

Thurston Regional Planning Council

UNIFIED PLANNING WORK PROGRAM

STATE FISCAL YEARS 2017-2018

(July 1, 2016 to June 30, 2018)



Adopted by TRPC

May 6, 2016

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May 6, 2016

**THURSTON REGIONAL PLANNING COUNCIL
RESOLUTION NO. 2016-02**

RELATING to the State Fiscal Years 2017-18 Unified Planning Work Program between THURSTON REGIONAL PLANNING COUNCIL (TRPC) and the WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT).

WHEREAS, the WSDOT and TRPC have cooperated in the past for regional and metropolitan transportation planning within Thurston County; and

WHEREAS, TRPC is the agency designated by the GOVERNOR as the METROPOLITAN PLANNING ORGANIZATION and the REGIONAL TRANSPORTATION PLANNING ORGANIZATION for the Thurston region; and

WHEREAS, TRPC has the authority to act on the Unified Planning Work Program;

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

THAT the scope, content, budget, and funding sources of the Unified Planning Work Program for State Fiscal Year 2017-2018 be approved as per attachment with the understanding that minor changes may be required following State review; and

THAT the Regional Transportation Improvement Program be amended to secure the federal Surface Transportation Program Block Grant funds described in the Unified Planning Work Program document to perform regional transportation planning; and

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

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

Adopted this 6th day of May, 2016.

ATTEST:



Lon D. Wyrick
Executive Director



Virgil Clarkson, Chair
Thurston Regional Planning Council

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PREFACE

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

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

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

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

BACKGROUND

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

The following section outlines the federal requirements for the Metropolitan Planning Organization (MPO).

Federal Legislation

Provisions of 23 U.S.C. 134 and 49 U.S.C. 5303 set forth a national policy governing metropolitan transportation planning, a policy that shapes the work of Thurston Regional Planning Council. That policy stipulates that MPOs carry out a continuing, cooperative, and comprehensive multimodal transportation planning process that:

- Includes the development of a long-range metropolitan transportation plan and a transportation improvement program (TIP).
- Encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities).
- Fosters economic growth and development, while minimizing transportation-related fuel consumption and air pollution.

These policies encourages continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth in 23 U.S.C. 134(h) and 49 U.S.C. 5303(h).

The scope of that metropolitan planning process is defined by federal legislation. Federal legislation specifies that the metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that:

1. Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increases the safety of the transportation system for motorized and non-motorized users.
3. Increases the security of the transportation system for motorized and non-motorized users.
4. Increases accessibility and mobility of people and freight.
5. Protects and enhances the environment, promote energy conservation, improves the quality of life, and promotes consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhances the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promotes efficient system management and operation.
8. Emphasizes the preservation of the existing transportation system.

Consideration of these planning factors shall be reflected, as appropriate, in the metropolitan transportation planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment, and housing and community development.

Additionally, recent federal law stipulates that the metropolitan transportation planning process develop a performance-driven, outcomes-based approach to transportation decision-making in support of national and regional goals. MPOs are required to establish performance targets to use in tracking progress towards achieving critical outcomes for the region. Selection of the performance targets will be coordinated with the State and transit agencies to ensure consistency, and will occur no later than 180 days after the State and transit agency establish their own targets. MPOs will also integrate into the planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other relevant planning processes.

TRPC receives funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as provided under 23 U.S.C. 104(f) and 49 U.S.C. 5336 to accomplish these activities. Historically these funds and their requisite local matching funds constitute less than one-third of the revenues used to support TRPC's regional transportation planning efforts. Federal legislation specifies how those metropolitan transportation planning activities performed with these funds will be documented. This is described as the Unified Planning Work Program (UPWP) and its contents and structure is established in the provisions of 23 CFR Part 450 and Part 420, and 49 CFR Part 613.

The UPWP documents those planning activities to be performed with funds provided under Title 23 and Chapter 53 of Title 49 U.S.C. It describes the planning activities within the next two-year period including: who will perform the work; the schedule for completing the work; resulting products; proposed funding by task; and a summary of the total amounts and sources of funding. The UPWP also includes a discussion of other transportation planning activities in the region other than those funded through the funds mentioned above in order to give readers a better understanding of the comprehensive nature of transportation planning in the Thurston region.

The following section outlines the state requirements for the Regional Transportation Planning Organization (RTPO).

State Legislation

Use of state funding received by TRPC is determined by RCW 47.80 and WAC 468-86. These state requirements recognize the critical relationship between transportation and land use, and typically complement the federal requirements.

As per state law, the regional transportation planning program is meant to foster an on-going transportation planning and decision-making process that actively plans for the improvement of regional transportation systems and coordinates this process among jurisdictions. Intended to be integral to local and regional growth management efforts, state laws stipulate that regional planning should adhere to the following principles:

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

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

Within these principles, regions develop their own on-going planning process for the development and refinement of the regional transportation plan, and provide a forum for the discussion of regional transportation planning issues.

State law requires that the UPWP describe how the work programmed supports the six legislative transportation system policy goals of RCW 47.04.280. Specifically, state law stipulated that public investments in transportation should support achievement of these policy goals:

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

The legislative intent of these six principles is wholly consistent with regional objectives. TRPC work program activities work in concert to: promote economic vitality, keep life cycle costs as low as possible, increase the safety of transportation system users and operators, maximize convenient and reliable travel choices, minimize environmental impacts, and generally improve the overall efficiency, reliability, and quality of the transportation system for the traveling public.

State funding received by TRPC for transportation planning purposes is used to help implement locally and regionally adopted plans that support the State's Growth Management Act. The plans, policies, activities and investments supported by state RTPO funding help:

- Ensure a robust and resilient economy
- Keep life cycle costs as low as possible and make the network safe for system users and system operators
- Increase the range of viable travel choices for moving people and goods in coordination with supportive land use policies, and
- Reduce the per capita environmental footprint associated with transportation.

The Legislature makes biennial appropriations to WSDOT to support this regional planning process. TRPC receives funding from WSDOT for this purpose. Historically the funding to comply with these requirements represents less than 10% of TRPC's transportation planning budget. The WSDOT uses the federal UPWP as its vehicle for ensuring appropriate use of RTPO planning funds.

Federal and State Emphasis Areas

The Federal Highway Administration and Federal Transit Administration, and Washington State Department of Transportation (WSDOT) annually identify additional factors they would like to see addressed within the regional transportation planning program. In addition to developing the required annual performance and expenditure reports (annual reports) and interlocal agreements, in this UPWP it is requested that TRPC:

- Work with WSDOT as the analysis of the FAST Act evolves and draft or final rules are released
- Promote cooperation and coordination across MPO boundaries to ensure a regional approach to transportation planning.
- Identify Ladders of Opportunity – or access to essential services as part of the transportation planning process, including identifying transportation connectivity gaps in access to essential services.
- Coordinate and invite participation with tribal governments on the development of regional transportation plans and programs.
- Participate in statewide planning efforts with respect to the various state modal plans and the statewide long-range transportation plan.
- Participate in WSDOT's corridor sketch process.
- Collaborate with WSDOT as the State works towards setting performance measures and targets.

Consideration of Regional Transportation Planning Priorities

Mandated federal and state planning requirements cannot be satisfactorily accomplished within the funding provided for this purpose by federal and state agencies. Not content to simply meet bare minimum standards, TRPC has supported about 60% of the region's base transportation program with additional funding. Since 1995, TRPC has augmented the federal and state funds it receives for mandated planning activities with a share of the Surface Transportation Program funding attributable to the region. This funding enables the kind of coordinated and integrated transportation planning and decision-making that has characterized this region's program since the mid-1990s.

Prior to 2012 this funding was co-mingled with the appropriated federal and state funds in the Unified Planning Work Program. The regional transportation planning activities funded through these discretionary Surface Transportation Program funds are no longer co-mingled with those funds provided under 23 U.S.C. 104(f) and 49 U.S.C. 5336, or RCW 47.80.050. As per federal statute, these priority regional transportation planning activities are identified and reported on separately from those mandated by federal and state requirements.

The priorities established by TRPC and its Transportation Policy Board, which support implementation of the long-range Regional Transportation Plan, are described separately in the section of this document titled TRPC Regional Planning Priorities.

