



MEMBERS:

- City of Lacey
- City of Olympia
- City of Rainier
- City of Tenino
- City of Tumwater
- City of Yelm
- Confederated Tribes of the Chehalis Reservation
- Nisqually Indian Tribe
- Town of Bucoda
- Thurston County
- North Thurston Public Schools
- Olympia School District
- Tumwater School District
- Intercity Transit
- LOTT Clean Water Alliance
- Port of Olympia
- PUD No. 1 of Thurston County

ASSOCIATE MEMBERS:

- Lacey Fire District #3
- Puget Sound Regional Council
- The Evergreen State College
- Thurston Conservation District
- Thurston Economic Development Council
- Timberland Regional Library

MEMORANDUM

TO: Thurston Regional Planning Council
FROM: Veena Tabbutt, Deputy Director
DATE: November 24, 2021
SUBJECT: 2022 TRPC Work Program

PURPOSE

Adopt 2021 TRPC Work Program.

Summary:

- TRPC's Work Program highlights Agency projects and programs for the coming year.
- The Work Program was reviewed by the Work Program Subcommittee in October.
- The Work Program will be reviewed by Council in November and adopted in December.
- The Work Program document is the basis for the Agency's 2022 budget which will be developed in December and presented in January for adoption.

REQUESTED ACTION

Adopt TRPC 2022 Work Program.

70:bm

Attachment



Marc Daily
Executive Director

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EQUITY CONSIDERATIONS

1. What are the equity impacts of this particular decision?

The work program includes several new elements to increase participation of traditionally underrepresented people in agency programs and boards.

Work Element 1 allows for incentives (gift cards) to encourage participation in the Household Travel Survey. Incentives will likely be offered at differing amounts, with a higher amount for hard-to-reach households.

Work Element 2 includes funding to support representation of underrepresented groups on TRPC's Transportation Policy Board and project stakeholder groups.

2. Who will benefit from or be burdened by the particular decision?

Increased participation of underrepresented people will benefit the region.

3. Are there strategies to mitigate the unintended consequences?

N/A

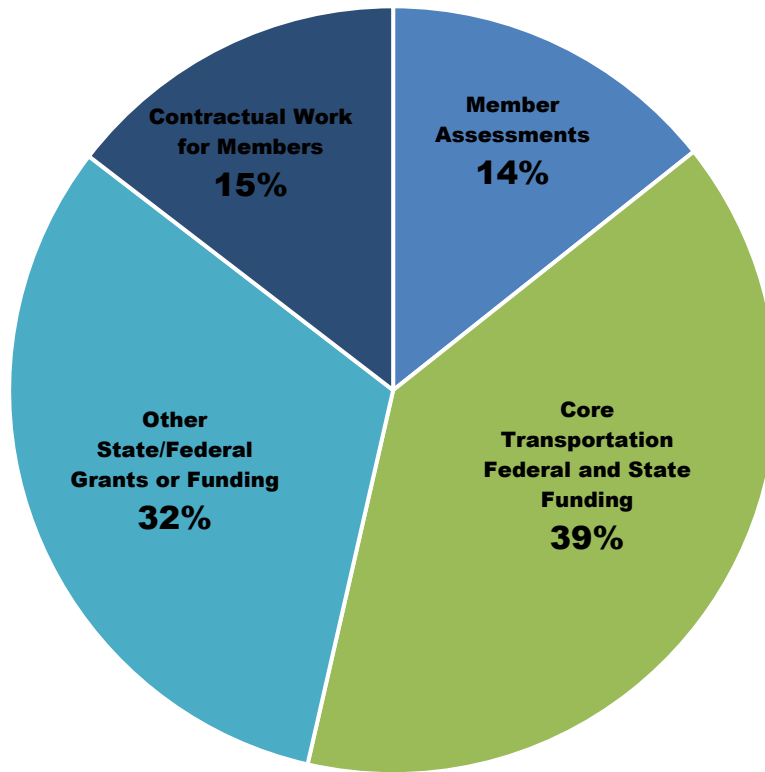
BACKGROUND

TRPC has four primary sources of revenue: member assessments, core transportation federal and state funding, other state grants or funding, and contractual work for our members. The chart below illustrates the distribution of funding.

The proportion of the TRPC work program funded through member assessments has decreased over the past few years, as TRPC's work program has diversified and grown. In 2017 member assessments represented 21% of the work program. In 2018 it was reduced to 19%, and for 2022 it is projected to be 14%.

Member assessments leverage approximately \$3.280,000 in federal and state grant and formula funds related to the regional work program. This means for every dollar in dues – we bring in around 5 State and Federal dollars to fund the TRPC work program.

