

Thurston Regional Planning Council

UNIFIED PLANNING WORK PROGRAM

STATE FISCAL YEAR 2019
(July 1, 2018 to June 30, 2019)



Final
Adopted by TRPC
May 4, 2018

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May 4, 2018

**THURSTON REGIONAL PLANNING COUNCIL
RESOLUTION NO. 2018-04**

RELATING to the State Fiscal Year 2019 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 2019 be approved as per the attachment with the understanding that minor changes may be required following State review.

Adopted this 4th day of May 2018.

ATTEST:



Marc Daily
Executive Director



Nathaniel Jones, 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.

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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 (TRPC) receives funds that are intended to help ensure a continuous, cooperative, and comprehensive regional transportation planning process. The next section describes the federal and state laws that govern how these funds are to be used and reported.

Federal Metropolitan Planning Organization (MPO)

TRPC is the federally designated Metropolitan Planning Organization (MPO) in Thurston County Washington. The purpose of the MPO is to “carry out a continuing, cooperative, and comprehensive (3C) multimodal transportation planning process for the Metropolitan Planning Area (MPA) that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight and foster economic growth and development, while minimizing transportation-related fuel consumption and air pollution...” (23 USC Section 134).

Lead planning agencies receive dedicated Federal Highway Funds known as Title 23 USC Planning Funds (PL) and transit planning funds known as Title 49 USC Section 53 Metropolitan Planning Funds (5303) to carry out their transportation programs. Reporting requirements for Federal Highway funds are explained in 23 CFR 420.111. In addition, Surface Transportation Block Grant (STBG) funds used for eligible planning purposes must be identified separately in the UPWP (23 CFR 420.119(e)).

Federal PL and 5303 funds are allocated through the Washington State Department of Transportation (WSDOT) based on a formula described in 23 CFR 450.308. Funding is distributed on an annual basis tied to each MPO’s annual Unified Planning Work Program (UPWP). STBG planning funds are allocated through TRPC’s Council.

Agencies participating as members of the MPO include the cities of Lacey, Olympia, Tumwater, Rainier, Tenino, and Yelm, and the Town of Bucoda; Thurston County; Intercity Transit; and WSDOT.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provide joint guidance on priority work program emphasis areas for MPOs. The MPO focuses on compliance with Fixing America’s Surface Transportation (FAST) Act and the 10 federal planning factors identified in 23 USC §134 and 23 CFR §450, listed below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operations;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Federal agency direction emphasizes a focus on documenting how the major activities in the UPWP accomplish the core functions of metropolitan planning identified in the United States Code and the Code of Federal Regulations. Federal requirements for the SFY 2019 UPWP period have been identified in the UPWP guidance document as:

- Essential Programs and Activities
- Governance
- Joint WSDOT/MPO Self-Certification Process
- Metropolitan Transportation Improvement Program
- Metropolitan Transportation Planning Agreements

State Regional Transportation Planning Organization (RTPO)

In addition to its status as an MPO, TRPC is also the state-designated Regional Transportation Planning Organization (RTPO) for Thurston County. One of the purposes of an RTPO is to see that provisions of the Washington State Growth Management Act (RCW 47.80.023), as further defined under Washington Administrative Code (WAC) Section 468.86, are met.

WSDOT directly appropriates funding for the RTPO to carry out the regional transportation planning program.

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 stipulates 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.

TRPC uses state transportation planning funding to help implement locally and regionally adopted plans that support the State's Growth Management Act.

Federal and State Emphasis Areas

The Federal Highway Administration, 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 and application 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.

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. In addition, TRPC's Council (Council) and Transportation Policy Board identify a set of regional transportation planning priorities for the annual regional work program to ensure transportation planning includes regional as well as state and federal priorities.

The Council has supplemented the region's base transportation planning program with funding from the Surface Transportation Program (STP), now the Surface Transportation Block Grant program (STBG), since 1995 to fund regional efforts. 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.

Other Multijurisdictional or Local Planning Projects

The Council also approves planning projects as part of the competitive process for STBG funds. On occasion, a local jurisdiction or consortium of local jurisdictions asks TRPC to lead a planning project on their behalf. These projects are noted in the UPWP.

Unified Planning Work Program Process

The UPWP is a one-year document based on the July 1st to June 30th state fiscal year (SFY). Each spring (third quarter of the SFY), TRPC develops and submits a new UPWP for state and federal review for implementation at the beginning of the next state fiscal year.

As the federally-designated MPO for Thurston County, TRPC is responsible for preparing the UPWP. TRPC develops the UPWP through a collaborative process involving TRPC member jurisdictions, and WSDOT Olympic Region and WSDOT Multi-modal Department staff.

The schedule and major milestones for UPWP development:

Task or Milestone	Date
TPB Review of draft UPWP	March 14, 2018
TRPC Review of draft UPWP	April 6, 2018
Federal and State Partner Review of draft UPWP	April 18, 2018
TRPC Adoption of UPWP	May 4, 2018

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 (Figure 2) and RTPO boundaries encompasses all of Thurston County. According to 2017 state population estimates (State Office of Financial Management), 276,000 people live in Thurston County.

