

AGENDA

Thurston Regional Planning Council

Friday, December 6, 2024 – 8:30 a.m. to 11:00 a.m.

In-person meeting with a remote option

Watch the meeting live on Facebook: <https://www.facebook.com/trpc.org>

Public: To register to attend the meeting remotely: https://trpc-org.zoom.us/webinar/register/WN_JVmgytjPQ9KzInjyxHSfYg. After registering, you will receive a confirmation email containing information about joining the meeting.

Council Members will be pre-registered and will receive a separate link to join the meeting if they are unable to attend in-person.

OPENING – 8:30 a.m.

- 1. Call to Order**
- 2. Introductions**
- 3. Approval of Agenda** **ACTION**
- 4. Consent Calendar** **ACTION**
 - a. Approval of Minutes** (Attachment) – November 1, 2024
 - b. Approval of Vouchers** (Attachment) – November 2024
 - c. Regional Transportation Improvement Program (RTIP) Contingency List** (Attachment)– Katrina Van Every, TRPC
 - d. 2025 Thurston Regional Planning Council’s Work Program** (Attachment) – Allison Osterberg, TRPC
 - e. Growth Management Act (GMA) Housing Need Allocations** (Attachment) – Allison Osterberg, TRPC, and Michael Ambrogi, TRPC
- 5. Public Comment Period**

Public comment for this meeting will be accepted in written and oral format.

 - The deadline for submitting written public comments or registering for oral public comment at the meeting is noon (12:00 p.m. Pacific Daylight Time) the day preceding the meeting, December 5, 2024.
 - For written public comment, please provide: 1) your name and address and 2) your comments and send them to info@trpc.org. Written comments received by the deadline will be provided to the Council prior to the meeting.
 - Commenters may attend the meeting in person or choose the remote option. For either, please register through this link. https://trpc-org.zoom.us/webinar/register/WN_JVmgytjPQ9KzInjyxHSfYg.
 - Check the box indicating you wish to provide public comment; and list a general topic.

The Chair may accept public comment from individuals that did not pre-register after registered public comment has been provided. The Chair may also limit oral public comment to three minutes or less, depending on the meeting agenda and number of people wishing to comment.

OTHER BUSINESS

- | | | |
|--------------------|---|------------------------------|
| 8:40 am
15 min | 6. Staff Longevity Recognition – Robin Vazquez, Chair
<i>15 min.</i> | RECOGNITION |
| 8:55 am
15 min | 7. Finance Manager Salary Range (Attachment) – Marc Daily, TRPC
<i>5 min. presentation and 10 min. discussion.</i> | ACTION |
| 9:10 am
25 min | 8. 2024 Federal Transportation Funding Call for Projects Action: Award Recommendations (Attachment) – Paul Brewster, TRPC
<i>10 min. presentation and 15 min. discussion.</i> | ACTION |
| 9:35 am
5 min | 9. Break | |
| 9:40 am
25 min | 10. Consolidated Grant Rankings (Attachment) – Katrina Van Every, TRPC
<i>10 min presentation, 15 min discussion</i> | 1st REVIEW |
| 10:05 am
35 min | 11. Regional Transportation Plan’s (RTP) Project List & Financial Forecast (Attachment) – Katrina Van Every, TRPC
<i>20 min. presentation 15 min. discussion</i> | PRESENTATION |

10:40 am **12. Report from Outside Committee Assignments** (Oral/Written Report) – Chris Stearns, Puget Sound Regional Council Growth Management Policy Board. **INFORMATION**
5 min

10:45 am **13. Executive Director’s Report** **INFORMATION**
5 min

10:50 am **14. Member Check In** – Chair Vazquez **INFORMATION**
10 min

11:00 am **15. Adjourn**

Additional Informational Enclosures:

1. TPB Minutes (available upon request)

**NEXT MEETING
IN-PERSON ON JANUARY 10, 2025**

Note: For anyone without the ability to access the meeting in-person, TRPC will provide access to the meeting via Zoom.

Public Comment:

The following is not acceptable as either written or oral public comment and is considered disruptive behavior.

- Promoting or advertising commercial services, entities or products.
- Supporting or opposing political candidates or ballot propositions.
- Distributing obscene content.
- Engaging in illegal activity or encouragement of illegal activity.
- Promoting, fostering or perpetuating discrimination on the basis of creed, color, age, religion, gender, gender identification, marital status, status with regard to public assistance, national origin, physical or mental disability or sexual orientation information that may tend to compromise the safety or security of the public or public systems.
- Threatening or intimidating language, including cyber bullying.
- Otherwise engaging in disruptive behavior.

Members of the public engaging in disruptive behavior may have their emails blocked (for written comments) or be removed from the meeting (for oral comments).

Thurston Regional Planning Council ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person based on race, color, national origin, or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding TRPC's Title VI Program, you may contact the Title VI Coordinator at 360.956.7575 or email info@trpc.org. If you need special accommodations to participate in this meeting, please call us at 360.956.7575 by 10:00 a.m. three days prior to the meeting. Ask for the ADA Coordinator.

For TDD users, please use the state's toll-free relay service, 711 and ask the operator to dial 360.956.7575.

TRPC's mission is to

“Provide Visionary Collaborative Leadership on Regional Plans, Policies, and Issues for the Benefit of all Thurston Region Residents.”

To Support this Mission, we:

- *Conduct regional transportation planning consistent with state and federal requirements.*
- *Address growth management, environmental quality, economic opportunity, and other topics to sustain and enhance the region's quality of life.*
- *Assemble and analyze data that support informed local and regional decision making.*
- *Act as a “convener” to build regional consensus on issues through information and inclusive public involvement.*
- *Build intergovernmental consensus on regional plans, policies, and issues in support of local implementation.*

September 2011

**THURSTON REGIONAL PLANNING COUNCIL
MEETING NORMS**

Show up

- Nothing happens without consistent good attendance by all members.
- Make sure you have a designated alternate.

Be prepared

- Members who are unprepared can't contribute the best input.
- Make sure your alternate is prepared if you have to miss a meeting.

Participate

- Share your ideas.
- Engagement by all members is required for productive discussions.

Be respectful

- Create a safe place to ask questions and express views.
- Diversity is one of TRPC's strengths.

Report back

- We each represent somebody who thought it wise to spend money to join TRPC.
- Report back to your jurisdiction, organization or community.

Feel good

- TRPC is an effective organization that allows us to address regional issues in a productive way.
- Take time to recognize and celebrate our successes.

MINUTES OF MEETING

THURSTON REGIONAL PLANNING COUNCIL

Friday, November 1, 2024

In-person meeting with a remote option.

Call to Order

Chair Vazquez called the meeting to order at 8:30 a.m.

Attendance

Members Present:

City of Lacey
City of Olympia
City of Rainier
City of Tenino
City of Tumwater

Robin Vazquez, Council member
Robert Vanderpool, Council member
Dennis McVey, Council member
John O'Callahan, Council member
Eileen Swarthout, Council member

Town of Bucoda
Intercity Transit
Lacey Fire District #3
LOTT Clean Water Alliance
North Thurston Public Schools
Olympia School District
PUD No. 1 of Thurston County
Thurston County
Thurston EDC
Timberland Regional Library

Miriam Gordon, Council member
Debbie Sullivan, Authority member
Liberty Hetzler, Board member
Carolyn Cox, Board member
Esperanza Badillo-Diiorio, Director
Hilary Seidel, Board member
Chris Stearns, Commissioner
Caroline Mejia, Commissioner
Michael Cade, Executive Director
Cheryl Heywood, Executive Director

Members Absent:

Confederated Tribes of the
Chehalis Reservation
Nisqually Indian Tribe
Thurston Conservation District
City of Yelm
Port of Olympia
The Evergreen State College
Tumwater School District

Amy Loudermilk, Staff
David Iyall, Tribal Council Member
David Iyall, Supervisor
Joe DePinto, Mayor
Amy Evans-Harding, Commissioner
William Ward, Staff
Mel Murray, Staff

Staff Present:

Marc Daily, Executive Director
Burlina Lucas, Executive Assistant
Dorinda Merrill, Office Specialist IV
Katrina Van Every, Transportation Manager
Allison Osterberg, Planning Manager
Max Franklin, IT Manager
Paul Brewster, Senior Planner
Veronica Jarvis, Senior Planner
Michael Mills, Associate Planner
Aidan Dixon, Associate Planner
Chelsea Embree, Associate Planner
George Castillo, Assistant Planner
Amy Hatch-Wineka, WRIA 13 Lead Entity Coordinator

Others Present:

Emily Bergkamp, Intercity Transit
Peter Stackpole, Intercity Transit
Brian Meier, Thurston County
Martin Hoppe, City of Lacey
Vanessa Dolbee, City of Lacey
Karen Messmer, Thurston County Resident
Kameko Marquez, Thurston County Resident
Joyce Phillips, City of Olympia
April Hunter, WA State Patrol
Kirsten Peterson, SCJ Alliance

Agenda Item 2

Introductions

All present were introduced.

Agenda Item 3
ACTION

Approval of Agenda

Councilmember O’Callahan moved, seconded by Councilmember Mejia, to approve the agenda. Motion carried.

Agenda Item 4
ACTION

Approval of Consent Calendar

- a. Approval of Minutes – October 4, 2024
- b. Approval of Vouchers – October 2024
- c. TRPC Comprehensive Plan Review Guidance & Certification Process

Councilmember O’Callahan moved, seconded by Councilmember Mejia, to approve the consent calendar. Motion carried.

Agenda Item 5

Public Comment

There were no public comments.

Agenda Item 6
ACTION

Member Assessments: Technology Fee Assessment

Executive Director Marc Daily reviewed suggested changes to membership fees to include a Technology Fee that would help manage the fund balance and support the agency’s required Information Technology infrastructure. Council was asked to approve the proposed membership fees and associated changes to the Bylaws.

Councilmember O’Callahan moved, seconded by Councilmember Cox, to approve amending TRPC’s Council Bylaws to change the location of member tier definitions and to incorporate by reference the Council Member Assessment Policy. Motion carried by a unanimous vote (2/3 majority required for bylaw changes).

Councilmember O’Callahan moved, seconded by Councilmember McVey, to approve adopting a new TRPC Member Assessment Policy. Motion carried.

Agenda Item 7
ACTION

Congestion Management Process

Associate Planner Aidan Dixon reviewed a proposed Congestion Management Process (CMP), which includes a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management. As a Transportation Management Area (TMA), TRPC is required to establish a CMP.

Councilmember O’Callahan moved, seconded by Councilmember Cox, to adopt a Congestion Management Process as outlined in Resolution 2024-07. Motion carried.

Agenda Item 8
1st REVIEW

Growth Management Act (GMA) Housing Need Allocations

Senior Planner Michael Ambrogio provided an overview of the revised Growth Management Act (GMA) Housing Need Allocations. TRPC is working with local partners to implement new state requirements for jurisdictions to “plan for and accommodate” housing affordable to a range of incomes in their Comprehensive Plan updates (HB 1220). Staff presented revised housing need allocations recommended for the region based on the findings of the land capacity analysis required by HB 1220. Staff will ask Council to adopt the revised housing need allocations at their December meeting.

Agenda Item 9

Break

Agenda Item 10
1st REVIEW

Regional Transportation Improvement Program (RTIP) Contingency List

Transportation Manager Katrina Van Every reviewed a proposal to add TRPC’s Multimodal Level of Service Phase 2 project to the agency’s contingency list from the Regional Transportation Improvement Program’s (RTIP) Appendix A. Council will be asked to take action at their December 6, 2024, meeting.

Agenda Item 11
1st REVIEW

Draft 2025 TRPC Annual Work Program

Planning Manager Allison Osterberg reviewed TRPC’s 2025 Annual Work Program, which highlights Agency projects and programs for the coming year and is the basis for the agency budget. Staff will bring the Work Program back to Council for adoption at their December 6, 2024, meeting.

Agenda Item 12
PRESENTATION

High-Capacity Transportation Study Visioning Event Recap

Senior Planner Veronica Jarvis provided a recap of the High-capacity Transportation Visioning Event held on October 23, 2024. Council members discussed the event and next steps.

Agenda Item 13
INFORMATION

Report from Outside Committee Assignments

Council member Stearns provided an update on the Puget Sound Regional Council's Growth Management Policy Board meetings.

Agenda Item 14
INFORMATION

Executive Director's Report

Executive Director Marc Daily announced that staff will be setting up meetings with representatives to discuss TRPC's 2025 Legislative Priorities. Mr. Daily also commented on the Economic Development Council's Board's excellent retreat, which he sits on.

Agenda Item 15
INFORMATION

Member Check In

Council members had the opportunity to share information occurring in their organizations/communities.

Agenda Item 16

Adjournment

There being no further business, Chair Vazquez adjourned the meeting at 10:47 a.m.

Robin Vazquez, Chair

Marc Daily, Executive Director

*Minutes prepared by Burlina Lucas, Executive Assistant, Thurston Regional Planning Council.
These minutes are not verbatim. A recording of this meeting is available upon request.*

AGENDA ITEM # 4b



REGIONAL VISION • COOPERATION • INFORMATION

MEMBERS:

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

ASSOCIATE MEMBERS:

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

MEMORANDUM

TO: Thurston Regional Planning Council

FROM: Tyson Justis, HR & Finance Manager

DATE: November 18, 2024

SUBJECT: Approval of Vouchers

PURPOSE

Approve the voucher lists and journal entries.

Summary:

- Thurston Regional Planning Council's (TRPC) procedure is for the Council Secretary (or another officer) to certify and approve vouchers prepared by staff on a weekly basis prior to the issuance of warrants.
- Council receives the vouchers at its next regularly scheduled meeting for consideration and action.
- Payroll includes the pay periods 6/16/24 – 7/15/24 which were not included in the September 6, 2024 Vouchers. Omission may be attributable to the Treasurer's ERP conversion during that timeframe.

REQUESTED ACTION

Approve the following vouchers for warrants dated October 17, 2024 – November 18, 2024 plus journal entries and payroll for a total of \$615,373.70.

Payroll 9/16/2024 – 10/15/2024	\$229,316.93
Payroll 6/16/2024 – 7/15/2024	\$209,263.55
TRPC Cash Disbursements	\$174,039.69
Journal Entries for October 2024 – November 2024	\$2,753.53

tj:bl
Attachments



Marc Daily
Executive Director

2411 Chandler Court SW
Olympia, WA 98502
360-956-7575
360-741-2545 Fax
www.trpc.org

Thurston County Central Services Charges Processed by Journal Entries
By Thurston County Financial Services

October 2024

Description	\$ Amount
Infrastructure	0.83
Mailroom	231.58
Indirect	569.67
Computer Services	919.67
Computer Application	922.42
Total	\$ 2,644.17

November 2024

Description	\$ Amount
Infrastructure	-
Mailroom	-
Indirect	-
Computer Services	-
Computer Application	-
CMS Postage	109.36
Total	\$ 109.36

THURSTON REGIONAL PLANNING COUNCIL
OLYMPIA, WASHINGTON 98502

PAYROLL
Voucher
Oct-24

THURSTON REGIONAL PLANNING COUNCIL

	FUND	AMOUNT
1 Salaries	6490	85,001.27
2 OASI	6490	6,421.11
3 HCA	6490	14,976.95
4 Retirement	6490	7,743.66
5 Accrued Leave	6490	0.00

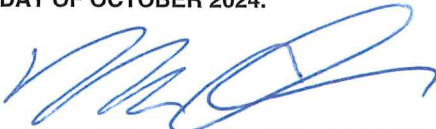
TOTAL \$ 114,142.99

STATE OF WASHINGTON - COUNTY OF THURSTON

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the Thurston Regional Planning Council, and that I am authorized to authenticate and certify to said claim.

SUBSCRIBED THIS 10TH DAY OF OCTOBER 2024.

APPROVED AND
AUTHORIZED BY



Executive Director

PREPARED BY



HR & Finance Manager

APPROVED AND
REVIEWED



TRPC Officer

Balances by PSU and TRU Summary

Payroll Statutory Unit	County of Thurston	Tax Reporting Unit	THURSTON REGIONAL PLANNING COUNCIL(91-1428789)
Gross Earnings	85,001.27	Net Pay	55,844.58
Hours			Total
Standard Earnings			
TC Regular Salary Hours Worked			1,848.000
Standard Earnings			
TC Regular Salary			85,001.27
Pretax Deductions			
PERS Plan 2 EE			3,378.39
PERS Plan 3A WSIB EE			179.22
PERS Plan 3C 35-44 WSIB EE			301.54
PERS Plan 3D WSIB EE			939.19
PERS Plan 3E WSIB EE			466.25
PERS Plan 3F WSIB EE			929.65
TC 457 Agency			4,767.24
TC 457 Agency Catchup			483.34
TC Medical Pretax EE			1,064.50
Employee Tax Deductions			
FIT Withheld			7,994.24
Long Term Care Employee Withheld			457.05
Medicare Employee Withheld			1,217.08
Social Security Employee Withheld			5,204.03
Workers Comp EE Tax			159.40
Voluntary Deductions			
TC 457 Agency Roth			1,279.00
TC Long Term Disability EE			336.57
Employer Liabilities			
PERS Plan 2 ER			4,839.19
PERS Plan 3 ER			2,904.47
TC Medical ER			14,976.95
Employer Taxes			
Medicare Employer Liability			1,217.08
Social Security Employer Liability			5,204.03

- salaries

] - Retiree

- HCA

] - GASI

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4,839.19 +

2,904.47 +

14,976.95 +

1,217.08 +

5,204.03 +

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114,142.99 *

THURSTON REGIONAL PLANNING COUNCIL
OLYMPIA, WASHINGTON 98502

PAYROLL
Voucher
10/25/24

THURSTON REGIONAL PLANNING COUNCIL

	FUND	AMOUNT
1 Salaries	6490	85,889.66
2 OASI	6490	6,482.74
3 HCA	6490	14,976.94
4 Retirement	6490	7,824.60
5 Accrued Leave	6490	0.00

TOTAL \$ 115,173.94

STATE OF WASHINGTON - COUNTY OF THURSTON

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the Thurston Regional Planning Council, and that I am authorized to authenticate and certify to said claim.

SUBSCRIBED THIS 25TH DAY OF OCTOBER 2024.


APPROVED AND
AUTHORIZED BY


Executive Director

PREPARED BY


HR & Finance Manager

APPROVED AND
REVIEWED


TRPC Officer

Balances by PSU and TRU Summary

Payroll Statutory Unit	County of Thurston	Tax Reporting Unit	THURSTON REGIONAL PLANNING COUNCIL(91-1428789)
Gross Earnings	85,889.66	Net Pay	56,351.61
Hours			Total
Standard Earnings			
TC Regular Salary Hours Worked			1,848.000
Standard Earnings			Total
TC Regular Salary			85,889.66
Pretax Deductions			Total
PERS Plan 2 EE			3,434.89
PERS Plan 3A WSIB EE			179.22
PERS Plan 3C 35-44 WSIB EE			301.54
PERS Plan 3D WSIB EE			939.19
PERS Plan 3E WSIB EE			466.25
PERS Plan 3F WSIB EE			929.65
TC 457 Agency			4,767.24
TC 457 Agency Catchup			483.34
TC Medical Pretax EE			1,148.27
Employee Tax Deductions			Total
FIT Withheld			8,152.29
Long Term Care Employee Withheld			462.26
Medicare Employee Withheld			1,228.74
Social Security Employee Withheld			5,254.00
Workers Comp EE Tax			159.40
Voluntary Deductions			Total
TC 457 Agency Roth			1,279.00
TC Long Term Disability EE			352.77
Employer Liabilities			Total
PERS Plan 2 ER			4,920.13
PERS Plan 3 ER			2,904.47
TC Medical ER			14,976.94
Employer Taxes			Total
Medicare Employer Liability			1,228.74
Social Security Employer Liability			5,254.00

- Salaries

> Retiree

- Health

> OASD

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 85,889.66 +
 1,228.74 +
 5,254.00 +
 14,976.94 +
 4,920.13 +
 2,904.47 +
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 115,173.94 *

THURSTON REGIONAL PLANNING COUNCIL
OLYMPIA, WASHINGTON 98502

PAYROLL
Voucher
Jul-24

THURSTON REGIONAL PLANNING COUNCIL

	FUND	AMOUNT
1 Salaries	6490	77,398.11
2 OASI	6490	5,845.48
3 HCA	6490	13,674.17
4 Retirement	6490	7,376.06
5 Accrued Leave	6490	0.00

TOTAL \$ 104,293.82

STATE OF WASHINGTON - COUNTY OF THURSTON

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the Thurston Regional Planning Council, and that I am authorized to authenticate and certify to said claim.

SUBSCRIBED THIS 12TH DAY OF JULY 2024.

(SIGNED)



APPROVED AND
AUTHORIZED BY



HR & Finance Manager



TRPC Officer

Balances by PSU and TRU Summary

Payroll Statutory Unit	County of Thurston	Tax Reporting Unit	THURSTON REGIONAL PLANNING COUNCIL(91-1428789)
Gross Earnings	77,398.11 - salaries	Net Pay	50,573.46
Hours			Total
Standard Earnings			
TC Regular Salary Hours Worked			1,520.000
Standard Earnings			Total
TC Lump Sum Pay			-910.60
TC Regular Salary			78,308.71
Pretax Deductions			Total
PERS Plan 2 EE			2,902.06
PERS Plan 3A WSIB EE			179.22
PERS Plan 3C 35-44 WSIB EE			301.54
PERS Plan 3D WSIB EE			939.19
PERS Plan 3E WSIB EE			454.88
PERS Plan 3F WSIB EE			929.65
TC 457 Agency			4,400.76
TC 457 Agency Catchup			483.34
TC Medical Pretax EE			980.73
Employee Tax Deductions			Total
FIT Withheld			7,273.48
Long Term Care Employee Withheld			413.05
Medicare Employee Withheld			1,107.85
Social Security Employee Withheld			4,737.63
Workers Comp EE Tax			151.43
Voluntary Deductions			Total
TC 457 Agency Roth			1,279.00
TC Long Term Disability EE			290.84
Employer Liabilities			Total
PERS Plan 2 ER			4,348.53
PERS Plan 3 ER			3,027.53
TC Medical ER			13,674.17
Employer Taxes			Total
Medicare Employer Liability			1,107.85
Social Security Employer Liability			4,737.63

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 - HCA
 > OASI

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 1,107.85 +
 4,737.63 +
 006.....
 104,293.82 *

THURSTON REGIONAL PLANNING COUNCIL
OLYMPIA, WASHINGTON 98502

PAYROLL
Voucher
07/25/24

THURSTON REGIONAL PLANNING COUNCIL

	FUND	AMOUNT
1 Salaries	6490	78,308.71
2 OASI	6490	5,915.57
3 HCA	6490	13,674.17
4 Retirement	6490	7,071.28
5 Accrued Leave	6490	0.00

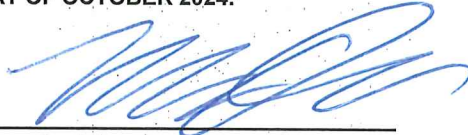
TOTAL \$ 104,969.73

STATE OF WASHINGTON - COUNTY OF THURSTON

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SUBSCRIBED THIS 25TH DAY OF OCTOBER 2024.