Sources of TRPC 2022 Revenue



**THURSTON REGIONAL PLANNING COUNCIL
2022 Work Program**

FINAL

November 2021



Summary Table

DESCRIPTION (Total amount and duration)	REGIONAL ASSESSMENTS	GRANT or CONTRACT	TOTAL REQUEST	PG
1. Information Services				
Includes <i>The Profile</i> , data development and data requests, GIS, IT, forecasting, cost of living, and other core programs. Many of the items such as forecasting and GIS are also partially funded under 3b.	\$263,995	\$0	\$263,995	5
2. Program Support				
Includes management of TRPC staff, legislative agenda, support for TRPC Council and standing subcommittees, and other executive level functions related to Council.	\$155,000	\$0	\$155,000	9
3. Transportation				
3a. Unified Planning Work Program (UPWP). Contains all the required federal and state transportation program elements for a Metropolitan Planning Organization. Regional assessments are a required match. (Required)	\$122,650	\$883,814	\$1,006,464	13
3b. Regional Transportation Planning Priorities. Contains a variety of priority transportation elements such as ongoing support for members, modeling, outreach, GIS and IT, Transportation Policy Board support, as well as projects such as the update of the Regional Trails Plan and I-5 Planning Work. Regional assessments are a required match.	\$109,249	\$700,000	\$809,249	15
3c. Coordinated Public Transit – Human Services Transportation Plan (2021-2025). An update to the existing plan. The plan identifies transportation services, gaps, and potential solutions to support transportation options for those - who because of age, income, or ability, may face a higher level of barriers to getting where they need to go. (\$40,000 from mid-2021 to end of 2022)	\$0	\$20,000	\$20,000	16
3d. Rural Transit. Transit service to the South County, weekday connects communities of Bucoda, Grand Mound, Rainier, Rochester and Tenino and the Confederated Tribes of the Chehalis Reservation to destinations in both Thurston and Lewis Counties. (\$1,518,736 including match from mid-2021 to mid-2023)	\$0	\$759,368	\$759,368	17
3e. Commute Trip Reduction Program Coordination/SafeRide. State-funded/required program to reduce vehicle miles traveled and single occupancy vehicle trips in affected sites in Lacey, Olympia, Tumwater, and Thurston County. TPRC serves as the lead agency on behalf of those cities and the county. (\$454,000 from mid-2021 to mid-2023)	\$0	\$227,000	\$227,000	18
3f. Olympia Capitol Campus Telework. Concentrated effort to reduce commute trips related to worksites in downtown Olympia with a focus on mobile work and alternative work hours. (\$178,253 from mid-2021 to mid-2023)	\$0	\$80,000	\$80,000	20
3g. School Walk Route Mapping. Contract to develop up to 28 walking route maps for elementary and middle schools in the North Thurston, Olympia, and Tumwater school districts. (\$60,000 from 2019 to 2022)	\$0	\$10,000	\$10,000	21
3h. Martin Way Corridor Study. A comprehensive land use and transportation study of the Martin Way Corridor from Pacific Avenue to Duterrow Road. This is a collaborative study between Olympia, Lacey, Intercity Transit, and Thurston County. (\$523,000 from 2019 to 2022)	\$0	\$60,000	\$60,000	22
3i. Smart Corridors II. A project sponsored by Intercity Transit in collaboration with Olympia, Lacey, and Tumwater to look for efficiencies in our urban corridors through signal optimization and synchronization, and implementation of transit signal priority.	\$0	\$40,000	\$40,000	23

DESCRIPTION (Total amount and duration)	REGIONAL ASSESSMENTS	GRANT or CONTRACT	TOTAL REQUEST	PG
3j. Rural Mobility Study. A study sponsored by Thurston County to evaluate different strategies to increase transportation mobility on specific unincorporated urban or rural corridors. <i>(\$231,821 from 2020 to 2023)</i>	\$0	\$150,000	\$150,000	24
3k. Rochester / Grand Mound Trail Feasibility Study. A feasibility study to evaluate prospective shared-use trail alignments that could connect communities in SW Thurston County and connect to other existing and planned trails such as the Gate-Belmore Trail and the Yelm-Tenino Trail. <i>(\$173,410 from 2021 to 2023)</i>	\$0	\$100,000	\$100,000	25
3l. High Capacity Transportation Project Development. This project will examine opportunities and challenges for high-capacity transit both within our county and for out-of-county commuters. <i>(\$200,000 from 2021 to 2023)</i>	\$0	\$90,000	\$90,000	26
3m. Thurston County Bicycle Map, 7th Edition. Update the bicycle map, a free paper and online map for commuting and recreation. <i>(\$45,000 from 2021 to 2024)</i>	\$0	\$18,000	\$18,000	27
3n. Household Travel Survey. Conduct a new household travel survey. The survey will be used to update the regional travel demand model and look at trends in travel behavior. <i>(\$300,000 from mid-2021 to end of 2023)</i>	\$0	\$250,000	\$250,000	28
3o. Here to There Mobility Website. This project will include community outreach and a refresh of the website, which aims to help people identify and use transportation options in Thurston County and connections to surrounding areas. <i>(\$64,000 plus match from mid-2021 to mid-2023)</i>	\$0	\$32,000	\$32,000	29
3p. Regional Freight Strategy. This project will develop a Regional Freight Strategy and address the unique characteristics, needs, and impacts of freight mobility within our region. <i>(\$500,000 from mid-2022 to mid-2025)</i>	\$0	\$50,000	\$50,000	30
4. Council Priority Projects				
4a. Council Retreat Action Implementation. Staff will support Council in finalizing Values, Vision, and Mission for the organization. Staff will also assist Council, as needed, to more fully scope and budget any specific Council work priorities.	\$10,000	\$0	\$10,000	33
5. Other Projects and Grants				
5a. Boundary Review Board. Staff for the Thurston County Boundary Review Board.	\$0	\$20,000	\$20,000	37
5b. WRIA 13 Salmon Recovery Lead Entity. Ongoing program for salmon recovery.	\$0	\$100,000	\$100,000	38
5c. Climate Mitigation Plan Implementation. Coordinated efforts to implement the climate mitigation plan for Thurston County and the cities of Lacey, Olympia, and Tumwater. <i>(Remainder Phase 3 and estimate for Phase 4)</i>	\$0	\$217,000	\$217,000	39
5d. Disaster Recovery Framework Development. Contract to expand the existing framework to include three remaining functions not discussed at the 2019 meeting.	\$0	\$34,000	\$34,000	40
5e. Thurston Region Hazards Mitigation Plan update. TRPC will coordinate the multijurisdictional update to the region's 4 th edition plan. The plan identifies actions to reduce the risks of natural hazards from flooding, earthquakes, and winter storms. <i>(\$166,611 from late 2021 to 2023)</i>	\$0	\$111,000	\$111,000	41
Total	\$660,894	\$3,952,182	\$4613,076	

These funding amounts do not include approximately \$6,000 in projected revenue from interest on investments. The actual amount of investment interest will be included in the final TRPC budget that is adopted in January 2022.

