use designation) and strategy corridor (transportation designation) in regional and local plans. Martin Way has frequent transit service and is a prime candidate for increasing land use intensity and walking and biking activity. This former state highway serves as an alternative to I-5 and carries between 9,000 to 35,000 daily vehicles, depending on the roadway section.

The roadway links major urban centers and has been identified as a focal point for more intensive urban development. As an urban corridor, opportunity areas for more intensive development could be identified. Zoning and development regulations along the corridor as it passes through Olympia, Lacey, and Thurston County should be updated to better align with the urban form envisioned for the future of this corridor.

As a strategy corridor, the roadway experiences safety and mobility challenges for all modes of travel. The corridor has been designated as a Smart Corridor, and investments are underway in traffic signal optimization and transit signal prioritization. In 2020, Intercity Transit started to pilot express service, or bus rapid transit light service, along the route.

The main issues that will be addressed in the study include:

- Bicycle and pedestrian facilities
- Safety
- Transit
- Land Use
- Access Management
- Neighborhood Connectivity

This study began in late 2019 and is estimated for completion in 2022. Work in 2021 will focus on developing alternatives for review by stakeholders and the public, as well as developing an action plan based on those preferences.

SCOPE OF WORK

1. Project Management.
2. Communications and Outreach.
3. Establish Needs and Goals.
4. Develop Current Conditions Report.
5. Conduct Opportunities and Alternatives Analysis.
6. Develop Implementation and Action Plan.

FUNDING ESTIMATE

1. 2021 Cost	\$305,000
2. Revenue Source	Local, State, Federal Grant (STP)
3. Total Funding	\$523,410 from 2019 to 2022

**WORK ELEMENT 3h – TRANSPORTATION
SMART CORRIDORS PHASE II**

In 2018, the Thurston Regional Planning Council awarded funding to Intercity Transit, Olympia, Tumwater, and Lacey, with Washington State Department of Transportation and Thurston County as supporting partners, for the Smart Corridors Signal Upgrade and Transit Signal Priority Project Phase II and III.

Phase I completion involves facilitating the discussion around installing transit signal priority hardware in upgraded traffic signal boxes. Phases II and II involve optimizing, and where appropriate synchronizing, the upgraded signals, both for general traffic flows and transit, including implementation of Transit Signal Priority. Phase II will concentrate on the Martin Way corridor from College Street to Pacific Avenue (Lacey-Olympia section), and Capitol Way/Capitol Boulevard from south of Capitol Way Bridge over I-5 to Tumwater Boulevard (Olympia-Tumwater section). Phase III, which will likely focus on Martin Way in Lacey, is also funded and anticipated to begin in 2022.

Smart Corridors is a partnership of Intercity Transit, TRPC, Lacey, Olympia, Tumwater, Thurston County, and Washington State Department of Transportation. Intercity Transit is managing the project. This scope of work is for Thurston Regional Planning Council (TRPC) to assist Intercity Transit in Smart Corridor efforts. A scope of work will be defined.

SCOPE OF WORK

1. To be determined.

FUNDING ESTIMATE

1. 2021 Cost\$40,000
2. Revenue Source Local, pass through of Federal Grant (STP)
3. Total Funding\$TBD

WORK ELEMENT 3i – TRANSPORTATION
I-5 TUMWATER TO MOUNTS ROAD STUDY PHASE II

Throughout 2019, TRPC has worked closely with WSDOT Olympic Region staff and many partners to identify and evaluate strategies to improve the mobility of people and goods through Thurston County along the I-5 corridor. This project employs a systems approach and Practical Solutions to assess strategies that include transportation demand management, operational improvements, and potential capacity projects.

In the 2019-2021 budget, the Legislature appropriated about \$2.5 million to conduct environmental review for the scenarios assessed in Phase 1. Due to changes in federal policies related to environmental review (namely, all National Environmental Policy Act (NEPA) reviews must be completed within 2 years), WSDOT is now developing a Planning and Environmental Linkages report. A Planning and Environmental Linkages report covers many of the same things as the NEPA review and is intended to streamline the overall environmental review process. WSDOT contracted with TRPC to conduct transportation modeling to support the effort.

SCOPE OF WORK

1. Administration and Project Management.
2. Community Engagement.
3. Update and Recalibrate Models.
4. Model Alternatives.
5. Corridor Study Report.