APPROVED AND
AUTHORIZED BY



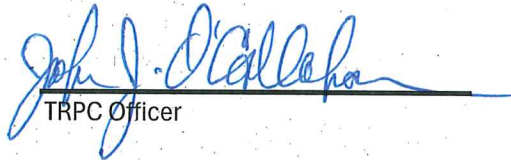
Executive Director

PREPARED BY



HR & Finance Manager

APPROVED AND
REVIEWED



TRPC Officer

Balances by PSU and TRU Summary

Payroll Statutory Unit	County of Thurston	Tax Reporting Unit	THURSTON REGIONAL PLANNING COUNCIL(91-1428789)
Gross Earnings	78,308.71	Net Pay	51,195.62
Hours			
			Total
Standard Earnings			
TC Regular Salary Hours Worked			1,672.000
			Total
TC Regular Salary			78,308.71
Pretax Deductions			
			Total
PERS Plan 2 EE			2,959.97
PERS Plan 3A WSIB EE			179.22
PERS Plan 3C 35-44 WSIB EE			301.54
PERS Plan 3D WSIB EE			939.19
PERS Plan 3E WSIB EE			454.88
PERS Plan 3F WSIB EE			929.65
TC 457 Agency			4,400.76
TC 457 Agency Catchup			483.34
TC Medical Pretax EE			980.73
Employee Tax Deductions			
			Total
FIT Withheld			7,370.48
Long Term Care Employee Withheld			418.23
Medicare Employee Withheld			1,121.25
Social Security Employee Withheld			4,794.32
Workers Comp EE Tax			151.43
Voluntary Deductions			
			Total
TC 457 Agency Roth			1,279.00
TC Long Term Disability EE			349.10
Employer Liabilities			
			Total
PERS Plan 2 ER			4,202.60
PERS Plan 3 ER			2,868.68
TC Medical ER			13,674.17
Employer Taxes			
			Total
Medicare Employer Liability			1,121.25
Social Security Employer Liability			4,794.32

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78,308.71 +

1,121.25 +

4,794.32 +

13,674.17 +

4,202.6 +

2,868.68 +

006.....

104,969.73 *

TRPC CASH DISBURSEMENT JOURNAL

VENDOR NAME	INVOICE NO	CHECK NO	AMOUNT	CHECKDATE
ACCESS	11164001	1603271	331.29	10/30/2024
DELL MARKETING	10763337845	1603272	3,649.44	10/30/2024
ICENHOUR CONSULTING	30	1603273	1,600.00	10/30/2024
JANET KIWANUKA	102824	1603274	99.50	10/30/2024
RICOH	50702111588	1603275	511.69	10/30/2024
RICOH	108671853	1603276	789.63	10/30/2024
TECH HEADS	INV-13548	1603277	125.00	10/30/2024
TOGETHER!	4048	1603278	6,108.95	10/30/2024
TOGETHER!	4025	1603279	22,448.28	10/30/2024
CHELSEA EMBREE	102824	1603280	54.86	10/30/2024
US BANK NATIONAL ASSO ND	10/1/2024	1604316	725.52	11/13/2024
US BANK NATIONAL ASSO ND	10/1/2024	1604317	169.00	11/13/2024
US BANK NATIONAL ASSO ND	10/1/2024	1604318	2,177.18	11/13/2024
US BANK NATIONAL ASSO ND	10/1/2024	1604319	395.00	11/13/2024
US BANK NATIONAL ASSO ND	10/1/2024	1604320	26.22	11/13/2024
US BANK NATIONAL ASSO ND	10/1/2024	1604321	2,860.20	11/13/2024
US BANK NATIONAL ASSO ND	10/1/2024	1604322	41.95	11/13/2024
US BANK NATIONAL ASSO ND	10/1/2024	1604323	330.54	11/13/2024
CROWN PROPERTY SERVICES	12457	1604324	3,072.01	11/13/2024
DM VENTURES EVERGREEN	TRPC 24-12	1604325	21,930.00	11/13/2024
DAVID BRAGDON	TRPC - 1	1604326	5,313.78	11/13/2024
IAP2 USA	13148	1604327	180.00	11/13/2024
PRODUCTIVE CORPORATION	INV-000776	1604328	648.40	11/13/2024
AMY HATCH-WINECKA	110724	1604329	388.33	11/13/2024
TECH HEADS	INV-13646	1604330	625.00	11/13/2024
TECH HEADS	INV-13894	1604331	562.50	11/13/2024
ATS TRANS LLC	29490	1604465	98,875.42	11/13/2024
TOTAL			174,039.69	

updated 09/24/24

JOURNAL ENTRY # (SYSTEM GENERATED): _____

Entered By: _____

Date: _____

Checked By: _____

Date: _____


EFFECTIVE DATE: 11/01/24

YEAR/PERIOD: 2024 / 11

JOURNAL ENTRY REQUEST

LINE	FUND	DEPT	ACTIVITY	PROGRAM	OBJECT	INTERFUND	SOURCE	DEBIT AMOUNT	CREDIT AMOUNT	OBJECT CODE DESCRIPTION
1	6490	000	00000	000	5894000	0000	00	109.36		AGENCY TYPE DISBURSEMENTS
2	5210	300	51820	CC0	3481030	0000	04		109.36	ISF COMM SVS-POSTAGE
3										
4										
5										
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20										
21										
PAGE TOTAL								109.36	109.36	
JE TOTAL								109.36	109.36	

Explanation: (Include numbers of original documents and attach pages if necessary)
CMS POSTAGE

Department No.: **TRPC**
 Submitting Dept: **RP THURSTON REG PLANNING**
 Preparing by: **COM**
 Prepared by: **Tyson Justis**
 Date: **11/1/2024** Phone #: **360-741-2515**
 Reviewed/Authorized by: 
 Date: **November 1, 2024**

TC Connect Data Entry
Journal Batch
Description
Journal
Description
Desc - Screen 2



Central Services

September Invoice

Invoice: 25-09030P

Date: October 23, 2024

BILL TO:

99 - Regional Planning **Non-General**

September Billings: CMS Postage, Misc.

<u>Code</u>	<u>Quantity</u>	<u>Service Provided</u>	<u>Resource</u>	<u>Unit Price</u>	<u>Amount</u>
699	1	CMS Postage - Actual Charge	5210-300-51820-CC0-3481030-0000-04	\$109.36	\$109.36
Total for this department:					\$ 109.36

Washington State

Department of Enterprise Services

Outgoing/Inserting Billing Detail 82144456

To copy data from Internet Explorer to Excel:

- Right-mouse click anywhere in the table of data
- In the context menu that appears, select Export to Microsoft Excel

Agency	Account	Pieces	Postage	CMS Charge	Total Charges
13400	00000 - THURSTON COUNTY	287	\$45.840	\$63.830	\$109.670
13400	01140 - ASSESSOR	690	\$418.120	\$90.690	\$508.810
13400	02210 - AUDITOR RECORD	221	\$1,038.710	\$149.760	\$1,188.470
13400	02220 - AUDITOR AUTO	3276	\$2,139.080	\$328.090	\$2,467.170
13400	02233 - GENERAL	661	\$384.740	\$87.950	\$472.690
13400	02250 - VOTER REG	1268	\$938.275	\$188.760	\$1,127.035
13400	02A10 - FIN SERV ADMIN	1198	\$692.595	\$131.380	\$823.975
13400	03001 - COMMISSIONER	3	\$3.420	\$35.310	\$38.730
13400	04400 - TREASURER	687	\$390.835	\$90.030	\$480.865
13400	04401 - TREASURER	56	\$59.910	\$43.530	\$103.440
13400	05A50 - CLERKS ADMIN	322	\$345.295	\$90.160	\$435.455
13400	06600 - SUPERIOR COURT	5595	\$3,137.805	\$482.600	\$3,620.405
13400	06620 - SUPERIOR CT	280	\$190.550	\$59.950	\$250.500
13400	07043 - DIST CT ADMIN	2371	\$1,592.905	\$259.250	\$1,852.155
13400	08540 - JUVINILE PROB	57	\$48.865	\$40.050	\$88.915
13400	09ADM - PROS ATT ADMIN	473	\$330.670	\$83.180	\$413.850
13400	09CVN - PAO BLDG 2 CVAN	8	\$8.670	\$37.560	\$46.230
13400	09FAM - PROS ATT FAMILY SUPPORT	135	\$272.655	\$64.240	\$336.895
13400	09VAD - PROS ATT VAD	35	\$29.465	\$37.800	\$67.265
13400	10001 - SHERIFF	691	\$693.040	\$190.080	\$883.120
13400	11001 - CORRECTIONS	228	\$162.070	\$53.310	\$215.380
13400	12190 - CPED COMPLIANCE UNIT	26	\$98.435	\$49.860	\$148.295
13400	12210 - CORONER ADMIN	6	\$5.425	\$35.480	\$40.905
13400	22201 - HUMAN RESOURCES	53	\$42.830	\$39.610	\$82.440
13400	22BOE - HR BOE	4	\$2.810	\$35.320	\$38.130
13400	24327 - PUBLIC DEFENSE	46	\$44.710	\$41.020	\$85.730
13400	25521 - CENTRAL SERVICES	6	\$9.345	\$37.400	\$46.745
13400	25523 - CS FACIL ENG	4	\$26.330	\$43.000	\$69.330
13400	25541 - CENTRAL SERVICES ER&R	2	\$9.125	\$37.080	\$46.205
13400	27103 - FAIR	6	\$3.450	\$35.480	\$38.930
13400	27410 - CPED DEVELOPMENT SERVICES	837	\$536.180	\$112.120	\$648.300
13400	29412 - MEDIC 1 ADMIN	2	\$1.150	\$35.160	\$36.310
13400	34403 - PW SOLID WASTE	92	\$52.900	\$42.360	\$95.260
13400	34406 - PW STORMWATER	23	\$13.225	\$36.840	\$50.065
13400	34420 - PW UTILITIES	1048	\$602.600	\$118.840	\$721.440
13400	3491A - RATS RD FUND	17	\$26.895	\$39.840	\$66.735
13400	36013 - PLANNING	15	\$9.695	\$36.200	\$45.895
13400	4081A - HEALTH ADMIN	1972	\$1,715.455	\$285.250	\$2,000.705
13400	99699 - THURSTON COUNTY REGIONAL PLANNING	31	\$60.080	\$49.280	\$109.360
Grand Total					\$19,901.805

Export Summary to Excel

Account	Service	Pieces	Postage	CMS Charge	Total Charges
Subtotal for 00000					\$109.670
00000	Metering(Letters & Flats)	2	\$2.400	\$0.380	\$2.780
00000	Other	0	\$0.000	\$35.000	\$35.000
00000	Re-metering	285	\$43.440	\$28.450	\$71.890
Subtotal for 01140					\$508.810
01140	Metering(Letters & Flats)	690	\$418.120	\$55.690	\$473.810
01140	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 02210					\$1,188.470
02210	Metering(Letters & Flats)	221	\$1,038.710	\$114.760	\$1,153.470
02210	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 02220					\$2,467.170
02220	Metering(Letters & Flats)	3275	\$2,139.080	\$293.040	\$2,432.120
02220	Other	0	\$0.000	\$35.000	\$35.000
02220	Re-metering	1	\$0.000	\$0.050	\$0.050
Subtotal for 02233					\$472.690
02233	Metering(Letters & Flats)	661	\$384.740	\$52.950	\$437.690
02233	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 02250					\$1,127.035
02250	Metering(Letters & Flats)	1266	\$938.275	\$153.660	\$1,091.935
02250	Other	0	\$0.000	\$35.000	\$35.000
02250	Re-metering	2	\$0.000	\$0.100	\$0.100
Subtotal for 02A10					\$823.975
02A10	Metering(Letters & Flats)	1198	\$692.595	\$96.380	\$788.975
02A10	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 03001					\$38.730
03001	Metering(Letters & Flats)	3	\$3.420	\$0.310	\$3.730
03001	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 04400					\$480.865
04400	Metering(Letters & Flats)	687	\$390.835	\$55.030	\$445.865
04400	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 04401					\$103.440
04401	Metering(Letters & Flats)	56	\$59.910	\$8.530	\$68.440
04401	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 05A50					\$435.455
05A50	Metering(Letters & Flats)	321	\$336.915	\$53.160	\$390.075
05A50	Other	0	\$0.000	\$35.000	\$35.000
05A50	Small Package Manifesting	1	\$8.380	\$2.000	\$10.380
Subtotal for 06600					\$3,620.405
06600	Metering(Letters & Flats)	5595	\$3,137.805	\$447.600	\$3,585.405
06600	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 06620					\$250.500
06620	Metering(Letters & Flats)	280	\$190.550	\$24.950	\$215.500
06620	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 07043					\$1,852.155
07043	Metering(Letters & Flats)	2371	\$1,592.905	\$224.250	\$1,817.155
07043	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 08540					\$88.915
08540	Metering(Letters & Flats)	57	\$48.865	\$5.050	\$53.915

08540	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 09ADM					\$413.850
09ADM	Metering(Letters & Flats)	472	\$330.670	\$48.130	\$378.800
09ADM	Other	0	\$0.000	\$35.000	\$35.000
09ADM	Re-metering	1	\$0.000	\$0.050	\$0.050
Subtotal for 09CVN					\$46.230
09CVN	Metering(Letters & Flats)	8	\$8.670	\$2.560	\$11.230
09CVN	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 09FAM					\$336.895
09FAM	Metering(Letters & Flats)	135	\$272.655	\$29.240	\$301.895
09FAM	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 09VAD					\$67.265
09VAD	Metering(Letters & Flats)	35	\$29.465	\$2.800	\$32.265
09VAD	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 10001					\$883.120
10001	Metering(Letters & Flats)	691	\$693.040	\$155.080	\$848.120
10001	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 11001					\$215.380
11001	Metering(Letters & Flats)	228	\$162.070	\$18.310	\$180.380
11001	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 12190					\$148.295
12190	Metering(Letters & Flats)	26	\$98.435	\$14.860	\$113.295
12190	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 12210					\$40.905
12210	Metering(Letters & Flats)	6	\$5.425	\$0.480	\$5.905
12210	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 22201					\$82.440
22201	Metering(Letters & Flats)	45	\$40.070	\$3.810	\$43.880
22201	Other	0	\$0.000	\$35.000	\$35.000
22201	Re-metering	8	\$2.760	\$0.800	\$3.560
Subtotal for 22BOE					\$38.130
22BOE	Metering(Letters & Flats)	4	\$2.810	\$0.320	\$3.130
22BOE	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 24327					\$85.730
24327	Metering(Letters & Flats)	46	\$44.710	\$6.020	\$50.730
24327	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 25521					\$46.745
25521	Metering(Letters & Flats)	6	\$9.345	\$2.400	\$11.745
25521	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 25523					\$69.330
25523	Other	0	\$0.000	\$35.000	\$35.000
25523	Small Package Manifesting	4	\$26.330	\$8.000	\$34.330
Subtotal for 25541					\$46.205
25541	Metering(Letters & Flats)	1	\$0.575	\$0.080	\$0.655
25541	Other	0	\$0.000	\$35.000	\$35.000
25541	Small Package Manifesting	1	\$8.550	\$2.000	\$10.550
Subtotal for 27103					\$38.930
27103	Metering(Letters & Flats)	6	\$3.450	\$0.480	\$3.930
27103	Other	0	\$0.000	\$35.000	\$35.000

Subtotal for 27410					\$648.300
27410	Metering(Letters & Flats)	836	\$529.430	\$75.120	\$604.550
27410	Other	0	\$0.000	\$35.000	\$35.000
27410	Small Package Manifesting	1	\$6.750	\$2.000	\$8.750
Subtotal for 29412					\$36.310
29412	Metering(Letters & Flats)	2	\$1.150	\$0.160	\$1.310
29412	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 34403					\$95.260
34403	Metering(Letters & Flats)	92	\$52.900	\$7.360	\$60.260
34403	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 34406					\$50.065
34406	Metering(Letters & Flats)	23	\$13.225	\$1.840	\$15.065
34406	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 34420					\$721.440
34420	Metering(Letters & Flats)	1048	\$602.600	\$83.840	\$686.440
34420	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 3491A					\$66.735
3491A	Metering(Letters & Flats)	17	\$26.895	\$4.840	\$31.735
3491A	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 36013					\$45.895
36013	Metering(Letters & Flats)	15	\$9.695	\$1.200	\$10.895
36013	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 4081A					\$2,000.705
4081A	Metering(Letters & Flats)	1972	\$1,715.455	\$250.250	\$1,965.705
4081A	Other	0	\$0.000	\$35.000	\$35.000
Subtotal for 99699					\$109.360
99699	Metering(Letters & Flats)	31	\$60.080	\$14.280	\$74.360
99699	Other	0	\$0.000	\$35.000	\$35.000
Grand Total					\$19,901.805

Export Account Detail to Excel



MEMBERS:

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

ASSOCIATE MEMBERS:

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



Marc Daily
Executive Director

2411 Chandler Court SW
Olympia, WA 98502
360-956-7575
360-741-2545 Fax
www.trpc.org

MEMORANDUM

TO: Thurston Regional Planning Council

FROM: Katrina Van Every, Transportation Manager

DATE: November 29, 2024

SUBJECT: Regional Transportation Improvement Program (RTIP) Contingency List

PURPOSE

Council will be asked to approve adding TRPC's Multimodal Level of Service Phase 2 project to the agency's contingency list.

Summary:

- Projects on Thurston Regional Planning Council's (TRPC) Contingency List are eligible to receive funding from the four grant programs TRPC awards: Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the Carbon Reduction Program (CRP).
- Most projects on the Contingency List are added through the Call for Projects process.
- In 2023, Council adopted updates to its Obligation Policy that created an alternate route to allow Appendix A projects in the Regional Transportation Improvement Program (RTIP) to be added to the Contingency List.
- TRPC's Multimodal Level of Service Phase 2 project is not applying for funding through the Call for Projects process but is in Appendix A of the 2025-2028 RTIP and could use federal funding in the next two federal fiscal years. This project is therefore eligible to be added to the contingency list through this process.
- Projects added to the Contingency list from Appendix A through this process have a lesser priority than projects added to the Contingency list through the Call for Projects process.
- At their September 19, 2024, meeting, the Technical Advisory Committee (TAC) reviewed and scored TRPC's Multimodal Level of Service Phase 2 project, recommending it be added to the Contingency List.
- On November 13th, the Transportation Policy Board recommended Council add TRPC's Multimodal Level of Service Phase 2 project to the agency's contingency list.

REQUESTED ACTION

Approve adding TRPC's Multimodal Level of Service Phase 2 project to the agency's contingency list.

kve:bl

EQUITY CONSIDERATIONS

The Obligation Authority (OA) Policy describes what happens after the Call for Projects process is complete – it describes the behind-the-scenes process for making sure federal dollars make it to local projects. During the last Call for Projects process, equity was added as one of four Regional Evaluation Criteria to assess, score, and rank proposals for how strongly they support the region’s transportation goals and policies. Policymakers considered this when awarding grant funding to priority projects.

PROPOSED PROJECT

Projects on TRPC’s Contingency List are eligible to receive funding from the four grant programs TRPC awards: Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and the Carbon Reduction Program (CRP). Most projects on the Contingency List are added through the Call for Projects process. In 2023, Council adopted updates to its Obligation Policy that created an alternate route to allow Appendix A projects in the Regional Transportation Improvement Program (RTIP) to be added to the Contingency List.

In September, staff asked TAC members to identify projects from RTIP Appendix A they would like to see added to the Contingency List. Projects must be able to use federal funding within the next two federal fiscal years. Only the following project was identified as appropriate to add to the contingency list through this alternate method:

Project:	Multimodal Level of Service Phase 2
Funding Request:	\$300,000
Description:	This project consists of two parts. Phase 1 identifies feasible options for measuring multimodal level of service and integrating such a tool into the region’s approach to transportation planning. Phase 2 will support the adoption and implementation of a regional MMLoS. See TRPC UPWP. Project is fully funded with federal funds using Toll Credits as local match.
Project Score	4
	<ul style="list-style-type: none">• <i>Active Transportation</i> – 1 point. Project expands active transportation as an active transportation planning project or study.• <i>Efficient Use of Federal Funds</i> – 2 points. Best use of federal funds as a planning/feasibility study.• <i>Equity</i> – 1 point. Project with demonstrated benefit to underserved populations• <i>Greenhouse Gas Emissions Reduction</i> – 0 points. Neutral as a study/plan without a land use element.• <i>Safety</i> – 0 points. Minimal safety benefits (project is a study only)• <i>Sustainable Thurston Urban Corridors and Centers</i> – 0 points. Project applies countywide – not applicable.

If approved for inclusion in the contingency list, this project will have a lesser priority than projects added to the Contingency list through the Call for Projects process.

At their September 19, 2024, meeting, the TAC reviewed and validated the score staff gave TRPC’s Multimodal Level of Service Phase 2 project and recommended it be added to the Contingency List.

TPB & STAFF RECOMMENDATION

At their November 13, 2024 meeting, the Transportation Policy Board recommended Council add TRPC’s Multimodal Level of Service Phase 2 project to the agency’s contingency list.



MEMBERS:

- City of Lacey
- City of Olympia
- City of Rainier
- City of Tenino
- City of Tumwater
- City of Yelm
- Confederated Tribes of the Chehalis Reservation
- Nisqually Indian Tribe
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ASSOCIATE MEMBERS:

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

MEMORANDUM

TO: Thurston Regional Planning Council

FROM: Allison Osterberg, Planning Manager

DATE: November 29, 2024

SUBJECT: 2025 Thurston Regional Planning Council's Work Program

PURPOSE

Adopt the draft 2025 Thurston Regional Planning Council's (TRPC) Work Program

Summary:

- TRPC's Work Program highlights Agency projects and programs for the coming year.
- The Work Program was reviewed by the Work Program Subcommittee in October.
- The Work Program was reviewed by Council in November.
- The Work Program document is the basis for the Agency's 2025 budget which will be developed in December and presented in January for adoption.