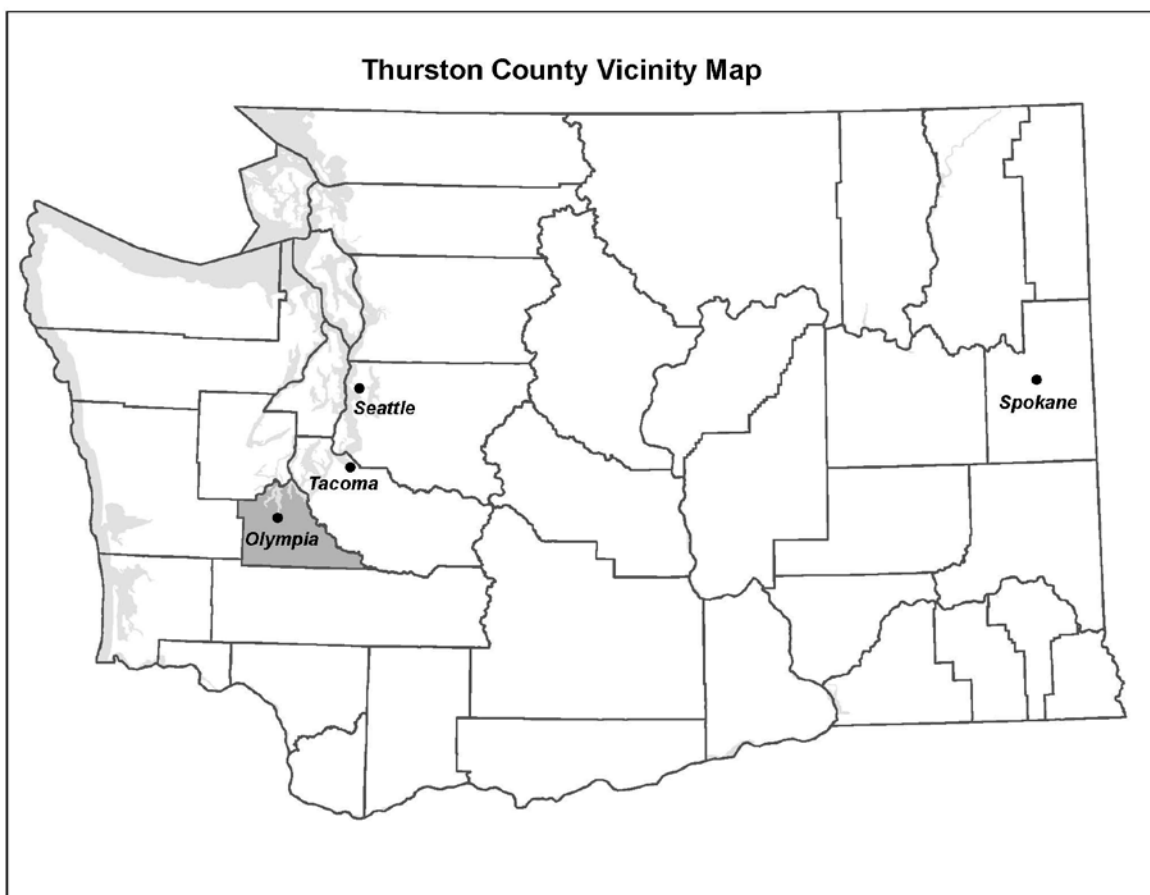


Figure 1: Thurston County Vicinity Map.