FUNDING ESTIMATE

1. 2021 Cost	\$40,000
2. Revenue Source	State WSDOT
3. Total Funding.....	\$241,000 from 2019 to mid-2021

WORK ELEMENT 3j – TRANSPORTATION RURAL MOBILITY STRATEGY

Many of the rural arterials in Thurston County are congested today, and growth projections show congestion will increase in the future. These arterials serve as primary connections between communities in the County and intermodal connections for goods and services for the county and also state. There are limitations, however, to addressing the congestion through road widening, including funding, environmental concerns, and physical (right-of-way) limitations. Like their urban counterparts – Strategy Corridors – strategies other than road widening are needed to address congestion in these rural arterial corridors. This study will evaluate different strategies, make recommendations for implementation ultimately forming a proactive rural mobility strategy for Thurston County.

The study will focus on rural roadways that are:

- a) In what Thurston County defines as the Rural/Urban Transition area, which is generally contiguous with the growth boundaries of Olympia, Lacey, and Tumwater, and features higher density traffic volumes than the remainder of the rural county. These areas are predominately in the Census Urbanized Area.
- b) Rural Strategy Corridors, which include such roads as Old Highway 99, South Bay Road, and Rainier Road, which are essentially built out today at two travel lanes and experience relatively high levels of congestion during peak periods, and in lieu of road widening, alternatives (e.g., intersection controls, or extending/increasing transit service) may be applied to mitigate congestion.

As a first step, the team will work with stakeholders to identify goals and performance measures. Next, the study team will examine existing conditions of the select roadways, identifying issues relating to safety, mobility, maintenance, and preservation. Next, the team will conduct a technical analysis of future conditions, which will help identify a range of strategies to address issues, taking into consideration physical, environmental, and financial considerations. The final steps will include developing final recommendations, cost estimates, and a funding strategy.

Results will inform updates to the County’s Capital Facilities Plan, Comprehensive Plan, street standards, traffic impact fee program, and concurrency ordinance.

Throughout the process, the team will involve stakeholders and the broader public with a coordinated and comprehensive outreach strategy.

SCOPE OF WORK

1. Project Management.
2. Outreach and Coordination.
3. Goals and Performance Measures.
4. Existing Conditions Evaluation.
5. Future Alternatives Analysis.
6. Implementation and Monitoring Plan.

FUNDING ESTIMATE

1. 2021 Cost	\$150,000
2. Revenue Source	Thurston County, Federal Grant (STP)
3. Total Funding.....	\$346,821 from 2020 to 2023

WORK ELEMENT 3k – TRANSPORTATION
ROCHESTER-GRAND MOUND TRAIL FEASIBILITY STUDY

The communities of Grand Mound, Rochester and the neighboring Confederated Tribes of the Chehalis Reservation are socially and economically linked along US Highway 12. It is a highway of regional significance with upwards of 15,000 Annual Average Daily Trips serving both local and cross-state trips. The Puget Sound and Pacific (PSAP) Railroad, operated by Genesee & Wyoming extends from Centralia to the Port of Grays Harbor. It runs parallel to the highway between Grand Mound and Rochester.

Nestled throughout this busy corridor are homes, schools, businesses, and community gathering places. For anyone wanting or needing to travel in and around these growing communities by walking, bicycling, or by other means of active transportation, the highway and the railroad present barriers to both local circulation and longer distance mobility along the corridor. This corridor is poorly suited for walking and bicycling. The corridor has a documented history of pedestrian and bicycle injury collisions.

The Thurston Regional Trails Plan first identified the need for a shared-use path to serve the communities within the corridor. The Grand Mound Urban Growth Area and the Rochester Sub-Area are both growing. Now is the time to plan for a regional trail corridor with connections to fill the gap in southwestern Thurston County. This study will identify opportunities to connect the Grand Mound - Rochester corridor with other regional trails such as the Gate-Belmore Trail and the Yelm-Tenino Trail. Support for a trail was reinforced in the recently completed Rochester Main Street planning process community surveys. In 2018, Thurston Regional Planning Council (TRPC) awarded Thurston County a \$150,000 Federal Highway Administration Transportation Alternatives Grant to perform a trail feasibility study.

The study will examine potential trail routes and associated connections between key origins and destinations. The study will lay the groundwork for the future development of a shared-use path system and any associated local road improvements and crossing treatments to serve the needs of the communities within the study area.

SCOPE OF WORK

1. Project Management.
2. Outreach and Coordination.
3. Existing Conditions.
4. Scenario Development Needs Assessment.
5. Scenario Evaluation.
6. Implementation Strategy.
7. Plan Development.