WORK ELEMENT 1
INFORMATION SERVICES

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WORK ELEMENT 1 INFORMATION SERVICES

Thurston Regional Planning Council's (TRPC) Information Services program meets a variety of the region's information needs. Collection and publication of local population, housing, economic, environmental, and land use information has been an important activity since TRPC was established in 1967.

One of the primary efforts of the information services program is in the area of data dissemination. Staff responds to requests for information from the public, community organizations, government agencies, and TRPC members. The program supports the established role of TRPC as an information clearinghouse for the Thurston County region. Information Services also provides support for the update and continual improvement of the TRPC web site (www.trpc.org). The web site is an efficient and cost-effective medium for disseminating TRPC's extensive data resources to member agencies and the public.

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

While a good deal of data dissemination involves data gathered from other sources, TRPC staff internally generate data, such as the annual small area population and housing estimates. Another example is staff participation in a quarterly cost of living study for the Olympia-Tumwater-Lacey region. Staff collect the data and submit it to the Council for Community and Economic Research (C2ER) for compilation into a national report. At other times, various data may come from an outside source, and the raw data may require extensive processing by agency staff. A good example of this is U.S. Census data. TRPC is the designated repository for Census data in Thurston County and an affiliate member of the State Data Center (SDC).

TRPC has prepared population and employment forecasts since 1969, to assist local jurisdictions in planning for new facilities such as hospitals, schools, transportation, water, and sewer infrastructure. The Growth Management Act states that, "*Based upon the growth management population projection made for the county by the Office of Financial Management, the county and each city within the county shall include areas and densities sufficient to permit the urban growth that is projected to occur in the county or city for the succeeding twenty-year period.*" Consistent with the County-Wide Planning Policies, TRPC develops small area population forecasts to determine if the minimum 20-year population can be accommodated county wide. In 2022, specific tasks include completing the Forecast Land Capacity Analysis and beginning the county-wide employment forecast.

Whether gathered from other sources or generated internally, maintenance of the increasing amount of digital data by the agency is a growing demand on this program. One facet of this is the maintenance of TRPC's GIS program, which provides critical support for regional and contract programs. The GIS program develops, maintains, and manages comprehensive data and hardware infrastructures. Examples of major TRPC programs that depend on GIS include transportation

modeling, population and employment forecasting, *The Profile*, the *Sustainable Thurston Report Card*, and the Census program.

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

In 2022 the Information Services program will also be used to support the Household Travel Survey by providing gift cards to participants to encourage participation. This has been found to be the only effective way to encourage adequate participation.

SCOPE OF WORK

1. Provide assistance and information sharing to the public and TRPC members.
2. Produce data reports, including *The Profile*, *Sustainable Thurston Report Card*, and Cost of Living Study.
3. Collect data, including new residential and commercial building activity.
4. Analyze data, including population estimates, changes in land use, and Census data releases.
5. Develop and maintain digital databases including GIS data.
6. Develop and maintain website.
7. Coordinate with local, state, and federal agencies on data issues.
8. Conduct information technology planning and management.
9. Complete update of land capacity analysis.
10. Begin update of the countywide employment forecast.
11. Support Household Travel Survey outreach.

FUNDING ESTIMATE

1. 2022 Cost	\$263,995
2. Revenue Source	Regional Assessments

WORK ELEMENT 2
PROGRAM SUPPORT

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WORK ELEMENT 2
PROGRAM SUPPORT

This work element includes support to the Council and management of TRPC staff. Activities include preparing TRPC and TRPC subcommittee agendas, reviewing and distributing packets, attending meetings, preparing meeting minutes, conducting new Council member briefings, arranging Council sponsored public events, producing Council informational materials, as well as involvement on regional issues that carry out TRPC’s mission. This program also includes development and monitoring of work program and budget, and staff recruitment, evaluation, and training. Finally, this program provides staff support for activities the Council wishes to undertake during the year, including those which are not specifically identified in the adopted work program. Examples are participation in legislative activities and associated rules and regulations, preparing comments and recommendations on issues of regional and statewide importance, and writing grant applications.

In 2022 the budget may include funding to support representation of underrepresented groups on TRPC’s Transportation Policy Board and project stakeholder groups.

SCOPE OF WORK

1. Manage TRPC and TRPC subcommittees.
2. Prepare for TRPC and TRPC subcommittee meetings.
3. Prepare meeting minutes.
4. Brief new Council members.
5. Arrange Council-sponsored events.
6. Support regional issues that carry out TRPC’s mission.
7. Develop and monitor Work Program.
8. Recruit, evaluate, and train staff.
9. Support representation of underrepresented groups on TRPC boards and committees.
10. Staff un-programmed activities (e.g., response to emerging issues).

FUNDING ESTIMATE

1. 2022 Cost	\$155,000
2. Revenue Source	Regional Assessments

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WORK ELEMENT 3
TRANSPORTATION

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**WORK ELEMENT 3a – TRANSPORTATION
UNIFIED PLANNING WORK PROGRAM (UPWP)**

TRPC is the federally designated Metropolitan Planning Organization (MPO) and the State-designated Regional Transportation Planning Organization (RTPO) for the Thurston region. This means that a core function of TRPC’s regional transportation work program is to comply with all federal and state planning requirements.

Federal and state laws govern much of the transportation work undertaken by TRPC. The following is a high-level overview of the mandated Unified Planning Work Program (UPWP) elements that ensure compliance with state and federal requirements for planning and programming, and administrative functions. The UPWP and its implementing budget, adopted by Council in Spring 2020, provide detail of all the tasks and deliverables within this element. A full copy of the UPWP is available through TRPC staff or on our website at <https://www.trpc.org/305/Unified-Planning-Work-Program>.