Unified Planning Work Program Process

The UPWP is a two-year document based on the state fiscal year (SFY). The state fiscal year runs from July 1st to June 30th. During the 3rd quarter of the second year a new UPWP is developed and submitted for state and federal review for implementation at the beginning of the next state fiscal year.

As the federally-designated MPO for Thurston County, Thurston Regional Planning Council is responsible for preparing the UPWP. The UPWP is developed through a collaborative process involving TRPC member jurisdictions, WSDOT Olympic Region as well as the WSDOT Multi-modal Department.

In accordance with the roles and responsibilities of the Transportation Policy Board (TPB) and Thurston Regional Planning Council, the development of a new UPWP begins in February. At that time, policy makers on the TPB discuss the transportation issues and opportunities facing the region and develop a recommendation on those priorities to address in the transportation work program for the ensuing two-year period in addition to mandated federal and state tasks. The goal is to not only meet minimum standards mandated by federal and state law, but to do so in a way that furthers policy and system objectives of the Thurston region as laid out in the long-range Thurston Regional Transportation Plan.

The TPB recommendation is presented to TRPC policy makers for their discussion and consideration. TRPC takes action to approve those work program priorities for which it will assume primary funding responsibility. Staff then work with that direction to develop a draft document that complies with federal and state requirements while simultaneously supporting priority regional objectives.

A draft of the UPWP is reviewed for compliance with state and federal requirements by WSDOT, FHWA, and FTA. Revisions needed to address federal or state concerns are made to the draft document before it is submitted to TRPC for its approval.

The final UPWP is reviewed and adopted in May by TRPC upon completion of the federal and state review. After this it is submitted to the WSDOT for final approval by state and federal agencies.

Description of the Region

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

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

The MPO boundary encompasses the cities of Lacey, Olympia, and Tumwater, their urban growth areas, and the adjacent urbanized areas (Figure 2). According to 2015 TRPC estimates, 186,700 people lived within the MPO boundary; 70% of the county's total population of 267,400. The RTPO boundary is the entire county.

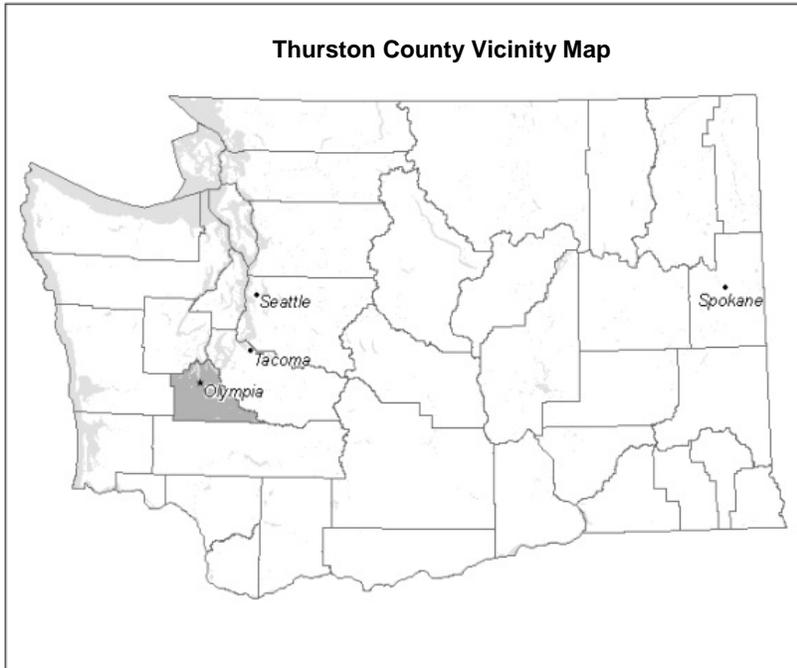


Figure 1: Thurston County Vicinity Map.

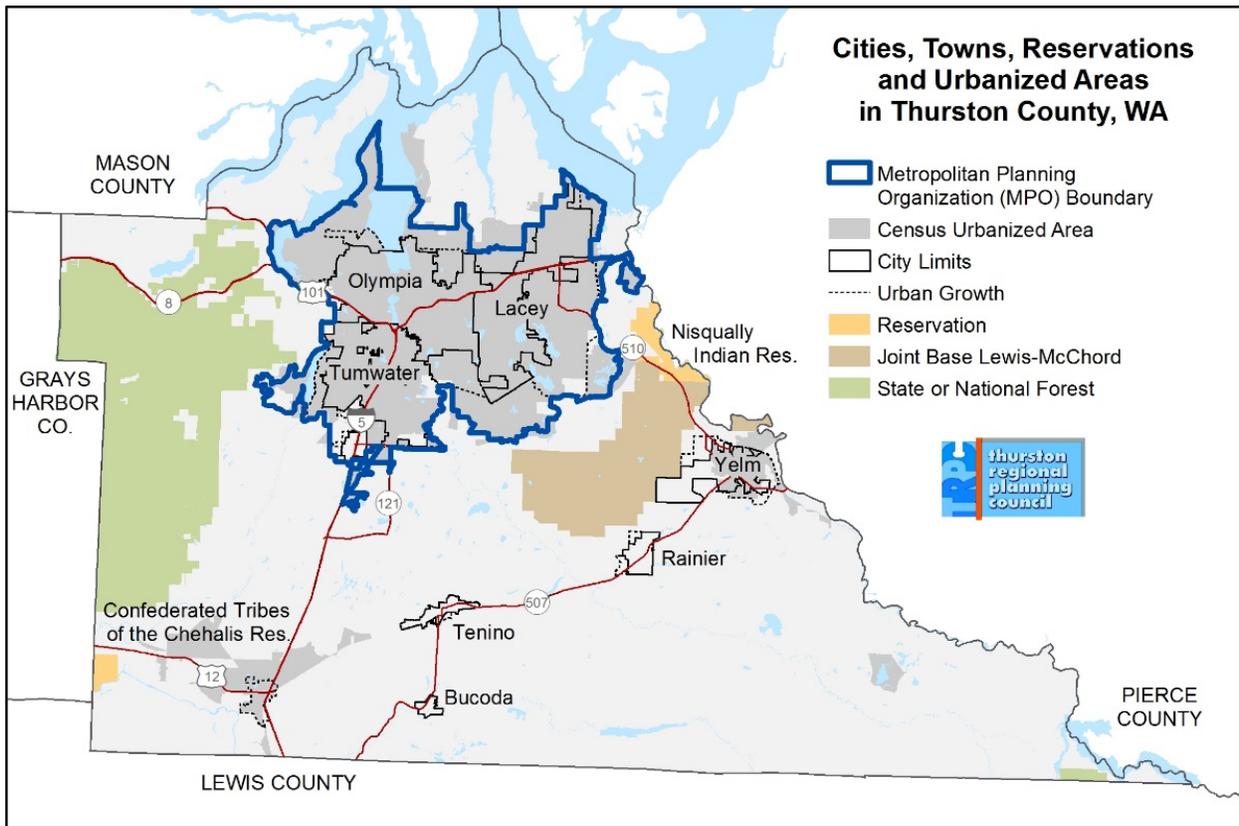


Figure 2: MPO Boundary.

Metropolitan Planning Organization/Regional Transportation Planning Organization Structure

Thurston Regional Planning Council is the federally-designated MPO for the Thurston region, as well as the state-designated Regional Transportation Planning Organization (RTPO). As the MPO/RTPO, the Regional Council is the lead planning agency for work specified in this work program unless otherwise indicated.

TRPC is a 21-member intergovernmental council. Its membership includes: the cities of Lacey, Olympia, Rainier, Tenino, Tumwater and Yelm; the town of Bucoda; Thurston County; the Nisqually Indian Tribe and the Confederated Tribes of the Chehalis Reservation; Intercity Transit; the North Thurston and Olympia school districts; the LOTT Cleanwater Alliance (the Lacey, Olympia, Tumwater, Thurston County wastewater and reclaimed water partnership); Thurston County Public Utility District #1; and the Port of Olympia; as well as Associate members The Evergreen State College, Timberland Regional Library, Lacey Fire District #3, the Economic Development Council of Thurston County, and Puget Sound Regional Council (PSRC).

As authorized by the State of Washington [RCW 47.80], in 1991 TRPC established a Transportation Policy Board (TPB) to serve as an advisory body on transportation policy issues relevant to TRPC in its role as the MPO/RTPO. The TPB membership consists of TRPC member representatives, and includes two citizen advisors, three business representatives, and WSDOT Olympic Region. The region's entire state delegation are ex officio members of the TPB.