FUNDING ESTIMATE

1. 2021 Cost\$100,000
2. Revenue Source Thurston County including Federal STBG
3. Total Funding.....\$173,410 from 2020 to 2023

WORK ELEMENT 3I – TRANSPORTATION
HIGH CAPACITY TRANSPORTATION PROJECT DEVELOPMENT

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 2036 brings opportunities to look to increase options for commuters.

This project will examine opportunities and challenges for high-capacity transit both within our county and for out-of-county commuters. Given Intercity Transit’s identified goal to provide bus-rapid transit service within our urban region, the project will also allow TRPC staff to develop data and technical expertise to poise the region for a successful application for a FTA Small Starts Grant Agreement, the most likely source of construction funding for high-capacity transportation.

SCOPE OF WORK

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

FUNDING ESTIMATE

1. 2021 Cost	\$50,000
2. Revenue Source	Federal Grant (STP)
3. Total Funding.....	\$200,000 from 2021 to 2023

**WORK ELEMENT 3M- TRANSPORTATION
THURSTON COUNTY BICYCLE MAP, 7TH EDITION**

The Thurston County Bicycle Map is TRPC's most popular document in both print and in online visits to its website. Last updated in 2020, TRPC printed 20,000 additional copies of the 6th Edition. Ongoing work is necessary to promote and distribute maps to bike shops and other community locations. As the inventory of maps from this second printing diminish, TRPC will begin work on the 7th Edition; expected in Fall 2021. It is anticipated that a 7th edition will be printed and available by Spring 2022.

The bike map is the primary navigational tool for people to learn about the safest, most convenient route for trips to work, school, a store, the library, the farmers market, or a park. It is also referenced to plan more extended routes to train for the Seattle to Portland Bike Ride or to simply have a fun social ride with family members or friends.

The bike map requires periodic revisions about every two-years to keep it up to date and to ensure the road network, bike lanes, trails, wide shoulders, neighborhood connections, and other conditions affecting bicycle travel are accurate and safe for use.

SCOPE OF WORK

1. Map Development and Design.
2. Printing (in 2022).
3. Distribution (ongoing).
4. Project Management.

FUNDING ESTIMATE

- | | |
|-------------------------|--|
| 1. 2021 Cost | \$18,000 |
| 2. Revenue Source | Federal Surface Transportation Grant funding |
| 3. Total Funding..... | \$45,000 from 2021 to 2024 |

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WORK ELEMENT 4

COUNCIL PRIORITY PROJECTS

These projects were identified by the Council as Priority Projects. The dollar figures presented in these projects are estimated start-up costs. We acknowledge that some of these projects could take multiple years to complete and will take more resources than initially allocated. Staff will strive to find additional grant and/or contract funds to fully implement the projects.

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WORK ELEMENT 4a – COUNCIL PRIORITY PROJECTS
CONTINUATION OF SUSTAINABLE THURSTON

Policy makers throughout the region recognize that the Sustainable Thurston Plan adoption by resolution of TRPC members marked the beginning - not the end - of the community conversation that began with the Sustainable Thurston process and products. Implementation of the bold vision, priority goals, targets and next step actions, and the sustainability topic goals and actions will require ongoing informed, dedicated and inspired leaders and residents throughout the region.

In this work program, you will see that TRPC is moving forward, like our member jurisdictions, to incorporate the vision and direction of the Sustainable Thurston Plan into many of the ongoing TRPC projects. TRPC regional planning efforts cover many of the goals and actions of the Regional Sustainability Plan and making sure that all planning efforts include and follow through with sustainability goals will require a shift in emphasis as we develop regional plans and products.

SCOPE OF WORK

1. Refine the Sustainable Thurston Report Card, and on-line document monitoring Sustainable Thurston goals. In 2021, staff will update the Sustainable Thurston Report Card with new data.
2. Continue to seek grant funding to implement Sustainable Thurston actions.
3. Support local jurisdictions and staff as needed regarding implementation and discussion of Sustainable Thurston issues in their planning processes. Utilize planner meetings in 2021 to share ideas and provide resources for regional efforts.
4. Provide Sustainable Thurston Plan information and data for the ongoing community conversation by public, private and non-profit groups.