REQUESTED ACTION

Adopt the attached draft 2025 Thurston Regional Planning Council's 2025 Work Program

ao:bl

Attachments:

- Draft 2025 TRPC Work Program



Marc Daily
Executive Director

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Olympia, WA 98502
360-956-7575
360-741-2545 Fax
www.trpc.org

MEMORANDUM
Page 2
November 29, 2024

EQUITY CONSIDERATIONS

The 2025 work program includes continued funding for staff and consultant support to work with TRPC staff and members to help ensure that our planning processes and products support the Diversity, Equity, Inclusion, and Belonging value established by Council.

**THURSTON REGIONAL PLANNING COUNCIL
2025 Work Program**

December 2024



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Title VI Notice

Thurston Regional Planning Council (TRPC) hereby gives public notice that it is the agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal Highway Aid (FHWA) program or other activity for which TRPC receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with TRPC. Any such complaint must be in writing and filed with the TRPC's Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence. For questions regarding TRPC's Title VI Program, you may contact the Title VI Coordinator at 360-956-7575 or email info@trpc.org.

Americans with Disabilities Act (ADA) Information

Materials can be provided in alternate formats by contacting the Thurston Regional Planning Council at 360.956.7575 or email info@trpc.org.

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Summary Table

DESCRIPTION (Total amount and duration)	REGIONAL ASSESSMENT S	GRANT or CONTRACT	TOTAL REQUEST	PG
1. Regional Council Support				9
1a. Council Support. Includes management of TRPC staff, legislative agenda, support for TRPC Council and standing subcommittees, and other executive level functions related to Council.	\$284,000	\$0	\$284,000	11
1b. Information Services. Includes <i>The Profile</i> , data development and data requests, GIS, forecasting, cost of living, and other core programs. Many of the items such as forecasting and GIS are also partially funded under item 2a.	\$217,000	\$0	\$217,000	12
1c. 2024-2028 Strategic Plan Implementation. Council priority projects.	\$58,000	\$0	\$58,000	14
2. Programs				16
2a. Unified Planning Work Program (UPWP). Contains all the required federal and state transportation program elements for a Metropolitan Planning Organization, as well as the Regional Transportation Priorities like Transportation Policy Board support, modeling, and support of work like I-5 improvements. Regional assessments are a required match for some of the federal funding.	\$90,000	\$1,526,000	\$1,616,000	18
2b. Rural Transit. Transit service to the South County, connects communities of Bucoda, Grand Mound, Rainier, Rochester, Yelm, and Tenino and the Confederated Tribes of the Chehalis Reservation to destinations in both Thurston and Lewis Counties.	\$0	\$1,697,000	\$1,697,000	20
2c. Commute Trip Reduction Program Coordination/SafeRide. State-funded/required program to reduce vehicle miles traveled and single occupancy vehicle trips in affected sites in Lacey, Olympia, Tumwater, and Thurston County. TPRC serves as the lead agency on behalf of those cities and the county.	\$0	\$405,000	\$405,000	21
2d. WRIA 13 Salmon Recovery Lead Entity. Ongoing program for salmon recovery.	\$0	\$114,000	\$114,000	23
3. Planning Projects				24
3a. Capitol Campus Telework. Concentrated effort to reduce commute trips related to worksites in downtown Olympia with a focus on mobile work and alternative work hours.	\$0	\$74,000	\$74,000	26

DESCRIPTION (Total amount and duration)	REGIONAL ASSESSMENT S	GRANT or CONTRACT	TOTAL REQUEST	PG
3b. Bicycle Connectivity Strategy. A project to define a regional network that will serve a wider range of bicyclists' skill levels and identify gaps and improvements.	\$0	\$284,000	\$284,000	27
3c. Emergency Incident Management Detour Route Improvements Study. Identify opportunities to improve the operational efficiency of the detour routes for Interstate 5 and US 101 and make them safer and more resilient.	\$0	\$134,000	\$134,000	28
3d. Freight Goods and Services Mobility Strategy. Develop a strategy to address the needs, challenges, and impacts of freight movement across the region.	\$0	\$128,000	\$128,000	29
3e. High-Capacity Transportation Project. This project will conduct a study examining options for multimodal high capacity transportation to serve travelers on the I-5 corridor between central Thurston County (Lacey, Olympia, and Tumwater area) and Pierce County.	\$0	\$97,000	\$97,000	30
3f. Martin Way Crossing Strategy. A study to identify appropriate locations for mid-block crossings on Martin Way and further scope specific improvements necessary to enhance pedestrian safety and mobility	\$0	\$606,000	\$606,000	31
3g. Regional Multimodal Level of Service. A project to consider the feasibility of integrating multimodal measures into the regional approach to transportation planning.	\$0	\$108,000	\$108,000	32
3h. Regional Safety Plan. Develop a Safety Action Plan that will inform future transportation priorities and investments and protect roadway users across the region.	\$0	\$230,000	\$230,800	33
3i. Stormwater Road Retrofit Prioritization Strategy. Work with local partners to develop a roadway retrofit prioritization process to enhance stormwater management planning and improve water quality in South Puget Sound.	\$0	\$348,000	\$348,000	34
3j. Thurston County Bicycle Map, 8th Edition. Update the bicycle map, a free paper and online map for commuting and recreation.	\$0	\$39,000	\$39,000	35
3k. Vehicle Miles Traveled (VMT) Reduction. Support updates to TRPC's regional travel demand model and regional transportation plan to include estimates and a forecast of VMT per capita	\$0	\$53,000	\$53,000	36

4. Local Partner Support Contracts				38	
4a.	Boundary Review Board. Staff for the Thurston County Boundary Review Board.	\$0	\$16,000	\$16,000	40
4b.	Customized Data Requests. Individual, small scope requests for custom data products and analyses that use TRPC's data and information services, including the travel demand model.	\$0	\$9,000	\$9,000	41
4c.	Growth Management Act Housing Allocations. Identify low-income housing needs for Thurston County jurisdictions and constraints to accommodating low-income housing as required by HB 1220.	\$0	\$2,000	\$2,000	42
4d.	I-5 Marvin to Mounts Road PEL. Work with WSDOT to evaluate the impact of a variety of potential modifications to I-5 utilizing our transportation models.	\$0	\$30,000	\$30,000	43

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WORK ELEMENT 1
Regional Council Support

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WORK ELEMENT 1A

Council Support

This work element includes support to the Council and management of TRPC staff. Activities include preparing TRPC and TRPC subcommittee agendas, reviewing and distributing packets, attending meetings, preparing meeting minutes, conducting new Council member briefings, arranging Council-sponsored public events, producing Council informational materials, as well as involvement on regional issues that carry out TRPC's mission. This program also includes development and monitoring of work program and budget, and staff recruitment, evaluation, and training. It also includes agency communications, including outreach through website, social media, and community events. Finally, this program provides staff support for activities the Council wishes to undertake during the year, including those which are not specifically identified in the adopted work program. Examples are developing and engaging on state legislative priorities, tracking applicable rules and regulations, preparing comments and recommendations on issues of regional and statewide importance, and writing grant applications. In 2025, staff will convene several Council subcommittees to review the current assessment structure, plan a retreat, and the Urban Growth Management Subcommittee.

SCOPE OF WORK

1. Manage TRPC and TRPC subcommittees
2. Prepare for TRPC and TRPC subcommittee meetings
3. Prepare meeting minutes
4. Brief new Council members
5. Arrange Council-sponsored events
6. Support TRPC's Legislative priorities
7. Develop and monitor Work Program
8. Support agency communications, including website and social media
9. Support representation of underrepresented groups on TRPC boards and committees
10. Recruit, evaluate, and train staff
11. Staff un-programmed activities (e.g., response to emerging issues, project development)

FUNDING ESTIMATE

- | | |
|-------------------------|----------------------|
| 1. 2025 Cost..... | \$284,000 |
| 2. Revenue Source | Regional Assessments |

WORK ELEMENT 1B

Information Services

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

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

A number of online resources also help disseminate TRPC's data. One of the best known is *The Profile*. *The Profile* is widely recognized as a comprehensive, accessible, and reliable source for data on Thurston County. The *Sustainable Thurston Report Card* is another of TRPC's Information Services products. *The Report Card* is updated annually to track the outcomes of Sustainable Thurston Plan goals and growth-management policies.

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

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

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

SCOPE OF WORK

- 1. Provide assistance and information sharing to the public and TRPC members.
- 2. Produce data reports, including *The Profile*, *Sustainable Thurston Report Card*, and Cost of Living Study.
- 3. Collect data, including new residential and commercial building activity.
- 4. Analyze data, including population estimates, changes in land use, and Census data releases.
- 5. Develop and maintain digital databases including GIS data.
- 6. Coordinate with local, state, and federal agencies on data issues.

FUNDING ESTIMATE

- 1. 2025 Cost.....\$217,000
- 2. Revenue Source Regional Assessments

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WORK ELEMENT 1C

2024-2028 Strategic Plan Implementation

Council approved TRPC’s 2024-2028 Strategic Plan in February 2024. Council has given staff direction to prioritize the future strategic opportunities related to better incorporating Diversity, Equity, Inclusion, and Belonging (DEIB) into our planning work. TRPC brought on a Public Engagement Specialist in August 2024 to lead these efforts. By the end of 2024, staff plan to have a draft work plan for DEIB work in 2025. Staff anticipate that outside expertise will be needed to help in these efforts. The budget included below is a placeholder for hiring that outside expertise.

SCOPE OF WORK

- 1. Annual staff retreat
- 2. Contract with outside firm to provide DEIB support

FUNDING ESTIMATE

- 1. 2025 Cost.....\$58,000
- 2. Revenue Source Regional Assessments

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WORK ELEMENT 2
Programs

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WORK ELEMENT 2A

Unified Planning Work Program (UPWP)

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

Federal and state laws govern much of the transportation work undertaken by TRPC. The following is a high-level overview of the mandated Unified Planning Work Program (UPWP) elements that ensure compliance with state and federal requirements for planning and programming, administrative functions, and Council-identified transportation priorities. The UPWP and its implementing budget, adopted by Council in Spring 2024, provide detail of all the tasks and deliverables within this element. A full copy of the UPWP is available through TRPC staff or on our website at <https://www.trpc.org/305/Unified-Planning-Work-Program>.

The scope below represents the work program for State Fiscal Year (SFY) 2025 (July 1, 2024 to June 30, 2025). In 2025, work will continue to complete the SFY work program. A new work program will be developed in spring 2025 for implementation the following SFY.

SCOPE OF WORK

1. Program Management
 - 1.1. Administration
 - 1.2. Support and Maintain Programs
 - 1.3. Manage Personnel
 - 1.4. Develop UPWP
 - 1.5. Complete Required Reporting
 - 1.6. Direct Costs
2. Project Programming and Tracking
 - 2.1. Program Federal Funding
 - 2.2. Track Federal Funding Obligations
 - 2.3. Manage Regional Transportation Improvement Program
 - 2.4. Manage Congestion Management Process
 - 2.5. Manage Federally Required Performance Measures
3. Multimodal Transportation Planning
 - 3.1. Coordinate with Tribal, Local, State, and Federal Agencies
 - 3.2. Conduct Communications and Outreach
 - 3.3. Maintain General Compliance
 - 3.4. Participate in General Planning Activities
 - 3.5. Review Urban Areas and Roadway Functional Classification
 - 3.6. Support Regional Trails Planning Efforts
 - 3.7. Professional Development and Training
 - 3.8. Provide Planning Support

- 4. Data Collection, Analysis, and Forecasting
 - 4.1. Provide GIS and Transportation Modeling Support
 - 4.2. Manage Data
- 5. Major initiatives (may span over several work programs)
 - 5.1. Update the Regional Travel Demand Models
 - 5.2. Update the Regional Transportation Plan
 - 5.3. Establish a Congestion Management Process
- 6. Contingency and Carryover
 - 6.1. Contingency
 - 6.2. Carryover

FUNDING ESTIMATE

- 1. 2025 Cost.....\$1,616,000
- 2. Revenue Sources Regional Assessments, State, Federal

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WORK ELEMENT 2B

Rural Transit (rT)

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

ruralTransit (rT)

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

After School Programs

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

SCOPE OF WORK

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

FUNDING ESTIMATE

- | | |
|-------------------------|---|
| 1. 2025 Cost..... | \$1,697,000 |
| 2. Revenue Source | Local, State, Federal |
| 3. Total Funding | \$2.8M including one time service expansion funds |

WORK ELEMENT 2C

Commute Trip Reduction Program Coordination/ Safe Ride Management

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

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

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

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

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

SCOPE OF WORK

Typical CTR program elements for worksites of all sizes include:

- 1. Administration
- 2. Compliance and enforcement
- 3. Worksite program development, review and evaluation
- 4. Employee transportation coordinator and worksite support
- 5. Outreach and communications
- 6. Data analysis
- 7. Survey administration and program report coordination
- 8. Contract management, billing, marketing for Safe Ride

FUNDING ESTIMATE

1. 2025 Cost.....	\$405,000
2. Revenue Source	State Grants
3. Total Funding	\$715,000 from mid-2023 to mid-2025*

*Expect similar level of funding for next state biennium

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WORK ELEMENT 2D

WRIA 13 Salmon Recovery Lead Entity

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

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

SCOPE OF WORK

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

FUNDING ESTIMATE

1. 2025 Cost:\$114,000
2. Revenue Sources:State

WORK ELEMENT 3
Planning Projects

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WORK ELEMENT 3A

Capitol Campus Telework

This project will continue the work with Capitol Campus agencies to plan a successful continuation of hybrid and flexible work in the area. TRPC will work with these agencies to pilot and track any of the various trends in return to office.

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

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

SCOPE OF WORK

1. Literature review of state, national, and international success stories, best practices, and challenges. Identify and reach out to other states or organizations who have returned to the office and find out what strategies worked well for them. Gather articles and do literature review of new trends in the remote and hybrid work industry.
2. Coordination with other I-5 Tumwater to Mounts Road initiatives.
3. Outreach to state agencies on the Capitol Campus, to identify Focus Agencies and Champions.
4. Track and encourage hybrid and flexible work models to distribute the demand on our transportation system throughout the day and week.
5. Continue providing Lunch and Learn opportunities or all staff presentations at state agencies on reinventing the commute post pandemic.
6. Recognize or celebrate agency participants and their organizations.
7. Provide connections with Downtown Olympia businesses to encourage hybrid workers to use sustainable travel modes to support our local economy.
8. Final Report and Next Steps.

FUNDING ESTIMATE

1. 2025 Cost	\$74,000
2. Revenue Source	State, Local Match
3. Total Funding	\$115,000

WORK ELEMENT 3B

Bicycle Connectivity Strategy

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

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

SCOPE OF WORK

1. Project management.
2. Partner coordination and community engagement.
3. Establish vision and goals.
4. Current conditions and opportunities report.
5. Recommendations and implementation plan.

FUNDING ESTIMATE

1. 2025 Cost	\$284,000
2. Revenue Source	Federal Redistributed Funds
3. Total Funding	\$400,000

WORK ELEMENT 3C

Emergency Incident Management Detour Route Improvements Study

When I-5 or US101 shuts down due to major collisions, flooding, or other blocking emergencies, traffic is detoured to local streets and rerouted to the freeway to bypass the incident. These temporary detours are disruptive to local transportation networks and result in major delays both to local traffic and people passing through. In addition, load restrictions and vertical clearance limitations pose additional constraints for movement of large trucks. To better manage traffic impacts from such incidents, TRPC, WSDOT, and local agency public works and law enforcement stakeholders have identified nearly 50 pre-determined emergency detour routes.

This project will identify opportunities to improve the operational efficiency of the detour routes and make them safer and more resilient. Modeling and operational analysis will consider the effectiveness of modifications such as traffic signal timing, roundabouts, road reconstruction, increasing vertical clearances, placement of variable message boards, and other options.

SCOPE OF WORK

1. Project management
2. Outreach and coordination
3. Current conditions report
4. Identify and prioritize improvements

FUNDING ESTIMATE

- | | |
|---|-----------------------------|
| 1. 2025 Cost | \$134,000 |
| 2. Revenue Source Federal (STBG) and local (Thurston County) with WSDOT in-kind match | |
| 3. Total Funding | \$225,000 from 2022 to 2025 |

WORK ELEMENT 3D

Freight Goods and Services Mobility Strategy

A freight mobility strategy is needed to address the unique characteristics, needs, and impacts of freight mobility within the Thurston region. The Strategy will focus on truck freight movement to support the region's increasing demand for goods and services in a safe and reliable manner.

This project will develop a regional freight strategy to address the various freight challenges the region has. Challenges include but are not limited to infrastructure bottlenecks; adoption of new technologies and best practices; supply chain issues; safety, security, and resilience; and conflicts between truck travel and vulnerable users.

SCOPE OF WORK

1. Project management
2. Outreach
3. Project goals
4. Existing and future conditions report
5. Implementation plan
6. Executive report

FUNDING ESTIMATE

1. 2025 Cost	\$134,000
2. Revenue Source	Federal Redistributed Funds
3. Total Funding	\$600,000

WORK ELEMENT 3E

High-Capacity Transportation Project

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

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

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

For Phase 2, TRPC received funding from the Legislature to study options for multimodal high-capacity transportation (HCT) to serve travelers on the I-5 corridor between central Thurston County (Lacey, Olympia, and Tumwater area) and Pierce County.

This study is intended to help determine the feasibility, cost estimates, and timeframes of different high-capacity transportation options so that the Thurston Region can focus efforts on the most effective and efficient options for the region. The study has been completed and TRPC staff have been doing outreach on this project in 2024. Outreach concluded in fall 2024 with a local transportation leaders visioning event, and staff will use remaining Phase 1 funds to support next steps identified at that event.

SCOPE OF WORK

Phase 1

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

Phase 2 (complete)

1. Project Management.
2. Study Outline
3. Collaboration and Outreach
4. Past Studies Review
5. Travel shed Assessment & Ridership Potential.
6. Connectivity and Accessibility Evaluation
7. Cost and timeframe estimates

FUNDING ESTIMATE

Phase 1

1. 2025 Cost	\$97,000
2. Revenue Source	Federal Grant (STP)
3. Total Funding	\$200,000

WORK ELEMENT 3F

Martin Way Crossing Strategy

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

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

A joint planning study between the Thurston Regional Planning Council, Thurston County, City of Olympia, City of Lacey, and Intercity Transit has affirmed a shared vision for the corridor as a more pedestrian-friendly area that supports high-capacity transit and high-density urban growth, including affordable housing options. This study has identified a need for additional crossings to address concerns raised through a safety assessment and public engagement.

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

SCOPE OF WORK

1. Project management
2. Partner coordination
3. Community outreach and engagement
4. Crossing study
5. Project concepts and cost estimates

FUNDING ESTIMATE

1. 2025 Cost	\$606,000
2. Revenue Source	State
3. Total Funding	\$700,000

WORK ELEMENT 3G

Regional Multimodal Level of Service

Regional policymakers have expressed the desire to move toward a multimodal level of service that will set performance goals for transit, bicycle and pedestrian facilities in addition to vehicles. In 2023, the Legislature made it a requirement of the Growth Management Act to base transportation planning on a multimodal level of service. This work will help align our region's compliance with the new requirements.

This study will build on current and past efforts, including TRPC's Regional Trails Plan, Bicycle Connectivity Strategy, Commute Trip Reduction Program, and TRPC's current sidewalk inventory to identify feasible options for measuring multimodal level of service and integrating such a tool into the region's approach to transportation planning. An effective MMLOS will provide essential information to prioritize and select transportation infrastructure projects in the future, and provide support for TRPC and local jurisdictions to meet transportation requirements planning through the state Growth Management Act. It will also help the region address other local, state, and federal priorities, including reducing transportation emissions that contribute to climate change and supporting more equitable transportation options for disadvantaged communities.

SCOPE OF WORK

1. Project management
2. Partner coordination
3. MMLOS best practices and options report
4. Recommendations and resources

FUNDING ESTIMATE

1. 2025 Cost	\$108,000
2. Revenue Source	Federal Redistributed Funds
3. Total Funding	\$320,000

WORK ELEMENT 3H

Regional Safety Plan

The goal of this project is to reduce fatalities and serious injuries on roadways across the Thurston region by identifying priority strategies, policies, and projects that can address safety issues across the region, with a particular focus on identifying solutions for smaller, rural communities and vulnerable populations, including pedestrians and transit users. This project will build on existing work and bring together a broad spectrum of community partners—including local governments, tribes, transit agencies, school districts, and business community—to develop a Regional Safety Action Plan that will inform future transportation priorities and investments and protect roadway users across the region.

SCOPE OF WORK

1. Partner coordination and engagement
2. Safety analysis
3. Engagement and collaboration
4. Safety Action Plan
5. Supplemental ADA Transition Plans
6. Project management

FUNDING ESTIMATE

1. 2025 Cost	\$230,000
2. Revenue Source	Federal
3. Total Funding	\$332,520

WORK ELEMENT 3I

Stormwater Road Retrofit Prioritization Strategy

Partnering with Thurston County and the cities of Lacey, Olympia, and Tumwater, TRPC is facilitating a roadway retrofit prioritization process to enhance stormwater management planning in the South Puget Sound region. This project will ultimately improve water quality in Nisqually, Deschutes, and Kennedy-Goldsborough watersheds through stormwater retrofit treatment projects that minimize harmful toxins entering local receiving waters and Puget Sound.

The region has largely been developed with legacy stormwater management systems that lack treatment and flow control and do not meet current stormwater management regulations. As a result, receiving waters would benefit from a strategic approach to addressing flow control and water quality treatment retrofits in existing development. The goal of this project is to better prepare local jurisdictions in the South Puget Sound region for planning and prioritizing impactful, cost-effective roadway and regional stormwater retrofit projects to be funded and implemented as part of the greater Puget Sound recovery effort. The prioritization framework resulting from this project will use existing data that can be updated over time to help regional stormwater staff identify roadway pollution hotspots, ensure projects are integrated with local salmon and ecosystem recovery priorities, and develop future treatment projects to minimize the amount of harmful toxins that enter local receiving waters and Puget Sound in the near and long term.

SCOPE OF WORK

1. Project Development
2. Project Administration and Reporting
3. Partner Coordination and Community Engagement
4. Road Retrofit Prioritization
5. Retrofit Project Concepts
6. Communicating Impacts
7. Implementation Strategy

FUNDING ESTIMATE

1. 2025 Cost	\$348,000
2. Revenue Source	Federal
3. Total Funding	\$438,320

WORK ELEMENT 3J

Thurston County Bicycle Map, 8th Edition

This project will update the Thurston County Bicycle Map (8th Edition) and make it available to the public in both print and electronic formats. Updated every three years, the map provides current information on roads, bicycle facilities, trails, and neighborhood connections, along with important safety guidelines, traffic laws, and cycling tips. It serves as a valuable resource for promoting safe cycling and supporting it as an effective mode of transportation. Since 1999, TRPC and its partners have collaborated to produce and distribute this high-quality map free of charge.