Both TRPC and the Transportation Policy Board are advised on technical issues by the Technical Advisory Committee (TAC). The TAC is comprised of planning and engineering staff from TRPC member jurisdictions, the WSDOT Olympic Region, and WSDOT headquarters. In addition, TRPC establishes ad hoc task forces or other stakeholder group on an as-needed basis to provide further advisory capacity on specific issues as authorized by the Regional Council. Previous advisory committees have included a Trails Advisory Committee, the Urban Corridors Task Force, Population and Employment Forecast Advisory Committee, and the Healthy Kids / Safe Streets Action Plan Team.

TRPC, TPB, and TAC member rosters for CY 2016 are included in Appendix C.

DISCUSSION OF OTHER TRANSPORTATION PLANNING EFFORTS

As required by federal law, the UPWP must include a discussion of other transportation planning efforts underway outside of those funded by 23 U.S.C. 104(f) and 49 U.S.C. 5336, and RCW 47.80.050. As noted earlier, TRPC and its partners have long supported a more comprehensive approach to transportation planning than what can be accomplished with those federal funds and state RTPO funds. TRPC's role is to identify regional work program priorities for the agency to pursue that further on-going compliance with Growth Management and Sustainable Thurston policies. This is evidenced by the wide array of planning activities currently underway. TRPC staff are also active in all of the other federally-funded planning activities described in this section. TRPC places a high priority on interregional coordination in addition to close collaboration with its member jurisdictions and other regional partners.

Regional Planning Priorities

As the MPO/RTPO for the Thurston Region, TRPC is responsible for providing a transportation planning process that is consistent with planning factors outlined in MAP21/FAST Acts and in Washington State legislation. These state and federal planning factors and emphasis areas inform how TRPC implements the mandated transportation program funded by 23 U.S.C. 104(f), 49 U.S.C. 5305(d), 49 U.S.C. 5307, and 49 U.S.C. 5339, and RCW 47.80.050.

In addition to these requirements, TRPC has a long history of funding additional activities that specifically support this region's values and needs. Regional priorities augment mandated responsibilities, and are identified biennially by policy makers. Many have been underway in the region for decades, and form part of the core TRPC transportation program. Others are new initiatives, and derive in large measure from work program priorities identified in the Regional Transportation Plan update during 2015.

The intent of these regionally-identified work program priorities is to promote an integrated and holistic approach to regional transportation planning that is multi-modal by nature, consistent with comprehensive plans, and which facilitates local, regional, and state implementation efforts in ways that are compatible with this region's philosophies about transportation and planning.

The overarching aim of regional transportation policies, investments, and decisions is to:

- Keep life-cycle costs as low as possible
- Make efficient use of existing infrastructure and services
- Align transportation and land use decisions to maximize social, environmental, and economic benefit
- Increase viable travel choices for all
- Minimize environmental impacts
- Make the transportation system safe for all users

The biennial update of the UPWP is an opportunity to ensure that on-going discretionary work program efforts fully support regional priorities and complement regulatory requirements.

TRPC Regional Planning Priorities

Funding Source: Regional Surface Transportation Program Block Grant (STPBG)

Funding Amount [annual, contingent upon TRPC budget approval]: \$600,000 federal STPBG, \$93,642 local

Work performed by: TRPC in partnership with local member agencies, FHWA, WSDOT, and in coordination with several non-profit and community organizations.

The 2017-2018 transportation work program includes the following on-going transportation programs. They derive in large measure from work program priorities first identified in the Regional Transportation Plan in 2004, and the maturation of that work over subsequent years.

On-going Transportation Programs

- **Local Agency Support**, which includes participation on numerous local study efforts, technical analysis and on-call data support, and other activities that support the planning and implementation efforts of TRPC's local partners. This could include participation in I-5 mobility and access studies, or district, neighborhood, and corridor studies. This also includes participation in efforts such as the South County Economic Development Initiative (STEDI) and Thurston Thrives. This also includes monitoring, evaluating, and responding to state transportation legislation and its potential implications for the region
- **Multi-modal and Demand Management** activities including Healthy Kids / Safe Streets, the Walk N Roll program, update of the Regional Bike Map; trails planning and coordination efforts; Thurston County Human Services Transportation Forum activities supporting non-emergency special needs transportation; and administrative support for the Rural / Tribal Transportation Program.
- **Inter-regional Coordination** with partners outside the region, such as the South Sound Military and Communities Partnership, Joint Base Lewis-McChord, the Regional Catastrophic Planning Team, and the Puget Sound Regional Council, as well as statewide organizations like the Washington State Rideshare Organization, the Agency Council on Coordinated Transportation, and the Commute Trip Reduction Board. Activities may range from general communication and coordination to active involvement in relevant plans and processes.
- **Technical Capacity** to develop and maintain the ability to support policy, programs, and project development with robust models, and the reliable data on which they rely. This includes maintaining and updating the Regional Transportation Model – including adding zonal level detail and other necessary enhancements, development of Population and Employment forecasts, maintaining and updating Geographic Information System (GIS) data layers, working with the Technical Advisory Group on transportation model development and updates, and coordinating with local engineering staff, Intercity Transit, and private consultants engaged in supporting local planning efforts. TRPC also anticipates updating the Dynameq traffic simulation and dynamic traffic assignment (DTA) model.
- **Communication and Outreach** that includes web-based applications, surveys, social media, and other tools tailored to specific needs of individual project areas, and briefings as requested on various transportation subjects to community groups and the media.

- **Response to Emerging Issues** accommodates those issues that cannot be anticipated at this time, as well as response to specific inquiries from policy makers and legislators. This category accommodates pop-up needs that don't fit neatly into the categories above. Often this provides grant-writing support for regional and local grant acquisition efforts.

In 2011-13, as directed by policy makers, significant effort was focused in the regional transportation work program on participation in Sustainable Thurston activities. Much of Sustainable Thurston's core values and philosophy embody established regional transportation policies and priorities. In addition to the on-going program items, regional work program priorities for SFY 2017-18 reflect the implementation of the Sustainable Thurston Plan, Thurston Thrives, reducing greenhouse gas emissions, and other priorities identified by the Regional Planning Council and Transportation Policy Board during the update of the Regional Transportation Plan (RTP) in 2015. Work program items are arranged in topic categories.

Sustainable Thurston Plan and Leadership

- **Monitor Progress of the Sustainable Thurston Plan Implementation** including reporting on benchmarks to monitor progress the region's progress in achieving Sustainable Thurston Plan goals and targets, and creating an annual report on Sustainable Thurston implementation.

Transportation System Maintenance

- Create an annual "**state of the transportation infrastructure**" report. This will involve gathering data from local and state partners to compile into a report to the Regional Planning Council.

Transportation and Health and Human Services

- Continue to work with efforts such as **Thurston Thrives** that link health outcomes to transportation and land use. Includes participating in workgroups such as Community Design.
- Monitor and evaluate **changing demographics**, mobility needs, and affordability (housing + transportation). Examine such issues as income, age, and linguistic isolation.

Transportation and Local Food Systems

- Identify methods for **creating and financing farmers' transportation co-operatives** for taking goods to market and to central distribution points.

Transportation, Energy, and Climate Change

- **Develop a Climate Adaptation Plan**, focusing on the transportation element. Assess and prioritizing vulnerabilities.
- Develop a **greenhouse gas emissions framework** for integrating emissions analysis into traffic impact analysis and other transportation decision-making. (Example: look at the tradeoff between investment decisions in increasing transit versus adding vehicle lane capacity.)
- Periodically **report on** air quality, greenhouse gas, and vehicle miles traveled data and targets.

Transportation and Land Use

- **Gather and evaluate data relating to transportation and land use.** For example: Evaluate how street connectivity affects traffic patterns; and evaluate how changes in land use patterns over time can trigger new or increased transit service.
- Update the **“Vision Reality”** report. Using the baseline regional forecast, analyze the capacity of the current transportation network to accommodate the growth as projected; identify problem areas, possible solutions, and estimated costs to maintain a fully functional network. Compare this to the vision of the Sustainable Thurston Plan, including analyzing what actions and investments it will take to reach our regional vehicle miles traveled and greenhouse gas emission goals.
- Reconvene the **Urban Corridors Task Force** to report on progress to date, re-engage with the private sector, and refine the tools available to encourage development along these corridors.
- Develop and advocate for policies related to the **siting of public facilities** to reduce their effect on the transportation network. This includes any entity or project that receives public funding, including grants.
- Continue to work with state agencies (Department of Enterprise Services and the Office of Financial Management) to ensure that the **siting of leased and owned state facilities** conforms to the Thurston region’s transportation and land-use policies.
- Where appropriate, pursue a legislative agenda to improve **financial feasibility of infill** projects.

