

THURSTON REGIONAL PLANNING COUNCIL
UNIFIED PLANNING WORK PROGRAM

STATE FISCAL YEARS 2013-2014
(July 1, 2012 to June 30, 2014)

Adopted by TRPC
June 1, 2012

June 1, 2012

THURSTON REGIONAL PLANNING COUNCIL

RESOLUTION NO. 2012-02

RELATING to the State Fiscal Years 2013-14 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 2013-2014 be approved as per attachment with the understanding that minor changes may be required following State review; and

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

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

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

Adopted this 1st day of June, 2012.

ATTEST:



Lon D. Wyrick
Executive Director



Dennis McVey
Chair,
Thurston Regional Planning Council

STATE FISCAL YEARS 2013-2014 UNIFIED PLANNING WORK PROGRAM
THURSTON REGIONAL PLANNING COUNCIL

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PREFACE

Regional transportation planning is a process-oriented endeavor as much as it is a product-oriented one. Good process leads to consensus products. Regional transportation planning is:

- Coordination among jurisdictions, citizens, 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 big and small.
- Collaboration and communication 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, having to reconsider 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.

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, and a more sustainable relationship with our natural and social environment.

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 for 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 more interesting and relevant information.

BACKGROUND

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

Federal Legislation

Provisions of 23 U.S.C. 134 and 49 U.S.C. 5303 set forth a national policy governing metropolitan transportation planning, a policy that shapes the work of Thurston Regional Planning Council. That policy stipulates that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive multimodal transportation planning process: that includes the development of a long-range metropolitan transportation plan and a transportation improvement program (TIP); 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 (including accessible pedestrian walkways and bicycle transportation facilities); and which fosters economic growth and development, while minimizing transportation-related fuel consumption and air pollution. This policy encourages continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth in 23 U.S.C. 134(h) and 49 U.S.C. 5303(h).

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

- (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 operation.
- (8) Emphasize the preservation of the existing transportation system.

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

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

The Unified Planning Work Program is to document those planning activities to be performed with funds provided under Title 23 and Chapter 53 of Title 49 U.S.C. It is to describe the planning activities within the next one- or two-year period including who will perform the work, the schedule for completing the work, resulting products, proposed funding by activity or task, and a summary of the total amounts and sources of funding. MPOs are also encouraged to include a discussion of other transportation planning activities in the region other than those funded through this provision. This UPWP includes this discussion in order to give readers a better understanding of the comprehensive nature of transportation planning in the Thurston region.

State Legislation

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

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

1. Build up applicable portions of local comprehensive plans and processes, and promote the establishment of a regional perspective into the 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;

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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 analysis 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 shall 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.

The Washington State Department of Transportation (WSDOT) annually identifies additional factors it would like to see addressed within the regional transportation planning program. In this UPWP it is requested that TRPC not only consider the legislative transportation system policy goals of RCW 47.04.280 (Economic Vitality, Preservation, Safety, Mobility, and Environment, Stewardship) but the agency is also encouraged to participate within the limited resources available in the following statewide planning activities:

- Statewide Freight Mobility Plan
- State Rail Plan
- Highway System Plan
- Corridor Planning Studies that focus on Moving Washington Corridors
- Incorporation of pertinent aspects of statewide transportation plans into regional plans
- Analysis of draft reauthorization legislation of the federal Surface Transportation Act to understand impacts to planning practice in Washington State.

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

Consideration of Regional Transportation Planning Priorities

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

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

The priorities established by TRPC and its Transportation Policy Board, which support implementation of the long-range Regional Transportation Plan, are described separately. That discussion begins on page 9.

UPWP Process

The UPWP is developed and submitted for state and federal review in the third quarter of each state fiscal year for implementation at the beginning of the next state fiscal year. The state fiscal year runs from July 1st to June 30th.

As the federally-designated MPO for Thurston County, Thurston Regional Planning Council is responsible for preparing the annual UPWP. This UPWP was developed through a collaborative process involving TRPC member jurisdictions, WSDOT Olympic Region as well as the WSDOT Strategic Planning and Programming Division.

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

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

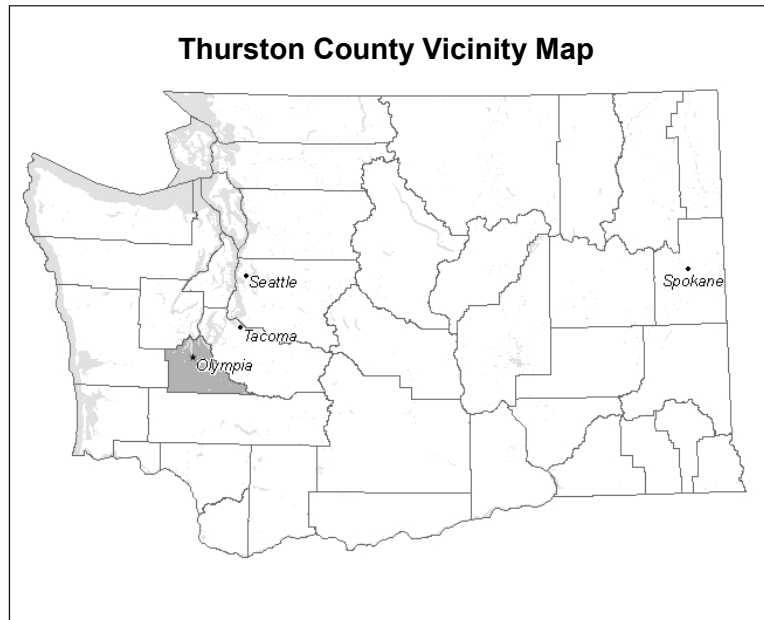
A draft of the UPWP is reviewed for compliance with state and federal requirements by WSDOT, FHWA, and FTA. Revisions needed to address federal or state concerns are made to the draft document before it is submitted to TRPC for its approval. Historically, the TRPC work program has received high marks in this review process; few revisions have ever been needed to comply with those requirements.

The final UPWP is reviewed in May by TRPC upon completion of the federal and state review. TRPC formally adopts the UPWP at its June meeting at which time it is submitted to the WSDOT for final approval by state and federal agencies.

DESCRIPTION OF THE REGION

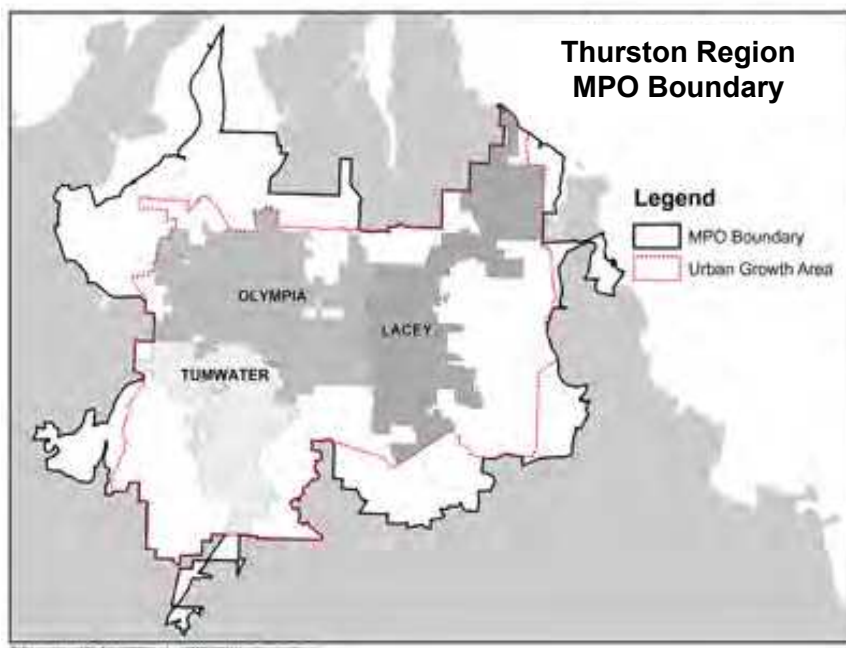
The regional transportation planning activities described in this UPWP cover a single-county region defined by the boundaries of Thurston County, Washington. This fast growing region, which is also the seat of state government, is located along the southernmost reaches of Puget Sound. It is bordered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

Figure 1:



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.

Figure 2:



The metropolitan area of this single-county region is defined primarily by the cities and urban growth areas of Lacey, Olympia and Tumwater. The official census population of the federally-defined urban area in 2010 was 176,617. The rural area is defined by the remainder of the County, including its small cities, towns, and Indian reservations. Total 2011 county population is 254,100.

MPO/RTPO STRUCTURE

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

TRPC is a 22-member intergovernmental council. Its membership includes: the cities of Lacey, Olympia, Rainier, Tenino, Tumwater and Yelm; the town of Bucoda; Thurston County; the Nisqually Indian Tribe and the Confederated Tribes of the Chehalis Reservation; Intercity Transit; the North Thurston and Olympia school districts; the LOTT Cleanwater Alliance (the Lacey, Olympia, Tumwater, Thurston County wastewater and reclaimed water partnership) and Thurston County Public Utility District #1; and the Port of Olympia; as well as Associate members The Evergreen State College, Timberland Regional Library, Lacey Fire District #3, the Economic Development Council of Thurston County, TCOMM 9-1-1, 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 member representatives, and includes two citizen advisors, three business representatives, and WSDOT Olympic Region. The region's entire state delegation are Ex Officio members of the TPB.

Both TRPC and the Transportation Policy Board are advised on technical issues by the Technical Advisory Committee (TAC). The TAC is comprised of planning and engineering staff from the member jurisdictions and the WSDOT Olympic Region. In addition, TRPC will establish an ad hoc task force or other stakeholder group on an as-needed basis to provide further advisory capacity on specific issues as authorized by the Regional Council. At this time there are two additional standing advisory committees: the Human Services Transportation Forum, and the Regional Traffic Operations Group. Previous advisory committees have included a Trails Advisory Committee, the Urban Corridors Task Force, and the Healthy Kids / Safe Streets Action Plan Team. It is anticipated that within this work program horizon, TRPC will establish a Model Advisory Panel to assist in the update of its regional travel demand model.

TRPC, TPB, and TAC member rosters for CY 2012 are included in Appendix C.

REGIONAL PLANNING PRIORITIES

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

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However, TRPC has a long history of funding additional activities that support implementation of the long-range Regional Transportation Plan and established regional transportation priorities. Regional priorities augment mandated responsibilities, and are identified annually by policy makers. Regional work program priorities for state fiscal years 2013-2014 maintain on-going efforts and are included in the Description of Other Transportation Planning Efforts section.

In its discussion of regional transportation planning efforts, TRPC policy makers identified their top three planning priorities:

- Support for the Urban Corridors Task Force recommendations
- Pursuing issues related to I-5 mobility
- Coordination with the Sustainable Thurston process

In addition, the region will continue to develop the technical resources necessary to conduct a high capacity transportation Alternatives Analysis that supports this region's desire to determine what role, if any, high capacity transit may play in meeting long-range transportation needs.

Since 2004 TRPC policy makers have: evaluated the effects of central Puget Sound market forces on this region's land values, commute patterns, and community development opportunities; conducted preliminary analysis of the propensity of Thurston County commuters to use a high capacity alternative based on factors used by Sound Transit for their analysis; met periodically with Sound Transit officials to maintain an open and collaborative dialogue; conducted an I-5 / US 101 license plate cordon study and targeted survey to update current understanding of inter-regional travel patterns; and participated in a Pre-AA technical analysis with the Federal Transit Administration to evaluate the agency's technical capacity to conduct the rigorous analysis required of a federally-compliant Alternatives Analysis.

At the same time the region has focused on achieving transit-supportive corridor redevelopment connecting city centers of Lacey, Olympia, and Tumwater; secured funding to extend an on-base Commute Trip Reduction coordinator at Joint Base Lewis-McChord; and partnered with Intercity Transit to support local fixed-route service, inter-regional express service, and the vanpool program.

On-going data collection and model development is expanding this region's capacity to consider transit-specific demand. TRPC will continue to look for opportunities to evaluate the long-term potential of high capacity transit and other measures to increase system efficiency through the safe and reliable movement of people.

DISCUSSION OF OTHER TRANSPORTATION PLANNING EFFORTS

As required by federal law, the UPWP must include a discussion of other transportation planning efforts underway outside of those funded by 23 U.S.C. 104(f) and 49 U.S.C. 5336, and RCW 47.80.050.. As noted earlier, TRPC and its partners have long supported a more comprehensive approach to transportation planning than what can be accomplished with those federal funds and state RTPO funds. This is evidenced by the wide array of planning activities currently underway.