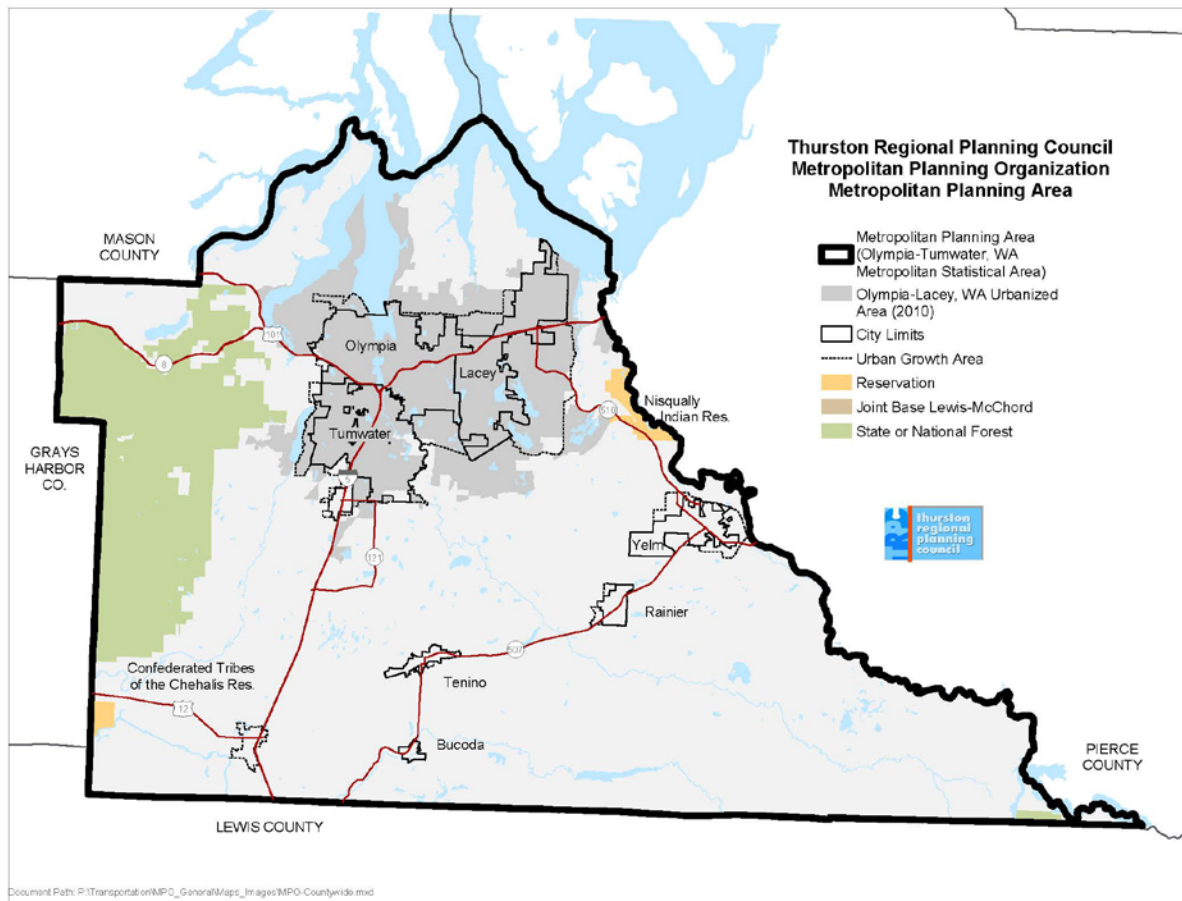


Figure 2: Metropolitan Planning Area.

Metropolitan Planning Organization/Regional Transportation Planning Organization Structure

TRPC is governed by a 22-member intergovernmental council. Council 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; North Thurston, Olympia, and Tumwater 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. Associate members include The Evergreen State College, Timberland Regional Library, Lacey Fire District #3, 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 representatives from Council full members, and includes two citizen advisors, three business representatives, and WSDOT Olympic Region. State law requires that the region's entire state delegation serve as ex officio non-voting members of the TPB.

Both Council and TPB are advised on technical issues by the Technical Advisory Committee (TAC). The TAC is comprised of planning and engineering staff from TRPC member jurisdictions and the Washington State Department of Transportation. In addition, TRPC establishes ad hoc task forces or other as-needed stakeholder groups to provide further advisory capacity on specific issues as authorized by the 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.

CY 2018 TRPC, TPB, and TAC member rosters for CY 2018: Appendix C.

Lobbying Activities

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, TRPC would file a certification and disclosure form as required by federal and state law.

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THURSTON REGION TRANSPORTATION WORK PROGRAM

The work program is divided into several sections, highlighting the anticipated transportation planning activities conducted by TRPC, including both required federal and state programs (funded through FHWA PL, FTA 5303 and local matching funds), TRPC's planning work program funded by Surface Transportation Block Grant program (STBG) funds¹, other federally-funded state, regional or local transportation planning activities led by TRPC, and other federally-funded planning activities within the MPO area led by other agencies. A summary of planning activities is provided below.

Unified Planning Work Program Elements

- Element 1. Program Management
- Element 2. Project Programming and Tracking
- Element 3. Multimodal Transportation Planning
- Element 4. Data Collection, Analysis, and Forecasting

Coordinated Human Services Transportation Plan

Surface Transportation Block Grant Program Funded Regional Transportation Planning Priorities

Surface Transportation Block Grant Program Competitive Grants

- Main Street Rochester Study
- Grand Mound Transportation Study
- Yelm-Tenino Trail Extension Feasibility Study
- Transportation Data Management Program
- Thurston County Bicycle Map
- Safe and Active Routes to Schools
- Yelm Avenue / 1st Street (SR507) Corridor Study

Other Planning Agencies within the Thurston Region

- Intercity Transit
- Washington State Department of Transportation Headquarters
- Washington State Department of Transportation Olympic Region

Unified Planning Work Program Elements

Funding Source: FHWA PL, FTA 5303, RTPO, and local matching funds

Funding Amount: \$620,069

Work Performed by: TRPC, in partnership with Federal Highways (FHWA), Federal Transit Administration (FTA), Tribes, Washington State Department of Transportation (WSDOT), Intercity Transit, and local jurisdictions.

SFY 2019 Estimated Revenue

Work Element	FHWA		FTA		WSDOT	Total Revenue
	FHWA PL Funds	TRPC Match 13.50%	FTA 5303 Funds	TRPC Match 13.50%	RTPO Funds	
1.1. Program Management	\$150,813	\$23,537	\$38,606	\$6,025	\$61,018	\$280,000
1.2. Project Programming and Tracking	\$86,088	\$13,436	\$22,037	\$3,439	\$0	\$125,000
1.3. Multimodal Transportation Planning	\$89,705	\$14,000	\$22,964	\$3,584	\$45,000	\$175,253
1.4. Data Collection, Analysis, and Forecasting	\$37,878.51	\$5,912	\$9,696	\$1,513	\$5,000	\$60,000
Total	\$364,484	\$56,885	\$93,304	\$14,562	\$111,018	\$640,253

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

Expenses

Work Element	TRPC Agency Staff	Travel and Training	Supplies, Materials, Printing, Software	Legal Notices	Total
1.1. Program Management	\$260,000	\$10,000	\$6,000	\$4,000	\$280,000
1.2. Project Programming and Tracking	\$125,000	\$0	\$0	\$0	\$125,000
1.3. Multimodal Transportation Planning	\$175,253	\$0	\$0	\$0	\$175,253
1.4. Data Collection, Analysis, and Forecasting	\$60,000	\$0	\$0	\$0	\$60,000
Total	\$620,253	\$10,000	\$6,000	\$4,000	\$640,253

Element 1. Program Management

Program management is a core function that provides program fund management, and the administrative and technology support required to manage and coordinate the overall MPO and RTPO transportation planning program.