Transportation and Economics

- Monitor and participate in the development of **economic policies and activities** that have transportation infrastructure implications – such as corridor work or efforts to strengthen rural communities.
- Identify potential methods for **enhancing public transportation funding** at the local, state, and federal levels.
- Explore **funding opportunities** such as an Economic Development District to fund infill and redevelopment projects (with Economic Development Council).

Multimodal Transportation

- Develop information and methods to **enhance multi-modal transportation systems**. For example, Inventory missing links (data/maps), identify walk sheds and bike sheds, increase neighborhood connectivity to public transportation, and prioritize projects.
- Work with interested stakeholders to create **transportation management areas** where traditional fixed-route transit service is not feasible.
- Identify opportunities to **connect urban and rural bicycle and pedestrian pathways with parks and open spaces** to encourage more active transportation and use of natural areas. (Regional Open Space Plan)
- Identify ways to **establish park-and-pool facilities** that increase vanpool and carpool options in the cities and rural communities.
- Evaluate strategies that could be used to address congestion and mobility in the region’s designated **strategy corridors**.
- Identify and implement ways to enhance and promote our **trail network**.

Transportation Technology

- Monitor and periodically update policymakers on advances and opportunities in **transportation technology** – including vehicles and traffic management.
- **Research and develop policies** for the use of electric-assist bicycles and mobility devices on trails and streets.

Other Related Activities

Commute Trip Reduction Program

Funding Source: Washington State Dept. of Transportation (WSDOT)

Funding Amount: \$384,000 SFY 2016 and 2017

Work Performed by: TRPC, and Intercity Transit, in partnership with the local jurisdictions Lacey, Olympia, Tumwater, and Thurston County, and with the Washington State Department of Transportation (WSDOT).

The State Commute Trip Reduction (CTR) law requires certain counties, cities, and towns to develop ordinances, plans and programs to reduce Vehicle Miles Traveled and Single Occupant Vehicle commute trips, and thereby reduce vehicle-related air pollution, traffic congestion and energy use. The act provides for distribution of funds, administered by the Washington State Department of Transportation (WSDOT), for local CTR implementation efforts. The Cities of Olympia, Lacey and Tumwater and Thurston County elected to contract with TRPC to serve as lead agency to implement the requirements of the CTR Law. TRPC also subcontracts with Intercity Transit for certain CTR marketing tasks. Both Intercity Transit and WSDOT are critical partners in these efforts. The core of the program is to 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 190 CTR worksites in Thurston County.

JBLM / I-5 Congestion Relief Action Plan

Funding Source: FHWA Transportation, Community, and Systems Preservation grant

Funding Amount: \$419,000 (multi-year effort anticipated to conclude in SFY 2015)

Work performed by: TRPC, city of Lakewood, WSDOT Olympic Region, and WSDOT Urban Planning Office, in partnership with WSDOT Public Transportation Office, JBLM, Lacey, Intercity Transit, Pierce Transit, PSRC, and others.

This project is currently monitoring outcomes of the Moving Washington and the I-5 at JBLM corridor planning processes to identify and deploy quick-turnaround, low-cost / high-value strategies to improve mobility and people through-put on I-5 between Lacey and Lakewood, and emphasize efficiency over traditional capacity outcomes. Efforts to date have increased support for CTR at Joint Base Lewis-McChord, promoted increased vanpool use, and collected travel survey data specific to military base personnel for use in regional and state traffic analyses. Additional efforts are underway to market existing multimodal services to the greater JBLM community.

RT Rural & Tribal Transportation Program

Funding Source: State and federal mobility grants

Funding Amount: \$1.1 million (current award)

Work performed by: TRPC with Northwest Connections and TOGETHER!, the Nisqually Indian Tribe, the Confederated Tribes of the Chehalis Reservation, and a consortium of non-profit and social service agencies participating on the Human Services Transportation Forum.

This demand-responsive mobility program fills a gap in the region's rural mobility needs. R/T provides accessible transportation services for the Nisqually Indian Tribe, Confederated Tribes of the Chehalis Reservation, the town of Bucoda, the cities of Rainier, Tenino, and Yelm; Rochester, and other parts of Rural Thurston County. Service connects with Intercity Transit in Thurston County and Twin Transit in Lewis County.

Intercity Transit Planning Activities

Funding Source: Local funding primarily with some minor grants.

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

Intercity Transit does not receive federal planning funds directly. However, they do receive federal funds for capital projects and their planning activities must be conducted in a manner compliant with federal requirements. Some specific activities of note include but are not limited to:

- Annual review and update of a six-year Transit Development Plan (WSDOT requirement)
- Annual review and update of agency's 6 year Strategic Plan
- Annual review and update of vehicle fleet and facility inventories (WSDOT requirement)
- Assessing and responding to emerging transportation needs within the community;
- Review and update of a short-range (6 years) and long-range (20 years) plans for fixed route service (as needed)
- Participation in the Coordinated Human Services Transportation Planning activities (TRPC)
- Partnership in regional sustainability planning initiatives that promote robust economies and vibrant communities
- Encouraging development patterns that help reduce dependence on single occupant vehicles and reduce the portion of income that individuals must spend on transportation through investment in transit-supportive land use patterns
- Supporting active transportation such as biking and walking through sponsorship of the annual 'Bicycle Commuter Contest' and the 'Walk n' Roll' youth education program including "Earn-a-Bike"; Walk and Bike to School Days; and Rolling Classrooms]
- Planning for regional "park & ride" and "park & pool" locations bus stops and transit facility enhancements that improves operational and pedestrian safety and accessibility
- Planning and support for "Village Vans," program providing transportation alternatives and work force training for low-income residents
- Planning and support for a thriving commuter vanpool fleet and program
- Establishing and maintaining a strong and effective outreach and communications program, enhancing Intercity Transit's role as the community's mobility manager and transportation information clearinghouse
- Coordinating marketing efforts with TRPC for the regional Commute Trip Reduction

program efforts including site specific employee transportation programs (public and private employers), along with work force training for state agencies and colleges

- Meeting Federal civil rights procedures and certifications including, but not limited to, Disadvantaged Business Employers (procurement practices), Title VI (non-discrimination); Americans with Disabilities Act, Environmental Justice, Limited English Proficiency, National Environmental Protection Act, and Public Engagement and participation processes
- Participate in federal and state paratransit service planning and coordination
- Participate in regional efforts:
 - Thurston Co MPO: Regional Transportation Plan, STIP, TIP, traffic modeling.
 - Puget Sound MPO: Regional TIP
- Actively participate in local and regional road network project reviews; Interchange Justification Reports and other similar project reviews for transit options, impacts and analysis
- Planning and coordination of transit service with other regional transit providers including: Mason County Transit, Grays Harbor Transit, Pierce Transit, Sound Transit and Twin Transit (Lewis Co).
- Planning with WSDOT Rail and Amtrak and Greyhound service connections

North Lewis County Industrial Access Project

Funding Source: Local funds for planning, environmental, and preliminary design phase

Funding Amount: \$500,000

Work performed by: Lewis County in partnership with Thurston County, Chehalis Indian Tribe, Bucoda, TRPC, Thurston EDC, cities of Centralia and Chehalis, CWCOG, Lewis EDC, Port of Centralia, IPAT, FHWA, WSDOT, and others.

This project is evaluating barriers and opportunities for industrial access in north Lewis County in an effort to promote industrial activity and stimulate growth of family wage jobs. The project will result in an action plan of specific implementation measures, possibly including a new or revised I-5 interchange. The project has direct implications for TRPC and its member agencies including the potential for new routes in south Thurston County. It is an opportunity to promote inter-regional coordination between TRPC and CWCOG in the areas of planning and technical analysis. TRPC is active on both the Steering Committee and the Technical Advisory Committee.

I-5 at JBLM Interchange Studies

Funding Source: Local funds, state appropriation, and federal grants

Funding Amount: \$6 million; \$495 million secured funding for implementation.