TRPC Transportation Work Program

Funding Source: Regional Surface Transportation Program (STP)

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

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

This work addresses priority topics for the region as identified by regional policy makers, often evolving from the maturation of on-going efforts. The intent of this work is to further the goals and policies of the Thurston Regional Transportation Plan and regional growth management objectives of the Thurston region. These work program activities result in an integrated approach to regional transportation planning that is multi-modal by nature, consistent with adopted Comprehensive Plans, and which facilitates local, regional, and state implementation efforts in a way that is compatible with this region's philosophies about transportation planning. In previous UPWPs this work was co-mingled with those mandatory planning activities dictated by federal and state legislation. With this UPWP these activities are called out separately as per federal legislation. Primary activities for the 2013-2014 fiscal years include:

Policymaker Priorities:

In their discussion of work program priorities policymakers identified those activities related to implementation of Urban Corridor Task Force recommendations, coordination with Sustainable Thurston efforts, and I-5 mobility efforts as high priorities.

- Follow-up to and support for the Urban Corridors Task Force recommendations, including data analysis, land use analysis, research, outreach, and coordination.
- Participation in the Sustainable Thurston process that is revisiting visions established 20 years ago when GMA was passed, reviewing and updating them as appropriate to develop a long-range strategy that will help this region to protect what matters most, improve those things that can be better, and keep negative impacts to a minimum.
- Participation on I-5 interchange studies hosted by the cities of Lacey and Lakewood, providing regional perspective and support for multi-modal and demand management efforts and enhanced coordination.
- Participation on the I-5 / US 101 interchange study conducted by WSDOT Olympic Region, providing modeling support and technical analysis as well as regional perspective and support for enhanced coordination.
- Support for the JBLM/I-5 Congestion Relief Action Plan activities.

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Local Support

Providing support for local agency transportation activities is a core element of the regional transportation work program.

- Participation on local and tribal corridor study teams, such as Tumwater's Capitol Boulevard Corridor Project and the Chehalis Tribe's SR 12 Safety Study.
- On-call support for local agencies, including data and analysis, modeling, mapping, plan reviews, study teams, grant support, etc.
- Participation on and support for coordinated emergency response and transportation recovery planning efforts, and hazard mitigation planning.
- Coordination with local, regional and state climate change planning efforts.

Multi-modal and Demand Management Activities

TRPC has a long-standing emphasis on activities that enhance the multi-modal transportation system and which make it operate safer and more efficiently.

- Research into issues and opportunities associated with designing streets for pedestrians and cyclists that also work well for emergency response vehicles.
- Identify the transportation problems for which potential high capacity transportation may be an appropriate mitigation strategy, and work to secure the funding necessary to conduct a Federal Transit Administration-compliant Alternatives Analysis.
- Maintenance of school-based "Walk and Roll" programs and expansion into new schools as appropriate.
- Implementation activities in the "Healthy Kids / Safe Streets" action plan.
- On-going support for regional trails planning and implementation, including efforts to complete the third and final segment of the Chehalis-Western 'Bridging the Gap' project.
- Corridor planning for established regional strategy corridors to improve multi-modal access and mobility, increase system efficiency, and encourage investments in transportation-efficient land use development.
- Support for the update and publication of the regional bike map.
- Administrative support for the Rural / Tribal Transportation Program.
- Expanded support for Commute Trip Reduction efforts by developing innovative strategies targeted to smaller worksites and employment clusters, and strategies to enhance trip reduction by military personnel living in Thurston County.
- Provide convener and implementation support for the activities of the Thurston County Human Services Transportation Forum.

Inter-Regional Coordination

Coordination with adjacent regions and collaboration on mutual issues and opportunities complements intra-regional coordination and activities.

- Participation on and support for the South Sound Military Communities Partnership and related subcommittees.
- Inter-regional coordination on issues of mutual interest resulting from shared transportation facilities and the associated needs for technical and policy consistency,

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such as the interface between TRPC and the Puget Sound Regional Council on modeling and policy issues associated with I-5 and SR 507.

- Participation in the activities of the Washington State Rideshare Organization, ITS Washington, the Puget Sound Regional Council's Freight Mobility Roundtable, the Area Council on Coordinated Transportation, and the Commute Trip Reduction Task Force.

Technical Capacity

Strong and competent technical analysis underpins policy, program and project development, and requires periodic updates to reflect current characteristics and forecast assumptions.

- Major update of the base regional travel demand model (first since 2000), including a household travel survey (last conducted in 1998/1999) and associated updates to the sub-models and zonal structure needed to effectively forecast future travel demand and increasing the agency's capacity to conduct high capacity transit analyses.
- Update and expansion of the regional mesoscopic Dynamic Traffic Assignment (DTA) model needed to support transit-corridor operational analyses and evaluate system benefits associated with ITS improvements. [Such improvements include measures like regional signal coordination and Transit System Priority treatments, as well as strategies to improve the operational efficiency of Interstate 5 through the Thurston region. Other applications include evaluation of the operational relationships between highway interchanges and local street systems, and the effects of potential I-5 mobility strategies on local street systems.]
- Data development and statistical analysis for various regional transportation programs and applications.

Communication and Outreach

Making information available on an on-going basis in addition to that conducted for project-specific initiatives helps to broaden community awareness of issues and increase informed input on local and regional efforts.

- On-going public outreach and education opportunities, including effective communication materials, "speaker on request" to talk with organizations about regional transportation issues or opportunities of various natures, and coordination with other community activities in which a regional transportation perspective is desired.
- Briefings as requested for city councils, County Commission, and planning commissions.

Respond to Emerging Issues

Maintaining capacity to respond to unforeseen or emerging issues helps the agency remain nimble in the face of near-term uncertainties.

- Respond to unanticipated policy maker requests and associated planning activities that may emerge.
- Respond to legislative requests for information or data on potential implications of policies under consideration on the Thurston regional transportation system or on the budget or policies of TRPC member jurisdictions.
- Respond to emerging or unforeseen issues of significance to the Thurston region.

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Other

Program management and grant acquisition are integral to other major activity areas.

- Grant acquisition efforts to expand regional capacity for addressing priority planning needs.
- Program administration of regional transportation priorities.

Smart Corridors

Funding Source: Congestion Mitigation and Air Quality funds (CMAQ)

Funding Amount: \$375,000 (multi-year effort)

Work performed by cities of Lacey, Olympia, Tumwater; Thurston County; Intercity Transit; WSDOT Olympic Region; TRPC; with consultant support

This project is evaluating how signal technology improvements, regional signal coordination, and transit signal priority can help improve mobility on the region's premier transit corridor while providing PM10 benefits. Current phase of work includes systems engineering and design. Project will result in a technology package suitable for funding through CMAQ or other revenue sources, and the foundation for a corridor-level concept of traffic operations.

Capitol Communities Corridor Project

Funding Source: HUD Challenge Grant

Funding Amount: \$764,000, \$286,388 in local match and in-kind contributions (multi-year effort)

Work performed by cities of Lacey, Olympia, and Tumwater; TRPC; with support from the Housing Authority, Thurston County Chamber of Commerce, the Thurston Economic Development Council, and the Department of Commerce

This project will begin some of the follow-up work recommended by the Urban Corridors Task Force. In this project the three cities will each evaluate a priority district for ways to tackle barriers that are inhibiting private investment in compact, walkable, transit-oriented infill and redevelopment and begin implementation efforts on priority tasks. It will also result in a corridor strategy and implementation plan. Department of Commerce will develop a planning short course based on the results of this effort.

JBLM / I-5 Congestion Relief Action Plan

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

Funding Amount: \$150,000 [An additional \$269,000 was given to WSDOT directly by TRPC for modeling support]

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

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This project will identify and begin deployment of quick-turnaround, low-cost / high-value strategies to improve mobility and people through-put on I-5 between Lacey and Lakewood. It will begin raising public awareness of I-5 mobility issues, the range of measures that can be considered, and work to promote greater focus on this issue by WSDOT.

Thurston “Here to There”

Funding Source: Dept. of Energy Grant

Funding Amount: \$2.1 million (multi-year effort)

Work performed by TRPC; city of Tumwater; and in partnership with the cities of Bucoda, Rainier, Tenino, and Yelm; Tumwater School District; Yelm Community Schools; Rainier School District; Tenino School District.

This suite of projects is working to reduce vehicle miles traveled through a targeted array of innovative commute trip reduction strategies, ridesharing information and outreach programs, school-based programs building on TRPC’s successful “Walk and Roll” program and sidewalk inventories in support of ‘Safe Routes to School’ grant opportunities, transit corridor infill and redevelopment strategies, and marketing.

R/T Rural Tribal Transportation Program

Funding Source: State and federal mobility grants

Funding Amount: \$1.4 million (current award)

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

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

Intercity Transit Planning Activities

Funding Source: Local funding primarily with some minor grants

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

Intercity Transit does not receive federal planning funds directly. However, due to the fact that they receive federal funds for capital projects, all of Intercity Transit’s planning activities must be conducted in a manner compliant with federal requirements. Some specific activities of note:

- Annual update of the six-year Transit Development Plan;
- Annual review and update of the Strategic Plan;
- Assessing and responding to emerging transportation needs within the community;

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- Review and update of the long-range and short-range transit plans;
- Participation in the Coordinated Human Services Transportation Planning activities;
- Partnership in regional sustainability planning initiatives that promote robust economies and vibrant communities;
- Encouraging development patterns that help reduce dependence on the automobile and reduce the portion of income that individuals must spend on transportation through investment in transit-supportive land use patterns along trunk routes;
- Supporting active transportation such as biking and walking through sponsorship of the Bicycle Commuter Contest and the ‘Smart Moves’ program in area schools [includes support for “Walk and Roll” program; Bike PARTners “Build-a-Bike” program; Healthy Kids Safe Streets Action Plan; and Rolling Classrooms];
- Planning for park-and-ride needs and bus stop improvements and accessibility;
- Planning for work force transportation with numerous work force training and placement agencies and colleges;
- Planning and support for Village Vans, providing transportation alternatives and work force training to low-income residents;
- Planning and support for the vanpool program;
- Establishing and maintaining a strong and effective outreach and communications program, enhancing Intercity Transit’s role as the community’s mobility manager and transportation information clearinghouse;
- Coordinating marketing efforts with Commute Trip Reduction program efforts;
- Title VI Compliance procedures;
- Environmental Justice assurance; and
- Paratransit planning.

Martin Way and Marvin Road Interchange Studies

Funding Source: Local funds and state appropriation

Work performed by City of Lacey with support from TRPC and in partnership with Thurston County, Intercity Transit, WSDOT Olympic Region, WSDOT HQ, FHWA

These two interchange studies will result in Interchange Justification Reports for the Martin Way interchange (Exit 109) and the Marvin Road interchange (Exit 111). These are required activities that must be completed before the City can get permission from FHWA and WSDOT to modify the interchanges.

Lakewood Interchange Studies

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

Funding Amount: \$6 million

Work performed by City of Lakewood in partnership with WSDOT Urban Planning Office, WSDOT HQ, JBLM, FHWA, TRPC, Pierce County, DuPont, PSRC

SFY 2013-2014 UPWP

These four interchange studies will result in Interchange Justification Reports for DuPont/Steilacoom Road (Exit 119); 41st Street (Exit 120); Berkeley Avenue (Exit 122), and Thorne Lane (Exit 123). These are required activities that must be completed before the City can get permission from FHWA and WSDOT to modify the interchanges. Though not located in Thurston County, these interchange studies are regionally significant as they are located at the other end of the troubled I-5 segment between Lacey and Lakewood. TRPC has a close working relationship with Lakewood and the JBLM communities just the other side of the regional border.

WSDOT Olympic Region Planning

Funding Source: State and federal (includes \$150,000 regional STP from TRPC for US 101/SR 8 study and \$269,000 from TRPC for I-5 modeling support)

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 Statewide Planning, Regional Planning and Coordination, and Corridor Planning.

Statewide 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. 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 Washington Transportation Plan, Statewide Multi-modal Transportation Plan, Highway System Plan and the plans of other modes.

Regional Planning and 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, development and review of local comprehensive plans, sub-area plans, and development regulations.

Corridor Planning involves corridor analysis and planning to determine, adopt, and implement proposed highway improvements. Corridor planning within the Thurston region includes participation in four interchange study efforts of interest to the Thurston region. WSDOT is lead of the I-5/US 101 interchange study and the US 101/SR 8 interchange study. In addition WSDOT is involved as a stakeholder on the Lacey Martin Way and Marvin Road interchange studies and Lakewood's four interchange studies in the vicinity of Joint Base Lewis-McChord.