SCOPE OF WORK

1. Project management
2. GIS data development & mapping
3. Content development and formatting
4. Printing

FUNDING ESTIMATE

1. 2025 Cost	\$39,000
2. Revenue Source	Federal
3. Total Funding	\$43,250

WORK ELEMENT 3K

Vehicle Miles Traveled Reduction Work Program

This project will provide support for updating TRPC's regional travel demand model and regional transportation plan to include estimates and a forecast of vehicle miles travelled (VMT) per capita. The VMT Reduction Work Program will enhance ongoing work to update the travel demand model and regional transportation plan. It will also identify different ways to extract VMT from the model and identify the pros and cons of each method.

SCOPE OF WORK

1. Project management
2. Modeling support
3. VMT updates
4. RTP development

FUNDING ESTIMATE

1. 2025 Cost	\$53,000
2. Revenue Source	State
3. Total Funding	\$138,000

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WORK ELEMENT 4
Partner Support Contracts

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WORK ELEMENT 4A

Boundary Review Board (BRB) Chief Clerk

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

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

Project Partners and Roles

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

SCOPE OF WORK

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

1. Chief Clerk services
2. Payments to Board members
3. Continuing education

FUNDING ESTIMATE

1. 2025 Cost:..... \$16,000
2. Revenue Sources: Thurston County

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

WORK ELEMENT 4B

Customized Data Requests

TRPC’s data program accepts Customized Data Requests to develop custom data products and analyses that use TRPC’s data and information services, including the travel demand model. These requests are often limited in scope and effort and do not justify the creation of a standalone contract to complete the requested work. These are often used to accommodate requests from consultants working with our member jurisdictions but may also be used to fulfill smaller custom requests from member entities.

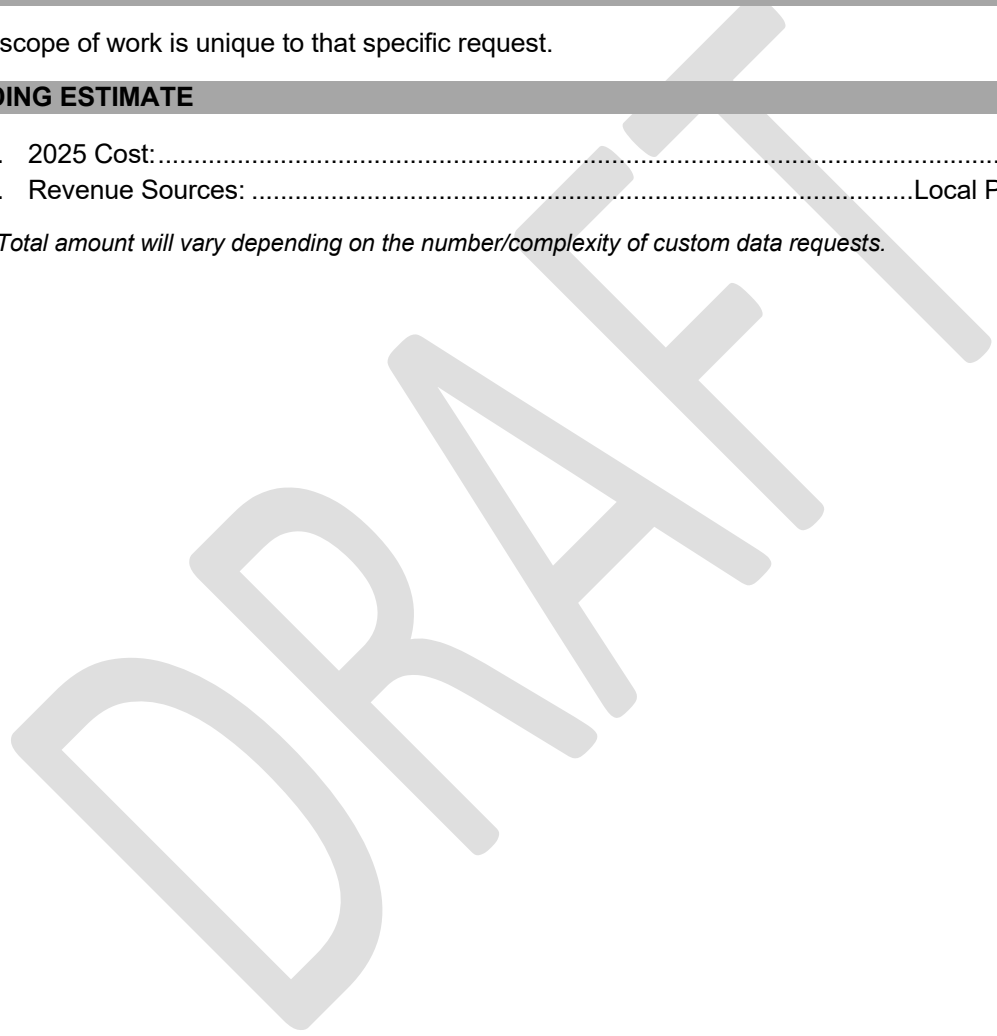
SCOPE OF WORK

Each scope of work is unique to that specific request.

FUNDING ESTIMATE

- 1. 2025 Cost:.....\$9,000
- 2. Revenue Sources:Local Partners

Note: Total amount will vary depending on the number/complexity of custom data requests.



WORK ELEMENT 4C

Growth Management Act Housing Allocations

HB 1220 (2021-2022 legislative session) added new requirements for the housing elements of jurisdictions' Comprehensive Plans. Thurston County and the cities of Lacey, Olympia, Tenino, Tumwater, and Yelm (the "project partners") contracted with TRPC to facilitate a process for jurisdictions to implement the low-income housing need requirements of HB 1220 and provided data analysis support.

In Phase 1 of the project, the project partners identified low-income housing needs for each jurisdiction consistent with TRPC's adopted population projections. These allocations were provisionally accepted by TRPC at Council's March 2024 meeting. In Phase 2, TRPC will complete a land capacity analysis to identify if there is sufficient land to accommodate each jurisdictions' low-income housing need. The findings of the land capacity analysis may require revisions to the low-income housing need allocations.

The project will also develop a scope of work for updating the Countywide Planning Policies to ensure they are consistent with HB 1220 and other recent legislative changes.

SCOPE OF WORK

Interlocal Agreement with the project partners.

1. Project management
2. Land capacity analysis
3. Draft and final deliverables – Land capacity analysis
4. Housing need allocation update
5. Countywide Planning Policies review scope of work

FUNDING ESTIMATE

1. 2025 Cost:.....	\$2,000
2. Revenue Sources:	Local Partners
3. Total Funding:	\$52,000

WORK ELEMENT 4D

I-5 Marvin to Mounts Road PEL

TRPC’s modeling team is working with the Washington State Department of Transportation to evaluate the impact of a variety of modifications to I-5 between Marvin Road and Mounts Road to support their ongoing Planning and Environmental Linkages (PEL) Study. This project will utilize both our Regional Model and our Dynameq model to evaluate the impact of changes like adding HOV lanes to portions of I-5 within that corridor. The work is expected to be complete by the end of 2025.

SCOPE OF WORK

1. Project management
2. Modeling for section 3 of the corridor
3. Modeling for sections 1 & 2 of the corridor
4. Contingency

FUNDING ESTIMATE

1. 2025 Cost:..... \$30,000
2. Revenue Sources: State

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Regional Assessments

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THURSTON REGIONAL PLANNING COUNCIL 2025 ASSESSMENTS

	2023 Population	2024 Population	Factor	Adjusted Population	Rate	2025 Assessment + Tech Fee [†]	2024 Assessment	% Change
Tier 1. *Charter Members:								
Thurston County Urban	53,470	55,270	1	55,270	2.05	\$113,422	\$129,483	
Thurston County Rural	89,860	89,790	0.5	44,895	2.05	\$92,131	\$105,177	
<i>Thurston County Unincorporated Total</i>	<i>143,330</i>	<i>145,060</i>				<i>\$234,660</i>	<i>\$201,930</i>	<i>16%</i>
Olympia	56,900	57,450	1	57,450	2.05	\$134,590	\$116,767	15%
Lacey	59,430	60,210	1	60,210	2.05	\$141,056	\$121,959	16%
Tumwater	27,100	27,470	1	27,470	2.05	\$64,355	\$55,613	16%
Yelm	10,770	10,880	1	10,880	2.05	\$25,489	\$22,102	15%
Tenino	2,045	2,070	0.5	1,035	2.05	\$2,425	\$2,098	16%
Rainier	2,555	2,565	0.5	1,283	2.05	\$3,005	\$2,622	15%
Bucoda	620	620	0.5	310	2.05	\$799	\$700	14%
Nisqually Indian Tribe	823	847	0.5	424	2.05	\$992	\$844	17%
Confederated Tribes of the Chehalis Reservation	990	990	0.5	495	2.05	\$1,160	\$1,016	14%
Tier 2. School Districts:								
<i>Student body FTE counts were reported to OSPI on October 15</i>								
North Thurston Public Schools	14,308	14,641	0.25	3,660	2.05	\$8,575	\$7,340	14%
Olympia School District	8,993	9,025	0.25	2,256	2.05	\$5,286	\$4,614	13%
Tumwater School District	5,923	5,910	0.25	1,478	2.05	\$3,461	\$3,039	12%

THURSTON REGIONAL PLANNING COUNCIL 2025 ASSESSMENTS

	2023 Population	2024 Population	Factor	Adjusted Population	Rate	2025 Assessment + Tech Fee [†]	2024 Assessment	% Change
Tier 3. Regional Service Providers:								
<i>Increased by percent change in total county population</i>								
Intercity Transit						\$49,111	\$42,514	13%
Thurston PUD						\$2,409	\$2,086	13%
Port of Olympia						\$49,111	\$42,514	13%
LOTT Cleanwater Alliance						\$49,111	\$42,514	13%
Tier 4. Associate Members:								
<i>\$1,000 Flat Rate as established in the TRPC Bylaws</i>								
The Evergreen State College						\$1,142	\$1,000	12%
Timberland Regional Library						\$1,142	\$1,000	12%
Puget Sound Regional Council						\$1,142	\$1,000	12%
Lacey Fire District #3						\$1,142	\$1,000	12%
Economic Development Council of Thurston County						\$1,142	\$1,000	12%
Thurston Conservation District						\$1,142	\$1,000	12%
TOTAL						\$782,442	\$676,271	14%

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

**Council established minimum.

† Council approved Tech Fee on November 1, 2024.

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MEMBERS:

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

ASSOCIATE MEMBERS:

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



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MEMORANDUM

TO: Thurston Regional Planning Council

FROM: Michael Ambrogi, Senior Planner
Allison Osterberg, Planning Manager

DATE: November 29, 2024

SUBJECT: Growth Management Act (GMA) Housing Need Allocations

PURPOSE

Staff will review the revised Growth Management Act (GMA) Housing Need Allocations and ask Council to take action.

Summary

- Thurston Regional Planning Council (TRPC) is working with jurisdiction staff to implement new requirements enacted by the state legislature in 2021 for jurisdictions to “plan for and accommodate” housing affordable to a range of incomes (HB 1220).
- Council accepted housing need allocations at its March 2024 meeting as a provisional step for the purposes of completing a land capacity analysis as required by HB 1220.
- TRPC completed a land capacity analysis in September (Attachment B) for the project partners (Thurston County and the cities of Lacey, Olympia, Tenino, Tumwater, and Yelm). The analysis found that:
 - There is sufficient capacity to accommodate the low-income housing provisionally allocated to Lacey, Olympia, and Tumwater.
 - There is insufficient capacity in the rural unincorporated County, and the Yelm, Tenino, and Grand Mound urban areas to accommodate the low-income housing provisionally allocated to that area.
- The project partners are recommending that Council revise the housing need allocations accepted in March to incorporate the new analysis (Attachment A). Staff briefed Council on the revised allocations at TRPC’s November meeting.

REQUESTED ACTION

Adopt the Thurston County Housing Need Allocations shown in the recommendation letter (Attachment A).

ma:bl

ATTACHMENTS

- A. Recommendation Letter
- B. Technical Memo

MEMORANDUM
November 29, 2024

EQUITY CONSIDERATIONS

People of color in Thurston County are more likely to experience homelessness and be housing cost burdened (spend more than 30% of their income on housing costs). HB 1220 requires jurisdictions to “plan for and accommodate” housing affordable to households of all incomes — including extremely low-, very low-, and low-income households.

OVERVIEW

In 2021, the Washington State Legislature passed HB 1220, which requires cities, towns, and counties to “plan for and accommodate” future housing affordable to a range of incomes and to document the projected housing need each jurisdiction is planning for in its comprehensive plan. The state Department of Commerce (Commerce) identified the countywide housing need by income range and recommended cities, towns, and counties work collaboratively to allocate the countywide housing need to individual jurisdictions.

In 2023, Thurston County and the cities of Lacey, Olympia, Tenino, Tumwater, and Yelm (the “project partners”) contracted with Thurston Regional Planning Council to:

- Convene a workgroup consisting of planning directors and staff from the project partners. Staff from the City of Rainier and Town of Bucoda were also invited to participate.
- Review options for allocating the housing needs among jurisdictions.
- Facilitate a process among workgroup members to reach consensus on a preferred allocation method that meets the values of the project partners.
- Conduct a land capacity analysis to identify jurisdictions with insufficient capacity to accommodate the low-income housing need allocated to them.

In March 2024, TRPC accepted a housing need allocation recommended by the project partners as a provisional step for the purposes of completing a land capacity analysis. Over the summer, TRPC worked with the project partners to complete a land capacity analysis using the methodology recommended by Commerce (Attachment B). The land capacity analysis found that:

- There is sufficient capacity to accommodate the low-income housing provisionally allocated to Lacey, Olympia, and Tumwater. For these jurisdictions, zoning is not a barrier to building low-income housing.
- There is insufficient capacity in the rural unincorporated County to accommodate the low-income housing provisionally allocated to that area. Per Commerce guidance, the low-density residential zoning in rural areas — predominantly large lots — cannot accommodate the housing types and utilities required for low-income housing, permanent supportive housing, and emergency housing. The project partners are recommending Council revise the housing need allocations to address this deficit (Attachment A).
- There is insufficient capacity to accommodate the low-income housing provisionally allocated to the Yelm, Tenino, and Grand Mound urban areas. The project Partners are recommending these jurisdictions identify strategies to increase capacity in these areas in their Comprehensive Plan updates.

MEMORANDUM
November 29, 2024

- The city of Rainier and town of Bucoda did not participate in the project; data are not available for those jurisdictions at this time.

Table 1 provides a summary of the land capacity analysis findings using the revised housing need allocations recommended by the project partners.

Table 1: Summary of Land Capacity Analysis Findings

	Lacey and UGA	Olympia and UGA	Tenino and UGA	Tumwater and UGA	Yelm and UGA	Rainier UGA	Grand Mound UGA	Rural
Aggregate Housing Need (Revised Project Partner Recommendation)								
0-80% AMI	9,915	7,616	98	5,694	5,170	0	223	0
80-120% AMI	1,261	3,623	316	1,937	1,316	0	68	0
Capacity								
0-80% AMI	10,091	12,282	58	5,729	3,025	0	0	280
80-120% AMI	8,256	5,404	376	3,692	5,860	0	406	0
Surplus / Deficit								
0-80% AMI	176	4,666	-41	35	-2,145	0	-223	280
80-120% AMI	6,995	1,781	60	1,755	4,545	0	338	0

Note: Table based on the revised housing need allocations recommended by the project partners. Negative (red) numbers indicate there is insufficient capacity to accommodate the housing allocation.

NEXT STEPS

The project partners are asking Council to adopt revised housing need allocations for jurisdictions (Attachment A) at its December meeting.

As part of their Comprehensive Plan Housing Element updates due in 2025, jurisdictions will need to:

- Document the low-income housing need allocated to each jurisdiction.
- Identify strategies to increase capacity where deficits were found in the land capacity analysis (Tenino, Yelm, and Grand Mound).
- Include policies and strategies to meet the low-income housing need allocated to each jurisdiction.



MEMBERS:

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

ASSOCIATE MEMBERS:

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

MEMORANDUM

TO: Thurston Regional Planning Council

FROM: Allison Osterberg, Planning Manager

DATE: October 25, 2024

SUBJECT: Updated Recommendation on Housing Need Allocations to Support Comprehensive Plan Updates

In 2021, the Washington State Legislature passed HB 1220 which requires cities, towns, and counties to “plan for and accommodate” future housing affordable to a range of incomes and to document the projected housing need each jurisdiction is responsible for planning for in its comprehensive plan. As laid out in that legislation, the Washington State Department of Commerce identified the countywide housing need by income range and recommended cities, towns, and counties work collaboratively to allocate the countywide housing need to individual jurisdictions.

To meet these requirements, Thurston County and the cities of Lacey, Olympia, Tenino, Tumwater, and Yelm contracted with Thurston Regional Planning Council (TRPC) to facilitate a process to reach regional agreement on a housing need allocation method and provide the necessary data analysis to meet the state’s requirements. The City of Rainier and Town of Bucoda were also invited to participate.

The project was completed in two phases. In Phase 1, a workgroup made up of staff from each of the partner jurisdictions reviewed options for allocating the countywide housing need to jurisdictions and developed a provisional housing allocation recommendation that was accepted by TRPC in January 2024. In Phase 2, TRPC completed a land capacity analysis that identified constraints to accommodating those allocations. The analysis is documented in a technical report developed by TRPC: “Planning for and Accommodating Housing Needs in Thurston County.”

The workgroup reached consensus on both a revised housing need allocation method and next steps for adopting allocations for use in Comprehensive Plan periodic updates due in 2025.



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The workgroup recommends that:

1. Thurston County jurisdictions use the updated allocation method documented in the report “Planning for and Accommodating Housing Needs in Thurston County” and the 2045 housing allocations by income generated by that method (Table 1) to meet requirements for Comprehensive Plan updates due in 2025, including the number of housing units necessary for moderate, low, very low, and extremely low-income households, and emergency housing, emergency shelters, and permanent supportive housing.
2. TRPC adopts these allocations, as the agency charged in the County-Wide Planning Policies to develop countywide and smaller area population projections.
3. The Urban Growth Management Subcommittee review the County Wide Planning Policies and recommend updates to the Board of County Commissioners that incorporate changes to state law that require planning for affordable housing and document the process for approving housing allocations for use in future years. This review should be initiated after the current round of periodic Comprehensive Plan updates is completed in 2025.

Table 1: Thurston County Housing Allocations by Income, 2020-2045

		Housing Units								Beds
		Total	Income Level (Percent of Area Median Income)							Emergency Housing
			0-30%		30-50%	50-80%	80-100%	100-120%	Remainder	
			PSH*	Non-PSH*						
Bucoda	Town	134	6	12	0	8	67	20	21	3
Lacey	City	5,154	424	1,086	1,199	515	0	540	1,390	103
	UGA	8,970	684	1,698	1,468	2,841	0	721	1,558	179
	Total	14,124	1,108	2,784	2,667	3,357	0	1,261	2,948	282
Olympia	City	12,644	942	2,339	2,877	590	2,093	1,144	2,660	253
	UGA	1,651	156	278	435	0	235	152	395	33
	Total	14,295	1,098	2,617	3,312	590	2,328	1,296	3,055	286
Rainier	City	571	43	107	0	161	44	103	114	11
	UGA	23	0	0	0	0	0	0	23	0
	Total	594	43	107	0	161	44	103	137	12
Tenino	City	519	33	65	0	0	220	96	105	10
	UGA	9	0	0	0	0	0	0	9	0
	Total	528	33	65	0	0	220	96	114	11
Tumwater	City	6,676	554	1,320	1,002	1,129	806	627	1,238	133
	UGA	2,516	170	415	307	797	333	171	323	50
	Total	9,192	723	1,736	1,309	1,926	1,140	798	1,561	184
Yelm	City	7,504	557	1,373	1,090	2,085	518	757	1,125	150
	UGA	144	10	25	30	0	0	41	38	3
	Total	7,648	567	1,398	1,120	2,085	518	798	1,163	153
Grand Mound	UGA	310	16	40	23	143	57	11	19	6
Rural Unincorporated		7,531	0	0	0	0	0	0	7,531	0
Thurston County		54,356	3,594	8,758	8,431	8,270	4,373	4,381	16,549	936

Notes:

- Analysis based on jurisdiction boundaries as of September 1, 2023.
- Numbers may not add to totals due to rounding.
- "PSH" refers to permanent supportive housing.



Planning for and Accommodating Housing Needs in Thurston County

Implementing the Housing Affordability Requirements of HB 1220
September 2024

For more information contact:

Michael Ambroggi, Senior Planner
Thurston Regional Planning Council
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ambrogim@trpc.org | info@trpc.org



Title VI Notice

Thurston Regional Planning Council (TRPC) hereby gives public notice that it is the agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal Highway Aid (FHWA) program or other activity for which TRPC receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with TRPC. Any such complaint must be in writing and filed with the TRPC's Title VI Coordinator within one hundred and eighty (180) days following the date of the alleged discriminatory occurrence.

Americans with Disabilities Act (ADA) Information

Materials can be provided in alternate formats by contacting the Thurston Regional Planning Council at 360.956.7575 or email info@trpc.org.

THURSTON REGIONAL PLANNING COUNCIL is a 23-member intergovernmental board made up of local governmental jurisdictions within Thurston County, plus the Confederated Tribes of the Chehalis Reservation and the Nisqually Indian Tribe. The Council was established in 1967 under RCW 36.70.060, which authorized creation of regional planning councils.

TRPC’s mission is to “Provide visionary, collaborative leadership on regional plans, policies, and issues for the benefit of all Thurston region residents.” To support this mission, we:

- Support **regional transportation** planning consistent with state and federal funding requirements.
- Address **growth management, environmental quality**, and other topics determined by the Council.
- **Assemble and analyze data** that support local and regional decision making
- Act as a “**convener**”, build regional **consensus** on issues through information and citizen involvement.
- Build **intergovernmental consensus** on regional plans, policies, and issues, and advocate local implementation.