The scope below represents the work program for State Fiscal Year (SFY) 2022 (July 1, 2021 to June 30, 2022). In 2022, work will continue to complete the SFY work program. A new work program will be developed in the spring, for implementation the following SFY. Along with on-going work, it is anticipated that the Regional Trails Plan will be nearly complete in 2022, and the program will support data collection such as an origin and destination study and updated traffic counts, around the time of the Household Travel Survey data collection.

SCOPE OF WORK

1. Program Management.
 - 1.1. Administration.
 - 1.2. Program Support and Maintenance.
 - 1.3. Personnel Management.
 - 1.4. UPWP Development.
 - 1.5. Required Reporting.
 - 1.6. Professional Development and Training.
 - 1.7. Transportation Policy Board Retreat Consultant.
 - 1.8. Fixed Costs.
2. Project Programming and Tracking.
 - 2.1. Programming of Federal Funding.
 - 2.2. Federal Funding Obligation Tracking.
 - 2.3. Regional Transportation Improvement Program (RTIP).
3. Multimodal Transportation Planning.
 - 3.1. Tribal, Local, State, and Federal Agency Coordination.
 - 3.2. Communications and Outreach.
 - 3.3. Review of State and Local Plans.
 - 3.4. Census 2020 and Functional Classification Review.
 - 3.5. General Compliance.
 - 3.6. Regional Plans.
 - 3.7. Planning Support.

- 4. Data Collection, Analysis, and Forecasting.
 - 4.1. Performance Measures.
 - 4.2. Transportation modeling.
 - 4.3. Data Management and Collection.
 - 4.4. Estimates and Forecasting.
 - 4.5. Support for Household Travel Survey.

The level of effort for 2022 is estimated as follows:

1. Program Management	\$385,000
2. Project Programming and Tracking	\$165,000
3. Multimodal Transportation Planning	\$266,464
4. Data Collection, Analysis, and Forecasting	\$290,000

FUNDING ESTIMATE

1. 2022 Cost	\$1,006,464
2. Revenue Sources	Regional Assessments, State, Federal

WORK ELEMENT 3b – TRANSPORTATION
REGIONAL TRANSPORTATION PLANNING PRIORITIES

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

In 2021, the Council approved a one-year work program and budget that covered SFY 2022 (July 1, 2021 to June 30, 2022). An SFY 2023 (July 1, 2022 to June 30, 2023) work program will be developed in conjunction with the UPWP update in Spring 2022. The scope of work below reflects the work program priorities identified for SFY 2022 that will continue into Calendar Year 2022.

SCOPE OF WORK

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

FUNDING ESTIMATE

1. 2022 Cost\$809,249
2. Source of Funding..... Regional Assessments, Federal Planning Funds (STP)

**WORK ELEMENT 3c – TRANSPORTATION
COORDINATED PUBLIC TRANSIT – HUMAN SERVICES
TRANSPORTATION PLAN (2021-2025)**

To comply with state and federal guidance and to remain eligible for WSDOT’s Consolidated Grant Program, TRPC must update the Human Services Transportation Plan for the Thurston Region every four years. This work program focuses on those individuals – who, because of age, income, or ability – may face increased transportation challenges and barriers. The update includes outreach to community social service and transportation organizations, jurisdictions, advocacy groups, military (families and veterans), elected officials, and other partners.

TRPC will document current conditions, available services, gaps, and new initiatives. TRPC added two focus areas during the last update: Veterans Transportation Services and Transportation During Emergencies. After community collaboration, TRPC may add additional focus areas for this update.

The plan contains a Prioritized Project list, which is updated and separately adopted every two years by the Regional Council. At the time of adoption, the Council also assigns an A, B, C, or D ranking to each project. WSDOT applies extra points (A=50 points, B=25 points, C=12 points, and D=0 points) to applicants in the Consolidated Grant Program based on the Council's rankings.

SCOPE OF WORK

1. Update the Plan - identifying new services, gaps, needs, and potential solutions.
2. Monitor efforts to provide services for historically underserved populations (older, lower income, disabled, and Limited English Proficient (LEP) individuals).

SCOPE OF WORK

1. Project Management.
2. Communications and Outreach.
3. Update list of Available Transportation Providers and conditions of service (i.e., medical or veteran only).
4. Review and update needs, gaps, and barriers.
5. Identify any Special Focus Areas.
6. Develop Implementation Plan.
7. Develop Regional Priority List.

FUNDING ESTIMATE

1. 2022 Cost	\$20,000
2. Revenue Source	State Grant
3. Total Funding.....	\$40,000

**WORK ELEMENT 3d – TRANSPORTATION
RURAL TRANSIT (rT)**

Since 2000, TRPC has implemented several projects that improve general purpose transportation options for the rural community. Funded through a mix of federal, state, regional, and local funds secured by TRPC, all projects involve coordination and collaboration between public, private, and non-profit entities.

rural Transit (rT)

This program provides variable fixed route services for the residents of, and visitors to, the Bucoda, Grand Mound, Rainier, Rochester, and Tenino communities. The program also serves the Confederated Tribes of the Chehalis Reservation. Each weekday, rT transports passengers on a variable fixed route that supports transfers to other transit providers for final destinations. TRPC subcontracts this service, which is designed to connect with, but not duplicate Intercity Transit (Thurston County) and Twin Transit (Lewis County) services. All vehicles are lift equipped and have bicycle racks, to support people with special needs and people who choose to include bicycling as part of their trip.