Tasks:

1.1. Administration

- Perform general program management and supervisory functions (on-going)
- Develop calendar year budget and staffing patterns (4th quarter)
- Monitor and adjust budget as necessary (on-going)
- 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)

1.2. Program Support and Maintenance

- 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)
- Maintain hardware and software necessary to ensure consistency between UPWP program requirements and the overall agency technical strategy (on-going)

1.3. Personnel Management

- Manage transportation personnel (on-going)
- Recruit and train staff (as needed)

1.4. UPWP Development

- Develop annual UPWP and coordinate review
- Amend UPWP (as needed)
- Integrate UPWP into TRPC annual work program
- Develop other agreements (as needed)

1.5. Required Reporting

- Develop Annual Report (August-September)
- Complete annual self-certification (October)
- Comply with Title VI requirements (on-going)

1.6. Professional Development and Training

- Acquire the necessary training and professional development to effectively carry out state and federal transportation planning requirements (on-going)

1.7. Fixed Costs

- Costs for transportation modeling software, printing, legal advertisements, conferences, and training.

Level of Effort Breakdown:

1. Program Management	\$280,000
1.1 Administration	\$60,000
1.2. Program Support and Maintenance	\$75,000
1.3. Personnel Management	\$75,000
1.4. UPWP Development	\$25,000
1.5. Required Reporting	\$20,000
1.6. Professional Development and Training	\$15,000
1.7. Fixed Costs	\$20,000

Deliverables:

- Calendar year budget and staffing plan (December)
- Personnel evaluations (on-going)
- Meeting packets and presentation materials, on-line meeting materials, official meeting records (monthly, and as needed)
- Functioning hardware and software to support program requirements (on-going)
- Correspondence (on-going)
- Accounting summaries (monthly)
- Billing/progress reports for WSDOT Planning Office (monthly)
- Annual Indirect Cost Plan (December)
- Annual program audits (as scheduled)

- j. UPWP Annual Reports (August)
- k. UPWP amendments (as needed)
- l. SFY 2020 UPWP (January-May)
- m. Self-certification (October)
- n. Title VI reports (on-going)

Element 2. Project Programming and Tracking

A required function of the MPO is to program and track federal funds.

Tasks:

- 2.1. Programming of Federal Funding
 - Develop and maintain funding criteria (as needed)
 - Program federal STBG, Transportation Alternatives, and Congestion Mitigation Air Quality (CMAQ) funds (annually to every two years)
 - Provide support to comply with federal and state requirements on the use of these funds, including reprogramming (on-going, as needed)
- 2.2. Federal Funding Obligation Tracking
 - Work with the state to determine available obligation authority (annually)
 - Coordinate with funding recipients to ensure timely obligation of funds (on-going)
 - Track and report on funded projects through project completion (on-going)
- 2.3. Regional Transportation Improvement Program (RTIP)
 - Develop and maintain a four-year Regional Transportation Improvement Program (annual basis, on-going)
 - Develop a compilation of planned projects submitted by local jurisdictions and drawn from their six-year Transportation Improvement Programs (annually, July-October)
 - Develop Annual Listing of Obligated Projects (January)

Level of Effort Breakdown:

2. <i>Project Programming and Tracking</i>	<i>\$125,000</i>
2.1. Programming of Federal Funding	\$40,000
2.2. Federal Funding Obligation Tracking	\$10,000
2.3. Regional Transportation Improvement Program	\$75,000

Deliverables:

- a. Four-year RTIP and amendments as necessary (New RTIP in October; amendments in between annual updates as needed)
- b. Compilation of planned projects drawn from Six-year TIPs (October)
- c. Annual listing of obligated projects (March)

Element 3. Multimodal Transportation Planning

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 intended to help ensure a continuous, cooperative, and comprehensive planning process.

Tasks:

- 3.1. Tribal, Local, State, and Federal Agency Coordination
 - Participate in activities of the MPO/RTPO Coordinating Committee (on-going)
 - Participate in the activities of the Association of Metropolitan Planning Organizations (on-going)
 - Consult with local, tribal, state, and federal officials (on-going)
 - 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. Note: Plan update is a separate work program element. (on-going)
 - Adopt prioritized project list for human services transportation (December)
- 3.2. 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)
- 3.3. Review of State and Local Plans
 - 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)
 - Review local agency plans and policies, including compliance with Growth Management Act requirements (on-going, as needed)
 - Provide support in local plan development and implementation (on-going, as needed)
 - Review county-wide planning policies (as needed)
- 3.4. General Compliance
 - Monitor, evaluate, and respond to federal transportation legislation and its potential implications for the region (on-going)
 - Monitor, evaluate, and respond to state transportation legislation and its potential implications for the region (on-going)
 - Update Federal Functional Classification system (as needed)
 - Update Freights and Goods Classification (as needed)
- 3.5. Regional Transportation Plan
 - Maintain the long-range Thurston Regional Transportation Plan on an annual basis (annual basis, on-going)

- Begin a major update of the long-range Thurston Regional Transportation Plan (Plan is due July 2020)
 - Update Intelligent Transportation Systems (ITS) Architecture (as needed)
- 3.6. Planning Support
- Provide planning support for ongoing local and regional plans and programs including targeted web sites, transportation data management systems, and model enhancements to ensure a continuous, cooperative, and comprehensive regional planning process (as needed)
- 3.7. Emerging Issues
- Provide support for issues related to transportation planning that emerge through the state fiscal year.

