

**THURSTON REGIONAL PLANNING COUNCIL
2024 Work Program**

December 2023



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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 3a.	\$325,000	\$0	\$325,000	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. In 2024, this work includes tracking funding opportunities and developing projects	\$200,000	\$0	\$200,000	9
3. Transportation				
3a. Unified Planning Work Program (UPWP). Contains all the required federal and state transportation program elements for a Metropolitan Planning Organization, 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.	\$125,000	\$1,700,000	\$1,825,000	13
3b. Rural Transit. Transit service to the South County, connects communities of Bucoda, Grand Mound, Rainier, Rochester, Yelm, and Tenino and the Confederated Tribes of the Chehalis Reservation to destinations in both Thurston and Lewis Counties. <i>(\$1,663,515 including match from mid-2021 to mid-2024; expect similar level of funding for next state biennium)</i>	\$0	\$1,300,000	\$1,300,000	15
3c. 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. <i>(\$454,000 from mid-2021 to mid-2024; expect similar level of funding for next state biennium)</i>	\$0	\$415,000	\$415,000	16
3d. 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. <i>(\$178,253 from mid-2021 to mid-2024)</i>	\$0	\$70,000	\$70,000	18
3e. Emergency Incident Management Detour Route Improvements Study. A study 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. <i>(\$225,000 from 2022 to 2025)</i>	\$0	\$62,000	\$62,000	19
3f. SW Thurston County Trail Feasibility Study. A feasibility study to evaluate prospective shared-use trail alignments that could connect communities in SW Thurston County and connect to the Gate-Belmore Trail. <i>(\$23,500 in 2024)</i>	\$0	\$18,000	\$18,000	20
3g. High Capacity Transportation Project. This project will conduct a study examining options for multimodal high capacity transportation to serve travelers on the I-5 corridor between central Thurston County (Lacey, Olympia, and Tumwater area) and Pierce County. <i>(\$250,000 from 2022-2025)</i>	\$0	\$140,000	\$140,000	21
3h. Martin Way Crossing Strategy. A study to identify appropriate locations for mid-block crossings on Martin Way and further scope specific improvements necessary to enhance pedestrian safety and mobility	\$0	\$483,000	\$483,000	23

DESCRIPTION (Total amount and duration)	REGIONAL ASSESSMENTS	GRANT or CONTRACT	TOTAL REQUEST	PG
3i. Stormwater Road Retrofit Prioritization Strategy. Work with local partners to develop a roadway retrofit prioritization process to enhance stormwater management planning and improve water quality in the South Puget Sound.	\$0	\$200,000	\$200,000	24
3j. Countywide Bicycle Connectivity Strategy. A project to define a regional network that will serve a wider group of users and identify gaps and improvements.	\$0	\$200,000	\$200,000	25
3k. Regional Multimodal Level of Service. A project to consider the feasibility of integrating multimodal measures into the regional approach to transportation planning.	\$0	\$35,000	\$35,000	26
3l. Freight Goods and Services Mobility Strategy. Develop a strategy to address the needs, challenges, and impacts of freight movement across the region.	\$0	\$2,000	\$2,000	27
4. Council Priority Projects				
4a. 2024-2028 Strategic Plan Implementation.	\$50,000	\$0	\$50,000	30
5. Other Projects and Grants				
5a. Boundary Review Board. Staff for the Thurston County Boundary Review Board.	\$0	\$20,000	\$20,000	34
5b. WRIA 13 Salmon Recovery Lead Entity. Ongoing program for salmon recovery.	\$0	105,000	105,000	35

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 and publications 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* is another of TRPC's Information Services products. *The Report Card* is updated annually to track the outcomes of Sustainable Thurston Plan goals and growth-management policies.

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. An example of this is U.S. Census data. TRPC is the designated repository for Census data in Thurston County and an affiliate member of the State Data Center (SDC).

TRPC has prepared population and employment forecasts since 1969 to assist local jurisdictions in planning for new facilities such as hospitals, schools, transportation, water, and sewer infrastructure. The Growth Management Act states that, "*Based upon the growth management population projection made for the county by the Office of Financial Management, the county and each city within the county shall include areas and densities sufficient to permit the urban growth that is projected to occur in the county or city for the succeeding twenty-year period.*" Consistent with the County-Wide Planning Policies, TRPC develops small area population forecasts to determine if the minimum 20-year population can be accommodated county wide. In 2024, specific tasks include completing a population and employment forecast in support of the transportation model update described in 3a.