After School Programs

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

SCOPE OF WORK

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

FUNDING ESTIMATE

1. 2022 Cost	\$759,368
2. Revenue Source	Local, State
3. Total Funding.....	\$1,518,736 including match from mid-2021 to mid-2023

WORK ELEMENT 3e – TRANSPORTATION
COMMUTE TRIP REDUCTION PROGRAM COORDINATION/SAFE RIDE
MANAGEMENT

The State Commute Trip Reduction Efficiency Act requires certain counties, cities, and towns to develop ordinances, plans and programs to reduce Vehicle Miles Traveled (VMT) and Single Occupant Vehicle (SOV) commute trips, and thereby reduce vehicle-related air pollution, traffic congestion, and energy use. The Act provides technical assistance to counties, cities, and towns in developing and implementing Commute Trip Reduction (CTR) plans and programs and provides for distribution of funds for local CTR implementation efforts.

The affected jurisdictions in the Thurston Region have a strong history of coordination, recognizing that commuters travel across jurisdictional lines and that pooling limited resources provides more cost-effective program support. The Cities of Olympia, Lacey, and Tumwater and Thurston County contract with TRPC to serve as lead agency to implement the requirements of the CTR Law. With jurisdictional support, TRPC may also subcontract with Intercity Transit for certain CTR marketing tasks. Intercity Transit, and the Washington State departments of Transportation (WSDOT) and Enterprise Services (DES) are critical partners in these efforts. TRPC will ensure that CTR efforts align with the Thurston Climate Mitigation Plan, which calls out transportation as one of the top contributors to greenhouse gas emissions in our region.

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

The Base Program and Small State Agencies program categories stem from the passage of SSB 6088 in 2009 which amended the law such that all state worksites in the urban growth areas of Olympia, Lacey and Tumwater became affected by the CTR law, no matter their size. At the time, approximately 120 worksites were added to the Thurston County program. Since that time, funding has been further delineated such that the Base Program covers worksites with 50 or more employees, while the Small State Agencies Program supports worksites with fewer than 50 employees. There are unique challenges to administering CTR at smaller worksites and the Small State Agencies Program includes policy and program planning to most efficiently support them.

The final element, SafeRide Management, refers to the state emergency ride home program. This program provides a ride home for people who used a commute alternative that day but experience a family emergency or unexpected overtime. TRPC manages the taxi contract and provides assistance to Employee Transportation Coordinators and other staff on how to use the program.

SCOPE OF WORK

Typical CTR program elements for worksites of all sizes include:

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

FUNDING ESTIMATE

1. 2022 Cost	\$227,000
2. Revenue Source	State Grants
3. Total Funding.....	\$454,000 from mid-2021 to mid-2023

**WORK ELEMENT 3f – TRANSPORTATION
OLYMPIA CAPITOL CAMPUS TELEWORK**

This project will continue the work with agency telework champions on the Capitol Campus to plan a successful return to the office that encourages telework. TRPC will work with these agencies to pilot and track any of the various trends in return to office.

We will partner with the Office of the Governor, Office of Financial Management, Department of Transportation (Headquarters and Olympic Region), Department of Enterprise Services, the jurisdictions of Lacey, Olympia, Tumwater and Thurston County, organized labor, and others to move state employees off roads – especially during peak times. This project will align with goals identified in the Thurston Climate Mitigation Plan to reduce transportation related emissions.

This project specifically looks to relieve congestion at peak periods by state employees at the I-5/ US 101 Interchange, and at key locations on Olympia's local street network.

SCOPE OF WORK

1. Literature review of state, national, and international success stories, best practices, and challenges. Identify and reach out to other states or organizations who have returned to the office and find out what strategies worked well for them. Gather articles and do literature review of new trends in the remote and hybrid work industry.
2. Coordination with other I-5 Tumwater to Mounts Road initiatives.
3. Outreach to state agencies on the Capital Campus, to identify Focus Agencies and Champions.
4. Setup and track pilot hybrid schedules or return to office plans/Organize alternative commute events for return to office.
5. When many agencies do return, we plan to emphasize and promote the many alternative modes of travel to get to work. Transit, walking, rolling, biking, carpooling, etc. Provide Lunch and Learn opportunities at state agencies on reinventing the commute post pandemic.
6. Recognize or celebrate agency participants and their organizations.
7. Final Report and Next Steps.

FUNDING ESTIMATE

1. 2022 Cost	\$80,000
2. Revenue Source	State, Local Match
3. Total Funding.....	\$178,243

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

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

SCOPE OF WORK

1. Continue coordination with Intercity Transit and Tumwater School District to identify suitable walking routes to school for elementary and middle schools.
2. Develop draft walking route maps and facilitate review by school district/community partnership committees.
3. Finalize school walk route maps for Olympia and North Thurston School Districts in compliance with ADA requirements for print and electronic distribution.
4. Establish a process with stakeholders for updating each school district's walking route maps on a regular basis.

FUNDING ESTIMATE

1. 2022 Cost\$10,000
2. Revenue Source Federal Grant (TAP) and School Districts’ Matching funds
3. Total Funding.....\$60,000 from 2019 to 2021

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

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

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

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

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

- Bicycle and Pedestrian Facilities
- Safety
- Transit
- Land Use
- Access Management
- Neighborhood Connectivity

This study began in late 2019 and is estimated for completion in 2022. Work in 2022 will focus on developing the final action plan for the project.

SCOPE OF WORK

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

FUNDING ESTIMATE

1. 2022 Cost\$60,000
2. Revenue SourceLocal, State, Federal Grant (STP)
3. Total Funding\$523,410 from 2019 to 2022

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

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

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

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

SCOPE OF WORK

- 1. Project Management.
- 2. Background and Stakeholder/Partner Interviews.
- 3. Develop Common Understanding.
- 4. Convene Technical Working Group.
- 5. Develop Performance Metrics.
- 6. Modeling Coordination.
- 7. Develop an Action Plan.