Following is a link to the WSDOT Olympic Region Unified Planning Work Program:

<http://www.wsdot.wa.gov/NR/ronlyres/6CA3861A-52CF-472C-A2D8-088F522D94E8/0/SPR201113FinalPlanningOnly.pdf>

SFY 2013-2014 UPWP

WSDOT Headquarters Planning Activities

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

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

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

Following is a link to the WSDOT Headquarters Unified Planning Work Program:

<http://www.wsdot.wa.gov/NR/rdonlyres/6CA3861A-52CF-472C-A2D8-088F522D94E8/0/SPR201113FinalPlanningOnly.pdf>

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

UPWP ELEMENTS

This SFY 2013-2014 UPWP is divided into two major activities: MPO/RTPO Program Compliance and Program Administration. It describes the work that is funded by revenues provided by 23 U.S.C. 104(f) and 49 U.S.C. 5336, and RCW 47.80.050. to meet federal and state planning requirements.

In terms of staffing and level of effort, MPO/RTPO Program Compliance represents about 2.5 FTE (Full Time Equivalents) and Program Administration represents about 0.4 FTE.

In terms of the anticipated budget for these mandated activities, state revenues account for 19% of the funding, federal revenues account for 69% of the revenues, and the requisite local match accounts for 12% of the revenues. Note that as of April 24th, TRPC has not yet received its state or federal funding estimates for the next fiscal year. Figures presented in this report reflect state fiscal year 2012 funding levels.

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

MAJOR ACTIVITY 1: MPO/RTPO PROGRAM COMPLIANCE

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

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

Budget:

<u>FY 2013 Estimated Revenues</u>		<u>FY 2013 Expenditures</u>	
FHWA PL	\$228,692	TRPC Agency Staff	\$401,192
FHWA Match	\$ 35,692	Consultant/Contract	-
FTA Sec. 5303	\$ 52,944	Equipment	-
FTA Match	\$ 13,236	Other Organization Staff	-
RTPO	\$ 70,629		
Total	\$401,192	Total	\$401,192

<u>FY 2014 Estimated Revenues</u>		<u>FY 2014 Expenditures</u>	
FHWA PL	\$228,692	TRPC Agency Staff	\$401,192
FHWA Match	\$ 35,692	Consultant/Contract	-
FTA Sec. 5303	\$ 52,944	Equipment	-
FTA Match	\$ 13,236	Other Organization Staff	-
RTPO	\$ 70,629		
Total	\$401,192	Total	\$401,192

Task 1.1

Planning and Programming

Sub-tasks

- Maintain the long-range Thurston Regional Transportation Plan on an annual basis (annual basis, on-going)
- Develop and maintain a four-year Regional Transportation Improvement Program (annual basis, on-going)
- Develop a six-year Transportation Improvement Program (annually, 3rd quarter calendar year (CY))
- Develop Annual Listing of Obligated Projects (1st quarter CY)
- Program federal STP, Enhancements, and CMAQ funds (on-going, as needed)

- 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 (on-going)
- 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)
- Conduct air quality conformity consultation with federal and state agencies (on-going, as needed)
- Conduct air quality conformity analysis (on-going, as needed)
- Coordinate with the Olympic Region Clean Air Agency on redesignation to a Limited Maintenance Area status (on-going)
- Update MPO boundary as necessary (as needed)
- Update Federal Functional Classification system as required (as needed)
- Review local agency plans and policies for their compliance with Growth Management Act requirements (on-going, as needed)
- Support local compliance with federal ITS requirements (on-going, as needed)
- Monitor, evaluate, and respond to legislation pertaining to a new federal transportation act and its potential implications for the region (on-going)
- Develop population and employment forecasts and distributions to be used in long-range planning (CY 2012)
- Coordinate with WSDOT as appropriate on issues related to the Washington Transportation Plan, corridor plans or studies, modal and safety plans (on-going, as needed)
- Participate in activities of the MPO/RTPO Coordinating Committee (on-going)
- Participate in the activities of the Association of Metropolitan Planning Organizations and the Transportation Research Board (on-going)
- Respond to inquiries from the public and the media (on-going)
- Acquire the necessary training and professional development to effectively carry out state and federal transportation planning requirements (on-going)
- Consult with local, tribal, state, and federal officials (on-going)

Deliverables:

- a. Annual amendments to Regional Transportation Plan (June)
- b. Population and employment forecast data (CY 2012)
- c. Air quality conformity determinations (as needed)
- d. Air quality conformity redesignation status (CY 2012)
- e. Four-year RTIP and amendments as necessary (New RTIP in October; amendments as needed)
- f. Six-year TIP (October)
- g. Annual Listing of Obligated Projects (March)

Budget Estimates: \$381,192 per year
81% MPO funding; 19% RTPO funding
Staffing Level: 2.4 FTE

Task 1.2:

Agreements and CertificationsSub-tasks

- Maintain and update Unified Planning Work Program (on-going)
- Update agreements with WSDOT and Intercity Transit as per 23 CFR 450.314 (CY 2012)
- Develop agreement with the Olympic Region Clean Air Agency regarding air quality planning (CY 2012)
- Complete annual self-certification (October)
- Review with FHWA and FTA the governance structure of TRPC as an MPO (CY 2012)
- Review with WSDOT the governance structure of TRPC as an RTPO (CY 2012)
- Comply with Title VI requirements (on-going)

Deliverables:

- a. UPWP Annual Reports (August)
- b. UPWP amendments as needed (as needed)
- c. TRPC/WSDOT and TRPC/IT agreements (CY 2012)
- d. TRPC/ORCAA agreement (CY 2012)
- e. Self-certification (October)
- f. Title VI reports (on-going)

Budget Estimate: \$20,000 per year
81% MPO funding; 19% RTPO funding
Staffing Level: 0.1 FTE

Schedule:

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

MAJOR ACTIVITY 2: PROGRAM ADMINISTRATION

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

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

Budget:

<u>FY 2013 Estimated Revenues</u>		<u>FY 2013 Expenditures</u>	
FHWA PL	\$ 46,840	TRPC Agency Staff	\$ 77,372
FHWA Match	\$ 7,310	Consultant/Contract*	\$ 4,800
FTA Sec. 5303	\$ 10,844	Equipment	-
FTA Match	\$ 2,711	Other Organization Staff	-
RTPO	\$ 14,466		
Total	\$ 82,172	Total	\$ 82,172

** Recording Secretary*

<u>FY 2014 Estimated Revenues</u>		<u>FY 2014 Expenditures</u>	
FHWA PL	\$ 46,840	TRPC Agency Staff	\$ 77,372
FHWA Match	\$ 7,310	Consultant/Contract*	\$ 4,800
FTA Sec. 5303	\$ 10,844	Equipment	-
FTA Match	\$ 2,711	Other Organization Staff	-
RTPO	\$ 14,466		
Total	\$ 82,172	Total	\$ 82,172

** Recording Secretary*

Task 2.1

Program Management

Sub-tasks

- Perform general program management and supervisory functions (on-going)
- Manage transportation personnel (on-going)
- Recruit and train staff as needed (as needed)
- Develop calendar year budget and staffing patterns (4th quarter)
- Monitor and adjust budget as necessary (on-going)
- Provide management and administrative support to the Thurston Regional Planning Council, Transportation Policy Board, Technical Advisory Committee and any subcommittees as may be established by these bodies (on-going)

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

Deliverables:

- a. Calendar year 2013 budget and staffing plan (December 2012)
- b. Calendar year 2014 budget and staffing plan (December 2013)
- c. Personnel evaluations (on-going)
- d. Meeting packets and presentation materials, on-line meeting materials, official meeting records (monthly, and as needed)
- e. Correspondence (on-going)

Budget Estimate: \$60,000 per year
81% MPO funding, 19% RTPO funding
Staffing Level: 0.3 FTE + recording secretary

Task 2.2

Compliance with State and Federal Accounting Procedures

Sub-tasks

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

Deliverables:

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

Budget Estimate: \$22,172 per year
81% MPO funding; 19% RTPO funding
Staffing Level: 0.1 FTE

Schedule:

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

**FINANCIAL REPORT
THURSTON REGIONAL PLANNING COUNCIL
SFY 2011 UNIFIED PLANNING WORK PROGRAM
JULY 1, 2012 – JUNE 30, 2014**

TABLE REFLECTS PROJECTED FUNDING FOR A 2-YEAR WORK PROGRAM

Work Element	FHWA		FTA		WSDOT	Total Expenditure
	FHWA Funds	TRPC Match 13.50%	FTA Funds	TRPC Match 20.00%	RTPO Funds	
MPO/RTPO Program Compliance	457,383	71,383	105,888	26,472	141,258	802,384
Program Administration	93,681	14,621	21,688	5,422	28,932	164,344
Totals	551,064	86,004	127,576	31,894	170,190	966,728

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

Note: TRPC has not received its estimate of FHWA PL, FTA Section 5303, or RTPO funds for this next state fiscal year. As directed by WSDOT, this budget is based on assumptions for the current, SFY 2012 program year and will be updated when the agency receives its estimates.

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APPENDIX A

UNFUNDED NEEDS FOR SFY 2013-2014

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I-5 FRAMEWORK STUDY – GRAND MOUND TO SR 512

Statement of Need

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

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

Estimated Cost for This Unfunded Need: \$2,700,000

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 complicate 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 less-than-productive 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.

Estimated Cost for This Unfunded Need: \$4,750,000

PARK AND RIDE TRANSPORTATION EFFICIENCY INFRASTRUCTURE INVESTMENT

Statement of Need

The Thurston region has unmet and growing need for safe and convenient park and ride facilities. Funding is needed to develop a comprehensive park and ride study and implementation strategy to guide future investments. That effort will work to identify and remove barriers to public/private partnerships in the development and operation of park and ride facilities. It will also identify strategic opportunities to implement shared-use park-and-ride facilities in the rural reaches of Thurston County.

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

RURAL MOBILITY ALTERNATIVES ANALYSIS

Statement of Need

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

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

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

LOCAL GOODS AND SERVICES MOBILITY STRATEGY

Statement of Need

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

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

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

LOCATION-EFFICIENCY IMPACTS OF URBAN CORRIDOR DEVELOPMENT ON TRIP GENERATION

Statement of Need

This planning and research effort will quantify and evaluate the effects of compact, transit-oriented development on vehicle trip generation as compared to traditional suburban development. The intent is to determine whether local impact fees can more fairly assess costs for system impacts when considering the impacts generated by transit-oriented development when compared to those generated by auto-dependent development.

This is identified as a recommended follow-up strategy by the Urban Corridors Task Force as a potential means of leveling the playing field for private investment in urban corridor infill and redevelopment activities.

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

APPENDIX B

**AN ALPHABET SOUP OF TRANSPORTATION
A Glossary of Transportation Terms and Acronyms
Found in the Unified Planning Work Program**

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An Alphabet Soup of Transportation

A Glossary of Transportation Terms and Acronyms Found in the UPWP

- ACCT** Agency Council on Coordinated Transportation. A WSDOT-sponsored council of state agencies, transportation providers, consumer advocates and legislators. ACCT promotes coordination of transportation resources for people with special transportation needs. TRPC plays an active role in coordinating these transportation resources in the Thurston region.
- ADA** Americans with Disabilities Act. This federal legislation mandated significant changes in transportation, building codes, and hiring practices to prevent discrimination against people with disabilities.
- Buildable Lands** Reference to a state-mandated work program undertaken by TRPC, which resulted in extremely detailed and accurate assessments of land use, including developed lands, developable lands, and undevelopable lands. While the work mandated by the State is complete, on-going analysis of the data generated for the work program is of significant benefit to regional transportation and land use planning.
- Class I Facility** Reference to a type of non-motorized transportation facility. Class I facilities are off-street facilities dedicated to bike, pedestrian, and other non-motorized travel. Most frequently, they utilize abandoned railroad corridors. Other designations include Class II, Class III, and Class IV facilities, all of which are on-street facilities and differ from each other in their function and design.
- 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 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).
- CTPP** Census Transportation Planning Package. Refers to data generated every ten years as a part of the census. Select household and travel characteristics are bundled together by regionally-designated analysis zones, instead of the traditional census block geographies. This data is useful in validating or recalibrating base assumptions about household

characteristics, which are an essential feature of the travel demand modeling process.

CTR Commute Trip Reduction. State legislation requiring employers in the nine largest counties to implement measures to reduce the number of single occupant vehicle trips and vehicle miles traveled by their employees during the peak travel periods. Thurston County is one of the affected counties.

EMME/2 A travel demand forecasting model that predicts future use of car, truck, bike and transit travel in the region. This is the model used in the Thurston region and to develop the 2025 Regional Transportation Plan.

FHWA Federal Highway Administration. The Thurston region is located within FHWA Region 10.

FTA Federal Transit Administration. The Thurston region is located within FTA Region 10.