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. Complete update of land capacity analysis.
10. Begin update of the countywide employment forecast.

FUNDING ESTIMATE

- | | |
|-------------------------|----------------------|
| 1. 2024 Cost | \$325,000 |
| 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.

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. Recruit, evaluate, and train staff.
9. Support representation of underrepresented groups on TRPC boards and committees.
10. Staff un-programmed activities (e.g., response to emerging issues, project development).

FUNDING ESTIMATE

- | | |
|-------------------------|----------------------|
| 1. 2024 Cost | \$200,000 |
| 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.

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, as well as Council identified transportation priorities. The UPWP and its implementing budget, adopted by Council in Spring 2023, 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) 2024 (July 1, 2023 to June 30, 2024). In 2024, work will continue to complete the SFY work program. A new work program will be developed in the spring for implementation the following SFY.

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. Direct 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. General Compliance.
 - 3.4. General Planning Activities.
 - 3.5. Climate Mitigation Plan Implementation.
 - 3.6. Urban Areas and Functional Classification Review.
 - 3.7. Planning Support.
4. Data Collection, Analysis, and Forecasting.
 - 4.1. Performance Measures.
 - 4.2. Transportation Modeling.
 - 4.3. GIS and Modeling Management.
 - 4.4. Data Management and Collection.
 - 4.5. Estimates, Forecasting, and Monitoring.

- 5. Major initiatives (may span over several work programs)
 - 5.1. Electric and Alternative Fuel Vehicles Planning.
 - 5.2. Population and Employment Forecast Update.
 - 5.3. Regional Travel Demand Model Update.
 - 5.4. Regional Trails Plan Update
 - 5.5. Regional Transportation Plan Update.
 - 5.6. Transportation Management Area (TMA) Transition.

- 6. Contingency and Carryover
 - 5.1. Contingency.
 - 5.2. Carryover.

The level of effort for 2024 is estimated as follows:

1. Program Management	\$299,000
2. Project Programming and Tracking	\$155,000
3. Multimodal Transportation Planning	\$346,000
4. Data Collection, Analysis, and Forecasting	\$211,000
5. Major Initiatives	\$608,000
6. Contingency and Carryover	\$215,509

FUNDING ESTIMATE

1. 2024 Cost	\$1,825,000
2. Revenue Sources	Regional Assessments, State, Federal

**WORK ELEMENT 3b – 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, Yelm, and Tenino communities. The program also serves the Confederated Tribes of the Chehalis Reservation. Each weekday, rT transports passengers on a variable fixed route that supports transfers to other transit providers for final destinations. TRPC subcontracts this service, which is designed to connect with, but not duplicate Intercity Transit (Thurston County) and Twin Transit (Lewis County) services. All vehicles are lift equipped and have bicycle racks, to support people with special needs and people who choose to include bicycling as part of their trip. TRPC received funding for the 2023-2025 biennium to expand rT services to include Saturday service and a connection between Tenino and Yelm. The funding is not ongoing, although TRPC intends to pursue funds to continue the expanded services.

After School Programs

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

SCOPE OF WORK

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

FUNDING ESTIMATE

1. 2024 Cost\$1,300,000
2. Revenue Source Local, State, Federal
3. Total Funding.....\$2.8M including one time service expansion funds

WORK ELEMENT 3c – 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. TRPC will ensure that CTR efforts align with the Thurston Climate Mitigation Plan, which calls out transportation as one of the top contributors to greenhouse gas emissions in our region.

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

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

The final element, 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 accounting of the program and provides assistance to Employee Transportation Coordinators and other staff on how to use the program.

SCOPE OF WORK

Typical CTR program elements for worksites of all sizes include:

- 1. Administration.
- 2. Compliance and Enforcement.
- 3. Worksite Program Development, Review and Evaluation.
- 4. Employee Transportation Coordinator and Worksite Support.
- 5. Outreach and Communications.
- 6. Data Analysis.
- 7. Survey Administration.
- 8. Contract management, billing, marketing for Safe Ride.