FUNDING ESTIMATE

1. 2022 Cost	\$40,000
2. Revenue Source	Local, pass through of Federal Grant (STP)
3. Total Funding	\$TBD

WORK ELEMENT 3j – TRANSPORTATION RURAL MOBILITY STRATEGY

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

The study will focus on rural roadways that are:

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

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

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

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

SCOPE OF WORK

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

FUNDING ESTIMATE

1. 2022 Cost	\$150,000
2. Revenue Source	Thurston County, Federal Grant (STP)
3. Total Funding.....	\$346,821 from 2020 to 2023

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

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

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

The Thurston Regional Trails Plan first identified the need for a shared-use path to serve the communities within the corridor. The Grand Mound Urban Growth Area and the Rochester Sub-Area are both growing. Now is the time to plan for a regional trail corridor with connections to fill the gap in southwestern Thurston County. This study will identify opportunities to connect the Grand Mound - Rochester corridor with other regional trails such as the Gate-Belmore Trail and the Yelm-Tenino Trail. Support for a trail was reinforced in the recently completed Rochester Main Street planning process community surveys.

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

SCOPE OF WORK

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

FUNDING ESTIMATE

- | | |
|-------------------------|--|
| 1. 2022 Cost | \$100,000 |
| 2. Revenue Source | Thurston County including Federal STBG |
| 3. Total Funding..... | \$173,410 from 2020 to 2023 |

WORK ELEMENT 3I – TRANSPORTATION
HIGH CAPACITY TRANSPORTATION PROJECT DEVELOPMENT

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

We are part of the commute-shed for Tacoma and Seattle to the north, however congestion and recurring incidents on interstate 5, as well as the absence of high-occupancy vehicle lanes, make commute times unreliable. Sound Transit’s plans to extend commuter rail to Dupont by 2036 brings opportunities to look to increase options for commuters.

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

SCOPE OF WORK

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

FUNDING ESTIMATE

1. 2022 Cost	\$90,000
2. Revenue Source	Federal Grant (STP)
3. Total Funding.....	\$200,000 from 2021 to 2023

**WORK ELEMENT 3m – TRANSPORTATION
THURSTON COUNTY BICYCLE MAP, 7TH EDITION**

The Thurston County Bicycle Map is TRPC's most popular document in both print and in online visits to its website. Last updated in 2020, TRPC printed 20,000 additional copies of the 6th Edition. Ongoing work is necessary to promote and distribute maps to bike shops and other community locations. As the inventory of maps from this second printing diminish, TRPC will begin work on the 7th Edition; expected in Fall 2022. It is anticipated that a 7th edition will be printed and available by Spring 2023.

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

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

SCOPE OF WORK

1. Map Development and Design (anticipated in 2022/2023).
2. Printing (anticipated in 2023).
3. Distribution (ongoing).
4. Project Management.

FUNDING ESTIMATE

- | | |
|-------------------------|--|
| 1. 2022 Cost | \$18,000 |
| 2. Revenue Source | Federal Surface Transportation Grant funding |
| 3. Total Funding..... | \$45,000 from 2021 to 2024 |

**WORK ELEMENT 3n – TRANSPORTATION
HOUSEHOLD TRAVEL SURVEY**

TRPC last conducted a household travel survey in 2013. An updated survey is needed to obtain a comprehensive account of travel behavior of the residents of Thurston County and adjacent areas including person and household level demographic and socioeconomic characteristics. The household travel survey data will inform the update of TRPC’s regional travel demand model.

TRPC will hire a consultant to conduct a household travel survey.

SCOPE OF WORK

- 1. Coordination and Management.
- 2. Survey Design.
- 3. Survey Administration.
- 4. Survey Database Development and Documentation.

FUNDING ESTIMATE

1. 2022 Cost	\$250,000
2. Revenue Source	Federal Surface Transportation Grant funding
3. Total Funding.....	\$300,000

WORK ELEMENT 3o – TRANSPORTATION HERE TO THERE MOBILITY GRANT

TRPC last updated the *Thurston Here to There* website in 2018. The website and outreach efforts address one of the barriers identified in the Human Services Transportation Plan - that people are not aware of transportation options and may not know how to access them.

This Mobility Management project focuses on reaching the general public and those people, who because of age, income, or ability, may face transportation challenges. While the site includes translation capabilities and meets basic accessibility standards, in this update, we'll explore new technology tools for usability and trends in how people access information. We'll also look to reinvigorate our partners such as jurisdictions and providers to include links on their websites and get the word out through social and other media.

The website will advance support for people with special needs by providing more accurate and timely information: 1) directly to clients and their families, 2) to organizations and agencies that serve people with special needs - such as medical facilities and social service entities, 3) to transit agencies and other transportation providers, 4) to media outlets and community resource websites, 5) to surrounding counties, and 6) to policymakers at the local, regional, and state level to respond to constituent requests. The changes to the site will increase accessibility and usability.

The outreach, both targeted and general, will ensure that more people know about the resource. Information about recreational, commute, and healthy travel on the site may draw people to Here to There prior to accessing it for special needs transportation. Data analytics will inform partners of service and communication gaps and help identify modifications for increasing usage.

Work will begin in late 2021 and will be coordinated with the update of the Human Services Transportation Plan (3c).

SCOPE OF WORK

1. Project management.
2. Coordinate tasks with Human Services Transportation Plan, Commute Trip Reduction efforts, and other relevant community efforts to leverage funding and to save time for participants.
3. Communications and outreach.
4. Update website data.
5. Conduct literature review of technology and trends.
6. Analyze current usage (by page/topic).
7. Launch site.
8. Measure performance.