Level of Effort Breakdown:

3. <i>Multimodal Transportation Planning</i>	\$175,253
3.1. Tribal, Local, State, and Federal Agency Coordination	\$20,000
3.2. Communications and Outreach	\$20,000
3.3. Review of State and Local Plans	\$10,000
3.4. General Compliance	\$10,000
3.5. Regional Transportation Plan	\$45,253
3.6. Planning Support	\$60,000
3.7. Emerging Issues	\$10,000

Deliverables:

- a. Annual amendments to Regional Transportation Plan (December)
- b. ITS Architecture updates (as needed)
- c. Prioritized project list for human services transportation (December)

Element 4. Data Collection, Analysis, and Forecasting

TRPC's planning and required functions are supported by robust data collection, analysis, and forecasting activities.

- 4.1. Performance Measures
 - Monitor federal requirements for performance measures (on-going)
 - Adopt regional performance measures (large effort in SFY 19)
 - Develop and report on performance measures (as needed)
- 4.2. Air Quality Compliance
 - Conduct air quality conformity analysis (ongoing, as needed)
 - Conduct air quality conformity consultation with federal and state agencies (on-going, as needed)
 - Annual RTIP air quality consultation (October)
 - Estimate air quality benefits for CMAQ projects (annually)
- 4.3. Transportation modeling
 - Maintain the regional transportation models (ongoing)
 - Develop estimates of vehicle miles traveled (annually)

- 4.4. Forecasting
 - Develop annual Population and Employment estimates (annually)
 - Update the Population and Employment forecast (December)

Level of Effort Breakdown:

4. <i>Data Collection, Analysis, and Forecasting</i>	\$50,000
4.1. Performance Measures	\$20,000
4.2. Air Quality Compliance	\$10,000
4.3. Transportation modeling	\$10,000
4.4. Forecasting	\$10,000

Deliverables:

- a. Annual population and employment estimates (4th quarter)
- b. Annual vehicle miles traveled estimates (4th quarter)
- c. Updated population and employment forecasts for transportation model (December)
- d. Air quality conformity consultation (October-November)

Note: The UPWP guidance requires a discussion of planning priorities within the MPO area. The following sections describe planning priorities other than those funded by FHWA PL, FTA 5303, and RTPO funds. As the work programs for these planning priorities are developed independently, only a summary is placed into the UPWP.

Coordinated Human Services Transportation Plan

Funding Source: Washington State Department of Transportation (WSDOT)

Funding Amount: \$40,000

Work Performed by: TRPC, in partnership with the local jurisdictions, Intercity Transit, and WSDOT.

To comply with state and federal guidance and stay eligible for WSDOT's Consolidated Grant Program, TRPC must update the Regional Coordinated Transit and Human Services Transportation Plan for the Thurston Region every four years. This focuses on those individuals – who, because of age, income, or ability – face transportation challenges and barriers. The update includes outreach to community social service and transportation organizations, jurisdictions, advocacy groups, elected officials, and other partners to increase efficiency and coordination.

TRPC routinely coordinates with transit agencies, non- and for-profit providers, social service organizations, and partner groups. In 2018, TRPC will document current conditions, available services, gaps, new initiatives, and new focus areas. This will include two issue areas added during the last update: Veterans Transportation Services and Emergency Transportation Services.

Regional Transportation Planning Priorities

Funding Source: Surface Transportation Funds. Local matching funds.

Funding Amount: \$809,249

Work Performed by: TRPC, in partnership with Tribes, WSDOT, Intercity Transit, and local jurisdictions.

In addition to complying with federal and state transportation planning requirements, TRPC has a long history of funding additional activities that support implementation of the long-range Regional Transportation Plan and Growth Management objectives. Council and Transportation Policy Board members identify these work program priorities which result in an integrated approach to regional transportation planning that is multimodal by nature, consistent with adopted Comprehensive Plans, and which facilitates local, regional, and state implementation efforts. The Regional Transportation Planning Priorities work program is approved by TPB and Council each December, to allow for it to be included in the agency annual work program. An overview of the work program:

On-going Initiatives

Administrative Support

- Project management, billings, and general program support.

Transportation Modeling

- Update the Regional Transportation Model – including adding zonal level detail, updated land use, and additional calibration/validation.
- Utilize the model to develop performance measures for the regional transportation plan.
- Coordinate with the Technical Advisory Committee on transportation model development and updates.

- Coordinate with local engineering staff, Intercity Transit, and private consultants engaged in supporting local planning efforts.

GIS & Information Technology

- Maintain and update Geographic Information System (GIS) data layers.

Local Support

- Participate in local studies and transportation planning efforts.
- Provide technical analysis and data support to local partners.
- Monitor and respond to state transportation legislation and its potential implications for the region.

Multi-modal and Demand Management

- Participate in Healthy Kids/Safe Streets activities and the Walk N Roll program.
- Regional trails planning and coordination efforts.
- Thurston County Human Services Transportation Forum activities supporting non-emergency special needs transportation.

Economics and Transportation

- Participate in transportation-related economic development activities.

Security and Safety

- Participate in safety planning.
- Participate in activities relating to emergency services, emergency route planning, and hazard mitigation.