FUNDING ESTIMATE

1. 2024 Cost	\$415,000
2. Revenue Source	State Grants
3. Total Funding.....	\$715,000 from mid-2023 to mid-2025*

**Expect similar level of funding for next state biennium*

**WORK ELEMENT 3d – TRANSPORTATION
CAPITOL CAMPUS TELEWORK**

This project will continue the work with agency telework champions on the Capitol Campus to plan a successful return to the office that encourages telework. 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 Capital Campus, to identify Focus Agencies and Champions.
4. Setup and track pilot hybrid schedules or return to office plans/Organize alternative commute events for return to office.
5. When many agencies do return, we plan to emphasize and promote the many alternative modes of travel to get to work. Transit, walking, rolling, biking, carpooling, etc. Provide Lunch and Learn opportunities at state agencies on reinventing the commute post pandemic.
6. Recognize or celebrate agency participants and their organizations.
7. Final Report and Next Steps.

FUNDING ESTIMATE

1. 2024 Cost	\$70,000
2. Revenue Source	State, Local Match
3. Total Funding.....	\$115,000

WORK ELEMENT 3e – TRANSPORTATION
EMERGENCY 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. 2024 Cost\$62,000
- 2. Revenue SourceFederal (STBG) and local (Thurston County) with WSDOT in-kind match
- 3. Total Funding.....\$225,000 from 2022 to 2025

WORK ELEMENT 3f – TRANSPORTATION
SW THURSTON COUNTY 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.

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. 2024 Cost | \$18,000 |
| 2. Revenue Source | Thurston County including Federal STBG pass through |
| 3. Total Funding..... | \$173,410 from 2020 to 2024 |

WORK ELEMENT 3g – TRANSPORTATION
HIGH CAPACITY TRANSPORTATION PROJECT Phase 1 and 2

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

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

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

For Phase 2, TRPC received funding from the Legislature to conduct a study examining 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, coarse 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.

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

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. 2024 Cost\$80,000
- 2. Revenue Source Federal Grant (STP)
- 3. Total Funding.....\$200,000 from 2021 to 2025

Phase 2

- 4. 2024 Cost\$60,000
- 5. Revenue Source State funding
- 6. Total Funding.....\$250,000 from 2022 to 2025

WORK ELEMENT 3h – TRANSPORTATION MARTIN WAY CROSSING STRATEGY

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

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

A joint planning study between the Thurston Regional Planning Council, Thurston County, City of Olympia, City of Lacey, and Intercity Transit has affirmed a shared vision for the corridor as a more pedestrian-friendly area that supports high-capacity transit and high-density urban growth, including affordable housing options. This study has identified a need for additional crossings to address concerns raised through a safety assessment and public engagement. A key next step for this work is to identify appropriate locations for mid-block crossings and further scope specific improvements necessary to enhance pedestrian safety and mobility. This project will identify and prioritize locations where additional crossings would better connect pedestrian users of the corridor with transit facilities and other important community destinations, making it safer for people. Designs will be consistent with appropriate guidance for creating Complete Streets and improving Level of Traffic Stress (LTS), and will provide sufficient detail to ensure projects are ready for construction in future years.

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

SCOPE OF WORK

1. Project management
2. Partner Coordination
3. Community Outreach and Engagement
4. Crossing Study
5. Project concepts and cost estimates

FUNDING ESTIMATE

1. 2024 Cost	\$483,000
2. Revenue Source	Federal Redistributed Funds
3. Total Funding.....	\$700,000

WORK ELEMENT 3i – TRANSPORTATION
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. 2024 Cost	\$200,000
2. Revenue Source	EPA National Estuary Program
3. Total Funding.....	\$438,320

WORK ELEMENT 3k – TRANSPORTATION
COUNTYWIDE BICYCLE CONNECTIVITY STRATEGY

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

The purpose of the project is to identify gaps to a regional network that could serve a broader group of users with varying comfort levels for riding in and around traffic – and recommend policy and infrastructure improvements that will create a more complete and effective network.