Work performed by: WSDOT in partnership with Lakewood, JBLM, FHWA, TRPC, Pierce County, DuPont, PSRC, Intercity Transit, Pierce Transit, Nisqually Indian Tribe, South Sound Military and Communities Partnership, and others.

This effort will result in a long-range corridor plan for I-5 between Mounts Road and SR 512 as well as Interchange Justification Reports for DuPont/Steilacoom Road (Exit 119); 41st Street (Exit 120); Berkeley Avenue (Exit 122), and Thorne Lane (Exit 123). Though not located in Thurston County, this corridor plan and interchange studies are regionally significant as they are located at the northern end of the troubled I-5 segment between Lacey and Lakewood. TRPC has a close working relationship with Lakewood and the JBLM communities just the other side of the regional border, and is an active participant at both the policy and technical levels through its transportation work program.

WSDOT Olympic Region Planning

Funding Source: State and Federal

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

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

Corridor and Network Planning includes involvement in system planning efforts such as development and evaluation of strategies and projects that meet state system plan policies and service objectives that lead to the development and completion of the Corridor Sketches. This is done in cooperation with MPOs and RTPOs such as TRPC and local jurisdictions and agencies. Efforts are conducted in cooperation with local, regional, state agencies, and tribes and include determination of existing and long-range deficiencies in the system; development and refinement of strategies for inclusion in the Corridor Sketches.

Tribal and Regional Coordination efforts consist of WSDOT participation in the planning activities of TRPC, local jurisdictions, and the federally recognized tribes within the region. Efforts include technical assistance and participation in local and regional planning efforts, and development regulations. In addition cooperate with reviews of the Washington Transportation Plan, Statewide Multi-modal Transportation Plan, Highway System Plan and the plans of other modes.

Enhanced Local Collaboration involves working closely with local jurisdictions to offer early reviews and assistance on their comprehensive plans. This will reduce the amount of comments on the completed comprehensive plans. In addition assist in the development and review of subarea plans.

WSDOT Headquarters Planning Activities

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

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

WSDOT receives funding from FHWA and the State Legislature to conduct planning and research on issues of statewide importance. These activities include development and maintenance of the Washington Transportation Plan, the Highway System Plan, the Statewide Freight Mobility Plan, the Statewide Public Transportation Plan, participation with the corridor sketches, coordination of the MPO/RTPO Coordinating Committee, and other efforts. These actions have a direct bearing on the regional transportation system in the Thurston region, and the issues and opportunities that must be considered by TRPC.

Following is a link to the WSDOT Headquarters Strategic Planning and Research Work Program:
http://www.wsdot.wa.gov/NR/rdonlyres/97CE524C-D71B-4480-883B-1CB1360F32FD/0/2015_Strategic_Plan_and_Research.pdf

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

UNIFIED PLANNING WORK PROGRAM ELEMENTS

This SFY 2017-2018 UPWP is divided into two major activities: MPO/RTPO Program Compliance, and Program Administration. It describes the work that is funded by revenues provided by 23 U.S.C. 104(f) and 49 U.S.C. 5336, and RCW 47.80.050 to meet federal and state planning requirements.

In terms of staffing and level of effort, MPO/RTPO Program Compliance represents about 1.94 FTE (Full Time Equivalents) per year and Program Administration represents about 0.91 FTE per year.

In terms of the anticipated budget for these mandated activities, state revenues account for 18% of the funding, federal revenues account for 71% of the revenues, and the requisite local match accounts for 11% of the revenues. Figures presented in this report reflect projected state fiscal year 2017 funding levels. TRPC typically receives its final authorizations during or shortly after the actual time to which they apply.

TRPC work program activities do not include lobbying. However, if any lobbying activities were to occur outside of those eligible activities conducted as a part of regular activities as described in Title 23 and Title 49 and in RCW 42.17A.635, then TRPC would file a certification and disclosure form as required by federal and state law.

Major Activity 1: MPO/RTPO Program Compliance

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

Participants: TRPC staff, member agencies in the Thurston region, WSDOT, FHWA, and FTA.

Budget:

FY 2017 Estimated Revenues		FY 2017 Expenditures	
FHWA PL	\$197,689	TRPC Agency Staff	\$332,371
FHWA Match	\$30,853	Travel and Training	\$4,500
FTA Sec. 5303	\$45,781	Supplies, Materials, Printing	\$4,518
FTA Match	\$7,145	Legal Notices	\$3,200
RTPO	\$63,122	Professional Services	\$0
Total	\$344,589	Total	\$344,589

FY 2018 Estimated Revenues		FY 2018 Expenditures	
FHWA PL	\$197,689	TRPC Agency Staff	\$332,371
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Total	\$344,589	Total	\$344,589

Task 1.1: Planning and Programming

Sub-tasks

Compliance

- Monitor, evaluate, and respond to federal transportation legislation and its potential implications for the region (on-going)
- Transition from MAP-21 to FAST Act implementation

Ladders of Opportunity

- Identify transportation connectivity gaps in access to essential services as part of the transportation planning process.

Regional Transportation Plan

- Maintain the long-range Thurston Regional Transportation Plan on an annual basis (annual basis, on-going)
- Complete a major update of the long-range Thurston Regional Transportation Plan (3rd quarter, calendar year (CY) 2016)
- Conduct air quality conformity analysis (ongoing, as needed)

Performance Measures

- Monitor federal requirements for performance measures (on-going)
- Develop and report on performance measures (as needed)

Transportation Improvement Plan

- Develop and maintain a four-year Regional Transportation Improvement Program (annual basis, on-going)
- Develop a compilation of local six-year Transportation Improvement Programs (annually, 3rd quarter CY)
- Develop Annual Listing of Obligated Projects (1st quarter CY)
- Conduct air quality conformity consultation with federal and state agencies (on-going, as needed)
- Conduct air quality conformity analysis (on-going, as needed)

Program Funding

- Work with the state to determine available obligation authority (annually)
- Program federal STP, Transportation Alternatives, and CMAQ funds and provide support as needed to comply with federal and state requirements on the use of these funds (on-going, as needed)
- Track and report on funded project through project completion (on-going)

Partnerships and Models of Regional Cooperation

- Support public transportation by participating with Intercity Transit on special studies, planning efforts, and other projects as requested, and through communication and coordination with other transit agencies as appropriate (on-going)
- Coordinate non-emergency human services transportation by maintaining and implementing the Regional Coordinated Public Transit and Human Services Transportation Plan for the Thurston region, and provide support to service providers to ensure coordination with applicable metropolitan and statewide planning processes, increase ridership and system efficiencies, and maximize service coordination. (on-going)
- Adopt prioritized project list for human services transportation
- Coordinate with WSDOT as appropriate on issues related to the Washington Transportation Plan, corridor plans or studies, corridor sketch planning, modal and safety plans (on-going, as needed)
- Participate in activities of the MPO/RTPO Coordinating Committee (on-going)
- Participate in the activities of the Association of Metropolitan Planning Organizations and the Transportation Research Board (on-going)
- Consult with local, tribal, state, and federal officials (on-going)

Communications and Outreach

- Conduct public education and outreach as appropriate for planning and programming activities, including maintaining a web and social media presence for project-specific needs (on-going)
- Respond to inquiries from the public and the media (on-going)

Federal Systems Review

- Update MPO boundary (as needed)
- Update Federal Functional Classification system (as needed)
- Update Freights and Goods Classification (as needed)

Growth Management Compliance

- Review local agency plans and policies for their compliance with Growth Management Act requirements and provide support in their development and implementation (on-going, as needed)
- Review of county-wide planning policies (as needed)

Modeling and Forecasting

- Develop annual Population and Employment estimates (annually)
- Update the Population and Employment forecast (as needed)
- Maintain and update the regional transportation models (ongoing)
- Develop estimates of vehicle miles traveled (annually)

Technology

- Support local compliance with federal ITS requirements (on-going, as needed)
- Update the regional ITS architecture (4th quarter 2017)

Deliverables:

- a. Annual amendments to Regional Transportation Plan (June)
- b. Adopted 2040 Regional Transportation Plan (3rd quarter 2016)
- c. Air quality conformity determinations (as needed)
- d. Four-year RTIP and amendments as necessary (New RTIP in October; amendments as needed)
- e. Six-year TIP Compilation (October)
- f. Annual Listing of Obligated Projects (March)
- g. Regional ITS Architecture update (4th quarter 2017)
- h. Annual population and employment estimates (4th quarter)
- i. Annual VMT estimates (4th quarter)

Budget Estimate (per year):	\$301,220
MPO Funding:	82%
RTPO Funding	18%
Staffing Level (FTE per year):	1.73

Task 1.2: Agreements and Certifications**Sub-tasks**

- Maintain and update Unified Planning Work Program (on-going)
- Complete annual self-certification (October)
- Comply with Title VI requirements (on-going)
- Develop other agreements (as needed)

Deliverables:

- a. UPWP Annual Reports (August)
- b. UPWP amendments as needed (as needed)
- c. SFY 2019-2020 UPWP (2nd quarter 2018)
- d. Self-certification (October)
- e. Title VI reports (on-going)

Budget Estimate (per year):	\$43,369
MPO Funding:	82%
RTPO Funding	18%
Staffing Level (FTE per year):	0.21

Schedule: This work entails on-going process activities that have their own individual schedules, many of which are established by WSDOT or FHWA. TRPC will meet those schedules in its delivery of this work program.