FUNDING ESTIMATE

1. 2021 Cost\$10,000
2. Revenue Source Regional Assessments leveraged with State and Federal dollars
3. Total Funding.....\$40,000 (includes leveraged Transportation funds)

**WORK ELEMENT 4b – COUNCIL PRIORITY PROJECTS
REGIONAL WATER DISCUSSIONS**

At both the 2017 and 2019 retreats, the Council discussed water availability and quality as a priority issue that would benefit from TRPC involvement. At the 2019 retreat, the Council noted that TRPC could be most helpful in continuing to educate members and the public on the status of water issues facing the Thurston Region. Members discussed that this should be similar to a Water 101 informational series TRPC conducted in the past. The Council discussed a need for more information on the following topics:

- Water resource availability, management, and protection
- Pollution prevention (runoff, residual chemical pollutants)
- Aging infrastructure replacement (costs and funding sources)
- Infiltration to groundwater and role of reclaimed water
- Leak detection
- Sea level rise impacts on river flows and groundwater

Over the next two years, TRPC staff will facilitate presentations and discussions of these issues during Council meetings and possible evening special sessions to help in educating members and the public.

In addition, staff propose that up to 0.1 FTE be allocated to participate in the watershed planning work mandated by ESSB 6091, as well as other watershed-related activities. Updated watershed plans for the Deschutes, Upper and Lower Chehalis, and Kennedy-Goldsborough are due in 2021. This modest amount of staff time to participate in these efforts will help TRPC stay current on water resource planning, which continues to be a priority for the Council.

SCOPE OF WORK

1. Identify subject matter experts and schedule water presentations for Council meetings.
2. As needed, convene evening sessions on specific topics to broaden outreach to the greater Thurston community.

FUNDING ESTIMATE

1. 2021 Cost\$15,000
2. Revenue SourceRegional Assessments

**WORK ELEMENT 4c – COUNCIL PRIORITY PROJECTS
CONVENE EDUCATION SUBCOMMITTEE**

At TRPC’s July 2019 retreat, members expressed an interest in convening an Education Subcommittee to discuss what role TRPC should play in education and how to better utilize the membership of school districts and higher education. Due to COVID response and limited TRPC resources as well as those in education, this work was not started in 2020. As the school districts adapt to substantial changes in how education is provided in the Thurston Region, TRPC hopes to convene this subcommittee in 2021.

SCOPE OF WORK

1. Convene an Education Subcommittee.

FUNDING ESTIMATE

1. 2021 Cost\$4,000
2. Revenue SourceRegional Assessments

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WORK ELEMENT 5
OTHER PROJECTS & GRANTS

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WORK ELEMENT 5a – PROJECTS & GRANTS
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. 2021 Cost:\$40,000
- 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 5b – PROJECTS & GRANTS
BUILDABLE LANDS PROGRAM**

Thurston County is one of seven (Whatcom, Snohomish, King, Pierce, Kitsap, Thurston and Clark) counties in western Washington responsible for developing periodic reports under the Growth Management Act’s Review and Evaluation Program, commonly known as “Buildable Lands.” In Thurston County, the next Buildable Lands report is due by July 2022.

The State Department of Commerce provided funding to Thurston County and TRPC for work to be conducted in the 2019-2021 state biennium – July 1, 2019 to June 30, 2021.

SCOPE OF WORK

1. Engage cities and key stakeholders and solicit their feedback on the regional forecast update and buildable lands report, including identification of reasonable measures.
2. Collect annual data to the extent necessary to determine achieved development densities and the quality and type of land suitable for development.
3. Continuation of update of the regional forecast.
4. Complete the 2021 Buildable Lands Report.
5. Identify a list of reasonable measures.

FUNDING ESTIMATE

1. 2021 Cost:	\$75,000
2. Revenue Sources:.....	State Grant through Thurston County
3. Total Funding.....	\$138,900 from mid-2019 to mid-2020 \$136,900 from mid-2020 to mid-2021

WORK ELEMENT 5c – PROJECTS & GRANTS
HOUSING ACTION PLAN FOR LACEY, OLYMPIA, AND TUMWATER

Under E2SHB 1923, cities with a population of greater than 20,000 are eligible to apply for grant funding to develop Housing Action Plans. The Cities of Lacey, Olympia, and Tumwater have secured State Department of Commerce funds to develop a Plan for the combined north county urban area of Thurston County. TRPC is coordinating the effort and developing data to support the plan.

SCOPE OF WORK

1. Project Management.
2. Project Coordination and Outreach.
3. Plan Development.
 - a. Data Development and Analysis.
 - b. Policy Development.
 - c. Comprehensive Plan Housing Element Review.
 - d. Development of List of Actions.
 - e. Plan Assembly.
4. Plan Adoption.