Communication and Outreach

- Engage stakeholders and the community through a variety of web-based applications, surveys, social media, and other tools tailored to specific needs of individual project areas.
- Briefings as requested on various transportation subjects to community groups and the media.

Other Priorities

- Other unanticipated issues.
- Response to specific inquiries from policy makers and legislators
- Other needs that don't fit into the categories above

Major Initiatives (may span over several state fiscal years)

Sustainable Thurston Implementation and Monitoring

- Includes annual Mainstreet Journal and update of Sustainable Thurston Report Card
- In 2018/2019, will include a 5-year update on progress on Sustainable Thurston actions

State of the System Report

- Report on the state of specific transportation topics

Systemic Safety

- Evaluation of systemic causes of bicycle and pedestrian traffic incidents

Population and Employment Forecast

- Major update of the regional population and employment forecast for use in transportation modeling

Regional Trails Plan

- Update of the Regional Trails Plan

Vehicles Miles Traveled Study

- Continue to explore pathways to meet our vehicle miles traveled and greenhouse gas emission goals

Transportation Funding Plan

- Explore issues around transportation funding, and develop a funding plan for the Regional Transportation Plan

I-5 Transportation Model

- Develop a regional dynamic model to simulate traffic on and around the I-5 corridor

Emerging Technologies Policy

- Explore options for local policy regarding emerging technologies such as autonomous vehicles and Electric Vehicle Infrastructure (EVI)

Surface Transportation Block Grant Program Competitive Grants

Funding Source: Surface Transportation Block Grant Program funds. Local matching funds.

Main Street Rochester Study

Funding Amount: \$250,000 (2017-2019)

Partners: TRPC, Thurston County, WSDOT Olympic Region

TRPC is assisting Thurston County and WSDOT in engaging the Rochester community to help identify strategies to better balance US 12's character as Main Street and as a regional highway: defining downtown through strategies such as gateways; enhancing the pedestrian space for nearby residents, school children, and travelers that stop and explore; and increasing opportunities for multimodal travel. These improvements will strengthen the character of Rochester's downtown and better equip the area to develop a thriving business center.

Grand Mound Transportation Study

Funding Amount: \$350,000 (2017-2020)

Partners: TRPC, Thurston County

TRPC is assisting Thurston County in engaging the community in identifying community transportation strategies to accommodate existing and forecasted growth. Community stakeholders include local businesses, residents, property owners, transit providers, and the Confederated Tribes of the Chehalis Reservation. Transportation strategies may include roundabouts, gateways, pedestrian facilities/crossings, roadway interconnectivity, and access and special consideration of US12, to help the Grand Mound area better handle the demands of a regional tourist destination. The results of the Grand Mound Transportation Study will be integrated into Thurston County's update of the Grand Mound Sub-Area Plan – a parallel and related project - funded by the County, and focused on the land use elements of subarea planning.

Yelm-Tenino Trail Extension Feasibility Study

Funding Amount: \$75,000 (2017-2020)

Partners: TRPC, Thurston County, Town of Bucoda, City of Tenino

This project will lay the groundwork for the Yelm-Tenino trail extension, and explores connecting the Thurston Regional Trails network to neighboring counties including the Willapa Hills Trail between the City of Chehalis and City of Raymond. TRPC will engage various community stakeholders to identify a preferred alignment for extensions of the Yelm-Tenino Trail to increase safety and access, support multimodal transportation, and improve connections to the Thurston County regional trail network.

Transportation Data Management Program

Funding Amount: \$41,000 (2017-2018)

Partners: TRPC, in partnership with local jurisdictions and WSDOT

Jurisdictions within Thurston County collect traffic data for a variety of transportation facilities to assist in transportation planning activities. These data are collected in varying formats, which makes acquiring consistent data over the entire transportation network and organizing it in a readily accessible manner an ongoing challenge. Yet the need for accurate and up-to-date data has never been stronger – to meet federal performance measures and regional benchmarks monitoring, and to support local planning efforts. For this reason, local jurisdictions have asked TRPC to explore developing a coordinated approach to traffic data collection, storage, and retrieval. Working with local partners, TRPC will facilitate a needs assessment, including the evaluation of a variety of online data hosting solutions, to promote efficiency in data collection, storage, and reporting.

Thurston County Bicycle Map

Funding Amount: \$44,000 (2018-2021)

Partners: TRPC, in partnership with local jurisdictions and bicycle stakeholders

The Thurston County Bicycle Map is TRPC's most popular print document and web resource. The map is updated periodically to show new roads, bicycle facilities, trail segments, and neighborhood connections. The map is a resource to encourage safe riding behavior and to promote cycling as an effective means of transportation. The map features safety information, bicycle traffic laws, commuter tips, health messages, and contact information for bike clubs and shops. TRPC will work with local agency partners and bicycle stakeholders to update both the electronic and print versions of the map.

Safe and Active Routes to Schools

Funding Amount: \$67,739 (2017-2019)

Partners: TRPC and Thurston County

This project aims to improve conditions around schools for safe and convenient walking and bicycling by assessing current conditions, identifying needs for active transportation improvements, and implementing encouragement/education programs to prepare a new generation for being safer and more active on their way to school. The project will target southern Thurston County communities and other unincorporated areas not served by Intercity Transit's Walk N Roll program. The project benefits all residents of these areas by making it easier to travel safely and efficiently and to be physically active.