2024 Membership

Government Jurisdiction	Name of Representative
Town of Bucoda	Miriam Gordon
City of Lacey	Robin Vazquez, Chair
City of Olympia	Dani Madrone
City of Rainier	Dennis McVey
City of Tenino	John O'Callahan, Secretary
City of Tumwater	Eileen Swarthout
City of Yelm	Joe DePinto
Thurston County	Carolina Mejia
Intercity Transit	Debbie Sullivan
LOTT Clean Water Alliance	Carolyn Cox
Port of Olympia	Amy Evans Harding, Vice Chair
PUD No. 1 of Thurston County	Chris Stearns
Olympia School District	Hilary Seidel
North Thurston Public Schools	Esperanza Badillo-Diiorio
Tumwater School District	Mel Murray
Confederated Tribes of the Chehalis Reservation	Amy Loudermilk
Nisqually Indian Tribe	David Iyall

Associate Members

Thurston County Economic Development Council	Michael Cade
Lacey Fire District #3	Liberty Hetzler
Puget Sound Regional Council	Josh Brown
Timberland Regional Library	Cheryl Heywood
The Evergreen State College	William Ward
Thurston Conservation District	David Iyall

Executive Director

Marc Daily

Project Partners

City of Lacey	Vanessa Dolbee, Community and Economic Development Director Ryan Andrews, Planning Manager
City of Olympia	Leonard Bauer, Community Planning and Development Director Tim Smith, Interim Community Planning and Development Director Casey Schaufler, Associate Planner
City of Tenino	Cristina Haworth, SCJ Alliance Dan Penrose, SCJ Alliance
City of Tumwater	Brad Medrud, Long Range Planning Manager Mike Matlock, Community Development Director
City of Yelm	Gary Cooper, Planning and Building Manager
Thurston County	Ashley Arai, Interim Community Planning and Economic Development Director

Thurston Regional Planning Council Staff

Allison Osterberg, Planning Manager
Michael Ambrogi, Senior Planner

This project was funded by an interlocal agreement between TRPC and the project partner jurisdictions.

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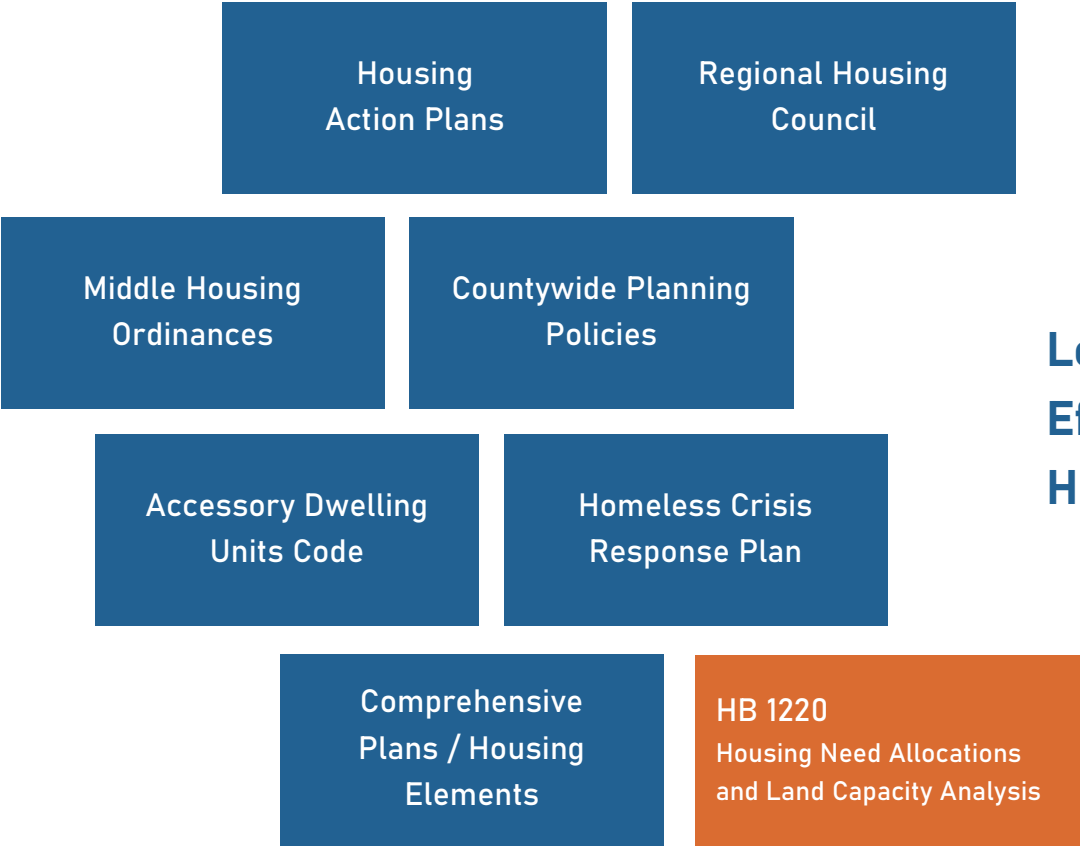
EXECUTIVE SUMMARY

New GMA Requirements

House Bill 1220 — passed by the state legislature in 2021— added new requirements to the Growth Management Act for jurisdictions to “**plan for and accommodate housing affordable to all economic segments of the population of this state.**” Thurston County and the cities of Lacey, Olympia, Tenino, Tumwater, and Yelm contracted with Thurston Regional Planning Council (TRPC) to facilitate a process and provide data analysis support to implement this law.

The Thurston region has a long history of planning for affordable housing and much has been done at both the local and regional level. HB 1220 addresses just a small piece of the affordable housing problem — whether land, and how it is zoned, is a barrier to new affordable housing.

HB 1220 requires jurisdictions to ensure zoning is not a barrier to affordable housing. On its own, the law will not lead to more affordable housing.

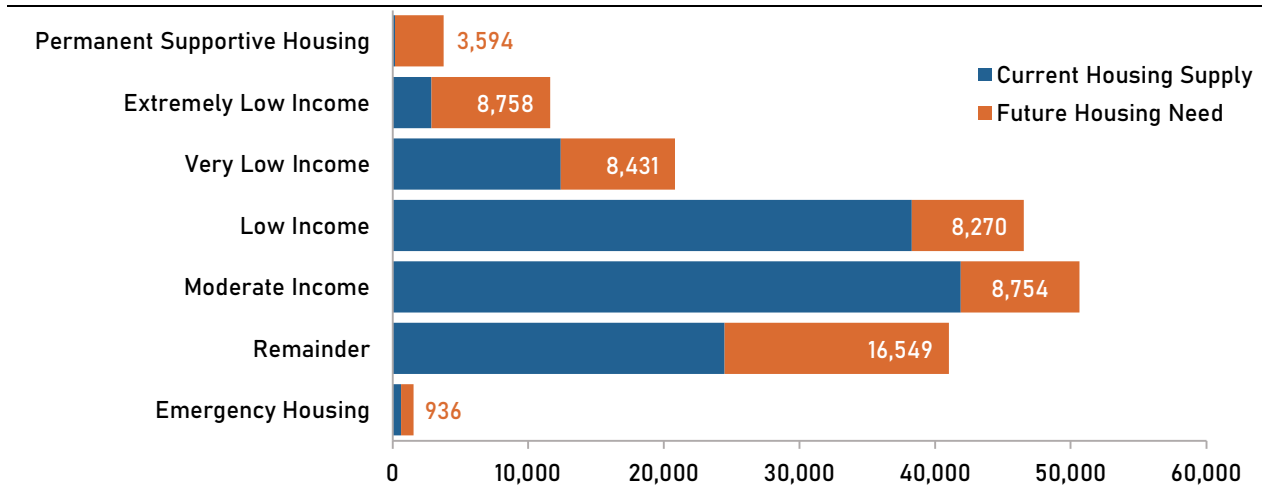


Local and Regional Efforts to Address Housing Affordability

A Growing Need for Affordable Housing

Data from TRPC and the state Dept. of Commerce identify a need for 54,356 new housing units to accommodate our region’s growing population. To address the current housing affordability crisis — and to ensure future residents can afford housing — **29,053 additional units will need to be affordable to low-income households**. An additional 936 emergency housing units and beds are needed for the population experiencing homelessness.

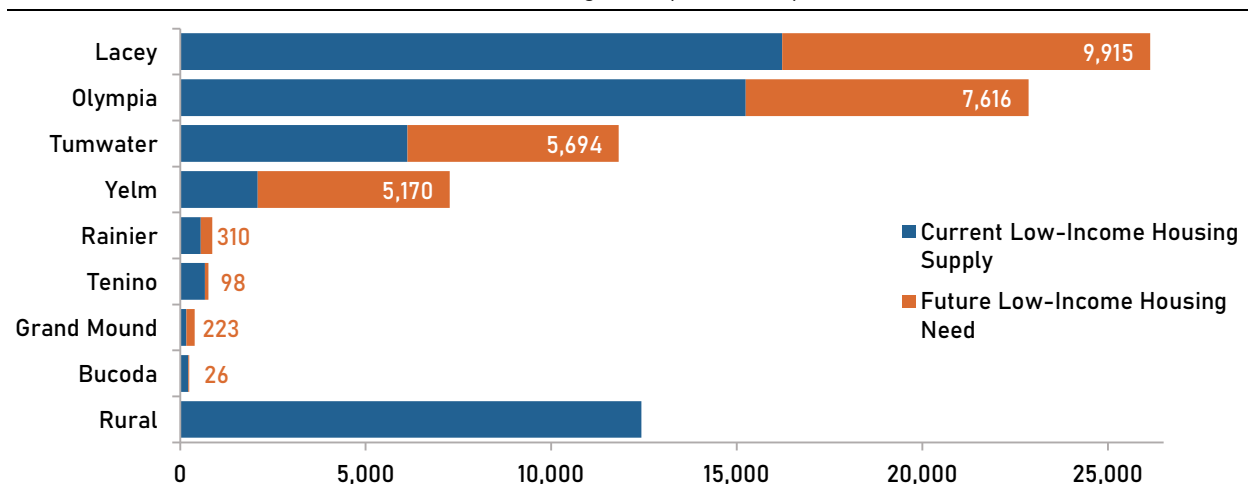
Figure 1
Countywide Housing Need by Income



Where Should Affordable Housing Go?

HB 1220 gives jurisdictions discretion to decide how much low-income housing each jurisdiction should plan for, as long as the countywide need is addressed. The project partners recommended TRPC accept an allocation that met the three values they identified: **fair, clear, and cooperative**.

Figure 2
Low-Income Housing Need (0-80% AMI) Allocated to Each Jurisdiction and its UGA

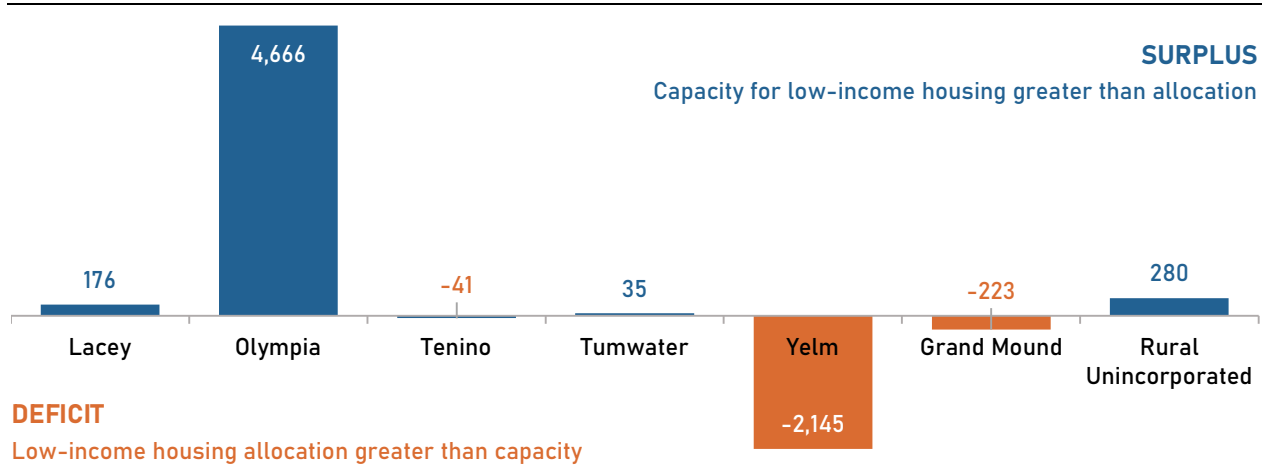


Thurston County's urban areas generally allow a wide range of housing types that can accommodate affordable housing, including accessory dwellings, duplexes, triplexes, manufactured homes, and apartments.

Is Land the Barrier?

The project included a land capacity analysis that compared the low-income housing need allocated to each jurisdiction to the amount of buildable land in zones that can accommodate low-income housing types. **For most jurisdictions, land — and how it is zoned — is not the barrier to accommodating low-income housing.** Deficits were only found in three jurisdictions: Tenino, Yelm, and the Grand Mound UGA.

Figure 3
Low-Income Housing Need Compared to Capacity for Jurisdictions and Their UGAS



Findings and Next Steps

The land capacity analysis found that:

- The Lacey, Olympia, and Tumwater urban areas, and the rural unincorporated County have sufficient capacity to accommodate future low-income housing needs, as allocated regionally.
- The Tenino, Yelm, and Grand Mound urban areas have deficits in capacity to accommodate future low-income housing need, as allocated regionally. These jurisdictions will need to include strategies in their comprehensive plan update that will eliminate these deficits.

While HB 1220 requires jurisdictions to ensure zoning is not a barrier to affordable housing, on its own, the law will not lead to more affordable housing. All jurisdictions will need to identify policies, programs, and funding gaps to achieve the region's affordable housing goals in the housing elements of their comprehensive plans. Jurisdictions will also need to implement the other requirements of HB 1220 not discussed in this report, including addressing policies with racially disparate impacts and establishing anti-displacement policies.

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INTRODUCTION

In 2021, the Washington State Legislature passed HB 1220 which requires cities, towns, and counties to “plan for and accommodate” future housing affordable to a range of incomes and to document the projected housing need each jurisdiction is planning for in the housing element of its comprehensive plan. Specifically, jurisdictions must estimate the number of housing units needed for moderate, low, very low, and extremely low-income households; and emergency housing, emergency shelters, and permanent supportive housing (Table 1). Jurisdictions must also show that there is sufficient land available to accommodate the housing need identified.

The state Dept. of Commerce (Commerce) provided guidance for jurisdictions to implement HB 1220¹. The guidance recommends that jurisdictions work collaboratively to implement the law. In that spirit, Thurston County and the cities of Lacey, Olympia, Tenino, Tumwater, and Yelm (the “project partners”) contracted with Thurston Regional Planning Council (TRPC) to facilitate a process among the project partners and provide the necessary data analysis. The city of Rainier and town of Bucoda were also invited to participate.

The project was completed in two phases. In Phase 1, the project partners reviewed options for allocating the countywide housing need to jurisdictions. In Phase 2, TRPC completed a land capacity analysis identifying any zoning constraints to accommodating those allocations.

HB 1220 also established requirements for jurisdictions to identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing and identify and implement policies and regulations to undo them; and identify areas at higher risk of displacement and establish anti-displacement policies. These requirements are being addressed by the jurisdictions in a separate process and are not included in this report.

Table 1: Housing Types Called out in HB 1220, and Thurston County Income Thresholds

Housing Type	Percent of Thurston Area Median Income*	Equivalent 2023 Household Income*
Extremely Low Income	Less than 30%	Less than \$30,750
Very Low Income	30 to 50%	\$30,750 to \$51,250
Low Income	50 to 80%	\$51,250 to \$82,000
Moderate Income	80 to 120%	\$82,000 to \$102,500
Permanent supportive housing	Subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors.	
Emergency housing	Temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.	
Emergency shelter	Facilities that provide a temporary shelter for individuals or families who are currently homeless. Emergency shelter may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations.	

Note: Housing types are defined in [RCW 36.70A.030](#). *Income thresholds are based on HUD estimates for a family of four.

Income Ranges

HB 1220 uses information from the U.S. Department of Housing and Urban Development (HUD) to define income levels. While the percent of the area median income (e.g. 30-50% AMI) is used as shorthand for the income ranges in this report, these values refer to a four-person reference household. HUD adjusts income thresholds based on household size.

HOUSING NEED ALLOCATIONS

The first step in implementing HB 1220 is to identify the housing need allocation for each jurisdiction — the number of units apportioned to each jurisdiction to meet the countywide need for moderate, low, very low, and extremely low-income households; and emergency housing, emergency shelters, and permanent supportive housing. While HB 1220 requires Commerce to identify the countywide number of units in each income range, it gives jurisdictions discretion in how that need is allocated to cities, unincorporated urban growth areas (UGAs), and the rural unincorporated County.

Between August and October 2023, TRPC convened a project team that included planning directors and staff from Thurston County and the cities of Lacey, Olympia, Tumwater, and Yelm. This group identified the following shared values to assess different housing need allocation methods and select a preferred approach:

Fair

- Distributes new low-income units across all jurisdictions
- Recognizes the differences among jurisdictions and existing housing distribution
- Recognizes needs of community members – especially people who rely on permanent supportive housing and emergency housing

Clear

- Easy to communicate to public and elected officials
- Tailored to jurisdiction boundaries (including UGAs)
- Uses established methods to limit risk of legal challenges

Cooperative

- Builds on existing structures and processes – including the Regional Housing Council, Comprehensive Plan updates, Countywide Planning Policies
- Supported by all workgroup members

The project partners also agreed that the total number of housing units allocated to each jurisdiction should be consistent with the jurisdiction population, employment, and housing projections adopted by TRPC in September 2019.²

Countywide Housing Needs

HB 1220 builds on existing requirements for jurisdictions to plan for population growth. TRPC's most recent population and employment forecast estimates that 54,356 new housing units will be needed between 2020 and 2045 to support projected population growth (88,707 new people).² Table 2 shows the number of housing units projected for each jurisdiction. These projections were developed consistent with Thurston County's Countywide Planning Policies.

Table 2: TRPC Projected Housing Need by Jurisdiction

		Housing Units		
		2020 Census	2045 TRPC Projection	2020-2045 Projected Need
Bucoda	Town	241	375	134
Lacey	City	23,042	28,196	5,154
	UGA	13,562	22,532	8,970
Olympia	City	25,642	38,286	12,644
	UGA	5,093	6,744	1,651
Rainier	City	850	1,421	571
	UGA	54	77	23
Tenino	City	780	1,299	519
	UGA	5	14	9
Tumwater	City	11,064	17,740	6,676
	UGA	1,210	3,726	2,516
Yelm	City	3,456	10,960	7,504
	UGA	515	659	144
Grand Mound	UGA	424	734	310
Rural Unincorporated		35,500	43,031	7,531
Total		121,438	175,794	54,356

Note: TRPC forecast adopted September 6, 2019, for jurisdiction boundaries as of September 1, 2023. Numbers may not add to total due to rounding.

HB 1220 adds a requirement that jurisdictions plan for a specific number of housing units affordable for moderate, low, very low, and extremely low-income households; and emergency housing, emergency shelters, and permanent supportive housing. Commerce’s Housing for All Planning Tool (HAPT)² provided the estimated housing need for each income range and housing type shown in Table 3. Income ranges are expressed as a percent of the area median income; the equivalent household incomes for the Thurston region in 2023 are shown in Table 3. While HB 1220 does not require jurisdictions to plan for housing affordable to households earning more than 120% of the area median income, this need is included so the number of units can be summed up to the total (identified as “Remainder” in tables).

While cities, towns, and counties have discretion over how this need is allocated among the jurisdictions, the countywide housing need identified by Commerce for each income range cannot be changed.

Table 3: Dept. of Commerce Housing Needs by Income Level for Thurston County

	Estimated Supply (2020)	Total Future Supply (2045)	Net Need (2020-2045)	Estimated Supply (2020)	Total Future Supply (2045)	Net Need (2020-2045)
Housing Units						
0-30% AMI (PSH)	180	3,774	3,594	0.1%	2.1%	6.6%
0-30% AMI (Non-PSH)	2,874	11,632	8,758	2.4%	6.6%	16.1%
30-50% AMI	12,405	20,836	8,431	10.2%	11.9%	15.5%
50-80% AMI	38,285	46,555	8,270	31.5%	26.5%	15.2%
80-100% AMI	26,403	30,776	4,373	21.7%	17.5%	8.0%
100-120% AMI	15,489	19,870	4,381	12.8%	11.3%	8.1%
Remainder	24,476	41,025	16,549	20.2%	23.3%	30.4%
Other	1,327	1,327	0	1.1%	0.8%	0.0%
Total	121,438	175,794	54,356	100.0%	100.0%	100.0%
Emergency Housing (Beds)	626	1,562	936	—	—	—

Note: “AMI” refers to the area median family income, which HUD estimates was \$102,500 in 2023 for Thurston County. Income ranges are expressed relative to the AMI; income ranges are for a family of four. “PSH” is permanent supportive housing. “Other” includes recreational, seasonal, or migrant labor housing. Numbers may not add up to totals due to rounding. Housing types are defined in [RCW 36.70A.030](#).

Baseline Housing Supply

The project partners agreed that it was important to plan for housing in both the incorporated and unincorporated urban growth areas of each jurisdiction. Since the tools provided by Commerce did not provide estimates for UGAs, TRPC revised the baseline housing supply estimates provided by Commerce using the assumptions listed below. In addition, TRPC revised the baseline supply to reflect current (September 1, 2023) jurisdiction boundaries.

- Use TRPC’s parcel-level housing estimates where newly annexed jurisdiction boundaries do not align with 2020 Census blocks.
- The percentage of housing by income range in each UGA is the same as what Commerce estimated in the HAPT tool for its adjacent incorporated area.
- There is no permanent supportive housing or emergency housing in the unincorporated UGA.
- Any permanent supportive housing units where Commerce was unable to determine the jurisdiction (68 units total) were assumed to be in Olympia based on data provided by Olympia staff in the 2023-2027 Thurston-Olympia Consolidated Plan.
- The revised housing supply uses newly released 2020 decennial census data on seasonal and migrant housing instead of American Community Survey (ACS) estimates used in the Commerce HAPT tool. (While HB 1220 does not require jurisdictions to plan for seasonal and migrant housing, these units are removed from the available housing supply.)

HB 1220 only requires housing need allocations for cities, towns, and the unincorporated areas. However, the partners requested housing allocations for the unincorporated UGAs to inform how they plan for housing needs in areas likely to be annexed over the next 20 years. These UGA estimates are for informational purposes only; Thurston County — in consultation with the cities — has discretion over how

the housing need is allocated between urban and rural unincorporated areas as long as the total housing units align with Table 1.

Preferred Allocation Method

The project partners reviewed several methods for allocating the countywide housing need to jurisdictions. Two methods were developed by Commerce in its HAPT tool. TRPC staff also meet with staff from King, Kitsap, Pierce, and Snohomish Counties to discuss their method. Due to their earlier periodic Comprehensive Plan update deadline, all four counties had made progress implementing HB 1220.