FUNDING ESTIMATE

1. 2021 Cost:\$30,000
2. Revenue Sources:..... State Grant through the Cities of Lacey, Olympia, and Tumwater
3. Total Funding.....\$150,000 from mid-2019 to mid-2021

WORK ELEMENT 5d – PROJECTS & GRANTS
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.

For 2020 and through June 2021, the Lead Entity Committee will be embarking on an update of the habitat restoration and conservation strategy. This document was written in 2005 and much additional work and science has occurred to inform the next iteration, which is funded with state dollars through the Puget Sound Partnership.

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 habitat strategy revision (the overarching contract is held by the Puget Sound Partnership with Environmental Science Associates for \$100,000, with some portion being sub-contracted with TRPC for coordination).

FUNDING ESTIMATE

1. 2021 Cost:\$165,000
2. Revenue Sources: State Grant

WORK ELEMENT 5e – PROJECTS & GRANTS
WRIA 13 SALMON RECOVERY STRATEGY UPDATE

The WRIA 13 Lead Entity first created the salmon habitat recovery strategy in 2005, prior to the extensive modeling work in many freshwater watersheds, the completion of the Deschutes Total Maximum Daily Load (TMDL), creation of the Nearshore Project Selection Tool, the adoption of the Deschutes coho study, the conversation about Capitol Lake, etc. The initial strategy work did not contain quantitative habitat goals, nor did it contain a statement about life history stage priorities beyond ‘all species, all life stages.’

The document has therefore become obsolete and does not provide guidance to LE Committee members or to project sponsors on where to focus recovery efforts and why. Additionally, it does not allow for progress towards recovery to be charted and celebrated. It also does not allow for tracking of places where regulatory restrictions are effective and where they need revision based upon actual land use practices.

An updated document will allow for progress (or lack of progress) to be measured and shared with citizens, elected officials and others to demonstrate the status of habitat recovery.

Establishing priority habitat types and life history stages will allow for easy communication of the problems and the proposed solutions. It will also allow for a more focused funding strategy that can include numerous grant sources, with rationale for how the projects move towards habitat recovery. These funding sources could include existing state and federal funds, but also local funds that require projects to be of multiple benefit. Demonstrating the benefits of recovery projects on salmon, flooding, erosion, water quality, etc. as a collective will enable not only additional funding streams to be accessed but a larger landscape level story to emerge, a story that can include a variety of activities.

SCOPE OF WORK

- 1. Contract with technical consultant
 - 1a. Work with consultant and Lead Entity partners to compile salmon and habitat information in the watersheds.
 - 1b. Work with consultant and Lead Entity partners to prepare a GIS database and interactive WebMap containing high, medium, and low priority areas for salmon habitat recovery.
- 2. Collaborate with the Puget Sound Partnership and facilitation/coaching contractors to garner input from the Lead Entity partners to determine habitat goals for the watersheds.

FUNDING ESTIMATE

- 1. 2021 Cost:\$40,000
- 2. Revenue Sources:..... State Grant

WORK ELEMENT 5f – PROJECTS & GRANTS
DISASTER RECOVERY FRAMEWORK DEVELOPMENT

The 2019 Thurston County Integrated Emergency Management Course solidified policy makers resolve to maintain momentum on developing a region-wide disaster recovery framework. TRPC will work in partnership with Thurston County Emergency Management and the Emergency Management Council to update and expand the Thurston Region Disaster Recovery Framework. This project will incorporate input collected during the Integrated Emergency Management Course into the existing Framework. TRPC will also expand the Framework by including the three remaining Recovery Support Functions (RSFs). These include Infrastructure and Utilities, Natural and Cultural Resources, and Planning and Capacity Building.

SCOPE OF WORK

1. Review and incorporate relevant information from the After-Action Review Document.
2. Convene multiple focus group meetings to develop the remaining RSFs.

FUNDING ESTIMATE

1. 2021 Cost	\$25,000
2. Revenue SourceLocal, pass through of federal State Homeland Security Program Grant	
3. Total Funding.....	\$25,000

WORK ELEMENT 5g – PROJECTS & GRANTS
DISASTER RECOVERY FRAMEWORK IMPLEMENTATION AND
OPERATIONS SCOPE OF WORK

This project is Phase I of a two-phase strategy to fund the facilitation a Disaster Recovery Council (DRC) - pending its formation (anticipated early 2020). This project will facilitate the DRC through an exploratory process to develop a detailed scope of work and a written proposal for the formation and operating procedures of a policy-based Disaster Recovery Task Force and the establishment and formation of a Local Disaster Recovery Manager's Office. The outcome of part one is a detailed scope of work that will position Thurston County Emergency Management and the DRC partners to formalize a work program and seek additional funding to fulfill the scope of work. Phase II will require additional funding to execute the scope of work.