Major Activity 2: Program Administration

Purpose: TRPC must conduct federal and state mandated program administration requirements. Program administration functions are those accounting, administrative and management functions that must be performed in order to maintain the state and federally mandated work elements identified in this UPWP, and to ensure fulfillment of federal and state reporting requirements.

Participants: TRPC staff, WSDOT, FHWA, and FTA.

Budget:

FY 2017 Estimated Revenues	
FHWA PL	\$87,311
FHWA Match	\$13,626
FTA Sec. 5303	\$20,219
FTA Match	\$3,156
RTPO	\$27,878
Total	\$152,190

FY 2017 Expenditures	
TRPC Agency Staff	\$144,190
Travel and Training	\$0
Supplies, Materials, Printing	\$2,000
Legal Notices	\$0
Professional Services*	\$6,000
Total	\$152,190

FY 2018 Estimated Revenues	
FHWA PL	\$87,311
FHWA Match	\$13,626
FTA Sec. 5303	\$20,219
FTA Match	\$3,156
RTPO	\$27,878
Total	\$152,190

FY 2018 Expenditures	
TRPC Agency Staff	\$144,190
Travel and Training	\$0
Supplies, Materials, Printing	\$2,000
Legal Notices	\$0
Professional Services*	\$6,000
Total	\$152,190

* Recording secretary

Task 2.1: Program Support

Sub-tasks

- Perform general program management and supervisory functions (on-going)
- Manage transportation personnel (on-going)
- Recruit and train staff as needed (as needed)
- Develop calendar year budget and staffing patterns (4th quarter)
- Monitor and adjust budget as necessary (on-going)
- Provide management and administrative support to the Thurston Regional Planning Council, Transportation Policy Board, Technical Advisory Committee and any subcommittees as may be established by these bodies (on-going)
- Acquire the necessary training and professional development to effectively carry out state and federal transportation planning requirements (on-going)
- Maintain hardware and software necessary to ensure consistency between UPWP program requirements and the overall agency technical strategy (on-going)

Deliverables:

- a. Calendar year 2017 budget and staffing plan (December 2016)
- b. Calendar year 2018 budget and staffing plan (December 2017)
- c. Personnel evaluations (on-going)
- d. Meeting packets and presentation materials, on-line meeting materials, official meeting records (monthly, and as needed)
- e. Functioning hardware and software to support program requirements (on-going)
- f. Correspondence (on-going)

Budget Estimate (per year):	\$111,242.91
MPO Funding:	82%
RTPO Funding	18%
Staffing Level (FTE per year):	0.66

Task 2.2: Compliance with State and Federal Accounting Procedures**Sub-tasks**

- Execute mandated accounting activities, including program accounting, financial documentation, and development of annual Indirect Cost Plan (on-going)
- Participate in state and federal program audits (on-going, as needed)

Deliverables:

- a. Monthly accounting summaries (monthly)
- b. Monthly billing / progress reports for WSDOT Planning Office (monthly)
- c. Annual Indirect Cost Plan (December)
- d. Annual program audits (as scheduled)

Budget Estimate (per year):	\$40,946.67
MPO Funding:	82%
RTPO Funding	18%
Staffing Level (FTE per year):	0.25

Schedule: This work entails on-going process activities that have their own individual schedules, many of which are established by WSDOT or FHWA. TRPC will meet those schedules in its delivery of this work program.

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Financial Report

**Thurston Regional Planning Council
SFY 2017-18 Unified Planning Work Program
July 1, 2016 – June 30, 2018**

Table reflects projected funding for a 2-year work program
Assumes comparable funding for SFY 2018 as for SFY 2017

Work Element	FHWA		FTA		WSDOT	Total Expenditure
	FHWA Funds	TRPC Match 13.50%	FTA Funds	TRPC Match 13.50%	RTPO Funds	
MPO/RTPO Program Compliance	\$395,379	\$61,705	\$91,561	\$14,290	\$126,244	\$689,179
Program Administration	\$174,621	\$27,252	\$40,439	\$6,311	\$55,756	\$304,379
Totals	\$570,000	\$88,958	\$132,000	\$20,601	\$182,000	\$993,558

FHWA Federal Highway Administration
FTA Federal Transit Administration
MPO Metropolitan Planning Organization
RTPO Regional Transportation Planning Organization
TRPC Thurston Regional Planning Council
WSDOT Washington State Department of Transportation

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Appendix A:
Unfunded Needs For SFY 2017-2018

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Climate Action Plan

Statement of Need

A priority goal in Sustainable Thurston's Creating Places, Preserving Spaces plan for sustainable development is for the Thurston region to become carbon neutral by 2050. Sustainable Thurston identifies the need for a Climate Action Plan to help this region achieve that goal while maintaining a high quality of life.

Climate change is no longer a future consideration. Sea level rise, combined with high tides, is a serious concern in our county, and ocean acidification is impacting our shellfish industry. The effects of extreme weather conditions are felt throughout the nation. Unpredictable rainfall brings unseasonable floods and protracted droughts. Unprecedented heat waves are followed by record setting freezes. Some insects and animals are adapting quickly to an environment in flux while others – some beneficial to food production – struggle to compete. Water needed for drinking is competing with water needed for agriculture.

The Pacific Northwest has avoided the worst of these effects to date but is unlikely to remain untouched. How will the Thurston region reduce its own greenhouse gas contributions to climate change? How will it adapt to inevitable changes? What can it do to become more resilient in the face of increasing uncertainties? How might it respond to an influx of climate change migrants from other parts of the country?

A Climate Action Plan, based on rigorous, data-driven analysis of mitigation, and adaption measures will help this region reduce its carbon footprint and protect critical infrastructure during extreme weather events. It will provide a forum for exploring potential national impacts on this region's population and resources. Such a plan will necessitate regionally-agreed upon and consistent methodologies for calculating and evaluating impacts and benefits, assessing and prioritizing vulnerabilities, and incorporating greenhouse gas analysis considerations into local and regional decision-making processes.

Such a plan will be coordinated with other disaster preparedness activities associated with the region's inherent risks due to earthquakes, tsunamis, and volcanic eruption to ensure coordinated and comprehensive response to the likely effects associated with a rapidly changing environment. It will provide vital guidance for a more resilient and adaptive Thurston region.

Funding for a Climate Adaptation Plan was received in 2015. The mitigation portion of the plan remains unfunded.

Estimated cost for this unfunded need: \$250,000

I-5 Framework Study – Grand Mound to SR 512

Statement of Need

The I-5 Framework Study will fill a void in the existing state mobility plans for this critical transportation trade corridor and help ensure future investments are cost-effective, coordinated, and provide long-lasting benefit. This project will result in a strategic multi-modal mobility master plan for the I-5 corridor between Grand Mound and SR 512. A multi-disciplinary team will evaluate the range of issues and opportunities associated with travel through this region and identify an integrated set of public transportation, freight mobility, technology, demand management and highway measures to guide future investments in this corridor. Coordinated investments will improve system safety, mobility and reliability, and will align with local growth management objectives and with regional livable communities' policies. System evaluation and strategy development will involve stakeholders at the local, regional, state, tribal and federal levels from across the modal disciplines. The resulting master plan will support efforts to prioritize system improvements and maximize return on constrained investments. Transportation strategies will be coordinated with and supportive of long-range land use plans for the urban and rural communities on this corridor, and will be based on sustainable environmental, economic, and equity principles.