The project partners ultimately preferred a variation of the method used by Snohomish County, because it best achieves the shared values identified on Page 7. The preferred method modifies the Snohomish County method so that no low-income housing or emergency housing is allocated to the rural unincorporated County. The partners developed this modification in response to feedback from Commerce that **residential zoning in rural areas — predominantly large, single-family lots — cannot accommodate the housing types and utilities required for low-income housing, permanent supportive housing, and emergency housing.**

The preferred method:

- Begins with an expectation that each jurisdiction should plan for the same share of the new housing need in each income range, but credits jurisdictions that currently have a higher-than-average share of low-income housing.
- Results in allocations that are positive and consistent with the housing need projected for each jurisdiction (Table 2) and for each income range countywide (Table 3).
- Is consistent with the Countywide Planning Policies and is supported by all project partners.
- Limits allocation of low-income housing to rural areas, in line with Commerce guidance.

The preferred housing need allocation is shown in Table 4; the process for calculating it is described in Appendix I. The housing need allocations were accepted by TRPC on **December 6, 2024 (anticipated)**. These allocations replace numbers provisionally accepted by TRPC on March 1, 2024.

Table 4: 2020-2045 Housing Need Allocations

		Housing Units								Beds
		Total	Income Level (Percent of Area Median Income)							Emergency Housing
			0-30%		30-50%	50-80%	80-100%	100-120%	Remainder	
			PSH	Non-PSH						
Bucoda	Town	134	6	12	0	8	67	20	21	3
Lacey	City	5,154	424	1,086	1,199	515	0	540	1,390	103
	UGA	8,970	684	1,698	1,468	2,841	0	721	1,558	179
	Total	14,124	1,108	2,784	2,667	3,357	0	1,261	2,948	282
Olympia	City	12,644	942	2,339	2,877	590	2,093	1,144	2,660	253
	UGA	1,651	156	278	435	0	235	152	395	33
	Total	14,295	1,098	2,617	3,312	590	2,328	1,296	3,055	286
Rainier	City	571	43	107	0	161	44	103	114	11
	UGA	23	0	0	0	0	0	0	23	0
	Total	594	43	107	0	161	44	103	137	12
Tenino	City	519	33	65	0	0	220	96	105	10
	UGA	9	0	0	0	0	0	0	9	0
	Total	528	33	65	0	0	220	96	114	11
Tumwater	City	6,676	554	1,320	1,002	1,129	806	627	1,238	133
	UGA	2,516	170	415	307	797	333	171	323	50
	Total	9,192	723	1,736	1,309	1,926	1,140	798	1,561	184
Yelm	City	7,504	557	1,373	1,090	2,085	518	757	1,125	150
	UGA	144	10	25	30	0	0	41	38	3
	Total	7,648	567	1,398	1,120	2,085	518	798	1,163	153
Grand Mound	UGA	310	16	40	23	143	57	11	19	6
Rural Unincorporated		7,531	0	0	0	0	0	0	7,531	0
Thurston County		54,356	3,594	8,758	8,431	8,270	4,373	4,381	16,549	936

Accepted by TRPC on *December 6, 2024 (anticipated)*.

Note: Numbers may not add to totals due to rounding. "PSH" refers to permanent supportive housing.

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LAND CAPACITY ANALYSIS

The second step in implementing HB 1220 is a land capacity analysis to identify if there is sufficient capacity — based on zoning and development regulations — to accommodate the identified housing need. Commerce’s guidance for updating housing elements¹ outlines five steps for completing the land capacity analysis, which are described in this report:

1. Summarize Land Capacity by Zone
2. Categorize Zones by Allowed Housing Types and Density Category
3. Relate Zone Categories to Potential Income Levels and Housing Types
4. Summarize Capacity by Zone Category
5. Compare Allocated Housing Need to Capacity

These steps are described below. The land capacity analysis was completed as part of Phase 2 of the project.

Due to the unique nature of joint planning in Thurston County, the partners requested that the land capacity analysis combine data for cities and their unincorporated urban growth areas. How low-income housing is allocated within unincorporated urban areas will be addressed in the cities’ comprehensive plans and the joint plans the cities have with Thurston County.

Summarize Land Capacity by Zone

“Capacity” refers to the potential number of new dwelling units that could be built on a parcel based on zoning, development regulations, development trends, and market factors. Capacity includes greenfield development, infill development, and redevelopment. Under the ILA for Phase 2, the partners agreed to use the land capacity model developed for TRPC’s most recently adopted forecast and the 2021 Buildable Lands report. The documentation for that model — including the assumptions that went into it — can be found in TRPC’s forecast documentation⁴ and the Buildable Lands report⁵.

The capacity estimates for each zone are shown in Appendix II.

Changes from Adopted Forecast

While TRPC used the same land capacity model to develop TRPC’s adopted forecast and the 2021 Buildable Lands Report, the capacity estimates differ from those published in 2021 Buildable Lands Report for the following reasons:

Extension of Planning Horizon to 2045. The planning horizon for the Buildable Lands Report was 2040 while the planning horizon for Comprehensive Plans is 2045. The capacity for housing need allocations includes additional capacity due to:

- Land expected to be redevelopable after 2040
- Accessory dwelling units expected to be built between 2040 and 2045
- Development of some master planned communities projected to occur after 2040

- Difficult-to-sewer areas and areas without sewer expected to have sewer after 2040

Recent development. TRPC also adjusted the capacity to account for recent housing development. If a project was permitted that exceeded the capacity estimate in TRPC’s model, the capacity was revised to the permitted number of units.

TRPC did not revise capacity to account for changes in market trends, zoning, or development regulations that have occurred since the last forecast was updated. Doing so would require substantial updates to the population and housing forecast adopted by TRPC in 2019 that serves as the foundation for the housing need allocations and was not included in the scope of work of the current ILA.

Bush Prairie Habitat Conservation Plan. The City of Tumwater and the Port of Olympia are working on a habitat conservation plan (the “Bush Prairie HCP”) to mitigate the impacts of development on four species protected under the Endangered Species Act. TRPC’s adopted forecast includes assumptions that mitigation in the Bush Prairie HCP (and other jurisdiction HCPs) would reduce capacity in the rural unincorporated County. However, the latest draft of the Bush Prairie HCP identifies significant mitigation within Tumwater’s city limits. Therefore, the land capacity analysis reduced capacity in the zones where mitigation is most likely to occur by the factors show in Table 5. The estimated acres removed for mitigation were provided by Tumwater staff.

Table 5. Capacity Reduction Factors for Bush Prairie HCP

Zone	Acres Removed for Mitigation	Total Area (Vacant Parcels)	Reduction Factor
MFH	5	18.7	26.8%
MFM	30	83.1	36.1%
MU	30	27.0	100.0%
SFL	190	354.6	53.6%
SFM	40	227.2	17.6%

Note: Acres removed for mitigation provided by Tumwater staff. Total area is from TRPC’s land capacity model. Reduction only applied to capacity on vacant parcels.

Capacity for Accessory Dwelling Units

TRPC’s method for projecting accessory dwelling units (ADUs) mirrors Commerce’s guidance. TRPC projects the number of ADUs likely to be built over the next 20 to 25 years based on past trends and recent changes to development regulations. The units are then allocated to “potential ADU lots.” The estimated number of ADUs for each jurisdiction is shown in Table 6.

Within urban areas of Thurston County (including cities, towns, and unincorporated urban areas), TRPC projects 565 ADUs across 11,886 potential ADU lots — a participation rate of about five percent. Potential lots have only one single-family unit and no additional dwellings and are located in areas platted prior to 1970 (referred to as “infill areas”). For the rural unincorporated county, TRPC projects 280 ADUs across 24,271 potential ADU lots — a participation rate of about one percent. Potential lots have one single-family unit and no additional dwellings.

For the land capacity analysis, Tumwater and Yelm requested revisions to the ADU assumptions in their urban areas based on observed or expected trends. These are shown in Table 6.

Table 6: Estimates of Accessory Dwelling Units by Jurisdiction.

Jurisdiction		Accessory Dwellings		Potential ADU Lots
		Adopted Forecast	For LCA	
Bucoda	City	9	No Change	195
Lacey	City	97	No Change	2,045
	UGA	43	No Change	906
Olympia	City	309	No Change	6,502
	UGA	1	No Change	16
Rainier	City	5	No Change	104
	UGA	0	No Change	0
Tenino	City	19	No Change	395
	UGA	0	No Change	0
Tumwater	City	73	No Change	1,536
	UGA	0	10	0
Yelm	City	9	100	185
	UGA	0	20	2
Grand Mound	UGA	0	No Change	0
Urban Total		565	686	11,886
Rural Total		280	No Change	24,271
Countywide		845	966	36,157

Capacity for Emergency Housing

Per Commerce’s guidance, jurisdictions do not need to do a land capacity analysis for emergency housing if:

- The jurisdiction has one or more zones that allow hotels, all of which allow for emergency housing by right. Alternatively, this condition may be met by demonstrating that emergency housing is allowed by right in a majority of zones within a one-mile proximity to transit.
- The jurisdiction has no regulations that limit the occupancy, spacing, or intensity of emergency housing.

The project partners confirmed at least one of these conditions applied to their jurisdictions, therefore TRPC did not complete a land capacity analysis for emergency housing.

Categorize Zones by Allowed Housing Types and Density Category

Step 2 of Commerce’s guidance recommends that jurisdictions assign a density category to each zone based on the density and types of housing allowed. The partners agreed to use the example categories in Commerce’s guidance shown in Table 7. In May 2024, TRPC met with jurisdiction staff to review the housing types allowed in each zone and assign a density category; this information is shown in Appendix II.

Table 7: Categories for Classifying Zones by Housing Types Allowed

Zone Category	Typical housing types allowed
Low Density	Detached single-family homes
Moderate Density	Townhomes, duplex, triplex, quadplex
Low-rise Multifamily	Walk-up apartments (up to 3 floors)
Mid-rise Multifamily	Apartments in buildings with ~4-8 floors (~40-85 feet in height)
High-rise/Tower	Apartments in buildings with ~9 or more floors (>85 feet in height) and requiring steel frame construction

Note: Adapted from Commerce’s guidance. Manufactured homes are not listed as a housing type because by law they should be allowed in all zones that permit residential uses. High-Rise/Tower zones are likely to be relevant only in major metropolitan cities. Condominiums are omitted since they are a type of ownership, not housing.

Relate Zone Categories to Potential Income Levels and Housing Types

For the land capacity analysis, housing types are tied to an affordability level. Commerce’s guidance provides examples of this relationship for moderate- and high-cost communities in Washington State which may be used in the land capacity analysis if a more detailed market analysis is not available. The project partners agreed to use the relationship for moderate-cost communities (Table 8) for this analysis.

Note that the assigned affordability levels are intended to indicate the potential for that zone to accommodate housing affordable to different income levels, not a guarantee that any housing in those zones actually will be affordable at specific household income levels.

Table 8: Relationship of Zone Categories to Housing Income Levels Served in Moderate-Cost Communities

Zone category	Lowest potential income level served		Assumed affordability level for capacity analysis
	Market Rate	With subsidies and/or incentives	
Low Density	Higher income (>120% AMI)	Not typically feasible at scale	Higher income (>120% AMI)
Moderate Density	Moderate income (>80-120% AMI)	Not typically feasible at scale	Moderate income (>80-120% AMI)
Low-rise Multifamily	Low income (>50-80% AMI)	Extremely low and Very low income (0- 50% AMI)	Low income and PSH (0-80% AMI)
Mid-rise Multifamily	Low income (>50-80% AMI)	Extremely low and Very low income (0- 50% AMI)	Low income and PSH (0-80% AMI)
ADUs (all zones)	Low income (>50-80% AMI)	N/A	Group with Low-rise and/or Mid-rise Multifamily

Note: Adapted from Commerce’s guidance

Capacity for Low-Income Housing in Moderate Density Zones

The project partners noted that in some situations, low-income housing may be built in low or moderate density zones. This could include:

- Housing built by Habitat for Humanity or similar organizations. Table 9 shows the number of recently constructed Habitat for Humanity projects in Thurston County.
- Under HB 1110, cities between 25,000 and 75,000 are required to allow duplexes in residential zones, and quadplexes if at least one unit is affordable to a low-income household.

The land capacity analysis used HB 1110 as a guide for estimating how much capacity in moderate-density zones could accommodate low-income housing. The land capacity model found 1,104 parcels in Lacey, Olympia, and Tumwater — the three jurisdictions affected by the law — with capacity for four or more units. Total capacity on those parcels is 18,697, or 4,674 low-income units assuming one in four is an income-restricted unit (Table 10).

Table 9: Recent or Upcoming Habitat for Humanity Projects

Jurisdiction	Project	Units	Zone	Density Category
Lacey	Deyoe Vista Subdivision	33	MD	Low-rise Multifamily
Tumwater	Tâícn Housing Development	28	MFM	Low-rise Multifamily
Yelm	—	22	R-4	Moderate Density
Olympia	3900 Boulevard Rd	112	RM-18	Low-rise Multifamily
Olympia	Fairview	16	R-4-8	Moderate Density
Olympia	Trinity Court	6	R-4-8	Moderate Density
Olympia	Covenant Court	20	RM-24	Mid-rise Multifamily
Total		237		

Table 10: Parcels with Capacity for Four or More Units in Moderate Density Zones

Jurisdiction		Parcels	Capacity	
			Total	Low-Income
Lacey	City	92	1,540	385
	UGA	334	8,376	2,094
Olympia	City	333	3,144	786
	UGA	114	1,466	366
Tumwater	City	205	3,737	934
	UGA	26	435	109
Total		1,104	18,697	4,674

Summarize Capacity by Zone Category

In Step 4, the total capacity in each zone category is summarized. This provides the total capacity that could accommodate housing in each income level. These totals are shown in Table 11; detailed capacity by zone is in Appendix II (“Total Capacity” columns).

Table 11: Capacity by Zone Category

	ADUs	Midrise Multifamily	Lowrise Multifamily	Moderate Density		Low Density	Total
	0-80% AMI	0-80% AMI	0-80% AMI	0-80% AMI	80-120% AMI	>120% AMI	
Lacey and UGA	140	2,387	5,085	2,479	8,256	50	18,397
Olympia and UGA	310	3,468	7,352	1,152	5,404	1,255	18,941
Tenino and UGA	19	39	0	0	376	211	644
Tumwater and UGA	83	1,455	3,148	1,043	3,692	2,441	11,861
Yelm and UGA	120	0	2,655	0	5,610	745	9,130
Rainier UGA	0	0	0	0	0	108	108
Grand Mound UGA	0	0	0	0	406	0	406
Rural Unincorporated	280	0	0	0	0	17,744	18,024
All Partner Jurisdictions	952	7,349	18,239	4,674	23,744	22,554	77,512

Compare Allocated Housing Need to Capacity

The final step of the land capacity analysis is to compare the allocated housing need allocated to each jurisdiction to the capacity for new housing. A summary of the difference between the allocated housing need and capacity is shown in Table 12; detailed findings are shown in Tables 13-20 (“Surplus or Deficit” columns). A positive number (surplus) indicates that there is sufficient capacity to accommodate the allocated housing need for a given income level while a negative number (deficit) indicates that there is insufficient capacity. HB 1220 does not require jurisdictions to plan for or accommodate housing for high-income households; data for that income range is excluded.

The land capacity analysis found no deficits in the Lacey, Olympia, and Tumwater urban areas. Deficits were found in Tenino, Yelm, and Grand Mound. The project partners agreed that they would identify strategies to eliminate these deficits as part of their periodic Comprehensive Plan updates. All deficits were found in the low-income categories; no deficits were found in the moderate-income range.

No deficits were found in the rural unincorporated County. Per Commerce guidance, the low-density residential zoning in rural areas — predominantly large lots — cannot accommodate the housing types and utilities required for low-income housing, permanent supportive housing, and emergency housing.

Table 12: Summary of Surplus/Deficit by Jurisdiction

	Lacey and UGA	Olympia and UGA	Tenino and UGA	Tumwater and UGA	Yelm and UGA	Rainier UGA	Grand Mound UGA	Rural
Aggregate Housing Need								
0-80% AMI	9,915	7,616	98	5,694	5,170	0	223	0
80-120% AMI	1,261	3,623	316	1,937	1,316	0	68	0
Capacity								
0-80% AMI	10,091	12,282	58	5,729	3,025	0	0	280
80-120% AMI	8,256	5,404	376	3,692	5,860	0	406	0
Surplus / Deficit								
0-80% AMI	176	4,666	-41	35	-2,145	0	-223	280
80-120% AMI	6,995	1,781	60	1,755	4,545	0	338	0

Note: A positive number (surplus) indicates that there is sufficient capacity to accommodate the allocated housing need for a given income level while a negative number (deficit) indicates that there is insufficient capacity

Yelm Master Planned Community

Yelm is the community with the largest deficit in the land capacity analysis. However, 60 percent of Yelm’s capacity for future housing — an estimated 5,000 units — is on 1,250 vacant acres zoned Master Planned Community (MPC). The land capacity analysis assumes that 2,000 low-rise multifamily units that could accommodate low-income households, and 3,000 moderate density units that could accommodate moderate-income households. However, exactly how much affordable housing this area could accommodate will depend on the master plan the City approves.

Table 13: Lacey City and UGA

Income Level	Zone Categories Serving These Needs	Housing Need	Aggregate Housing Need	Total Capacity	Surplus or Deficit
0-30% PSH	Low-rise Multifamily Mid-rise Multifamily ADUs	1,108	9,915	10,091	176
0-30% Other		2,784			
30-50%		2,667			
50-80%		3,357			
80-100%	Moderate Density	0	1,261	8,256	6,995
100-120%		1,261			

Table 14: Olympia City and UGA

Income Level	Zone Categories Serving These Needs	Housing Need	Aggregate Housing Need	Total Capacity	Surplus or Deficit
0-30% PSH	Low-rise Multifamily Mid-rise Multifamily ADUs	1,098	7,616	12,282	4,666
0-30% Other		2,617			
30-50%		3,312			
50-80%		590			
80-100%	Moderate Density	2,328	3,623	5,404	1,781
100-120%		1,296			

Table 15: Tenino City and UGA

Income Level	Zone Categories Serving These Needs	Housing Need	Aggregate Housing Need	Total Capacity	Surplus or Deficit
0-30% PSH	Low-rise Multifamily Mid-rise Multifamily ADUs	33	98	58	-41
0-30% Other		65			
30-50%		0			
50-80%		0			
80-100%	Moderate Density	220	316	376	60
100-120%		96			

Table 16: Tumwater City and UGA

Income Level	Zone Categories Serving These Needs	Housing Need	Aggregate Housing Need	Total Capacity	Surplus or Deficit
0-30% PSH	Low-rise Multifamily Mid-rise Multifamily ADUs	723	5,694	5,729	35
0-30% Other		1,736			
30-50%		1,309			
50-80%		1,926			
80-100%	Moderate Density	1,140	1,937	3,692	1,755
100-120%		798			

Table 17: Yelm City and UGA

Income Level	Zone Categories Serving These Needs	Housing Need	Aggregate Housing Need	Total Capacity	Surplus or Deficit
0-30% PSH	Low-rise Multifamily Mid-rise Multifamily ADUs	567	5,170	3,025	-2,145
0-30% Other		1,398			
30-50%		1,120			
50-80%		2,085			
80-100%	Moderate Density	518	1,316	5,860	4,545
100-120%		798			

Table 18: Rainier UGA

Income Level	Zone Categories Serving These Needs	Housing Need	Aggregate Housing Need	Total Capacity	Surplus or Deficit
0-30% PSH	Low-rise Multifamily Mid-rise Multifamily ADUs	0	0	0	0
0-30% Other		0			
30-50%		0			
50-80%		0			
80-100%	Moderate Density	0	0	0	0
100-120%		0			

Note: Rainier did not participate in the project so data for the city are not available

Table 19: Grand Mound UGA

Income Level	Zone Categories Serving These Needs	Housing Need	Aggregate Housing Need	Total Capacity	Surplus or Deficit
0-30% PSH	Low-rise Multifamily Mid-rise Multifamily ADUs	16	223	0	-223
0-30% Other		40			
30-50%		23			
50-80%		143			
80-100%	Moderate Density	57	68	406	338
100-120%		11			

Table 20: Rural Unincorporated County

Income Level	Zone Categories Serving These Needs	Housing Need	Aggregate Housing Need	Total Capacity	Surplus or Deficit
0-30% PSH	Low-rise Multifamily Mid-rise Multifamily ADUs	0	0	280	280
0-30% Other		0			
30-50%		0			
50-80%		0			
80-100%	Moderate Density	0	0	0	0
100-120%		0			

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REFERENCES

1. Dept. of Commerce (2023) Guidance for Updating Your Housing Element
<https://deptofcommerce.app.box.com/s/1d9d517g509r389f0mjpowh8isjpirlh>
2. Dept. of Commerce (2024) Housing for All Planning Tool (HAPT)
<https://deptofcommerce.app.box.com/s/i4ku9gqhckvs73yj66mzlfc3hn036ct5>
3. TRPC (September 6, 2019) Consent Calendar
<https://www.trpc.org/Calendar.aspx?EID=344>
4. TRPC (2019) Population and Employment Land Supply Assumptions for Thurston County
<https://www.trpc.org/236/Population-Employment-Forecasting>
5. TRPC (2021) Buildable Lands Report for Thurston County
<https://www.trpc.org/164/Buildable-Lands>

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APPENDIXES

Appendix I: Housing Need Allocation Method

The project partners preferred the method used by Snohomish County to allocate the housing need to jurisdictions best achieved the values the group identified: fair, clear, and cooperative.

The Snohomish County method was modified so that no low-income housing or emergency housing was allocated to the rural unincorporated County. This was in response to feedback from Commerce that residential zoning in rural areas — predominantly large lots — could not accommodate the housing types and utilities required for low-income housing, permanent supportive housing, and emergency housing.

The allocation method follows a four-step process. Examples for the city of Lacey are include.

Step 1: Same-Share Housing Need (HAPT Method A)

Calculate each jurisdiction's 2020-2045 housing need, assuming the same percentage is affordable in every jurisdiction. This is the same as Allocation Method A in Commerce's HAPT tool.

16.1% of the countywide 2020-2045 housing need needs to be affordable to a very low-income household. For the city of Lacey, that would equate to 799 housing units.

Step 2: Theoretical Housing Baseline

Calculate the theoretical 2020 housing supply if every jurisdiction had the same share of housing in each income range.

Currently, 10.3% of housing units in Thurston County are affordable to a very low-income household. If the percentage of housing affordable in each income range was the same in every jurisdiction, Lacey would have 2,371 housing units affordable to a very low-income household.