Yelm Avenue / 1st Street (SR507) Corridor Study

Funding Amount: \$88,501 (2018-2019)

Work performed by: City of Yelm with other partners such as Thurston County, TRPC, and Washington State Department of Transportation.

Yelm's historic Central Business District is centrally located and has had multiple improvements in the past years from individual project improvements. The corridor study would provide information for future vehicular and pedestrian safety enhancements along with determining better methods to accommodate transit, parking, and pedestrian movements from the existing shopping, parks and public facilities.

Other Planning Activities within the Thurston Region

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 operating assistance and capital projects; their planning activities must be conducted in a manner compliant with federal requirements. Some specific activities of note include, but are not limited to:

- Assessment of local transit service and influence of decisions affecting transit accessibility, reliability, safety and overall effectiveness
- Annual review and update of a six-year Transit Development Plan (WSDOT requirement), agency six-year Strategic Plan
- Annual review and update of vehicle fleet and facility inventories (WSDOT requirement)
- Development of a long-range (20 year) service, capital replacement, and resource plan
- Participation in the regional update of the Coordinated Human Services Transportation Plan
- Participation in all regional planning initiatives including those focused on land use, transportation funding and programming, walkable communities, active transportation, economic and workforce development, and livable/sustainable communities
- Participation in regional, statewide and national discussions on the development of transit service delivery, industry best practices, and advancements in innovative technology
- Administration of grant funds for operational assistance and capital facilities

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 federal and state required transportation planning and research on issues of statewide importance. These activities include implementation of the Washington Transportation Plan, the Statewide Freight Mobility Plan, the Statewide Public Transportation Plan, development of the Highway System Plan and the State Rail Plan, participation with the corridor sketch initiative, corridor planning studies, and integrated scoping, and coordination with MPOs/RTPOs to carry out the 3C planning process. 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.

All 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.

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, efforts include cooperate with reviews of the Washington Transportation Plan, Long Range Ferry Plan, Aviation 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, efforts include assisting in the development and review of subarea plans and other comprehensive plan updates or revisions.

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Appendix A: Unfunded Needs

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I-5 Corridor Study – Tumwater to Mounts Road

Statement of Need

The I-5 Corridor 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 identify and assess efficient mobility solutions that also protect and enhance ecosystem function and flood control and result in a strategic multi-modal mobility master plan for the I-5 corridor between Tumwater and Mounts Road.

Building on WSDOT's work on corridor sketch planning and the I-5 Tumwater to Mounts Rd. Operational and Demand Management Strategies project, a multi-disciplinary team will evaluate the range of issues and opportunities associated with travel through this corridor. The study would focus on mobility throughout the I-5 corridor including identifying preferred alternatives for potential improvement to the I-5/US 101 interchange and bridge replacement options for the Nisqually River bridges.

Project tasks include the following:

- Conduct stakeholder and public outreach
- Develop traffic model to identify problem areas and define multimodal solutions
- Conduct Nisqually River hydrology assessment to determine I-5 flood risks and define mitigation strategies
- Assess the habitat impacts of I-5 configuration through the Nisqually River estuary and identify ecosystem function improvement opportunities
- Complete preliminary design and rough cost estimate to support preferred alternative selection
- Develop actionable preferred alternatives for the next state/federal transportation/ infrastructure packages

Estimated Cost for This Unfunded Need: \$5,000,000

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 Strategy

Statement of Need

Many of the rural arterials in Thurston County are congested today, and growth projections show congestion will increase in the future. These arterials serve as primary connections between communities in the county, and intermodal connections not only for goods and services for the county, but also the state. There are limitations, however, to addressing the congestion through road widening, including funding, environmental concerns, and physical (right-of-way) limitations. Like their urban counterparts – Strategy Corridors – strategies other than road widening are needed to address congestion in these rural arterial corridors. This study will evaluate different strategies, and make recommendations for implementation, ultimately forming a proactive Rural Mobility Strategy for Thurston County.

Estimated Cost for this Unfunded Need: \$300,000

Transportation Recovery Strategy

Statement of Need

The Thurston Region is vulnerable to major earthquakes and other hazards. A Regional Transportation Recovery Plan would assist local, tribal, and state government prepare for and manage the transportation recovery process following a major disaster. The overall objective of this plan is to develop a strategy to promote a recovery process for transportation networks and services – and communities – that results in a greater level of resilience. Included in this study would be a local bridge earthquake structural assessment.

Estimated Cost for this Unfunded Need: \$250,000 to \$300,000 plus the bridge earthquake structural assessment.

Martin Way Corridor Study

Statement of Need

Martin Way, from Pacific Avenue in Olympia to Marvin Road in Lacey, has been identified as both an urban corridor (land use designation) and strategy corridor (transportation designation) in regional and local plans. This former state highway serves as an alternative to I-5, has frequent transit service, is a prime candidate for increasing walking and biking activity, and carries between 9,000 to 35,000 daily vehicles, depending on the roadway section. The roadway links major urban centers and has been identified as a focus point for more intensive urban development. As an urban corridor, opportunity areas for more intensive development could be identified, and zoning and development regulations (including parking and street standards) within a quarter mile of roadway in the various jurisdictions (Olympia, Lacey, and Thurston County) could use a refresh to see if they can better align with the urban form envisioned for the future of this corridor. As a strategy corridor, the roadway experiences safety and mobility challenges for all modes of travel. The corridor has been designated as a Smart Corridor, and investments are underway in traffic signal optimization and transit signal prioritization. Additional strategies to improve safety and mobility for all modes of travel would be a focus of the Martin Way Corridor Study.