Specifically, funding will enable: collection of travel data for the I-5 corridor with a particular emphasis on inbound-outbound commuter characteristics and civilian and military population travel characteristics; development of a single traffic analysis model (the first for this corridor); expert panel and value engineering analysis of the I-5 / US 101 interchange and determination of short- and long-term strategies for addressing safety and mobility; integration of four different interchange study efforts (Lacey, Olympia, Tumwater, and Lakewood) into a single comprehensive analysis and incorporating findings of the I-5/US 101 interchange analysis; analysis of potential mobility benefit associated with high capacity transportation, high occupancy vehicle lanes, travel demand management, technology, and pricing mechanisms; identification of highway strategies to address what cannot be accommodated by alternate modes or trip reduction, with particular emphasis on freight mobility and economic development needs; extensive interagency, inter-regional, and public outreach; technical documentation and completion of a reader-friendly multi-modal master plan for the corridor. This will not include specific Interchange Justification Reports or design studies.

Estimated Cost for This Unfunded Need: \$3,000,000 - \$4,000,000

High Capacity Transportation Alternatives analysis

Statement of Need

For over 20 years, communities in the Thurston region have worked together to manage growth in an effort to minimize its negative impacts and maximize its positive benefits. This long-standing commitment to integrated planning, transportation-efficient land use policy, livable communities that support efficient and equitable alternatives to driving, and holistic thinking about access and choice and sustainability accounts for much of this region's success in 'bending the trend' in terms of conventional suburban, auto-oriented development.

Despite these progressive policies, there is still a dearth of mixed-use development and infill occurring on the region's primary urban transit corridors. Instead, new greenfield development occurs a few miles off this old state highway corridor that anchors the city centers of Lacey, Olympia, and Tumwater. The growing dominance of market forces emanating from central Puget Sound complicates this traditional grayfield-greenfield local dynamic. Easy access on I-5 to high paying jobs in central Puget Sound coupled with a relatively affordable housing market in this region skew standard equations regarding jobs-housing balance and generate rapidly growing demand for outbound commute capacity.

Meanwhile public speculation mounts and interest in expanded transit options grows. Light rail. Commuter rail. Bus rapid transit. Street cars and trolleys. Different scenarios gain traction in the highly subjective arena of public opinion with energies expended in speculative discussions about preferred alignment and locomotive technologies. Competing visions debate the merits of inter-regional commuter rail versus intra-regional alternatives that stimulate local community development. At the same time, growth pressures mount and potential corridors face encroachment or outright loss.

An Alternatives Analysis is needed to determine what the appropriate role is for high capacity transportation in meeting long-range travel needs in the Thurston region. The formal Alternatives Analysis process is mandated by the Federal Transit Administration in order for any high capacity transit strategy to be eligible for federal funding. The rigorous, structured process by which transportation problems are defined, alternatives evaluated, and preferred strategies chosen is needed to create the objective, data-driven analysis needed to justify any high capacity transit investment.

Cost estimates includes all aspects of an FTA-approved Alternatives Analysis through the Draft Environmental Impact Statement.

Estimated Cost for This Unfunded Need: \$2,500,000

Rural Mobility Alternatives Analysis

Statement of Need

Fixed-route, urban transportation service such as that provided by Intercity Transit is not an effective option for rural transit needs. Currently rural transit service is provided through the Rural / Tribal Transportation Program. That program offers an immediate stop-gap measure but it is entirely dependent upon grant funding which could disappear at any time. In addition, it provides only the most basic life-line service needs. A more comprehensive long-term strategy is warranted.

This analysis will evaluate a range of strategies for increasing the range of travel choices available to rural residents. It will look at the mechanisms, potential costs and revenues, and implementation requirements. It will also include close coordination with rural communities, transit service providers, and other mobility partners in determining which strategies have the most potential and the steps necessary to ensure implementation.

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

Local Goods and Services Mobility Strategy

Statement of Need

Freight mobility is about much more than long-haul truck and rail traffic, and regional distribution centers. Freight mobility also describes how goods and services get from local businesses to consumers, and how goods and products get onto local shelves to support the local economy.

A local goods and services mobility strategy will help the region develop a comprehensive understanding of the needs and economic impacts associated with the movement of freight and services on local streets. Two areas of particular need include the design of streets and site access for compact, urban mixed-use development to accommodate the efficient movement of delivery trucks, and how to accommodate the efficient movement on local roads of locally-produced agricultural goods from the producer to the consumer.

Estimated Cost for this Unfunded Need: \$75,000

Appendix B:
Glossary

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An Alphabet Soup of Transportation

A Glossary of Terms and Acronyms Found in the UPWP

Comprehensive Plan

Local agencies are required by the Growth Management Act to develop and adopt long range plans that guide all development activity. Local Comprehensive Plans are required to be consistent with the long-range Regional Transportation Plan, which in turn is required by the Growth Management Act (GMA) to be consistent with the local plans. This overlapping consistency requirement ensures on-going coordination between local and regional agencies.

Conformity

Process for assessing compliance of any transportation plan, program, or project with state air quality implementation plans. Process requirements are defined by the federal Clean Air Act and the Washington State Clean Air Act. The intent is to ensure that transportation investments do not cause air quality to deteriorate over time. The Thurston region must demonstrate conformity for particulate matter (PM₁₀).

CTR

State legislation requiring major employers in certain counties to implement measures to reduce the number of single occupancy vehicle (SOV) trips and vehicle miles traveled (VMT) by their employees during the peak travel periods. Thurston County is one of the affected counties. (RCW 70.94.521-551)

CY

Calendar year. From January 1 to December 31.

FHWA

Federal Highway Administration. An agency within the U.S. Department of Transportation, with jurisdiction over highways. The Thurston region is located within FHWA Region 10.

FTA

Federal Transit Administration. An agency within the U.S. Department of Transportation that funds and regulates transit planning and programs. The Thurston region is located within FTA Region 10.

FAST

The Fixing America's Surface Transportation (FAST) Act is five-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network. It was signed into law on December 4, 2015.

Growth**Management Act**

Growth Management Act (GMA). State legislation passed in 1990 requiring urban counties and their associated jurisdictions to cooperatively develop and periodically update plans related to land use, infrastructure, services, housing, etc. Under GMA, Thurston Regional Planning Council is responsible for creating and maintaining a regional transportation plan and for certifying that the transportation elements of each jurisdiction meet GMA requirements.

ITS	Intelligent Transportation Systems. A wide range of advanced technologies that improve the safety and operating efficiency of existing transportation facilities or services. Common examples of ITS include central dispatch of road emergency assistance, freeway traffic maps shown on television or the internet to warn motorists of accidents, and devices that map ‘real time’ location of transit vehicles.
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991. This federal act revolutionized the way transportation decisions were made, and revenues spent, at the federal, state, and local levels. It placed a strong emphasis on coordination between local, regional, and state agencies with a mandate to better integrate transportation and land use decision-making processes. System preservation and management became at least as important as system expansion. ISTEA required a coordinated, comprehensive, and financially-constrained long-range transportation strategy. The original act expired in 1997 and was reauthorized via TEA-21 in 1998.
IT	Intercity Transit. IT is Thurston County’s public transportation provider.
MAP-21	Moving Ahead for Progress in the 21 st Century. The two year federal transportation act went into effect in July 2012.
MPO	Metropolitan Planning Organization. Agency designated by the governor to administer the federally required transportation planning in a metropolitan area. An MPO must be in place in every urbanized area over 50,000 population.
Olympic Region	One of six WSDOT geographic regions that deals with state transportation issues. The Olympic Region includes Thurston County, and is headquartered in Tumwater.
PM10	Particulate matter that is 10 microns or less in size, and is too small to be filtered by the nose and lungs. Particulate matter may be in the form of air-borne ash, soot, dust, fog, fumes, etc. Transportation conformity deals with PM ₁₀ that is generated by transportation.
RTIP	Regional Transportation Improvement Program. Federally required document produced by TRPC that identifies all federally funded projects for the current 3-year period. The RTIP is developed every year. In order for any federally-funded project to proceed, it must be included in the RTIP and the Statewide Transportation Improvement Program.
RTP	Regional Transportation Plan. Thurston Regional Planning Council is required by state and federal laws to maintain a plan that looks out over at least a twenty year horizon, and ensures coordination across all jurisdictions for all modes of transport.