GMA Growth Management Act. 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.

GTEC Growth and Transportation Efficiency Centers. A concept introduced in 2006 as part of the Commute Trip Reduction Efficiency Act to increase the efficiency of the state's transportation system in areas containing high concentrations of housing and jobs. Cities and counties may establish GTECs in their densest employment or residential areas. Strategies may include capital and program investments as well as public / private partnerships.

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.
- LOS** Level of Service. Measure describing operational traffic conditions. State law allows agencies to use any number of performance measures to evaluate operational efficiency of the transportation system, as long as it is coordinated regionally. Current application of LOS in this region is based on the traditional Volume-to-Capacity ratio, or V/C ratio, of a given roadway segment during the busiest two hours of the evening commute period. As the volume of traffic on a roadway during the peak commute time approaches the designed capacity, congestion increases.
- 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. TRPC is the designated MPO for the urbanized area of Thurston County. The function of an MPO is to provide continuing, coordinated, comprehensive transportation planning in urbanized areas. The most visible products that result from that effort are a financially constrained 20-year regional transportation plan (RTP), a three-year Regional Transportation Improvement Program (RTIP), and an annual Unified Planning Work Program (UPWP). The MPO boundary in Thurston County is approximately that of the Lacey-Olympia-Tumwater urban growth area, with the inclusion of the Cooper Point peninsula.
- 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 PM₁₀ that is generated by transportation.
- RTIP** Regional Transportation Improvement Program. Federally required document produced by TRPC that identifies all federally funded projects for the current 3-year period. The RTIP is developed every year. In order for any federally-funded project to proceed, it must be included in the RTIP and the Statewide Transportation Improvement Program. This results in the need to amend the RTIP occasionally throughout the year in order to add projects recently awarded funding.

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. The current plan, initially adopted in May 2004, extends to the 2030 planning horizon.
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 about two years late in August 2005. Also, the poster child for long names that force transportation planners to use acronyms.
SFY	State Fiscal Year. The time period from July 1 through June 30. The Unified Planning Work Program is based on this state fiscal year time period.
STIP	Statewide Transportation Improvement Program. Federally required document identifying all federally-funded and/or regionally significant projects in the state. Projects must be included in the STIP before applicants can use federal money awarded to their projects. In order for a project to be included in the STIP it must first be included in the RTIP.
STP	Surface Transportation Program. The primary federal funding program resulting from ISTEA and TEA21 that provides money for a wide range of transportation projects. Approximately \$2.4 million per year of STP funds are awarded to projects selected by TRPC through a regional prioritization process. TRPC awards funds every 2-3 years to projects that support funding priorities established by the Council. In CY 2011, TRPC will award \$11 million to projects throughout the region.
TAC	Technical Advisory Committee. Advisory body to the TPB and TRPC on transportation issues, primarily technical in nature. All member jurisdictions are eligible to participate. Active TAC members include transportation staff from Lacey, Olympia, Tumwater, Yelm, Thurston County, Intercity Transit, and WSDOT Olympic Region.
TAZ	Traffic Analysis Zone. A geographic area established for modeling purposes that ranges in size from a few blocks to several square miles. TAZs are characterized by population, employment, and other factors, and serve as the primary unit of analysis for modeling purposes. The Thurston travel demand model has roughly 800 TAZs.

TDM	Travel Demand Management. TDM encompasses a suite of tools that modify peoples’ travel behavior to better manage capacity resources of the transportation system, and improve operating efficiency. Examples of TDM tools range from “incentive” type programs like employer-subsidized bus passes, compressed work weeks, and telework options, to “market measures” like employee-paid parking and variable-rate toll roads with rates based on time-of-day travel. The State’s Commute Trip Reduction program is a TDM element. Even measures like effective land use planning fall under the realm of TDM, since the way a community is built – and the kind of travel options it provides – will influence individual travel behavior.
TEA21	Transportation Equity Act for the 21 st Century. This is the federal act that superseded ISTEA in 1998.
TIP	Transportation Improvement Program. State and federal laws result in TIPs at the local, regional, and state levels. This describes a 3-6 year list of projects that will be pursued.
TITLE VI	Federal legislation initiated with the Civil Rights Act of 1964 that prohibits discrimination, denial of benefits, or exclusion from participation on the grounds of race, color, or national origin. Title VI bars intentional discrimination as well as unintentional discrimination resulting from neutral policies or practices that have a disparate impact on protected groups.
TPB	Transportation Policy Board. This advisory body to TRPC focuses specifically on regional transportation issues. All member jurisdictions of TRPC are eligible to be active members of the TPB. The TPB also includes other representatives of community interests, as required by state law. Active TPB members include elected representatives from Bucoda, Lacey, Olympia, Tenino, Tumwater, Yelm, Thurston County, Intercity Transit, as well as representatives from the WSDOT Olympic Region and the Port of Olympia. The TPB also includes two citizen representatives and three business representatives. All of the region’s legislators were designated as ex officio members of the TPB as a result of 2003 legislation.
TRPC	Thurston Regional Planning Council. 22-member council of governments representing: the cities of Lacey, Olympia, Rainier, Tenino, Tumwater, and Yelm; the town of Bucoda; Thurston County; the Nisqually Indian Tribe; the Confederated Tribes of the Chehalis Reservation; Intercity Transit; Port of Olympia; Olympia School District, and North Thurston Public Schools; the Timberland Regional Library; the Economic Development Council of Thurston County; the Thurston County Public Utility District #1 and the LOTT Clean Water Alliance; TCOMM 9-1-1;

Lacey Fire District #3; and the Puget Sound Regional Council. The Evergreen State College is a non-voting Charter Member Emeritus.

- 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.
- UGA** Urban Growth Area. This refers to those unincorporated areas outside of a city or town that is intended to become part of that city or town in the future, as required under the Growth Management Act, and for which joint planning between city and county is required.
- WSDOT** Washington State Department of Transportation
- WSRO** Washington State Rideshare Organization.
- WTP** Washington Transportation Plan. The state equivalent of the regional transportation plan that must maintain a 20 + year perspective on statewide transportation issues.

APPENDIX C

**CY 2012
MEMBER ROSTERS
and
Staff Resources**

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THURSTON REGIONAL PLANNING COUNCIL – CY 2012 MEMBERS

Bucoda	Alan Vanell
Lacey.....	Virgil Clarkson, Secretary
Olympia	Nathaniel Jones
Rainier.....	Dennis McVey, Chair
Tenino	Bret Brodersen
Tumwater	Tom Oliva
Yelm.....	Bob Isom
Thurston County	Karen Valenzuela
Confederated Tribes of the Chehalis Reservation.....	Amy Loudermilk
Nisqually Indian Tribe	Willie Frank, James Slape, Jr.
Intercity Transit.....	Sandra Romero, Vice-Chair
Port of Olympia.....	Jeff Davis
North Thurston Public Schools.....	Chuck Namit
Olympia School District	Allen Miller
LOTT Clean Water Alliance.....	Cynthia Pratt
TCOMM 9-1-1 (Associate).....	Jim Cooper
Thurston County Public Utilities District No. 1	Chris Stearns
Timberland Regional Library (Associate)	Pending
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) ...	Paul Smith

TRANSPORTATION POLICY BOARD – CY 2012 MEMBERS

Bucoda	Alan Vanell
Lacey.....	Andy Ryder, Chair
Olympia	Stephen Buxbaum
Tenino	Bret Brodersen
Tumwater	Pete Kmet
Yelm.....	Tracey Wood
Thurston County	Sandra Romero
Confederated Tribes of the Chehalis Reservation.....	Kayloe Dawson
Nisqually Indian Tribe	Jim Longley
Intercity Transit.....	Ed Hildreth, Vice-Chair
Port of Olympia.....	George Barner
WSDOT, Olympic Region.....	Kevin Dayton
Business Representative Position #1.....	Jerry Farmer
Business Representative Position #2.....	Renée Sunde
Business Representative Position #3.....	Doug DeForest
Citizen Representative Position #1	Mike Beehler
Citizen Representative Position #2	Jackie Barrett Sharar

Ex Officio TPB Members – Washington State Legislature

2 nd Legislative District	Senator Randi Becker Representative Jim McCune Representative J.T. Wilcox
20 th Legislative District	Senator Dan Swecker Representative Gary Alexander Representative Richard DeBolt
22 nd Legislative District	Senator Karen Fraser Representative Sam Hunt Representative Chris Reykdal
35 th Legislative District	Senator Tim Sheldon Representative Fred Finn Representative Kathy Haigh

TECHNICAL ADVISORY COMMITTEE – CY 2012 MEMBERS

Lacey	Martin Hoppe
Olympia	David Riker
Tumwater	Doug Johnston
Yelm	Grant Beck
Thurston County	Dale Rancour
Intercity Transit	Dennis Bloom
WSDOT, Olympic Region	George Kovich
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 2013-2014 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
Lon Wyrick <i>Executive Director</i> wyrickl@trpc.org	Oversight and management of all TRPC agency work programs.
Jared Burbidge <i>Assistant Director</i> burbidj@trpc.org	Oversight and management of staffing and accounting functions and contract management.
Thera Black <i>Senior Planner</i> blackvt@trpc.org	MPO/RTPO program requirements. Transportation finance. Urban Corridors Task Force. I-5 Mobility. "Bridging the Gap." Interchange studies. Joint Base Lewis McChord growth coordination committee. Air quality conformity.
Paul Brewster <i>Senior Planner</i> brewstp@trpc.org	Trails and non-motorized transport planning. Hazards mitigation planning. Federal functional classification. TAC support. Commute trip reduction. Growth and Transportation Efficiency Centers. Surveys.
Jailyn Brown <i>Senior Planner</i> brownj@trpc.org	Smart Corridors. High capacity transportation. Freight mobility. Regional Transportation Improvement Program. Incident management planning. <i>Journeys</i> newsletter. Regional Transportation Plan.
Fred Evander <i>Associate Planner</i> evanderf@trpc.org	Coordination of south county city transportation and land use planning. Tumwater Boulevard corridor study.
Kathy McCormick <i>Senior Planner</i> mccormk@trpc.org	Sustainability planning. "Walk and Roll" school-based bike and pedestrian programs. Smart growth. Public education and outreach.
Karen Parkhurst <i>Senior Planner</i> parkhuk@trpc.org	Rural and tribal transportation programs. Commute Trip Reduction and TDM. Legislative issues and support. Grant management. Active Community Environment program. Coordinated human services transportation planning. Transportation Policy Board.
Bharath Paladugu <i>Transportation Modeler</i> paladugub@trpc.org	Development and maintenance of regional travel demand model. Data development and management. Corridor analysis. Concurrency analysis. Transportation data requests. Air quality conformity modeling. Local agency modeling support. Origin & Destination analysis.

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APPENDIX D

**SFY 2011
UPWP Annual Report**

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THURSTON REGIONAL PLANNING COUNCIL

UNIFIED PLANNING WORK PROGRAM

Annual Report

STATE FISCAL YEAR 2011

(July 1, 2010 to June 30, 2011)

REGIONAL TRANSPORTATION PLANNING

Purpose

Ensure a comprehensive, continuing, and coordinated approach to regional transportation planning that supports local, state, and tribal planning activities and systems development, and which supports effective, cooperative transportation decision-making.

The Regional Transportation Planning work element comprises work in the areas of short-range planning, long-range planning, and data development and forecasting. The UPWP recognizes that these three areas are closely related, and that the work of one area often assumes the characteristics of another area.

Short-Range Planning Sub-element (0-6 Year Planning Horizon, Approximately)

Short-range planning activities included:

Program Federal Funds

- Develop and conduct required amendments to the Regional Transportation Improvement Program (RTIP).
 - Developed draft and final Regional Transportation Improvement Program for 2011-2014, conducted 13 full amendments of that RTIP and 13 administrative amendments, plus numerous corrections. Activities included communications with local agency staff, policy maker briefings and decision-making processes, maintenance of STIP records, submittal of paperwork and electronic files to WSDOT, and on-going communications with Highways and Local Programs staff.
 - Compiled six year compendium of transportation projects identified in local agency Transportation Improvement Programs.
- Develop an annual listing of completed projects in cooperation with the WSDOT, Intercity Transit, and local agencies, and including pedestrian walkways and bicycle facilities.
 - Developed listing of all projects obligated, underway and completed during the previous year, including pedestrian walkways and bicycle facilities, and including relation to corresponding Regional Transportation Plan goals.
- Conduct regional prioritization of projects and program economic stimulus funds as available.
 - Developed prioritization process and conducted regional project selection for \$11 million in regional Surface Transportation Program funds and \$1.3 million in

FEDERAL
TRANSPORTATION
FUNDING
Project Reviewer's Guidebook

Supporting Materials for 2011 Planning Process
March 2011

Transportation Enhancements funds. Activities included: background education and process development process for Transportation Policy Board and Thurston Regional Planning Council policy makers; outreach to potential applicants including both traditional and non-traditional partners; workshop for potential applicants; materials and on-line content development; support to all project applicants; Technical Advisory Committee review of project proposals; public review and comment on project proposals; comprehensive policy maker review and prioritization of project proposals; policy maker selection of projects to be funded.