Estimated Cost for this Unfunded Need: \$500,000

Olympia Capitol Campus – Commute Trip Reduction Outreach Program

Statement of Need

Home to over 6,000 employees and headquarters of most state agencies, travel to and from the state's Capital Campus impacts congestion on city streets and state highways, including Interstate 5. An **Olympia Capitol Campus – Commute Trip Reduction Outreach Program** will be an intense outreach/education effort to target mobile/flexible work and am/pm schedule shifts. The program will focus on one-to-one and group interaction with top/mid-level managers (deputy directors and their direct reports), taming management fears and concerns around telework, and implementing robust formal telework and flex schedule programs that provide clear guidance to employees.

Estimated Cost for this Unfunded Need: \$250,000

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 (RTIP). Federally required document produced by TRPC that identifies all federally funded projects, and regionally significant projects funded by any source, for the current 4-year period. The RTIP is developed every year, and amended in between annual updates, as needed. For any federally-funded project to proceed, it must be included in the RTIP and the Statewide Transportation Improvement Program (STIP).
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 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. For a project to be included in the STIP it must first be included in the RTIP.
STBG	Surface Transportation Program Block Grant Program. The primary federal funding program resulting from the FAST Act that provides money for a wide range of transportation projects.
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 4-6 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. State legislation passed in 2003 designated all the region's legislators as ex officio members of the TPB.

TRPC	Thurston Regional Planning Council.
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: 2018 Member Rosters and Staff Resources

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THURSTON REGIONAL PLANNING COUNCIL – CY 2018 MEMBERS

Bucoda	Alan Vanell, Secretary
Lacey.....	Carolyn Cox
Olympia	Nathaniel Jones, Chair
Rainier.....	George Johnson
Tenino	David Watterson
Tumwater	Tom Oliva
Yelm.....	JW Foster, Vice-Chair
Thurston County	John Hutchings
Confederated Tribes of the Chehalis Reservation.....	Amy Loudermilk
Nisqually Indian Tribe	Heidi Thomas
Intercity Transit.....	Karen Messmer
Port of Olympia.....	E.J. Zita
North Thurston Public Schools	Chuck Namit
Olympia School District	Leslie Huff
Tumwater School District	Mel Murray
LOTT Clean Water Alliance.....	Cynthia Pratt
Thurston County Public Utilities District No. 1	Russ Olsen
Timberland Regional Library (Associate)	LG Nelson
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 2018 MEMBERS

Lacey.....	Andy Ryder, Chair
Olympia	Clark Gilman
Rainier.....	Jonathan Stephenson
Tenino	John O’Callahan
Tumwater	Pete Kmet
Yelm.....	Tracey Wood
Thurston County	John Hutchings
Confederated Tribes of the Chehalis Reservation.....	Amy Loudermilk
Nisqually Indian Tribe	Heidi Thomas
North Thurston Public Schools	John Suessman
Intercity Transit.....	Don Melnick
Port of Olympia.....	E.J. Zita
WA State Department of Enterprise Services.....	George Carter III
WSDOT, Olympic Region.....	JoAnn Schueler
Business Representative Position #1.....	Renee Radcliff Sinclair
Business Representative Position #2.....	Angela White
Business Representative Position #3.....	Doug DeForest
Citizen Representative Position #1	Graeme Sackrison, Vice-Chair
Citizen Representative Position #2	Kevin Pestinger

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 Sam Hunt Representative Laurie Dolan Representative Beth Doglio
35 th Legislative District	Senator Tim Sheldon Representative Dan Griffey Representative Drew MacEwen

TECHNICAL ADVISORY COMMITTEE – CY 2018 MEMBERS

Confederated Tribes of the Chehalis Reservation.....	Amy Loudermilk
Lacey	Martin Hoppe
Olympia	Randy Wesselman
Tumwater	Brandon Hicks
Yelm.....	Chad Bedlington
Thurston County	Scott Davis/Theresa Parsons
Intercity Transit.....	Rob LaFontaine/Eric Phillips
Port of Olympia.....	Len Faucher
WSDOT, Olympic Region.....	Theresa Turpin /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 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
Marc Daily <i>Executive Director</i> dailym@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. Title VI coordinator.
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. ITS Architecture.
Karen Parkhurst <i>Policy and Program Director</i> parkhuk@trpc.org	Oversight of Policy Board and transportation policy development. Legislative issues and support. Coordinated human services transportation planning. Rail. Freight. Regional Transportation Plan
Paul Brewster <i>Senior Planner</i> brewstp@trpc.org	Federal funding programs. Oversight of Technical Advisory Committee. Trails and non-motorized transport planning. Safety and security planning. Federal functional classification. "Walk and Roll" program and other school-based programs. Smart Corridors.
Holly Gilbert <i>Senior Planner</i> gilberh@trpc.org	Regional Transportation Improvement Program. Commute Trip Reduction programs.
Aaron Grimes <i>Transportation Modeler</i> grimesa@trpc.org	Maintenance of regional travel demand model and dynamic traffic model development. Traffic data support. Regional and corridor analysis. Local agency modeling support.
Clyde Scott <i>Transportation Modeler</i> Scottc@trpc.org	Development of regional transportation model and <i>dynameq</i> traffic model. Regional and corridor analysis. Concurrency analysis. Local agency modeling support.

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Appendix D: UPWP Annual Report

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