SCOPE OF WORK

1. Research best management practices for establishing and operating a disaster recovery management office for the regions’ recovery planning partners.
2. Convene up to six meetings with the DRC.
3. Produce a scope of work.

FUNDING ESTIMATE

- | | |
|-------------------------|--|
| 1. 2021 Cost | \$20,000 |
| 2. Revenue Source | Local, pass through of federal State Homeland Security Program Grant |
| 3. Total Funding..... | \$20,000 |

WORK ELEMENT 5h – PROJECTS & GRANTS
CLIMATE MITIGATION PLAN IMPLEMENTATION

This project is for coordination of efforts to implement the climate mitigation plan for Thurston County and the cities of Lacey, Olympia, and Tumwater. The plan identifies a common 2050 emissions-reduction target and concludes with an implementation strategy for the region which will be supplemented, as needed, by specific implementation strategies for each jurisdiction. The implementation strategies outline community-wide actions to enhance existing mitigation efforts, as well as identify new actions that are necessary to hit the common 2050 emissions target. Actions in the plans include both public and private sector responsibilities, therefore, implementation will require a region-wide effort.

SCOPE OF WORK

The scope of work for this effort is under development.

FUNDING ESTIMATE

- 1. 2021 Cost\$TBD
- 2. Revenue Source Local

**THURSTON REGIONAL PLANNING COUNCIL
2021 ASSESSMENTS**

	2019 Population	2020 Population	Factor	Adjusted Population	Rate	2021 Assessment	2020 Assessment	% Change
Tier 1. Charter Members*								
Thurston County Urban	57,907	58,474	1	58,474	2.05	\$119,997	\$118,833	
Thurston County Rural	86,128	86,826	0.5	43,413	2.05	\$89,089	\$88,373	
Thurston County Unincorporated Total	144,035	145,300				\$209,086	\$207,206	0.9%
Olympia	52,770	54,150	1	54,150	2.05	\$111,123	\$108,291	2.5%
Lacey	51,270	52,910	1	52,910	2.05	\$108,579	\$105,213	3.1%
Tumwater	24,060	24,600	1	24,600	2.05	\$50,483	\$49,374	2.2%
Yelm	9,135	9,400	1	9,400	2.05	\$19,290	\$18,746	2.8%
Tenino	1,840	1,850	0.5	925	2.05	\$1,898	\$1,888	0.5%
Rainier	2,110	2,210	0.5	1,105	2.05	\$2,268	\$2,165	4.5%
Bucoda	580	580	0.5	290	2.05	\$700 **	\$700 **	0.0%
Nisqually Indian Tribe	826	839	0.5	420	2.05	\$861	\$848	1.5%
Confederated Tribes of the Chehalis Reservation	976	978	0.5	489	2.05	\$1,003	\$1,001	0.2%
Tier 2. School Districts:								
<i>Student body / FTE counts were reported to OSPJ on October 15</i>								
North Thurston Public Schools	15,100	14,356	0.25	3,775	2.05	7,357	\$7,739	-5.2%
Olympia School District	9,715	9,593	0.25	2,429	2.05	4,916	\$4,979	-1.3%
Tumwater School District	6,258	6,024	0.25	1,565	2.05	3,087	\$3,207	-3.9%
Tier 3. Regional Service Providers								
<i>Increased by percent change in total county population</i>								
Intercity Transit						\$40,777	\$40,048	1.8%
Thurston PUD						\$2,000	\$1,965	1.8%
Port of Olympia						\$40,777	\$40,048	1.8%
LOTT Cleanwater Alliance						\$40,777	\$40,048	1.8%
Tier 4. Associate Members								
<i>\$1,000 Flat Rate as established in the TRPC Bylaws</i>								
The Evergreen State College						\$1,000	\$1,000	0%
Timberland Regional Library						\$1,000	\$1,000	0%
Puget Sound Regional Council						\$1,000	\$1,000	0%
Lacey Fire District #3						\$1,000	\$1,000	0%
Economic Development Council of Thurston County						\$1,000	\$1,000	0%
TOTAL						\$649,982	\$638,467	1.8%

* 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.