Deliverables:

- a. 2011-2014 Regional Transportation Improvement Program
- b. 2011-2016 Transportation Improvement Program
- c. 26 amendments (administrative and full) to the 2011-2014 RTIP
- d. List of completed projects including pedestrian walkways and bike facilities.
- e. Programmed projects for \$11 million in federal STP funds and \$1.3 million in Transportation Enhancements funds.
- f. Data, white papers, memoranda, correspondence, and briefing materials as appropriate.

Facilitate Integrated Transportation / Land Use Decision-Making

- Promote consistency between transportation investments and State and local planned growth and economic development.
 - Worked with Department of General Administration staff in the real estate division on updates to the Preferred Leasing / Preferred Development policies to strengthen the role of regional coordination in the review and approval of proposed changes to siting criteria.
 - Met regularly with the Executive Director and staff of the Thurston Economic Development Council for information sharing and coordination.
 - Expanded “Healthy Kids – Safe Streets Action Plan” and “Walk and Roll” program which identify and eliminate barriers that prevent children from walking or biking to school to include schools in Tumwater and Yelm.
 - Established a “Healthy Kids – Safe Streets Coordination Team” to collaborate on how to maximize opportunities related to the siting and design of schools.
 - Convened quarterly meetings of community development and planning staff from local and regional agencies and the Department of Commerce.
 - Participated on the Sustainable Thurston effort, including development of materials describing the foundation of coordinated transportation / land use planning in the Thurston region.
 - Provided input into and maintain on-going communications in the update of the State’s Preferred Leasing Areas Policy.

- Facilitate the Urban Corridors Task Force process to identify and address barriers that preclude local agencies from achieving adopted land use in strategic urban transportation corridors.
 - Convened regular meetings of the Urban Corridors Task Force. Activities included a work session focused on key concepts associated with corridor redevelopment and market analysis, review and evaluation of regulatory and fiscal tools available and in use by local agencies, including their effectiveness in redevelopment decisions; evaluation of demographic changes likely to influence demand for future housing and of changes to the commercial market as this region matures; and planning for a major work session with local representatives from the finance, real estate, and building communities specializing in infill and redevelopment.
- Continue to participate on the Joint Base Lewis McChord Growth Coordinating Committee to promote better coordination between military and non-military growth planning efforts.
 - Concluded work on the Growth Coordination Plan, including review and comment on draft and final materials, and development and prioritization of recommendations.
 - Participated in the development of the South Sound Military Communities Partnership, the first follow-up activity emerging from the Growth Coordination Plan, and currently serving on its board.
 - Participated in the reconvening of the transportation expert panel, providing input on transportation questions to be included in a base-specific survey.
 - Participated on a National Academies of the Sciences research panel on the 'Federal Funding of Transportation Improvements in BRAC Cases,' (Special Report 302), ensuring that considerations associated with an active duty military base such as Joint Base Lewis-McChord were included in the research. Activities included structured panel research, interviews, literature review, development of recommendations, draft review and comment, on-going engagement with local stakeholders, and media outreach.
- Continue to look for opportunities to better understand and harness market force mechanisms to achieve regional transportation and land use objectives.
 - Conducted on-going review of literature, periodicals and research to maintain awareness of best practices, common issues, and potential opportunities.
 - Maintained on-going relationships with different sectors of the development community to better understand local factors influencing investment decisions.
 - Participated in on-going activities with Tumwater in the corridor evaluation and



- sub-area planning efforts for Capitol Boulevard, and in the Olympia Brewery visioning process.
- Augment existing performance measures as appropriate to support regional transportation and land use vision.
 - Continued the market-oriented analysis of the region's strategy corridors through the Urban Corridors Task Force process which is the likely origin of meaningful transportation-land use measures that reflect market-based constraints.
 - Continue to work with the Thurston County Economic Development Council in looking for regional opportunities to promote economic vitality.
 - Met regularly with the Executive Director and staff of the Thurston Economic Development Council (EDC) for information sharing and coordination.
 - Worked closely with the EDC in developing the process structure for its new Blue Ribbon Panel on economic development and participated in its meetings.
 - Participate as appropriate in the update of local Comprehensive Plans.
 - Reviewed and commented on Lacey's update of its transportation element and developed a financial forecast analysis that ensures consistency with regional forecast assumptions.
 - Provided input to the land use element of Tenino's Comprehensive Plan and guidance on developing street standards that are consistent with local and regional objectives.
 - Developed materials and facilitated a workshop on high density corridor land use and transportation considerations for Olympia's "Imagine Olympia" public meetings.
 - Met with the planning commissions of Lacey, Olympia, Tumwater, and Thurston County, to discuss regional transportation issues and the land use context that informs those issues and over which these commissions have some authority.
 - Continue to coordinate and communicate with adjacent regions on transportation and land use issues of mutual interest.
 - Worked closely with Lakewood, Pierce County, Dupont, Steilacoom, Pierce Transit, PSRC and JBLM on issues and strategies related to growth impacts of the military on the surrounding communities.
 - Worked with Lakewood, Pierce County, Pierce Transit, Lacey, WSDOT, and others in developing a federal Transportation Communities System Preservation grant.

Deliverables:

- a. Meeting materials and references for the Urban Corridors Task Force meetings and web page.
- b. Comments on draft and final reports of the Joint Base Lewis McChord Growth Coordinating Committee and the Transportation Expert Panel.
- c. Presentation materials for Olympia's "Imagine Olympia" high density corridor

meetings.

- d. Financial analysis report for Lacey's Transportation element of its Comprehensive Plan.

Support Public Transportation

- Continue developing the technical background needed to conduct a high capacity transportation Alternatives Analysis with support from the Federal Transit Administration and Cambridge Systematics.
 - Completed work with Cambridge Systematics and FTA on a Pre-AA Technical Analysis, including sharing of data and model details, review of transit and transportation policies and plans, input on draft plan and recommendations.
 - Developed a funding request to Federal Transit Administration for initiating an alternatives analysis.
 - Developed meeting materials for the review by Transportation Policy Board members of key characteristics of high capacity transportation systems.
- Facilitate the Urban Corridors Task Force process to enable policy maker consideration of current and future transportation corridors and the land uses necessary to support various types of transit service.
 - Convened regular meetings of the Urban Corridors Task Force. Activities included a work session focused on key concepts associated with corridor redevelopment and market analysis, review and evaluation of regulatory and fiscal tools available and in use by local agencies, including their effectiveness in redevelopment decisions; evaluation of demographic changes likely to influence demand for future housing and of changes to the commercial market as this region matures; and planning for a major work session with local representatives from the finance, real estate, and building communities specializing in infill and redevelopment.
 - Developed a High Capacity Transit Primer and presentation for Task Force members outlining key land use and transportation factors associated with different types of HCT service and comparing those factors for the Thurston region to comparable communities elsewhere in the country.
- Participate with Intercity Transit on special studies, planning efforts, and other projects as requested, including planning and technical support for park-and-ride facilities.



- Met with Intercity Transit and Sound Transit and worked to develop a white paper for regional policy makers concerning the considerations associated with extending Sound Transit services south into Thurston County.
- Support Intercity Transit data and analysis requests for use in local and regional studies.
 - Provided data to Intercity Transit as requested, and consulted with IT regarding model characteristics for transit for key study corridors.
- Ensure communication and collaboration with transit planners, safety professionals, emergency service providers, and the enforcement community as appropriate on regional project development.
 - Maintained on-going communications with Intercity Transit, Mason Transit, Grays Harbor Transit, Pierce Transit, Sound Transit, paratransit service providers in rural Thurston County, emergency responders in Thurston County, and state and local law enforcement agencies as appropriate in support of various planning and implementation activities.
- Participate in the coordination of emergency preparedness procedures as requested.

Deliverables:

- a. Final draft of the Pre-Alternatives Analysis Technical Report.
- b. Meeting materials for the Transportation Policy Board briefings on high capacity transit.
- c. Grant application and correspondence for an Alternatives Analysis funding request.
- d. Meeting materials and references for Urban Corridors Task Force meetings and web site.
- e. Draft white paper regarding considerations associated with extending Sound Transit service south into Thurston County.
- f. Data products, white papers and briefing materials.

Coordinate Non-Emergency Human Services Transportation

- Provide convener and implementation support for the Thurston County Human Services Transportation Forum.
 - Facilitated meetings and provided communications logistics for the Thurston County Human Services Transportation Forum.
- Support Rural Tribal (R/T) transportation program activities.
 - Provided additional program administration and coordination support, including meetings and communications between the various partners, community groups, service providers and funding agencies.
 - Provided grant writing support for R/T.
- Update as necessary, and provide on-going implementation of a Regional Coordinated Public Transit and Human Services Transportation Plan for the Thurston Region.
 - Updated and adopted the Regional Coordinated Public Transit and Human

- Services Transportation Plan for the Thurston Region. Update was done in cooperation with Thurston County Human Services Transportation Forum, Intercity Transit, TOGETHER!, and other community partners.
- Developed prioritized project list and rankings for the Consolidated Grant Program.
 - Provide support to service providers to ensure full coordination with applicable metropolitan and statewide planning processes.
 - Met with NW Connections on a regular basis to review the R/T program and performance, and to ensure coordination with on-going regional and metropolitan planning requirements.
 - Provide grant writing and administrative support for innovative partnerships working to address the basic mobility deficiencies experienced by people with special needs such as people with disabilities, low-income people joining the work force, and older residents accessing health care.
 - Provided grant writing support to a consortium of Rochester-area social service organizations working through the Boys and Girls Club to secure a federal Surface Transportation Program grant through the regional prioritization process.
 - Provided program administration support for the R/T program, and continued to develop funding strategies to ensure on-going support for the program.
 - Participate in the activities of the Area Council on Coordinated Transportation.

Deliverables:

- a. Thurston County Human Services Transportation Forum meetings.
- b. Rural Tribal transportation program.
- c. Data products, briefing materials, and correspondence.

Support Travel Demand Management

- Support implementation of regional and local CTR plans and TDM strategies.
 - Promoted National Telework Week regionwide.
 - Developed and implemented CTR surveys targeted to specific geographic areas including small businesses along Tumwater's Capitol Boulevard corridor, and the south county cities of Tenino, Rainier, and Bucoda.
 - Over 6,500 commute behavior surveys were distributed, with a 10% survey response rate. This will provide a baseline for comparing future commute behavior surveys in these communities.



- Site visits were conducted at over 160 small businesses in Tumwater, with information packets reaching nearly 1,300 employees. Packets included information on the variety of commute alternatives available.
- Conducted baseline surveys of the recently affected state employment sites (reference SSB 6088) and updated the CTR database.
- Worked with school districts in Tumwater and in Yelm to tailor the “Walk and Roll” school-based TDM program to their communities’ needs. This entailed close coordination with principals and other school administrators.
- Promoted the Thurston County Bicycle Commuter Contest to residents and businesses throughout south County communities in conjunction with the annual contest held in the north urban area.
- Working with the Washington State University, began exploring how to effectively establish rural telework centers in south county communities.
- Support implementation of Growth and Transportation Efficiency Centers (GTEC) strategies in downtown Olympia.
 - Provided on-going support and coordination to Olympia staff as requested.
- Participate in activities of the statewide Commute Trip Reduction (CTR) Board and the Washington State Rideshare Organization.
 - Continued active participation with the CTR Board and WA State Rideshare Organization.
 - Provided outreach and coordination to agency staff in promoting statewide CTR programs.
 - Promoted awareness and use of “RideshareOnline.com” to residents, schools, and businesses. Ride matching information brochures were mailed to 5,400 households in Tumwater. Worked with local radio stations KGY, ROXY, and Mixx96 to broadcast advertisements for the program for two weeks in June.

Deliverables:

- a. Data products, brochures, web site content.