Step 3: Housing Need Adjustment Factor

Subtract the theoretical 2020 housing supply (Step 2) from the actual 2020 housing supply to get an adjustment factor.

Lacey currently has 1,832 housing units affordable to a very low-income household — less than the theoretical equal-share distribution (Step 2). Lacey's housing need adjustment factor for the very-low-income range is 539 housing units (2,371 minus 1,832).

Step 4: Initial Housing 2020-2045 Need

Add the housing need adjustment (Step 3) to the same-share allocation (Step 1). Set any negative allocations in Step 4 to zero. Set any low- or moderate-income housing (0 to 120% AMI) allocated to the rural unincorporated County to zero.

Lacey's initial housing need is 1,338 housing units (799 plus 539). If this number had been negative, it would be set to zero.

Step 5: Final 2020-2045 Housing Need

Removing the negative allocations results in total housing numbers that are higher than Commerce's estimate of housing need. Step 5 reduces the allocations generated in Step 4 proportionally to match both TRPC's housing unit projections for each jurisdiction and the countywide housing need in each income range identified by Commerce. An iterative process is used — called "Iterative Proportional Fitting" — to ensure that all rows and columns sum to the correct total.

After the negative allocations in Step 4 are set to zero, the total low-income housing allocation for all jurisdictions is 159 units higher than the countywide need. The initial allocations are reduced to match the housing totals (Table 2 and Table 3).

Table 21: Preferred Method Sample Calculation of the Very-Low-Income (30-50% AMI) Housing Need.

Jurisdiction		2020 Housing Supply	Step 1	Step 2	Step 3	Step 4	Step 5
			Equal-Share Housing Need	Theoretical 2020 Supply	Adjustment Factor	Initial Allocation	Final Allocation
Bucoda	Town	120	21	25	-96	Less Than 0	0
Lacey	City	1,832	799	2,371	539	1,338	1,199
	UGA	1,075	1,391	1,391	316	1,707	1,468
Olympia	City	1,782	1,961	2,635	853	2,814	2,877
	UGA	356	256	522	167	423	435
Rainier	City	211	89	88	-123	Less than 0	0
	UGA	13	4	5	-8	0	0
Tenino	City	211	80	81	-130	Less than 0	0
	UGA	1	1	1	-1	0	0
Tumwater	City	1,099	1,036	1,138	39	1,075	1,002
	UGA	120	390	124	4	394	307
Yelm	City	247	1,164	356	109	1,273	1,090
	UGA	37	22	53	16	39	30
Grand Mound	UGA	52	48	43	-9	39	23
Rural		5,249	1,168	3,573	-1,677	Less than 0	0
Total		12,405	8,431	12,405	0	9,103*	8,431

Notes: *Sum of positive values.

Appendix II: Estimated Capacity and Density Category by Zone

Notes: P: housing type is permitted; C: housing type is conditionally allowed. Information is included to support the density category assigned to each zone. Consult jurisdiction code for specifics on which housing types are allowed. The city of Rainier and town of Bucoda are not included in the interlocal agreement so are omitted from the TRPC analysis. Per Dept. of Commerce guidance, manufactured homes are omitted since they should be permitted in all zones. Capacity estimate excludes accessory dwelling unit assumptions. Capacity in this table excludes accessory dwelling units.

Zone		Capacity	Density Category	Select Housing Types				
				Single-Family	Townhome	2 to 4-Plex	Apartment	ADU
Bucoda								
All Zones	City	—	N/A					
Lacey								
AG	UGA	11	Low Density	P				P
AQUATC	City	0	Nonresidential					
AQUATC	UGA	0	Nonresidential					
C	City	0	Nonresidential					
CBD 4	City	44	Mid-rise Multifamily	P	P	P	P	P
CBD 5	City	110	Mid-rise Multifamily		P		P	
CBD 6	City	55	Mid-rise Multifamily				P	
CBD 6	UGA	0	Mid-rise Multifamily				P	
CBD 7	City	12	Mid-rise Multifamily				P	
CCD	City	144	Low-rise Multifamily		P		P	
CO	City	227	Mid-rise Multifamily		P		P	
GC	City	0	Nonresidential					
HD	City	1,598	Mid-rise Multifamily		P	P	P	P
HD	UGA	386	Mid-rise Multifamily		P	P	P	P
HPBD-BC	City	68	Mid-rise Multifamily		P		P	
HPBD-C	City	17	Mid-rise Multifamily		P		P	
LD	City	1,666	Moderate Density	P	P	P		P
LD	UGA	4,933	Moderate Density	P	P	P		P
LHN	City	31	Low Density	P				P
LI	City	0	Nonresidential					
LI	UGA	0	Nonresidential					
LI-C	City	0	Nonresidential					
MD	City	1,338	Low-rise Multifamily	P	P	P	P	P
MD	UGA	906	Low-rise Multifamily	P	P	P	P	P
ME	UGA	0	Nonresidential					
MGSA	UGA	3,166	Moderate Density	P	P			P
MHDC	City	525	Mid-rise Multifamily		P		P	

Zone		Capacity	Density Category	Select Housing Types				
				Single-Family	Townhome	2 to 4-Plex	Apartment	ADU
MHDC	UGA	710	Mid-rise Multifamily		P		P	
MMDC	City	73	Moderate Density	P	P	P	P	P
MMDC	UGA	172	Moderate Density	P	P	P	P	P
NATURL	City	1	Low Density	P				P
NC	City	0	Nonresidential				P	
NC	UGA	0	Nonresidential				P	
OS-I	City	1	Nonresidential					
OS-I	UGA	0	Nonresidential					
OSI-P	City	0	Nonresidential					
OSI-P	UGA	0	Nonresidential					
OSI-S	City	0	Nonresidential					
OSI-S	UGA	0	Nonresidential					
SHORES	City	3	Low Density	P	P	P		P
SMU	City	0	Nonresidential					
URBCON	City	3	Low Density	P				P
V(U)C	City	178	Moderate Density	P	P	P	P	P
V(U)C	UGA	547	Moderate Density	P	P	P	P	P
WD	City	1,332	Mid-rise Multifamily		P		P	
Olympia								
AS	City	0	Nonresidential					
CAP	City	0	Nonresidential					
COSC	UGA	31	Low-rise Multifamily	P	P	P	P	P
CSH	City	0	Nonresidential	P	P	P	P	P
DB	City	1,442	Mid-rise Multifamily	P	P	P	P	P
GC	City	168	Low-rise Multifamily	P	P	P	P	P
HDC-1	City	3	Moderate Density	P	P	P	P	P
HDC-2	City	4	Moderate Density	P	P	P	P	P
HDC-3	City	37	Moderate Density	P	P		P	P
HDC-4	City	3,019	Mid-rise Multifamily	P	P	P	P	P
I	City	0	Nonresidential					
LI-C	City	0	Nonresidential					
LI-C	UGA	0	Nonresidential					
MHP	City	0	Moderate Density	P	P	P		P
MR-10-18	City	117	Low-rise Multifamily	P	P	P	P	P
MR-7-13	UGA	0	Moderate Density	P	P	P	P	P
MS	City	217	Mid-rise Multifamily	P	P	P	P	P
NR	City	2	Moderate Density	P	P	P	P	P

Zone		Capacity	Density Category	Select Housing Types				
				Single-Family	Townhome	2 to 4-Plex	Apartment	ADU
NR	UGA	10	Moderate Density	P	P	P	P	P
NV	City	410	Low-rise Multifamily	P	P	P	P	P
PO/RM	City	688	Low-rise Multifamily	P	P	P	P	P
PUD	City	83	Mid-rise Multifamily	C	C	C	C	C
R-1/5	City	4	Low Density	P	P	P		P
R-1/5	UGA	39	Low Density	P	P	P		P
R-4	City	16	Low Density	P	P	P		P
R-4	UGA	154	Low Density	P	P			P
R-4-8	City	3,758	Moderate Density	P	P	P		P
R-4-8	UGA	1,553	Moderate Density	P	P			P
R-4CB	City	445	Low Density	P		P		P
R-6-12	City	1,141	Moderate Density	P	P	P		P
R-6-12	UGA	51	Moderate Density	P	P	P		P
RLI	City	464	Low Density	P	P	P	P	P
RLI	UGA	133	Low Density	P	P	P	P	P
RM-18	City	945	Low-rise Multifamily	P	P	P	P	P
RM-18	UGA	837	Low-rise Multifamily	P	P	P	P	P
RM-24	City	999	Mid-rise Multifamily	P	P	P	P	P
RM-H	City	0	Mid-rise Multifamily	P	P	P	P	P
RMU	City	23	Mid-rise Multifamily	P	P	P	P	P
UR	City	187	Mid-rise Multifamily	P	P	P	P	P
UV	City	271	Low-rise Multifamily	P	P	P	P	P
UW	City	778	Mid-rise Multifamily				P	
UWH	City	604	Mid-rise Multifamily		P		P	
Rainier								
All Zones	City	—	N/A					
NC	UGA	0	Low Density					
RRR1/5	UGA	108	Low Density	P	P			P
Tenino								
C-1	City	2	Low-rise Multifamily		C		C	
C-2	City	2	Low-rise Multifamily		C		C	
C-3	City	26	Low-rise Multifamily	C	C		C	
I	City	0	Nonresidential					
MF	City	8	Low-rise Multifamily	P	P	P	P	C
P/SP	City	0	Nonresidential					
PO	City	1	Moderate Density	P				C

Zone		Capacity	Density Category	Select Housing Types				
				Single-Family	Townhome	2 to 4-Plex	Apartment	ADU
RRR1/5	UGA	27	Low Density	P	P			P
SF	City	346	Moderate Density	P				C
SF-D	City	28	Moderate Density	P		P		C
SF-ES	City	69	Low Density	P				C
WT	City	115	Low Density	P				C
Tumwater								
ARI	City	0	Nonresidential					
BD	City	666	Mid-rise Multifamily	P	P	P	P	P
CBC	City	742	Mid-rise Multifamily				P	
CS	City	0	Nonresidential					
GB	City	0	Nonresidential	P				
GB	UGA	0	Nonresidential	P				
GC	City	1,344	Mid-rise Multifamily				P	
GC	UGA	0	Mid-rise Multifamily				P	
HC	City	0	Mid-rise Multifamily				P	
HI	City	0	Nonresidential					
HI	UGA	0	Nonresidential					
LI	City	0	Nonresidential					
LI	UGA	-1	Nonresidential					
MFH	City	356	Mid-rise Multifamily		P	P	P	P
MFM	City	822	Low-rise Multifamily		P	P	P	P
MFM	UGA	615	Low-rise Multifamily	P	P	P	P	P
MHP	City	46	Moderate Density	P				
MU	City	17	Low-rise Multifamily		P	P	P	P
MU	UGA	1	Low-rise Multifamily		P	P	P	P
NC	City	0	Low Density		P	P	P	
NC	UGA	0	Low Density					
OS	City	3	Nonresidential	P				
OS	UGA	0	Nonresidential	P				
R/SR	City	465	Low Density	P		P		P
R/SR	UGA	53	Low Density	P				P
SFL	City	2,413	Moderate Density	P		P		P
SFL	UGA	1,923	Low Density	P				P
SFM	City	1,836	Moderate Density	P	P	P		P
SFM	UGA	440	Moderate Density	P	P	P		P
TC-C	City	0	Nonresidential					
TC-MU	City	7	Mid-rise Multifamily				P	

Zone		Capacity	Density Category	Select Housing Types				
				Single-Family	Townhome	2 to 4-Plex	Apartment	ADU
TC-PO	City	0	Nonresidential					
TC-R	City	33	Mid-rise Multifamily				P	
Yelm								
AC	UGA	2	Low Density			P		
C-1	City	91	Mid-rise Multifamily				C	P
C-2	City	58	Mid-rise Multifamily				C	P
C-3	City	15	Mid-rise Multifamily				C	P
CBD	City	99	Mid-rise Multifamily	P		C		P
I	City	0	Nonresidential					P
LI	UGA	0	Nonresidential					
MPC	City	3,776	Low-rise Multifamily	Multiple housing types/densities likely in planned community. Capacity split into two categories for the land capacity analysis.				
		2,000	Moderate Density					
OS/ID	City	0	Nonresidential					
R-16	City	390	Mid-rise Multifamily	P	P	P	P	P
R-4	City	928	Moderate Density	P	P	P	P	P
R-6	City	906	Moderate Density	P	P	P	P	P
RR1/5	UGA	243	Low Density	Single-family, townhome, and ADUs currently permitted. Joint plan allows for higher densities after annexation.				
		250	Moderate Density					
		250	Low-rise Multifamily					
Grand Mound								
AC	UGA	120	Moderate Density	P	P	P	P	P
LI	UGA	0	Nonresidential					
PID	UGA	0	Nonresidential					
R3-6/1	UGA	239	Moderate Density	P	P	P	P	P
R4-16/1	UGA	47	Moderate Density	P	P	P	P	P
County								
HC		0	Nonresidential					
LTA		359	Low Density	P				P
LTF		1	Nonresidential	P				
MEI		0	Nonresidential					
MGSA		724	Low Density	P				P
MR		0	Nonresidential					
NA		0	Nonresidential					
NC		0	Nonresidential					
PP		0	Nonresidential					

Zone		Capacity	Density Category	Select Housing Types				
				Single-Family	Townhome	2 to 4-Plex	Apartment	ADU
R 1/10		209	Low Density	P				P
R 1/20		374	Low Density	P				P
RCC		1	Nonresidential					
RL1/1		836	Low Density	P	P			P
RL1/2		347	Low Density	P	P			P
RL2/1		588	Low Density	P	P			P
RR1/5		257	Low Density	P	P			P
RRI		0	Nonresidential					
RRR1/5		13,817	Low Density	P	P			P
UR 1/5		235	Low Density	P				P



MEMBERS:

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

ASSOCIATE MEMBERS:

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

MEMORANDUM

TO: Thurston Regional Planning Council

FROM: Marc Daily, Executive Director

DATE: November 29, 2024

SUBJECT: Adjustment of salary range for Finance Manager position

PURPOSE

Executive Director Marc Daily will outline challenges Thurston Regional Planning Council (TRPC) has encountered in recruiting for a new Finance Manager and request action from Council to adjust the salary range for the Finance Manager position.

Summary:

- TRPC began recruiting for a new Finance Manager in September 2024.
- That recruitment garnered little response, and no qualified candidates were identified.
- In surveying other ongoing recruitments for similar positions, staff noted that the pay range for the Finance Manager position is considerably lower than other similar public agency recruitments.
- TRPC is now advertising for either a Senior Accountant or Finance Manager to attract more candidates.
- Executive Director Daily anticipates bringing the Council a more comprehensive, agency-wide salary adjustment proposal in mid-2025.
- The Finance Manager position is critical to the agency's core functions.
- Executive Director Daily is proposing increasing the salary range for this position at this time to aid in recruitment and negotiation for a new Finance Manager.
- The current salary range is range 29 (\$7,654 - \$9,558), and this proposal would increase the position to range 31 (\$8,041 - \$10,042) if approved.

REQUESTED ACTION
 Executive Director Daily requests that Council raise the salary range for the Finance Manager position to from range 29 to range 31 to improve recruitment success for the position.



Marc Daily
Executive Director

md:bl



MEMBERS:

- City of Lacey
- City of Olympia
- City of Rainier
- City of Tenino
- City of Tumwater
- City of Yelm
- Confederated Tribes of the Chehalis Reservation
- Nisqually Indian Tribe
- Town of Bucoda
- Thurston County
- North Thurston Public Schools
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- Intercity Transit
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ASSOCIATE MEMBERS:

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

MEMORANDUM

TO: Thurston Regional Planning Council

FROM: Paul Brewster, Senior Planner

DATE: November 29, 2024

SUBJECT: 2024 Federal Transportation Funding Call for Projects Action: Award Recommendations

PURPOSE

To present the Transportation Policy Board's (TPB) funding recommendations for the Council's approval.

Summary:

- On November 13, 2024, the Transportation Policy Board (TPB) approved award recommendations put forth by the TPB Grant Evaluation Subcommittee.
- This memorandum outlines the TPB's recommendations for federal grant program awards and the Rural Community Support Program (RCSP).
- The Council is scheduled to review and approve these recommendations on December 6, 2024, totaling \$19,183,335 in federal grant funding and \$550,000 in RCSP funding.

REQUESTED ACTION

1. Approve the TPB's award recommendations for priority projects under the Rural Community Support Program.
2. Approve the TPB's federal funding award recommendations for the following programs:
 - Carbon Reduction Program
 - Congestion Mitigation and Air Quality Improvement Program
 - Surface Transportation Block Grant Program
 - Transportation Alternatives Program

pb:bl



Marc Daily
Executive Director

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www.trpc.org

EQUITY CONSIDERATIONS

The Call for Projects process is a critical component of TRPC's commitment to ensuring that regional transportation investments reflect the diverse needs of all community members. The goal is not just to allocate funds but to ensure that funding decisions actively promote equity, inclusivity, and accessibility across the region. As part of this effort, Thurston Regional Planning Council (TRPC) has incorporated an equity-focused evaluation criterion into its project selection process, developed in 2022 in collaboration with the TPB and the Council.

This criterion uses data from a comprehensive countywide transportation priorities survey designed to capture the transportation challenges and priorities of underserved populations, including low-income individuals, people with disabilities, seniors, and communities of color. By integrating these insights into the funding decision-making process, TRPC aims to prioritize projects that reduce transportation disparities, enhance mobility options for marginalized groups, and ensure that all residents benefit from investments in the regional transportation system.

BACKGROUND

Federal Grant Funding

TRPC has a total of \$19,183,335 in federal grant allocations, which will be awarded to priority transportation projects that align with regional goals, including enhancing active transportation, improving multimodal efficiency, addressing maintenance needs, improving safety, making the system more resilient, and planning for future transportation investments. These funds are provided through four federal grant programs, each with distinct objectives, and they represent a significant opportunity to strengthen the region's transportation infrastructure.

Table 1 provides an overview of the federal grant program allocations, detailing the amount of funding available and the anticipated timeline for when the funds will be available for obligation. This timeline is crucial for local agencies to plan and implement their projects effectively. Map 1 illustrates the geographic distribution of the federal grant allocations, highlighting the areas of the community where TRPC must program these funds. The four federal grant programs are as follows:

- **Carbon Reduction Program (CRP)** – \$1,708,335 is allocated for projects that reduce greenhouse gas emissions from transportation sources. CRP funding focuses on increasing sustainable transportation options, such as public transit, active transportation infrastructure (e.g., bike lanes and pedestrian paths), and electric vehicle infrastructure.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** – \$5 million is allocated for projects that reduce traffic congestion and improve air quality. CMAQ funding supports various initiatives, including public transit improvements, traffic management systems, and congestion reduction strategies. This program is vital for enhancing mobility while minimizing the environmental impact of transportation systems, particularly in the north urban area that has historically suffered from excess PM10 emissions.
- **Surface Transportation Block Grants (STBG)** – \$10 million is allocated for a broad range of transportation infrastructure projects, including road and bridge repairs, public transit improvements, and projects aimed at improving multimodal connectivity. These funds allow local communities to address their most pressing infrastructure needs while contributing to the region's long-term transportation vision.
- **Transportation Alternatives (TA)** – \$2,475,000 allocated for projects that promote non-motorized transportation options, including bike and pedestrian pathways, streetscape enhancements, and projects that preserve or restore historic transportation infrastructure. This program supports projects that foster community connectivity, improve public health, and provide transportation choices for people who do not rely on cars.

Given the high demand for funding, TRPC received 19 eligible grant applications (for 16 distinct projects) totaling \$24,028,715, resulting in a funding shortfall of \$4,845,380. This underscores the need for strategic prioritization to ensure that limited resources are allocated to projects with the greatest potential to meet the region's transportation goals and deliver equitable outcomes.

Table 1. 2024 Regional Transportation Call for Projects Grant Program Availability

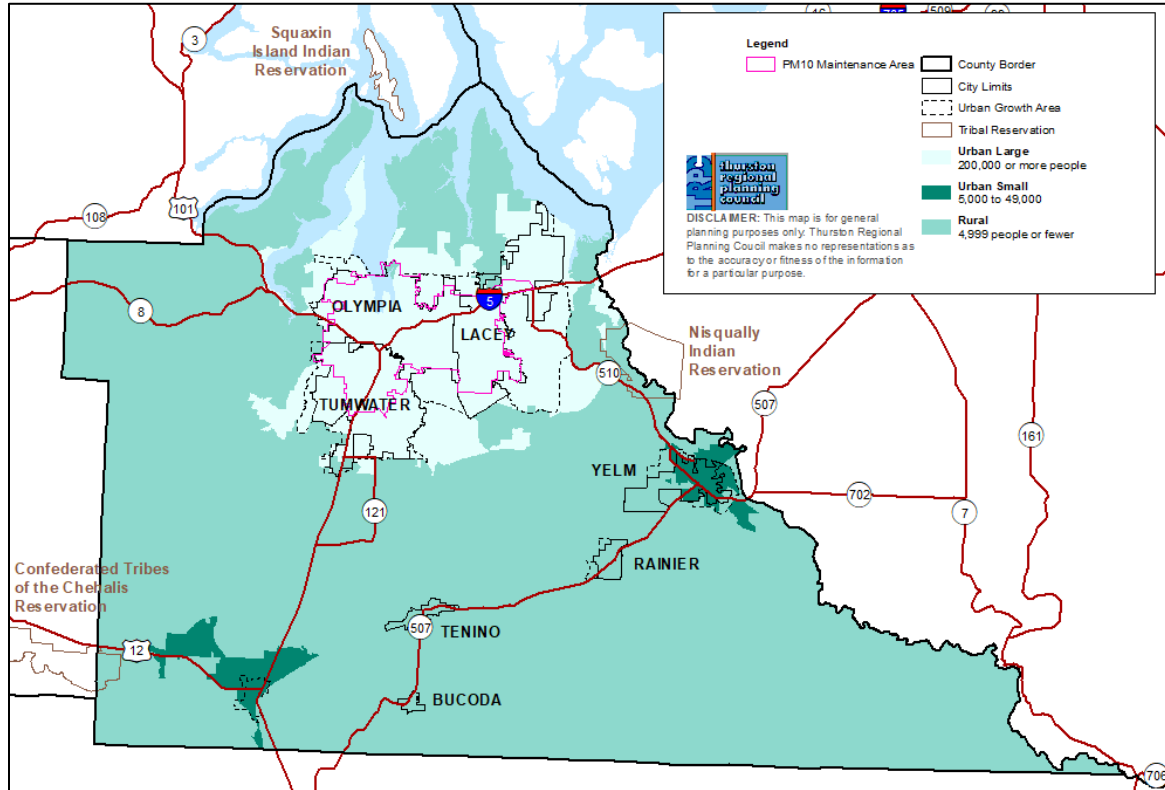
	STBG	TA	CMAQ	CRP	RCSP
Total Available	\$10 million	\$2.5 million	\$5 million	\$1.7 million	\$550,000
Urban Large	\$6,600,000	\$1,175,000	N/A	\$717,010	N/A
Urban Small	\$700,000	\$125,000	N/A	\$437,097	N/A
Rural	\$800,000	\$350,000	N/A	\$554,228	N/A
Flexible	\$1,900,000	\$825,000	N/A	N/A	N/A
Years to Program	FFYs 2028-2030		FFYs 2025-2027	FFYs 2025-2027	CYs 2025-2026

Rural Community Support Program

In addition to federal grant funding, TRPC will allocate \$550,000 in non-federal funding through the Rural Community Support Program (RCSP). This program is designed to assist our smaller communities with transportation-related projects that align with regional priorities but would be more difficult to implement with federal grant funding requirements.