RTPO	Regional Transportation Planning Organization. State-designated agency created to ensure that regional transportation planning is consistent with county-wide planning policies and growth strategies for the region. TRPC is the Planning Organization for Thurston County, which is a single-county RTPO.
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. The federal transportation act that superseded TEA21, signed into law in August 2005.
SFY	State Fiscal Year. The time period from July 1 through June 30.
STIP	Statewide Transportation Improvement Program. Federally required document identifying all federally-funded and/or regionally significant projects in the state. Projects must be included in the STIP before applicants can use federal money awarded to their projects. In order for a project to be included in the STIP it must first be included in the RTIP.
STP	Surface Transportation Program. The primary federal funding program resulting from ISTEA and TEA21 that provides money for a wide range of transportation projects.
TAC	Technical Advisory Committee. Advisory body to the TPB and TRPC on transportation issues, primarily technical in nature. All member jurisdictions and WSDOT are eligible to participate.
TEA21	Transportation Equity Act for the 21 st Century. This is the federal act that superseded ISTEA in 1998.
TIP	Transportation Improvement Program. State and federal laws result in TIPs at the local, regional, and state levels. This describes a 3-6 year list of projects that will be pursued.
TITLE VI	Federal legislation initiated with the Civil Rights Act of 1964 that prohibits discrimination, denial of benefits, or exclusion from participation on the grounds of race, color, or national origin. Title VI bars intentional discrimination as well as unintentional discrimination resulting from neutral policies or practices that have a disparate impact on protected groups.
TPB	Transportation Policy Board. This advisory body to TRPC focuses specifically on regional transportation issues. All member jurisdictions of TRPC are eligible to be active members of the TPB. The TPB also includes other representatives of community interests, as required by state law. All of the region's legislators were designated as ex officio members of the TPB as a result of 2003 legislation.

TRPC	Thurston Regional Planning Council. 21-member council of governments.
UPWP	Unified Planning Work Program. A federally-required report describing the work to be funded by revenues provided by 23 U.S.C. 104(f) and 49 U.S.C. 5336, and RCW 47.80.050.to meet federal and state planning requirements for the ensuing one- or two-year period.
WSDOT	Washington State Department of Transportation.

Appendix C:
2016 Member Rosters and Staff Resources

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THURSTON REGIONAL PLANNING COUNCIL – CY 2016 MEMBERS

Bucoda	Alan Vanell
Lacey.....	Virgil Clarkson, Chair
Olympia	Nathaniel Jones, Secretary
Rainier.....	Everett Gage
Tenino	David Watterson
Tumwater	Tom Oliva, Vice Chair
Yelm.....	Bob Isom
Thurston County	Sandra Romero
Confederated Tribes of the Chehalis Reservation.....	Amy Loudermilk
Nisqually Indian Tribe	Heidi Thomas
Intercity Transit.....	Karen Messmer
Port of Olympia.....	Bill McGregor
North Thurston Public Schools	Chuck Namit
Olympia School District	Mark Campeau
LOTT Clean Water Alliance.....	Cynthia Pratt
Thurston County Public Utilities District No. 1	Russ Olsen
Timberland Regional Library (Associate)	Bill Wilson
Thurston Economic Development Council (Associate)....	Michael Cade
Lacey Fire District #3 (Associate)	Gene Dobry
Puget Sound Regional Council (Associate).....	Pending
The Evergreen State College (Charter Mem. Emeritus) ...	Jeanne Rynne

TRANSPORTATION POLICY BOARD – CY 2016 MEMBERS

Lacey.....	Andy Ryder, Chair
Olympia	Clark Gilman
Tenino	John O’Callahan
Tumwater	Pete Kmet
Yelm.....	Tracey Wood
Thurston County	Cathy Wolfe
Confederated Tribes of the Chehalis Reservation.....	Jesse Gleason
Nisqually Indian Tribe	Heidi Thomas
Intercity Transit.....	Debbie Sullivan
Port of Olympia.....	E.J. Zita
Thurston Economic Development Council.....	Ramsey Zimmerman
WA State Department of Enterprise Services.....	Bob Covington
WSDOT, Olympic Region.....	Kevin Dayton
Business Representative Position #1.....	vacant
Business Representative Position #2.....	vacant
Business Representative Position #3.....	Doug DeForest
Citizen Representative Position #1	Graeme Sackrison, Vice-Chair
Citizen Representative Position #2	Martha Hankins

Ex Officio TPB Members – Washington State Legislature

2 nd Legislative District	Senator Randi Becker Representative Andrew Barkis Representative J.T. Wilcox
20 th Legislative District	Senator John Braun Representative Ed Orcutt Representative Richard DeBolt
22 nd Legislative District	Senator Karen Fraser Representative Sam Hunt Representative Chris Reykdal
35 th Legislative District	Senator Tim Sheldon Representative Drew MacEwen Representative Kathy Haigh

TECHNICAL ADVISORY COMMITTEE – CY 2016 MEMBERS

Lacey	Martin Hoppe
Olympia	Mark Russell / Randy Wesselman / Dave Smith
Tumwater	Eric Martin
Yelm	Ryan Johnstone / Chad Bedlington
Thurston County	Scott Lindblom / Scott Davis
Intercity Transit	Dennis Bloom
Port of Olympia	Len Faucher
WSDOT, Olympic Region	Nazmul Alam / Forest Suttmiller
WSDOT, Highways and Local Programs	Brian Moorehead

Thurston Regional Planning Council
Regional Transportation Staff Directory

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

Core regional transportation staff work on a wide variety of issues. New and emerging issues arise and some other issues diminish over time. The following list reflects the primary areas of responsibility for significant aspects of the 2017-2018 Unified Planning Work Program. It is representative of the kinds of things each person works on, but it is not inclusive. If you have questions about something you don't see on the list, get in touch with any of the people below and we'll help you find what you're looking for.

Staff Contact	Primary Areas of Responsibility in Transportation
Lon Wyrick <i>Executive Director</i> wyrickl@trpc.org	Oversight and management of all TRPC agency work programs.
Jared Burbidge <i>Deputy Director</i> burbidj@trpc.org	Oversight and management of staffing and accounting functions and contract management.
Veena Tabbutt <i>Research and Data Director</i> tabbutv@trpc.org	Oversight of technical team. Transportation funding. MPO/RTPO program requirements. UPWP. Livable communities/land use. Performance measures. Sustainable Thurston. Work Program Priorities. Local partner support.
Karen Parkhurst <i>Policy and Program Director</i> parkhuk@trpc.org	Oversight of Policy Board and transportation policy development. Rural & Tribal transportation program. Commute Trip Reduction and TDM. Legislative issues and support. South Thurston Economic Development Initiative. Coordinated human services transportation planning. Title VI. Grant writing. Local partner support.
Paul Brewster <i>Senior Planner</i> brewstp@trpc.org	Federal funding programs. Trails and non-motorized transport planning. Hazards mitigation planning. Safety and security planning. Federal functional classification. Commute Trip Reduction program. "Walk and Roll" program and other school-based programs.
Jailyn Brown <i>Senior Planner</i> brownj@trpc.org	Smart Corridors. Rail. Freight. Regional Transportation Improvement Program. <i>Journeys</i> annual newsletter. Regional Transportation Plan maintenance and update. TAC support.
Holly Gilbert <i>Senior Planner</i> gilberh@trpc.org	Commute Trip Reduction Program
Katrina Van Every <i>Associate Planner</i> evanderf@trpc.org	Coordination of south county city transportation and land use planning.
Aaron Grimes <i>Transportation Modeler</i> grimesa@trpc.org	Maintenance of regional travel demand model. Data development and management. Regional and corridor analysis. Concurrency analysis. Transportation data requests. Air quality conformity modeling. Local agency modeling support.
Clyde Scott <i>Transportation Modeler</i> Scottc@trpc.org	Development of regional transportation model and dynameq traffic assignment model. Regional and corridor analysis. Concurrency analysis. Local agency modeling support.

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Appendix D:
SFY 2015 UPWP Annual Report

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SFY 2015 Annual Report

THURSTON REGIONAL PLANNING COUNCIL

UNIFIED PLANNING WORK PROGRAM