Support Non-Motorized Transportation

- Support the Chehalis-Western Trail “Bridging the Gap” project and implementation efforts including coordination with development of the Lacey-Olympia Woodland Trail.
 - Continued to provide support and coordination for completion of the “Bridging the Gap” project, including policy maker briefings,



- media correspondence, outreach to property owners, and meetings with County staff.
- Hosted a public meeting to solicit input on the proposed design for the final phase of the project. Members of the Olympia Woodland Trail Greenway Association, Capitol City Bicycling Club, Capitol Volkspport Club, and other trail users attended to learn more about the project and offer feedback on aspects of the trail's design.
 - Support priority trail policy or implementation measures as identified by regional policy makers.
 - In May, TRPC policy makers awarded \$1,000,000 to Thurston County for completion of the "Bridging the Gap" project.
 - Develop coordinated regional strategy to promote biking and walking to school.
 - Worked with school districts in Tumwater and in Yelm to tailor the "Walk and Roll" school-based TDM program to their communities' needs. This entailed close coordination with principals and other school administrators.
 - Conducted neighborhood inventories and developed and distributed safe route walking maps for targeted schools.
 - Worked with WSDOT to evaluate safe crossing opportunities for schools located on SR 507.
 - Continued work with Olympia school district "Walk and Roll" programs in partnership with Intercity Transit.

Deliverables:

- a. Public meeting to provide input on Chehalis-Western Trail "Bridging the Gap" Pacific Avenue crossing.
- b. 'Walk and Roll' school-based outreach programs and materials including teaching materials and safe route walking maps
- c. "Kids Can Walk and Bike to School" action plan
- d. Presentations, web content, and briefing materials.



Booster Team Creates Tools for Safer Schools

Thurston Here to There supports a Safe Routes to School Coordination Team. We're also developing Safe Route Walking and Biking Maps for local schools. These maps will promote safe walking and bicycling to school, and highlight areas where the community can improve safety by adding features such as crossing islands and sidewalks.

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Ensure Regional Integration of Intelligent Transportation Systems (ITS)

- Participate in the deployment of TRPC's 'Smart Corridors' technology initiative.
 - Continued to facilitate development of the 'Smart Corridors' project, including research, coordination of interjurisdictional meetings, and briefings.
- Convene Regional Traffic Operations Group (RTOG) to advance regional coordination in signal technology deployment.
 - Continued to convene the RTOG and support its efforts to develop interoperability agreements.
 - Hosted a FHWA Mobile Hands-On Traffic Signal Timing (MOST) workshop for local agencies.
- Facilitate the Urban Corridors Task Force process to ensure policy maker understanding and support for interlocal agreements regarding signal timing policies and technology investment strategies.
 - Provided briefings to the Urban Corridors Task Force on the status of work by the RTOG and development of the 'Smart Corridors' initiative.
- Provide policy and procedural guidance as needed to facilitate local compliance with federal requirements related to the regional ITS architecture.
 - Continued to monitor and report out on program requirements.
- Participate in the activities of ITS Washington and the Washington State Intelligent Transportation Society.
 - Continued to participate on the board of ITS Washington.



Deliverables:

- a. Meetings and materials for the RTOG as scheduled
- b. Communication, documentation, and data associated with 'Smart Corridors'
- c. Reports, meetings and products of the Urban Corridors Task Force specific to 'Smart Corridors'
- d. Data products, correspondence, white papers and briefing materials

Support Safety in the Planning Process

- Support transportation system safety through investment priorities, safety conscious planning, and other measures.
 - Continued to promote safety through regional prioritization of STP projects, safe routes to school efforts, outreach to drivers about how to drive safely around cyclists and pedestrians.
 - Developed "Pace Car Program" and promoted it through local jurisdictions' neighborhood association outreach programs.

- Provide input as appropriate to WSDOT and the legislature on local and regional safety needs for all modes of transport.
 - Identified safety-related projects for the Transportation Commission and Legislature.

Deliverables:

- a. Safe Route walking maps, web content, reports, and briefing materials.

Support Security in the Planning Process

- Work with local agencies to maintain the Natural Hazards Mitigation Plan.
 - Continued to monitor plan status and respond to inquiries from policy makers, public, and media.
 - Supported FEMA with outreach in its efforts to host a public meeting to review digital flood insurance rate maps.
 - Distributed information from the Washington State Emergency Management Division regarding grant opportunities to address hazard mitigation, pre-disaster mitigation, flood mitigation, repetitive flood claims, and severe repetitive loss claims.
- Explore opportunities for greater partnership with the Emergency Management Council.

Deliverables:

- a. Briefing materials and correspondence.

Support Climate Change Mitigation and Adaptation Activities

- Promote better integration of transportation and land use decision-making processes as a primary means of supporting sustainable travel alternatives and other measures to reduce vehicle miles traveled and greenhouse gas emissions.
- Began development of a comprehensive overview of how transportation and land use decision-making is integrated through local and regional processes. This will serve as a foundation for the Sustainable Thurston planning process.
- Facilitated on-going work of Urban Corridors Task Force policy maker group that is focused on identifying barriers that inhibit infill and redevelopment investment along the region's primary transit corridors.
- Continued to participate on the Sustainable Thurston coordinated sustainability planning process.
- Participate with WSDOT, WA State Dept. of Commerce and Sonoma Technologies to develop a policy maker decision-support model for estimating the transportation-related greenhouse gas emissions associated with alternative land use patterns.



- Concluded development of “Low-Carb Land” and began exploring opportunities to integrate it into the Sustainable Thurston public outreach process.
- Support the regional ‘Smart Corridors’ initiative as a means of reducing greenhouse gas emissions in key urban corridors.
 - Continued to facilitate the Regional Traffic Operations Group in its effort to develop a ‘Smart Corridors’ signal technology project and associated interoperability agreements.
- Continue to support CTR and travel demand management, transit, and non-motorized transportation as a means of reducing greenhouse gas emissions.
 - Continued extensive efforts in support of CTR, TDM transit, biking and walking for many reasons, including reduction of greenhouse gas emissions.
- Continue to participate on the Governor’s Executive Order 09-05 working group and the WSDOT Vehicle Miles Traveled Reduction Strategies working group.
 - Provided input on Task 2(a) reports.
 - Participated in Task 2(b) meetings and provided input on preliminary products.
- Support regional policy maker efforts to identify and implement mitigation or adaptation initiatives in response to climate change.
 - Policy maker efforts continue to be focused on mitigation efforts, which are supported through TRPC activities related to transportation-land use integration; support for transit, biking, walking, and TDM activities; and support for electric vehicle infrastructure.
 - Participated in a FHWA / WSDOT joint workshop on ‘Scenario Planning to Address Climate Change in Metropolitan Areas of Washington State.’
- Develop estimates of greenhouse gas emissions reduced to date through implementation of regional and local growth management and multi-modal policies and investments as a benchmark in meeting requirements of RCW 47.01.440 and RCW 70.235.020.
 - Began developing a “backcast” (instead of “forecast”) distributing growth since 1990 based on pre-GMA land use plans. This work will be used for various elements of the Sustainable Thurston process.
- Support local jurisdictions’ efforts to plan for and integrate charging stations and other electric vehicle infrastructure into development regulations as they are required to do under RCW 36.70A.695.
 - Continued to distribute regulatory and technical information to local agencies.
- Work with local jurisdictions and the Thurston Climate Action Team to evaluate potential funding opportunities for electric vehicle infrastructure and if warranted, apply for funding for a demonstration project in the Thurston region.
 - Continued to participate with Thurston Climate Action Team and Thurston Energy to identify potential funding opportunities.

Deliverables:

- a. Beta GHG model and documentation.
- b. Draft materials for the Governors Executive Order 0905 process.
- c. Data products, white papers and briefing materials.

Ensure Air Quality Conformity

- Review all regionally significant projects for compliance with regional air quality conformity requirements.
 - Conducted air quality conformity analysis for amendments to the 2011-2014 RTIP, development of the 2012-2015 RTIP, and the 2011 amendment to the long-range Regional Transportation Plan.
- Participate with the air quality consultation group.
 - Discussed with staff from the Olympic Region Clean Air Agency the process and considerations associated with development of the Limited Maintenance Plan for Thurston County.

Deliverables:

- a. Air quality conformity certifications.
- b. Correspondence and meeting materials.

Support Freight and Goods Movement

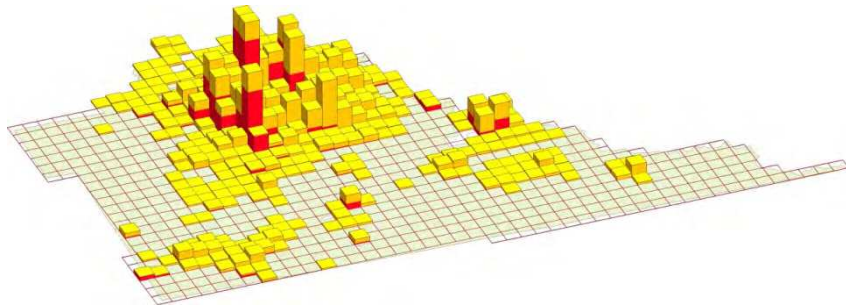
- Pursue funding to conduct a regional freight audit.
 - Continued to look for funding opportunities.
- Continue to look for opportunities to promote regional partnership and coordination on freight-related issues in the Thurston region.
 - Continued to work with Port of Olympia and local agencies as requested.
 - Initiated discussions with WSDOT, WA State Patrol, and the Puget Sound Regional Council on possible ways to reconfigure the weigh station at Mounts Road to alleviate some congestion.
- Continue to monitor and participate as appropriate with the Puget Sound Regional Council's Freight Mobility Roundtable.
 - Continued to monitor activities of the Freight Mobility Roundtable.
- Monitor and participate as appropriate on the West Coast Corridor initiative.
 - Continued to monitor and provide input to the West Coast Corridor initiative.
- Participate as appropriate with WSDOT in all-weather roads planning.
 - No activities were proposed by WSDOT in this regard.

Deliverables:

- a. Briefing materials and correspondence.

Conduct Public Education and Outreach

- Develop and disseminate effective materials that make use of visualization techniques, employ plain English writing styles, and which are available in a variety of formats including electronic web-based formats.
 - Continued to expand the formats used for outreach, including rollout of a new web site, use of social media, and distribution of electronic newsletters.
 - Developed in-house graphic illustration capacity.
 - Participated in writing evaluation and improvement classes and on-line tutorials to improve clarity when writing for different audience levels.
 - Initiated development of an interactive tool to enable residents to evaluate the effects of different types of future growth patterns.
- Incorporate innovative public involvement techniques from the very beginning stages of project scoping and development, seeking informed input and consensus on regional transportation decisions wherever possible.
 - Continued to support the activities of a Public Outreach subcommittee of the Transportation Policy Board, and incorporated their work into the foundation of the Sustainable Thurston public outreach process.
 - Developed topic panels with representatives from across the region to help develop background for Sustainable Thurston outreach efforts.
- Continue to provide orientation to new TPB members and make information available to other policy makers or planning commissioners about regional transportation objectives and essential transportation / land use relationships.
 - Continued to push information on emerging topics, training opportunities, grant programs, and relevant meetings out to policy makers, planning commissioners, city councils, and lead staff.
 - Conducted series of briefings to city councils and planning commissions on activities of the Urban Corridors Task Force.
 - Conducted briefings to city councils on efforts to establish a regional Transportation Benefit District.
- Continue to educate policy makers on relevant transportation topics so they can provide good and timely information to constituents and be able to respond effectively to questions about regional transportation planning, programs and policies.
 - Continued to develop comprehensive brochures and briefing reports, provide



briefings and presentations, and facilitate informed and comprehensive work sessions and meetings on relevant transportation topics.

- Continued to field constituent inquiries directed to TRPC by local policy makers.
- Conducted a three-part topical overview of the Regional Transportation Plan for policy makers including the legal context, its goals and policies, and funding priorities,

Deliverables:

- a. *Journeys* annual transportation newsletter.
- b. Web site and electronic web-based materials.
- c. Meeting and presentation materials.
- d. White papers and correspondence.

Provide Local Agency Support

- Facilitate ad hoc working forums targeted to needs of local agency staff to promote sharing of ideas and experiences on specific issues of common concern.
 - Working meetings and white paper exploring potential opportunities and associated issues with extending Sound Transit, particularly, *Sounder* commuter rail, to Olympia.
 - Hosted a FHWA Mobile Hands-On Traffic Signal Timing (MOST) workshop for local agencies.
 - Hosted a demonstration of CommunityViz software for local agency staff.
 - Facilitated meetings between Thurston County, Tumwater, State and Federal Fish and Wildlife agencies, private sector representatives, and Capitol Land Trust to explore possibility of off-site prairie habitat mitigation opportunities.
- Provide technical and policy support to local agencies in the state-mandated updates of their Comprehensive Plans to ensure consistency with the Regional Transportation Plan.
 - Developed presentation materials and participated in an “Imagine Olympia” work shop focused on high density urban corridors.
 - Developed a long-range financial forecast for Lacey’s transportation element that is consistent with adopted regional forecast assumptions.
 - Reviewed and commented on the ‘City of Lacey Comprehensive Plan for Outdoor Recreation, 2010 Update’ for its support of non-motorized mobility and accessibility.
 - Provided on-going coordination and support between Sustainable Thurston planning activities and the foundational plans which are currently guiding growth.
- Continue to coordinate with local agency staff to ensure consistent development, use and interpretation of regional level of service standards.
 - No questions regarding level of service standards emerged this year.
- Participate on ad hoc jurisdictional study teams as requested, providing regional

perspectives and expertise on efforts of regional significance.