FUNDING ESTIMATE

1. 2022 Cost	\$32,000
2. Revenue Source	State Grant and Transportation Match
3. Total Funding.....	\$80,000

**WORK ELEMENT 3p – TRANSPORTATION
REGIONAL FREIGHT STRATEGY**

A Regional Freight Strategy is a long-standing need for our community, and will help address the unique characteristics, needs, and impacts of freight mobility within our region. We face a number of challenges, including:

- Infrastructure bottlenecks. Adoption of new technologies and best practices.
- Freight data collection.
- Supply chain issues.
- Freight safety and security, and resilience of the freight transportation system.
- Appropriate industrial land inventory for freight-related land uses.
- Conflicts between first/last mile of truck travel and parking and supporting vibrant centers and corridors.
- Conflicts between truck travel and vulnerable users (e.g., pedestrians, bicyclists).
- Mitigating impacts of freight travel on the environment.
- Outreach to underserved and marginalized communities.

SCOPE OF WORK

1. Project Management.
2. Outreach.
3. Project Goals.
4. Existing and Future Conditions, and Key Issues.
5. Implementation Plan.
6. Final Document.

FUNDING ESTIMATE

1. 2022 Cost	\$50,000
2. Revenue Source	Federal Grant (pending)
3. Total Funding.....	\$500,000

WORK ELEMENT 4

COUNCIL PRIORITY PROJECTS

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

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COUNCIL RETREAT ACTION IMPLEMENTATION

At its 2021 retreat held in two sessions in July 2021, Council focused on the Values, Vision, and Mission of Thurston Regional Planning Council. Council recognizes that as the region emerges from COVID response, there is an opportunity to reaffirm why we come together as a region through TRPC and identify how TRPC can best support our members and the region’s residents. This will begin with finalizing Values, Vision, and Mission for TRPC and will also potentially include priority work items for TRPC to pursue implementation funding. As the needs under this work item will be defined iteratively with Council feedback, the following scope of work is general to accommodate future Council direction.

SCOPE OF WORK

1. Staff provide drafts of Values, Vision, and Mission
2. Council provides feedback on Values, Vision, and Mission and ultimately adopts a new Values, Vision, and Mission for the organization.
3. As Council continues to discuss the outcomes of the retreat, there may be other work items to support Council in exploring ideas and identifying implementation funding. This budget does not support implementation of new work items, yet it includes staff time to more fully define tasks to support implementation funding requests.

FUNDING ESTIMATE

1. 2022 Cost\$10,000
2. Revenue Source Regional Assessments leveraged with State and Federal dollars

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WORK ELEMENT 5
OTHER PROJECTS & GRANTS

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WORK ELEMENT 5a – PROJECTS & GRANTS
BOUNDARY REVIEW BOARD (BRB) CHIEF CLERK

The Boundary Review Board (BRB) reviews proposals for boundary changes by cities, towns and special-purpose districts (such as fire districts) within Thurston County, including city or district annexations.

The Board employs a Chief Clerk that acts as the secretary of the board. The Chief Clerk processes and analyzes annexation requests; ensures legal advertising and noticing requirements are met; writes staff reports; presents annexation requests at public hearings of the BRB; administers oaths and affirmations; certifies to all official acts; and has the power to issue subpoenas pertaining to annexation requests.

Project Partners and Roles

TRPC staff will act as the BRB’s Chief Clerk and will maintain annexation records on a short-term basis.

Thurston County will continue to maintain annexation records on a long-term basis. The Thurston County Prosecutor’s Office will continue to provide legal counsel to the BRB as well as the clerk. The County Surveyor will continue to review the legal descriptions for all annexation requests to ensure accuracy.

SCOPE OF WORK

Thurston County Contract. On an annual basis, the projected budget for the following year must be updated. It is anticipated that the budget will be based on the following tasks:

1. Chief Clerk Services.
2. Payments to Board Members.
3. Continuing Education.

FUNDING ESTIMATE

1. 2022 Cost:\$20,000
2. Revenue Sources:..... Thurston County

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

WORK ELEMENT 5b – PROJECTS & GRANTS
WRIA 13 SALMON RECOVERY LEAD ENTITY

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

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

For 2020 and through June 2022, the Lead Entity Committee will be embarking on an update of the habitat restoration and conservation strategy. This document was written in 2005 and much additional work and science has occurred to inform the next iteration, which is funded with state dollars through the Puget Sound Partnership.

SCOPE OF WORK

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

FUNDING ESTIMATE

1. 2022 Cost:\$100,000
2. Revenue Sources:..... State Grant

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

This project is for coordination of efforts to implement the climate mitigation plan for Thurston County and the cities of Lacey, Olympia, and Tumwater, which was completed in 2020. The plan identifies a common 2050 emissions-reduction target and concludes with an implementation strategy for the region which will be supplemented, as needed, by specific implementation strategies for each jurisdiction. The implementation strategies outline community-wide actions to enhance existing mitigation efforts, as well as identify new actions that are necessary to hit the common 2050 emissions target. Actions in the plan include both public and private sector responsibilities, therefore, implementation requires a region-wide effort.

The current scope of work runs through March 2022. The partners will consider approving a Long-term Coordination Agreement in late 2021.

SCOPE OF WORK

Phase 3 – through March 2022

1. Project Management and Coordination
 - 1a. Coordinate Multijurisdictional Staff Team
 - 1b. Information Sharing
 - 1c. Invoicing and Administration
2. Facilitate Climate Action Steering Committee
3. Policy Research Support
4. Monitoring and Assessment Program
 - 4a. Recommendations for Long-term Monitoring Program
 - 4b. Annual Progress Report
5. Public Outreach

Phase 4 – through December 2022

1. Coordination Committees
2. Regional Priorities
3. Monitoring & Assessment
4. Public Outreach
5. Program Support

FUNDING ESTIMATE

1. 2022 Cost\$45,000 for existing Phase 3 contract; \$172,000 for Phase 4
2. Revenue Source Local

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

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

In addition, this project will launch phase 1 of a two-phase strategy to explore opportunities to operationalize the Disaster Recovery Framework. Eight local jurisdictions approved an interlocal cooperative agreement to form a DRC in Summer 2021. TRPC will facilitate the DRC’s phase 1 efforts to identify recommendations for establishing an interagency policy-based Disaster Recovery Task Force and the establishment and formation of a Local Disaster Recovery Manager’s Office. The outcome of phase one will include a report of recommendations, a scope of work, and funding strategy for a work program to institute and operationalize the Disaster Recovery Framework. Phase II will require additional funding.