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. 2024 Cost	\$200,000
2. Revenue Source	Federal Redistributed Funds
3. Total Funding.....	\$400,000

WORK ELEMENT 3k – TRANSPORTATION
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. 2024 Cost	\$35,000
2. Revenue Source	Federal Redistributed Funds
3. Total Funding.....	\$320,000

WORK ELEMENT 3I – TRANSPORTATION
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. 2024 Cost	\$2,000
2. Revenue Source	Federal Redistributed Funds
3. Total Funding.....	\$600,000

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
2024-2028 STRATEGIC PLAN IMPLEMENTATION

At its 2023 retreat, Council worked from the Values, Vision, and Mission developed during the 2021 a staff draft 2024-2028 Strategic Plan. Council’s retreat provided valuable input to revise the staff draft plan. Staff will work with the outcomes from the 2023 retreat to bring Council a revised 2024-2028 Strategic Plan. Several important pieces of the draft plan require funds to complete. In the coming year, staff propose a budget of \$50,000 to seek outside expertise to help ensure our work internally and externally advances the Council’s value on Diversity, Equity, Inclusion, and Belonging.

SCOPE OF WORK

1. Complete Council’s 2024-2028 Strategic Plan.
2. Contract with outside firm to provide Diversity, Equity, Inclusion, and Belonging support.

FUNDING ESTIMATE

1. 2024 Cost\$50,000
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. 2024 Cost:\$20,000
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
WRIA 13 SALMON RECOVERY LEAD ENTITY

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

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

SCOPE OF WORK

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

FUNDING ESTIMATE

1. 2024 Cost:\$105,000
2. Revenue Sources: State Grant

Thurston Regional Planning Council 2024 Assessments

	2022 Population	2023 Population	Factor	Adjusted Population	Rate	2024 Assessment	2023 Assessment	% Change
Tier 1. *Charter Members:								
Thurston County Urban	53,700	53,470	1	53,470	2.05	\$109,728	\$110,200	
Thurston County Rural	90,060	89,860	0.5	44,930	2.05	\$92,203	\$92,408	
<i>Thurston County Unincorporated Total</i>	<i>143,760</i>	<i>143,330</i>				<i>\$201,930</i>	<i>\$202,608</i>	<i>-0.3%</i>
Olympia	56,370	56,900	1	56,900	2.05	\$116,767	\$115,679	0.9%
Lacey	58,180	59,430	1	59,430	2.05	\$121,959	\$119,393	2.1%
Tumwater	26,360	27,100	1	27,100	2.05	\$55,613	\$54,094	2.7%
Yelm	10,680	10,770	1	10,770	2.05	\$22,102	\$21,917	0.8%
Tenino	2,030	2,045	0.5	1,023	2.05	\$2,098	\$2,083	0.7%
Rainier	2,510	2,555	0.5	1,278	2.05	\$2,622	\$2,575	1.8%
Bucoda	610	620	0.5	310	2.05	**\$700	\$700	0.0%
Nisqually Indian Tribe	828	823	0.5	412	2.05	\$844	\$850	-0.6%
Confederated Tribes of the Chehalis Reservation	991	990	0.5	495	2.05	\$1,016	\$1,017	-0.1%
Tier 2. School Districts:								
Student body FTE counts were reported to OSPI on October 15								
North Thurston Public Schools	14,384	0	0.25	0	2.05	\$0.00	\$7,372	#DIV/0!
Olympia School District	9,093	8,993	0.25	2,248	2.05	\$4,614	\$4,660	-1.0%
Tumwater School District	6,042	0	0.25	0	2.05	\$0.00	\$3,097	#DIV/0!
Tier 3. Regional Service Providers:								
<i>Increased by percent change in total county population</i>								
Intercity Transit						\$42,514	\$42,108	1.0%
Thurston PUD						\$2,086	\$2,066	1.0%
Port of Olympia						\$42,514	\$42,108	1.0%
LOTT Cleanwater Alliance						\$42,514	\$42,108	1.0%

Tier 4. Associate Members:

\$1,000 Flat Rate as established in the TRPC Bylaws

The Evergreen State College	\$1,000	\$1,000	0.0%
Timberland Regional Library	\$1,000	\$1,000	0.0%
Puget Sound Regional Council	\$1,000	\$1,000	0.0%
Lacey Fire District #3	\$1,000	\$1,000	0.0%
Economic Development Council of Thurston County	\$1,000	\$1,000	0.0%
Thurston Conservation District	\$1,000	\$1,000	0.0%

TOTAL	\$665,192	\$670,434	-0.8%
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* 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.