- Participated on: the Transportation Expert panel and the Steering Committee of the JBLM Growth Coordinating Committee; Governor's Executive Order 0905 Climate Change initiative; the Nisqually Tribe – WSDOT – Thurston County analysis of SR 510/Reservation Road/Yelm Highway intersections; and the WSDOT Olympic Region I-5/US 101 interchange study.
- Participate in three highway interchange studies being conducted in or adjacent to the Thurston region by Lacey, Olympia, and Lakewood, providing appropriate technical, policy and public process support to ensure consistency with the long-range regional plan and modeling assumptions.
- Participated in the Lacey and Lakewood interchange studies.
- Monitor, comment and coordinate as appropriate on new transportation-related ordinances considered for implementation by local agencies.
- Reviewed and commented on proposed changes to the Department of General Administration's Preferred Leasing Areas Strategy.
- Provide regional coordination of, and application for, amendments to the Federal Functional Classification system on behalf of local jurisdictions.
 - No changes to the Functional Classification system were proposed.
- Provide regional coordination of, and application for, amendments to the Statewide Freight and Goods Movement classification system on behalf of local jurisdictions.
 - No changes to the Statewide Freight and Goods Movement classification system were proposed.



Deliverables:

- a. Technical forums for local staff.
- b. Regional policy maker briefings regarding interchange studies.
- c. Data products, correspondence, and briefing materials.

Support Government-to-Government Coordination

- Work with the region's partners to improve understanding, communications and coordination, and to promote positive and constructive tribal/non-tribal relations.
 - Continued to work closely with the Confederated Tribes of the Chehalis Reservation, the Nisqually Indian Tribe, and with the Squaxin Indian Tribe.
- Participate in government-to-government training opportunities.
 - All planning staff except for the new hire have been through the government-to-

- government training program.
- Participate as appropriate in tribal planning and implementation processes.
 - Continued to work with tribal partners on projects and studies as requested, including the Rural/Tribal Transportation Program, and the SR 510/Reservation Road/Yelm Highway intersection analysis.

Deliverables:

- a. Rural / Tribal Transportation Program.
- b. Correspondence and briefing materials.

Coordinate with WSDOT

- Coordinate with WSDOT to ensure consistency between regional and state transportation plans and priorities.
 - Maintained close working relationship with partners at WSDOT Olympic Region on plans, studies, and funding requests.
 - Provided overview of local and regional priorities to the Transportation Commission, and hosted them on a tour of important projects.
- Ensure consistency with RCW 47.04.280 and support as appropriate the investment guidelines of the Washington Transportation Plan specific to preservation, safety, mobility, environment, and stewardship.
 - Provided data and information in support of activities of the WSDOT Freight Systems Division.
 - Developed “top 20” list of regional funding priorities organized by investment type for the Transportation Commission.
- Participate as appropriate in the development of corridor plans or studies on facilities of statewide significance.
 - Participated with WSDOT Olympic Region, the Nisqually Indian Tribe, and Thurston County in the evaluation and development of a strategy to improve the SR 510 / Reservation Road / Yelm Highway intersections.
 - Worked with WSDOT Olympic Region and local and federal partners in the evaluation of issues and alternatives to improve the I-5/US 101 interchange.
 - Provided outreach and policy maker meeting opportunities to discuss state efforts to address crisis congestion on I-5 at Joint Base Lewis-McChord, including the resulting strategy to open an unused base access.
 - Continued to solicit funds for state project needs, and partnered with WSDOT in



- the collection and analysis of data through the I-5 / US 101 license plate origin and destination survey.
- Provide on-going support for WSDOT's Active Community Environments project and support for its Active Living Task Force as funds allow.
 - Continued support for all active community / active living efforts.
 - Continue to participate on the Governor's Executive Order 09-05 working group and the WSDOT Vehicle Miles Traveled Reduction Strategies working group.
 - Maintained active participation in completion of Task 2(a) activities and initiation of Task 2(b) activities.
 - Participate in development, implementation, and statewide activities related to the Washington Transportation Plan, Highway System Plan, 'Target Zero' Highway Safety Plan, statewide Bicycle Plan, 'Moving Washington,' Statewide Multi-modal Transportation Plan, and other modal plans as appropriate.
 - Participated in the development and beta-testing of new STIP software, including coordination of local input into the testing process.
 - Convened an inter-regional meeting of agencies to review the proposed deployment of ramp meters at Marvin Road, Nisqually, and Mounts Road, and facilitated a presentation of this project to regional policy makers.
 - Presented an overview of regional priorities and WSDOT coordination activities to the Washington State Transportation Commission.
 - Participate in the activities of the MPO/RTPO Coordinating Committee.
 - Maintained an active role in the MPO/RTPO Coordinating Committee.

Deliverables:

- a. White papers and correspondence.

Respond to Emerging Issues

- Monitor and respond to legislative activities and requests.
 - Provided support to Thurston County's state delegation during the 2011 legislative session.
- Respond as appropriate to American Reinvestment and Recovery Act follow-up measures.
 - No specific follow-up measures were requested.
- Monitor and participate as appropriate in discussions regarding federal surface transportation authorization legislation.
 - Continued to monitor congressional activities and provided input through the Association of Metropolitan Planning Organizations (AMPO).
- Respond and deploy resources as appropriate in response to newly emerging issues at the local, regional, state, or federal levels.
 - Participated in a survey by FHWA examining how regional transportation planning compares to transportation planning at the megaregion level in terms

of reduction of energy consumption.

- Provided input and maintain on-going communications regarding the State's Preferred Leasing Areas Policy.

Deliverables:

- a. Data products, white papers and briefing materials as appropriate.

Other

- Develop, monitor, and amend as necessary the Unified Planning Work Program.
 - Monitored and amended as necessary the SFY 2011 UPWP.
 - Developed the SFY 2012 UPWP.
- Certify MPO compliance with all federal transportation planning requirements.
 - Certified compliance with requirements.
- Consult and coordinate with planning officials responsible for other types of planning activities affected by transportation, including growth management, economic development, environmental protection, airport operations, and freight movement.
 - Provided input to FHWA on the Strategic Highway Research Project (SHRP2) to assess how smart growth is accommodated in metropolitan transportation planning processes.
 - Maintained close working relationship with the Thurston Economic Development Council.
 - Partnered with the Thurston County Chamber of Commerce, the Port of Olympia, the cities of Lacey, Olympia, and Tumwater, and Thurston County as a member of the Shared Legislative Work Group.
- Participate in efforts to improve coordination and consultation among local, regional, tribal, state, and federal agencies.
 - Participated on the WSDOT Highway Safety Improvement Group's Subcommittee on Pedestrian and Bicycle Safety, and solicited input from local agencies regarding current bicycle design requirements and their consistency with nationally accepted AASHTO and MUTCD standards.
 - Participated in efforts to improve the RTIP / STIP process statewide in response to new concerns raised by FHWA.
- Participate with the Transportation Research Board on activities associated with metropolitan planning and programming.
 - Participated on the research team for Special Report 302, Federal Funding of Transportation Improvements in BRAC Cases.
 - Participated on the panel for NCHRP Synthesis 419, Transportation Improvement Program Revision Process.
 - Participated on the research panel for NCHRP Project 8-36B, Task 101, Understanding How to Develop and Apply Economic Analyses: Guidance for Transportation Planners.

- Continued to serve as chair of the Metropolitan Policy, Planning, and Processes committee of the Transportation Research Board.

Deliverables:

- a. SFY 2010 UPWP Annual Report.
- b. SFY 2011 UPWP amendments.
- c. SFY 2012 UPWP.
- d. White papers, research reports, briefing materials, and correspondence.

Long-Range Planning Sub-element (6 – 20+ Year Planning Horizon, Approximately)

Long-range planning activities included:

Maintain 20+ Year Regional Transportation Plan

- Implement the annual long-range plan update strategy.
 - Conducted an annual amendment of the long range plan to extend the forecast horizon and make minor updates to select projects. This included an update of the long-range financial forecast, updated air quality conformity determination, SEPA review, and public review and comment.
- Consider land use, natural resources, environmental protection, conservation, and historic preservation in the evaluation of long-range transportation strategies, including outreach to State and local agencies for data resources and input.
 - Provided input into and maintain on-going communications in the update of the State's Preferred Leasing Areas Policy.

Deliverables:

- a. CY 2011 amendment to the Regional Transportation Plan and supporting documentation.
- b. Data products, white papers and briefing materials.

Encourage Public Participation in Long-range Transportation Issues

- Encourage the participation of pedestrians, cyclists, and people with disabilities in the public involvement process.
- Continued to maintain an open and inclusive public involvement process.
- Encourage the participation of private sector and land use interests in the regional transportation planning process.
- Continued to include business and citizen representatives on the Transportation Policy Board.
- Reached out to private sector representatives for input into the Urban Corridors Task Force analysis.
- Convene ad hoc public committees as appropriate to participate in long-range issues or plan development.
- Initiated ten different topic panels made up of public and private sector

representatives to kick off the Sustainable Thurston planning process.

Deliverables:

- a. Electronic media and web content.
- b. Data products, white papers, briefing materials, and correspondence.

Comply with GMA Requirements

- Participate in the development and review of proposed changes to land use or transportation elements of local comprehensive plans to ensure proposed changes maintain consistency with the Regional Transportation Plan and long-range regional forecasting assumptions.
 - Participated in the conduct of Tumwater's visioning process and market evaluation of redevelopment potential for the Olympia Brewery site.
- Develop 2040 small area distributions of regionally-adopted population and employment forecasts.
 - Small area forecasts will be developed in CY 2012.
- Submit adopted long-range plan updates to WSDOT.
 - RTP amendments were submitted to WSDOT.
- Support adopted Countywide Planning Policies through the regional transportation planning program and its associated forecasting processes.
 - Developed a survey instrument for use by planners and policy makers to evaluate the effectiveness of existing Countywide Planning Policies.

Deliverables:

- a. CY 2011 amendments to the Regional Transportation Plan.
- b. Data products, white papers and briefing materials.

Coordinate Regional and Federal Priorities

- Monitor and respond to specific issues of federal interest as they relate to on-going regional efforts, such as mainstreaming safety in the transportation planning and decision-making processes, integrating long-range planning and environmental review processes, and improving the way transportation systems are managed and operated through the planning process.
 - Provided on-going support to policy maker efforts to identify a way to streamline the NEPA and SEPA processes.
- Continue to monitor and incorporate as appropriate federal Livable Communities Initiative guidance.
 - Initiated a three year Sustainable Thurston planning effort.
- Participate in selected activities of the Association of Metropolitan Planning Organizations and the Transportation Research Board.
 - Continued to actively participate on both AMPO and TRB.

Deliverables:

- a. Data products, white papers, briefing materials, and correspondence.

Data Development and Forecasting Sub-element

Data development and forecasting activities included:

Conduct Data Collection, Analysis, and Management

- Develop and refine data architecture and data collection methodologies as appropriate that support diverse regional transportation technical needs.
 - Continued to maintain and improve up the agency's transportation data architecture and collection techniques.
- Develop tools to integrate transportation data collected at local and state levels to create reliable forecasts of current and projected usage and system performance.
 - Explored feasibility of using Synchro as a database for managing individual intersection turning movements.
- Update key data sets such as household travel and origin-destination data as funding allows.
 - Conducted an I-5/US 101 license plate matching survey and mailout travel behavior survey. Work included planning, coordination with WSDOT and others, implementation, and on-going data analysis and reporting.
 - Conducted a household-level commute behavior survey in the region's smallest communities to augment census data.
- Enhance data necessary to support and maintain 'Smart Corridors' operational analyses.
 - Collected signal timing and queuing data.
- Evaluate and refine as appropriate technical information and processes to ensure highest quality information is available to support decision-making needs.
 - Continued to update and maintain high quality transportation and land use data for use in regional and local models, and in support of informed decision-making.
- Monitor and respond as appropriate to information requests associated with Census Transportation Planning Package (CTPP) preparations for the 2010 census.
 - Digitized and distributed updated traffic analysis zone structures and traffic analysis districts as requested by the Census Bureau.