SCOPE OF WORK

1. Review and incorporate relevant information from the After-Action Review Document.
2. Convene multiple focus group meetings to develop the remaining RSFs.
3. Research best management practices for establishing and operating a disaster recovery management office for the region’s recovery planning partners.
4. Convene up to six meetings with the DRC.
5. Develop a recommendations report and work program scope of work.

FUNDING ESTIMATE

1. 2022 Cost	\$34,000
2. Revenue SourceLocal, pass through of federal State Homeland Security Program Grant	
3. Total Funding.....	\$45,000

**WORK ELEMENT 5e – PROJECTS & GRANTS
HAZARD MITIGATION PLAN UPDATE**

The Hazards Mitigation Plan for the Thurston Region is a multi-jurisdictional mitigation strategy to minimize the negative impacts of destructive hazards that threaten the region. A hazard mitigation plan can help communities become more sustainable and disaster-resistant by focusing efforts on the hazards, disaster-prone areas, and identifying appropriate mitigation actions. This plan specifically addresses communities and local governments within Thurston County. Developing and adopting a FEMA approved Hazard Mitigation Plan is a prerequisite for states, territories, tribes, and local governments to be eligible to apply and receive federal mitigation grants. Plans must be updated every five-years.

TRPC and Thurston County Emergency Management successfully applied for a FEMA Pre-Disaster Mitigation Grant in 2019 to update the plan. The project was awarded funding in May 2021. Through an interlocal agreement, TRPC will coordinate, facilitate, research, compile data, write and manage the update of the Hazard Mitigation Plan for the Thurston Region. Additional local match not identified in the work program budget will be provided by Thurston County Emergency Management and through in-kind participation from project partners.

SCOPE OF WORK

1. Project Management.
2. Organize and Coordinate.
3. Involve the Public.
4. Assess the Hazards and Problems.
5. Set Goals.
6. Review Possible Activities.
7. Draft an Action Plan.
8. Submit Plan for Federal Review.

FUNDING ESTIMATE

1. 2022 Cost	\$111,000
2. Revenue Source	FEMA Pre-Disaster Mitigation Grant Program
3. Total Funding.....	\$166,611

**THURSTON REGIONAL PLANNING COUNCIL
2022 ASSESSMENTS**

	2020 Population	2021 Population	Factor	Adjusted Population	Rate	2022 Assessment	2021 Assessment	% Change
Tier 1. Charter Members*								
Thurston County Urban	58,474	58,518	1	58,518	2.05	\$120,087	\$119,997	
Thurston County Rural	86,826	87,302	0.5	43,651	2.05	\$89,578	\$89,089	
Thurston County Unincorporated Total	145,300	145,820				\$209,665	\$209,086	0.3%
Olympia	54,150	55,010	1	55,010	2.05	\$112,888	\$111,123	1.6%
Lacey	52,910	54,780	1	54,780	2.05	\$112,416	\$108,579	3.4%
Tumwater	24,600	25,360	1	25,360	2.05	\$52,042	\$50,483	3.0%
Yelm	9,400	9,470	1	9,470	2.05	\$19,434	\$19,290	0.7%
Tenino	1,850	1,985	0.5	993	2.05	\$2,037	\$1,898	6.8%
Rainier	2,210	2,295	0.5	1,148	2.05	\$2,355	\$2,268	3.7%
Bucoda	580	580	0.5	290	2.05	\$700 **	\$700 **	0.0%
Nisqually Indian Tribe	839	829	0.5	415	2.05	\$851	\$861	-1.2%
Confederated Tribes of the Chehalis Reservation	978	979	0.5	490	2.05	\$1,005	\$1,003	0.1%
Tier 2. School Districts:								
<i>Student body FTE counts were reported to OSPI on October 15</i>								
North Thurston Public Schools	14,356	14,448	0.25	3,612	2.05	7,405	\$7,357	0.6%
Olympia School District	9,593	9,233	0.25	2,308	2.05	4,732	\$4,916	-3.9%
Tumwater School District	6,024	6,240	0.25	1,560	2.05	3,198	\$3,087	3.5%
Tier 3. Regional Service Providers								
<i>Increased by percent change in total county population</i>								
Intercity Transit						\$41,379	\$40,777	1.5%
Thurston PUD						\$2,030	\$2,000	1.5%
Port of Olympia						\$41,379	\$40,777	1.5%
LOTT Cleanwater Alliance						\$41,379	\$40,777	1.5%
Tier 4. Associate Members								
<i>\$1,000 Flat Rate as established in the TRPC Bylaws</i>								
The Evergreen State College						\$1,000	\$1,000	0%
Timberland Regional Library						\$1,000	\$1,000	0%
Puget Sound Regional Council						\$1,000	\$1,000	0%
Lacey Fire District #3						\$1,000	\$1,000	0%
Economic Development Council of Thurston County						\$1,000	\$1,000	0%
Thurston Conservation District						\$1,000	\$1,000	0%
TOTAL						\$660,894	\$650,982	1.5%

* Cities, town, and county populations are based on OFM April 1 estimates. The unincorporated county population is split proportionately between urban and rural using the Urbanized Area Boundary. Tribal population is based on their enrollment figures.

**Council established minimum.