- Participated on the national Research Subcommittee of the CTPP committee.
- Integrate Buildable Lands data with transportation forecasting data, and analysis of real and projected implications.
 - Continued to support buildable lands data collection efforts in support of on-going transportation and forecast planning needs.
 - Developed regionwide 2040 population and employment forecasts. Once distributed, this will serve as the base layer for the travel demand model, allowing the region to evaluate the connection between forecasted growth patterns and the transportation network.
- Manage transportation-related data, and share that data with regional partners as appropriate.
 - Continued to make current, historical, and future forecast data available to local agencies, their consultants, and as requested.
 - Provided historical O&D data and survey data for use by the WSDOT Freight Systems Division.

Deliverables:

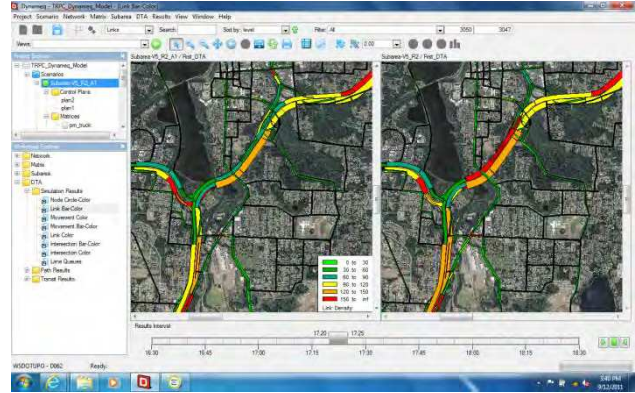
- a. Transportation data and metadata structures and documentation.
- b. Updated zonal structure inputs to the CTPP.
- c. 2040 regional population and employment forecasts.
- d. Updated traffic count database.
- e. Updated origin-destination and commute trip behavior data.
- f. Data products and correspondence.

Develop, Apply and Maintain Regional Travel Demand Model

- Coordinate with local engineering staff, Intercity Transit, and private consultants to ensure consistent interpretation and application of the transportation model.
 - Continued to participate in meetings with local agency staff and in consultation with private developers to review and explain appropriate application of the demand model and consistent interpretation of its output.
- Provide on-going evaluation of the model's network characteristics and zonal structure, with refinements as appropriate to ensure the model is reliable, robust, and well-suited for the kinds of analysis it is used for.
 - Continued to maintain the demand model and make small refinements as necessary to centroids to best represent existing network conditions.
 - Worked with local agencies to ensure zonal detail in small areas was appropriate before developing updates for the Census Bureau.
- Coordinate with Intercity Transit on appropriate transit network characteristics for use in the regional travel demand model.
 - Continued to evaluate and refine as necessary transit network characteristics.
- Coordinate with the Technical Advisory Committee on application of level of service methodologies used at the regional level to ensure consistent and meaningful

interpretation of results.

- No questions arose over the application of level of service methodologies.
- Update the region-wide base year population and employment databases used for annual model revisions and concurrency analyses.
 - Updated the model base year to 2010 and developed interim year forecasts for use in concurrency analysis.
- Calibrate updated base year model.
 - Calibrated the updated base year model.
- Continue development of the Dynameq meso-scopic model, including network attributes, data collection and inputs, calibration, and documentation.
 - Expanded Dynameq network attributes to include detail of the I-5 / US 101 corridor extent included in the WSDOT interchange study.
- Pursue increased technical capabilities to support short- and long-range regional work program priorities.
 - Participated in the FHWA sponsored workshop, “Applying Innovative Analysis Tools in Planning for Operations.”
- Provide technical documentation of transportation model development and assumptions.
 - Continued to maintain documentation of model development.



Deliverables:

- a. Updated Traffic Analysis Zones (TAZ), centroid connectors, and network characteristics.
- b. Model runs and documentation in response to site specific development analyses.
- c. Computer generated graphics, plots and maps displaying traffic information and other regional spatial data.
- d. Updated transit boarding route information.
- e. CY 2010 calibrated base year model and documentation.
- f. On-going Dynameq model maintenance and documentation.
- g. Briefing materials and correspondence.

Provide Local Agency Technical Support

- Perform annual update of regional transportation model for use in GMA concurrency analyses by local agencies.
 - Updated the model base year to 2010 and developed interim year forecasts for use in concurrency analysis.
- Develop six-year forecast model for use in local concurrency analyses.

- Developed six-year forecasts.
- Provide regional travel projections in support of local transportation planning efforts.
 - Continued to provide model projections for local agency projects and for locally-requested traffic impact analyses.
- Support local transportation staff and Intercity Transit in applying the regional transportation database and model to support transit and local planning efforts.
 - Participated on the technical team and provided modeling support for several projects:
 - Nisqually Tribe / WSDOT / Thurston County intersection analysis of SR 510 / Reservation Road / Yelm Highway;
 - Lacey interchange studies; and the
 - WSDOT I-5 / US 101 interchange study.
- Respond to technical, GIS, or other data-related requests from member jurisdictions.
 - Continued to respond to questions and provide information as requested.

Deliverables:

- a. CY 2010 calibrated base year model and documentation.
- b. CY 2016 forecast year model for concurrency analysis.
- c. Travel projections and documentation.
- d. Computer generated graphics, plots and maps displaying traffic information and other regional spatial data.
- e. Memoranda and correspondence supporting local use of the regional transportation model.
- f. Briefing materials and correspondence.

Ensure Technical Coordination with Partners

- Coordinate with other regions and agencies to improve intra- and inter-region travel forecasting.
- Continued to partner with other agencies to improve intra- and inter-region travel forecasting.
- Coordinate with Pierce County, WSDOT, PSRC and others to improve integrity of external zone performance.
- Began scoping strategies for improving characteristics of external zones.

Deliverables:

- a. Correspondence.

Support Technical Capabilities

- Purchase appropriate hardware and software to perform required technical work.
- Upgraded software as necessary.
- Maintain hardware and software required to perform technical work.
- Continued to maintain the modeling software needed to perform technical work.

- Provide on-going development and refinement of GIS capabilities and analysis tools.
- Continued to develop analysis and sketch planning tools in support of existing and emerging transportation planning needs.

Deliverables:

- a. Data products, documentation, and correspondence.

Demonstrate Air Quality Conformity

- Maintain Mobile6 air quality modeling capabilities and integration as required in state and federal reporting processes.
 - Continued to apply Mobile6 for air quality conformity analysis.
- Monitor development of MOVES model and participate on the PSRC MOVES support group.
 - Continued to participate on the PSRC MOVES modeling support group.
- Perform air quality conformity analysis as needed.
 - Conducted air quality conformity for RTIP amendments and an RTP amendment.

Deliverables:

- a. Air quality conformity analysis and documentation of 2011-2014 RTIP and amendments, and CY 2011 Regional Transportation Plan amendment.
- b. Data products, documentation, and correspondence.

Additional Regional Transportation Planning Work Tasks

Additional work tasks included:

- Maintain on-going public outreach and education programs.
 - Provided presentations to community groups including Panorama City, Thurston Chamber of Commerce, Leadership Thurston County, the Thurston Economic Development Council, all city councils and most planning commissions.
 - Update agency website.
- Respond to public and media inquiries.
 - Continued to field questions from the general public and the media on a wide range of transportation issues.
- Support inter-regional coordination with local, tribal, regional, RTPO, state, and federal agencies.
 - Continued to support inter-regional coordination through formal efforts such as the MPO/RTPO Coordinating Committee and the Tribal Transportation Planning Organization, and through associate membership on the Puget Sound Regional Council.
 - Worked with a diverse range of partners within and outside of the region on the Joint Base Lewis-McChord Growth Coordination Plan.
 - Worked with local, regional, state, and federal representatives from both within

- and outside the region to develop a Transportation, Community, and System Preservation proposal, "*JBLM / I-5 Congestion Relief Action Plan.*"
- Support intra-regional coordination and consultation with local and state agencies, tribes, organizations, and interests.
 - Continued to make intra-regional coordination and consultation central to the agency's work.
 - Initiated the Sustainable Thurston process with 29 partners, and over 150 participants on 10 different panels.
 - Respond to unforeseen emerging issues.
 - Conducted a rapid-response call for projects and regional prioritization process for the May 2011 federal discretionary grant funding process.
 - Solicit supplemental grant funding.
 - Submitted a TCSP grant, a HUD Challenge Grant, and an EPA Sustainable Communities Building Blocks grant.
 - Provide grant support to TRPC members.
 - Solicited and secured funding for Tumwater to conduct a brewery visioning process and a corridor study of Capitol Boulevard.
 - Submitted a HUD Challenge Grant to secure funding for Lacey, Olympia, and Tumwater to conduct detailed sub-area plans for transit districts.
 - Solicited and secured funding through a TCSP grant for WSDOT, Pierce Transit, and Lakewood.
 - Participate in meetings, workshops, advisory groups, and policy roundtables.
 - Continued to participate on numerous advisory groups, study teams, and panels.
 - Participated in countless meetings.
 - Attended educational workshops.
 - Provide program support for Technical Advisory Committee and Transportation Policy Board meetings, and the Urban Corridors Task Force including agenda development, word processing, recording and transcription functions, and mailings.
 - Continued to provide program support for the TAC, the TPB, and the Urban Corridors Task Force.
 - Attend conferences and seminars.
 - Attended professional conferences and seminars.
 - Participate in staff meetings.
 - Participated in staff meetings.
 - Provide training and other necessary staff development to perform the regional transportation planning functions.
 - Received training as needed to perform regional transportation planning functions.

Deliverables:

- a. Web site and materials in electronic format.
- b. Press releases.
- c. Grant applications.
- d. Letters of support, maps, and other information as requested in support of local agency grant acquisition efforts.
- e. Meetings, minutes, staff reports, and presentation materials for Thurston Regional Planning Council, Transportation Policy Board, Technical Advisory Committee, and Urban Corridors Task Force meetings.
- f. Data products, white papers, briefing materials, and correspondence.

PROGRAM ADMINISTRATION

Purpose

Thurston Regional Planning Council must conduct federal and state mandated program administration requirements. Program administration functions are those accounting and management functions which must be performed in order to maintain the regional transportation planning functions and tasks identified in this UPWP, and to ensure fulfillment of federal and state reporting requirements. Program administration also includes general management and the necessary communications and coordination to ensure smooth integration of the transportation work program into the rest of the agency's functions.

Program administration activities included:

Manage Program

- Perform general program management and supervisory functions.
 - Continued to provide program management and oversight.
- Perform general personnel management.
 - Continued to manage personnel.
- Recruit and train staff.
 - Continued to develop staff.
 - Conducted recruitment for two new staff positions.
- Develop calendar year budget and staffing patterns for integration with the rest of the agency.
 - Developed CY 2011 budget and staffing patterns.
- Monitor and adjust budget as necessary.

Deliverables:

- a. Calendar year 2011 budget and staffing plan.
- b. Personnel evaluations.

Comply with State and Federal Accounting Procedures

- Execute mandated accounting activities, including program accounting, financial documentation, and development of annual Indirect Cost plan.
 - Continued to perform all accounting functions.
- Participate in annual program audits.
 - Participated in the regular federal and state audits.

Deliverables:

- a. Monthly accounting summaries.
- b. Monthly billing / progress reports for WSDOT Planning Office.
- c. Annual Indirect Cost plan.
- d. Annual program audit.

Additional Program Administration Work Tasks

Additional Program Administration tasks included:

- Coordinate with federal, state and local agencies.
 - Continued to correspond and communicate with local, state, and federal agencies.
- Maintain hardware and software necessary to ensure consistency between regional transportation planning needs and the overall agency technical strategy.
 - Continued to maintain agency hardware and software.

Deliverables:

- a. Correspondence.
- b. Hardware and software acquisitions.
- c. Functioning agency network.

**THURSTON REGIONAL PLANNING COUNCIL
SFY 2011 UNIFIED PLANNING WORK PROGRAM
JULY 1, 2010 – JUNE 30, 2011 ACTUAL EXPENDITURES**

Work Element	FHWA		FTA		Regional STP		WSDOT Primary Support	Total Expenditure
	FHWA Funds	TRPC Match 13.50%	FTA Funds	TRPC Match 20.00%	STP Funds	TRPC Match 13.50%	RTPO Group 1 Funds	
Regional Transportation Planning	247,089	38,563	52,473	13,118	197,395	30,807	73,172	652,617
Program Administration	55,417	8,649	11,293	2,823	66,724	10,414	19,382	174,702
Totals	302,506	47,212	63,766	15,942	264,119	41,221	92,554	827,319

FHWA Federal Highway Administration
 FTA Federal Transit Administration
 RTPO Regional Transportation Planning Organization

STP Surface Transportation Program
 TRPC Thurston Regional Planning Council
 WSDOT Washington State Department of Transportation