Three applicants have submitted proposals that would fully utilize the \$550,000 allocated for the RCSP. These proposals reflect the unique needs of their communities, which have fewer transportation options for residents. By investing in these rural transportation initiatives, TRPC aims to promote greater equity by addressing the transportation needs of underserved populations outside the urban centers.

Map 1. U.S. Census Geographic Areas for Federal Transportation Grant Funding Distribution



Transportation Policy Board Subcommittee

As part of TRPC's enhanced Call for Projects process, the TPB established a Grant Application Review Subcommittee to ensure a thorough and transparent review of grant proposals. The subcommittee comprised Chair Ryder and Board Members Belk, Millar, Murray, and Vanderpool. This Subcommittee met on October 16, 2024, to review project proposals and evaluate how each project aligns with TRPC's funding priorities.

During the meeting, the Subcommittee engaged with applicants to clarify project details, understand community impacts, and validate the evaluation scores. The Subcommittee then ranked the proposals by grant program and provided staff with guidance on allocating the available funds. Their findings, along with the recommended funding scenarios, are documented in the [November 13 TPB Call for Projects Staff Memorandum](#).

Project Rankings

The Subcommittee used evaluation scores as a starting point to rank the proposals but emphasized that some projects offer regional benefits not fully captured by the scoring system. For example, the trail network preservation proposals only scored between 6 and 8 points, however the Subcommittee recognized their importance in maintaining safe non-motorized connectivity and sustainable transportation. It recommended that policymakers have flexibility to consider activities that lack scoring criteria including planning, system maintenance, and transportation resiliency.

Similarly, the Regional Trails Plan Implementation proposal, which ranked lowest among STBG projects, is viewed as crucial for coordinating trail planning and fostering interagency collaboration. To support this regional priority, the Subcommittee recommended partial funding and adjusted other project awards accordingly.

TPB Award Recommendations

On November 13, 2024, the TPB unanimously approved the Subcommittee's federal grant award recommendations for TRPC's consideration. The final recommended awards for each project are detailed in Tables 2-9. To simplify the recommendation, the two Lacey College Street Corridor Improvements Phase 3 proposals and the three Thurston County Chehalis Western Trail Pavement Preservation proposals are shown as single projects, respectively.

The TPB's award recommendations have several key outcomes:

- All but two projects/programs receive grant funding.
- 100% of the four federal grant allocations are awarded, ensuring that available resources are fully utilized.
- All applicants confirmed that they can successfully leverage partial grant awards, ensuring that projects can move forward even with reduced funding levels.

The Basis for the Awards

The TPB's recommendations were guided by the following key principles to ensure alignment with regional priorities, revenue equity considerations, and available resources:

1. Full Funding for Highest-Scoring Projects

The highest-scoring proposals, which closely align with regional transportation priorities, were awarded their full requested amounts, as long as sufficient funds were available within each geographic area's allocation. This approach ensures that the most competitive projects, which are most likely to achieve the greatest impact, are fully supported.

2. Partial Funding for Other High-Scoring or Lower-Priority Projects

For proposals that ranked just below the top-tier projects or were lower in priority, partial funding was allocated. When funds were limited within a geographic area, remaining funds were distributed to projects with the next highest scores, ensuring that no project with a strong regional benefit was overlooked. Each applicant identified a minimum funding threshold, so projects could still proceed despite receiving partial awards.

3. Maximizing CRP for Trail Preservation

A key strategy for maximizing the impact of available funds was prioritizing trail preservation efforts through the Carbon Reduction Program (CRP). TRPC allocated up to \$1 million in CRP funds specifically for regional trail network pavement preservation. The Thurston County Chehalis Western Trail Preservation project, which requested a combined total of \$2,621,544 across CRP and TA funds, received a larger than requested share of CRP funds to support its rehabilitation, ensuring a safe and well-maintained trail corridor.

4. Reallocation Across Eligible Grant Sources

In some cases, funding from different grant programs was reallocated to maximize available resources. For example, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds were used to support the Intercity Transit Smart Corridors Phase 4, which originally sought CRP funds. This reallocation ensures that projects with overlapping eligibility across funding sources are fully funded without exceeding the program's allocation.

5. Allocation of Flexible STBG and TA Funding

To ensure an equitable distribution of funding across the region, the flexible portion of STBG and TA funds was prioritized for proposals in the Urban Small and Rural areas, provided the projects met program eligibility requirements. This approach ensures that smaller and rural communities receive the support they need to address their unique transportation challenges. The funding recommendations also considered the 2022 grant awards to avoid over-concentration of resources in larger urban areas, ensuring balance across the region.

6. Regional Trails Plan Implementation Funding

The Regional Trails Plan Implementation proposal, which was deemed a regional priority, required funding from multiple sources to ensure adequate funding would be available for the project’s planning and coordination efforts. To meet the \$500,000 partial funding need, the TPB recommends using combination of STBG and CMAQ funds, specifically:

- \$200,000 from Olympia Pacific Avenue Crossing Improvements
- \$200,000 from Lacey College Street Corridor Improvements Phase 3
- \$100,000 in Rural funding from Thurston County Chehalis Western Trail Preservation.
- In addition, \$200,000 CMAQ funds were allocated to Lacey’s College Street Corridor Improvements in lieu of STBG funds to restore the Lacey’s requested funding level.

Impact of Funding on the Regional Trails Plan Implementation

to understand the trade-offs associated with partial funding and the potential implications for community engagement and project effectiveness, the Subcommittee requested an explanation from TRPC staff regarding how a reduced award would affect the scope of the Regional Trails Plan Implementation.

Figure 1: Comparison of Regional Trails Plan Implementation Scope – Full vs. Partial Funding

Activity	Fully Funded Proposal (\$650,000)	Partially Funded Proposal (\$500,000)
Comprehensive 5-year update to the Plan	Yes	Limited update: recommendations and maps only
Formation of the Trails Advisory Committee	Yes - Quarterly	Yes - Quarterly
Number of Annual Trails Plan Summit Meetings	Five	Two

While partial funding for the Regional Trails Plan Implementation would still allow progress to be made, fully funding the project provides the opportunity to achieve a more comprehensive and impactful update. A fully funded proposal ensures a thorough update to the plan, greater community engagement through multiple summit meetings, and the development of a more robust and actionable framework for the region’s trail network. However, even with the reduced funding, TRPC staff believes the project can still make meaningful progress, with a focus on updating key recommendations and maintaining critical community involvement.

Table 2: 2024 Call for Projects Federal Transportation Grant Award Recommendations Summary

Grant Program	Area*	Applicant	Score	Apps Priority	Proposal	Phase**	Request	Award	Difference	Grant Allocations	Obligation Years***
STBG	UL	Olympia	12	1	Martin Way Corridor Project	PE	\$2,500,000	\$2,500,000	\$0	STBG	2028
		Olympia	12	2	Pacific Avenue Enhanced Crosswalks	PE, CN	\$1,500,000	\$1,300,000	(\$200,000)	STBG	2028
		Lacey	11	1	College Street Corridor Improvements Phase 3	ROW	\$2,108,284	\$1,538,284	(\$570,000)	STBG, CMAQ	2026
		Thurston County	9	1	Old Pacific Hwy/Kuhlman Rd Intersection Improvements	ROW, CN	\$1,989,500	\$1,661,716	(\$327,784)	STBG	2028/2030
		Thurston County	9	2	Meridian Rd/Mullen Rd SE Intersection Improvements	PE	\$272,475	-	(\$272,475)	-	-
	Tumwater	8	2	Trosper Road Mobility Study	PL	\$173,000	-	(\$173,000)	-	-	
	US	Yelm	10	1	Rhoton Road NW Reconstruction	CN	\$3,600,000	\$1,738,865	(\$1,861,135)	STBG, TA, CRP	2028
		Thurston County	9	1	196th Ave SW - Sargent Rd SW to Elderberry St SW	PE, ROW	\$732,500	\$600,000	(\$132,500)	STBG	2028/2030
	R	Thurston County	5	1	Tilley Rd Bridge Replacement (T-2)	ROW, CN	\$700,000	\$700,000	\$0	STBG	2028/2029
	F	Thurston County	9	RCSP	Old Hwy 99 at Intersections of Sargent Rd	CN	\$600,000	\$600,000	\$0	STBG	2026
TRPC		5	1	Regional Trails Plan Implementation	PL	\$650,000	\$500,000	(\$150,000)	STBG	2029	
TA		Intercity Transit	8	1	Walk N Roll 2027-2030	PL	\$1,623,232	\$1,623,232	\$0	TA	2029/2030
CRP	UL	Intercity Transit	7	2	Introducing Two New Smart Corridors (Smart Corridors Phase 4)	PE	\$1,297,500	\$1,139,320	(\$158,18)	CMAQ	2025
	UL & R	Thurston County	6		Chehalis Western Trail Preservation	PE, CN	\$2,621,544	\$1,621,238	(\$1,000,306)	CRP, TA	2026
CMAQ	UL	Tumwater	9	1	Deschutes Valley Trail - Segment C	CN	\$2,595,000	\$2,595,000	\$0	CMAQ	2026
		Intercity Transit	7	3	Battery Electric Dial-A-Lift Vehicles with Charging Infrastructure	PE, CN	\$1,065,680	\$1,065,680	\$0	CMAQ	2025
Totals							\$24,028,715	\$19,183,335	(\$4,845,380)		

*UL: Urban Large; US: Urban Small; R: Rural; F: Flexible; PM10: Air Quality Maintenance Area for CMAQ grants.

**PE: Preliminary Engineering & Design; ROW: Right of Way; CN, Construction; PL, Planning.

***Obligation Years: Some projects obligations must be split to align with phasing needs and meeting fiscal constraint.

Table 3: Funding Recommendation Sum Total Federal Grant Awards by Applicant

Applicant	Total Requested	Combined Awards
Intercity Transit	\$3,986,412	\$3,828,232
Lacey	\$2,108,284	\$1,538,284
Olympia	\$4,000,000	\$3,800,000
Tumwater	\$2,768,000	\$2,595,000
Yelm	\$3,600,000	\$1,738,865
Thurston County	\$6,916,019	\$5,182,954
TRPC	\$650,000	\$500,000
Totals	\$24,028,715	\$19,183,335

FUNDING RECOMMENDATION DETAILS

On December 6, 2024, staff will present the award recommendations by grant program to the Council.

Rural Community Support Program Award Recommendations

The TPB recommends that the Council approve all three RCSP requests (Table 4). A total of \$550,000 will be divided equally among the Nisqually Indian Reservation, the City of Rainier, and the Town of Bucoda. Additionally, Thurston County has requested \$600,000 in STBG Flexible funding for the Old Hwy 99 at Intersections of Sargent Rd project, which is essential for maintaining supporting this important non-federal grant program.

Table 4: RCSP Awards

Applicant	Proposal	Award
Bucoda	Sidewalk Replacement on Main Street	\$183,333
Rainier	Thermoplastic Striping	\$183,333
Nisqually	Camas Road Extension Project	\$183,333
Total		\$550,000

CRP Award Recommendations

TRPC has \$1,708,335 CRP to program to priority projects. For the 2024 Call for Projects, the Council approved up to \$1 million in CRP funds to focus on preserving the region’s shared-use trails. To meet this initiative, the TPB recommends awarding the entire Urban Large and Rural CRP allocations to Thurston County’s consolidated Chehalis Western Trail preservation proposals.

While no applications were received for the \$437,097 Urban Small allocation, the City of Yelm’s Rhoton Rd NW Reconstruction project includes multimodal facilities that qualify for CRP funding. The proposed shared-use path would connect to the Yelm Alternate Loop shared-use path and the Yelm-Prairie Line Trail, which extends to Roy in Pierce County.

Table 5: CRP Awards

Applicant	Proposal	Award
Thurston County	Consolidated Chehalis Western Trail Pavement Preservation	\$1,271,020
Yelm	Rhoton Road NW Reconstruction	\$437,097
Total		\$1,708,335

CMAQ Award Recommendations

TRPC has \$5,000,000 in CMAQ funds for projects in the Air Quality Maintenance Area. The TPB recommends fully funding Tumwater’s Deschutes Valley – Trail Segment C construction project, as well as supporting Intercity Transit’s Battery Electric Dial-A-Lift Vehicles and Charging Infrastructure. A partial award for Intercity Transit’s Smart Corridors Phase 4 will also be provided, using CMAQ funds instead of CRP. Additionally, \$200,000 will be allocated to Lacey’s College Street Corridor improvements to address the funding gap related to the Regional Trails Plan Implementation.

Table 6: CMAQ Awards

Applicant	Proposal	Award
Tumwater	Deschutes Valley Trail – Segment C	\$2,595,000
Intercity Transit	Battery Electric Dial-A-Lift Vehicles with Charging Infrastructure	\$1,065,680
Intercity Transit	Introducing Two New Smart Corridors (Smart Corridors Phase 4)	\$1,139,320
Lacey	College Street Corridor Improvements Phase 3	\$200,000
Total		\$5,000,000

TA Award Recommendations

With \$2,475,000 available in TA funds, the TPB recommends fully funding Intercity Transit’s Walk N Roll Program, which received the highest ranking among the TA proposals. Given the geographic constraints of this smaller grant program, the recommendation includes leveraging both the Urban Large and Flexible allocations for this project.

Remaining funds will be allocated to the Yelm Rhoton Road NW Reconstruction project, promoting greater geographic equity for areas with fewer opportunities for larger funding allocations. A \$350,000 Rural allocation will also support the consolidated Chehalis Western Trail preservation project.

Table 7: TA Awards

Applicant	Proposal	Award
Intercity Transit	Walk N Roll 2027-2030	\$1,623,232
Yelm	Rhoton Road NW Reconstruction	\$501,768
Thurston County	Consolidated Chehalis Western Trail Pavement Preservation	\$350,000
Total		\$2,475,000

STBG Award Recommendations

The TPB recommends approving awards for the highest-ranking proposals based on geographic area while reserving a portion of the Urban Large and Rural funding allocations to support the TRPC Regional Trails Plan Implementation.

Table 8: STBG Awards

Applicant	Proposal	Award
Olympia	Martin Way Corridor Project	\$2,500,000
Olympia	Pacific Avenue Enhanced Crosswalks	\$1,300,000
Lacey	College Street Corridor Improvements Phase 3	\$1,338,284
Thurston County	Old Pacific Hwy/Kuhlman Rd Intersection Improvements	\$1,661,716
Yelm	Rhoton Road NW Reconstruction	\$1,738,865
Thurston County	196th Ave SW - Sargent Rd SW to Elderberry St SW	\$600,000
Thurston County	Tilley Rd Bridge Replacement (T-2)	\$700,000
Thurston County	Old Hwy 99 at Intersections of Sargent Rd	\$600,000
TRPC	Regional Trails Plan Implementation	\$500,000
Total		\$10,000,000

Contingency List Recommendation

Staff recommends adding proposals not recommended for funding or those receiving partial awards to TRPC’s Contingency List. This will position these projects for eligibility for redistributed federal funding through WSDOT between TRPC’s Call for Projects cycles. Table 9 outlines the unfunded requests, with the actual amounts subject to change as project costs are finalized. Staff will work with applicants to validate and update the funding levels after the Council approves the 2024 Call for Projects awards.

Table 9: Contingency List Estimates

Applicant	Proposal	Estimated Amount
Olympia	Pacific Avenue Enhanced Crosswalks UL	\$200,000
Lacey	College Street Corridor Improvements Phase 3 UL	\$570,000
Thurston County	Old Pacific Hwy/Kuhlman Rd Intersection Improvements UL	\$327,784
Thurston County	Meridian Rd/Mullen Rd SE Intersection Improvements UL	\$272,475
Tumwater	Trosper Road Mobility Study UL	\$173,000
Yelm	Rhoton Road NW Reconstruction US	\$1,861,135
Thurston County	196th Ave SW - Sargent Rd SW to Elderberry St SW US	\$132,500
Thurston County	Consolidated Chehalis Western Trail Pavement Preservation	\$1,000,306
TRPC	Regional Trails Plan Implementation	\$150,000
Intercity Transit	Introducing Two New Smart Corridors (Smart Corridors Phase 4)	\$158,180
Total		\$4,845,380

NEXT STEPS

Following the Council’s action, staff will issue award letters to the applicants, outlining award amounts, conditions, and timelines for obligation. Funding scheduled for obligation in 2025 will require amendments to TRPC’s Regional Transportation Improvement Program (RTIP). Most other projects will be programmed in the 2026-2029 RTIP through the annual update cycle.



MEMBERS:

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

ASSOCIATE MEMBERS:

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



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Executive Director

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MEMORANDUM

TO: Thurston Regional Planning Council
FROM: Katrina Van Every, Transportation Manager
DATE: November 29, 2024
SUBJECT: Consolidated Grant Rankings

PURPOSE

Staff will provide a first review of the proposed rankings for applications seeking Consolidated Grants.

Summary:

- Consolidated grants provide funds for public transportation improvements within and between rural communities; tribal transportation; transportation services between cities; purchases of new buses and equipment; and public transportation services to seniors and people with disabilities.
- To be eligible for the Consolidated Grant, applicants must participate—and have their project need identified—in Thurston Regional Planning Council’s (TRPC) [Coordinated Human Services Transportation Plan \(HSTP\)](#).
- TRPC can impact project rankings and whether a project is funded by a Consolidated Grant. Based on demographics, WSDOT provides each Regional Transportation Planning Organization/Metropolitan Planning Organization (RTPO/MPO) with a certain number of regional rankings and points that can be applied to projects. For this cycle, TRPC has:
 - 1 A. The project will automatically be awarded funding.
 - 3 Bs. These projects will be given 25 regional points.
 - 3 Cs. These projects will be given 12 regional points.
 - Unlimited Ds. These projects receive no additional points.
- For this grant cycle, Council will consider two projects. Based on the priorities outlined in the HSTP, staff recommends that Council rank the projects as follows:
 - A: Thurston Regional Planning Council’s *Continuation of Expanded Rural Transit Service (Operating)*.
 - B: TransServe PNP’s *TRPC Replacement Vehicles 2024 (Capital Vehicle)*.

REQUESTED ACTION

This is a first review; no action required.

kve:bl

EQUITY CONSIDERATIONS

[Consolidated grants](#) provide funds for public transportation improvements within and between rural communities; tribal transportation; transportation services between cities; purchases of new buses and equipment; and public transportation services to seniors and people with disabilities.

The [Coordinated Human Services Transportation Plan](#) identifies available transportation services, needs, gaps, and recommendations to benefit those who – because of age, income, or ability – may face limited transportation options, which includes populations who may not traditionally participate in planning efforts.

BACKGROUND

Consolidated grants are awarded through a competitive process supported by state and federal funding. Washington State Department of Transportation (WSDOT) works with an advisory committee to consider the priorities of regional planning councils like TRPC when establishing ranking criteria for the competitive process.

To be eligible for the Consolidated Grant, applicants must participate—and have their project need identified—in TRPC's Coordinated Human Services Transportation Plan. For purposes of ranking, TRPC focuses on the following:

- Continuing and enhancing existing successful strategies and programs.
- Maintaining/replacing vehicles that support existing successful strategies and programs.
- New programs that fill gaps identified in the Human Services Transportation Plan.

TRPC can impact project rankings and whether a project is funded by a Consolidated Grant. Based on demographics, WSDOT provides each RTP/MPO with a certain number of regional rankings and points that can be applied to projects. For this cycle, TRPC has:

- 1 A. The project will automatically be awarded funding.
- 3 Bs. These projects will be given 25 regional points.
- 3 Cs. These projects will be given 12 regional points.
- Unlimited Ds. These projects receive no additional points.

Once WSDOT completes its initial review and ranking of submitted projects, the regional points are applied to the total. WSDOT will then fund as many projects as possible; projects given As have funding priority; after that, projects are funded in order based on their total ranking points until the funding is exhausted.

APPLICATIONS AND PRIORITIES

The following projects that operate in the Thurston region applied for Consolidated Grants and have been organized by priorities found in the Human Services Transportation Plan:

Continuing and enhancing existing successful strategies and programs.

Thurston Regional Planning Council. Continuation of Expanded Rural Transit Service (Operating)

Grant Request: \$3,030,888 (2025-2029)

Match: \$353,566

Description: Sustain the expansion of the Rural Transit (rT) service added in 2023: Saturday service; route to Yelm from Rainier; Tenino mid-day route; and transfer connection with Grays Harbor and Lewis Transit. Enhances rT's backbone service, providing transportation throughout rural Thurston County through partnerships with area non-profits and businesses.

Maintaining/replacing vehicles that support existing successful strategies and programs.

TransServe PNP. TRPC Replacement Vehicles 2024 (Capital Vehicle)

Grant Request: \$1,096,155 (2025-2027)

Match: \$57,690

Description: TranServe PNP is a 501 (c) 3 private non-profit agency and will submit a grant to obtain eight replacement vehicles to support TRPC's operations. The service operates three deviated routes using four vehicles Mon-Sat. The smaller vehicles will be used to aid the assistance of special needs transportation.

New programs that fill gaps identified in the Human Services Transportation Plan.

No applications for this priority were forwarded to TRPC for consideration.

STAFF RECOMMENDATION

Staff recommends Council rank the projects as follows:

- A: Thurston Regional Planning Council. Continuation of Expanded Rural Transit Service (Operating).
- B: TransServe PNP. TRPC Replacement Vehicles 2024 (Capital Vehicle)



MEMBERS:

- City of Lacey
- City of Olympia
- City of Rainier
- City of Tenino
- City of Tumwater
- City of Yelm
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MEMORANDUM

TO: Thurston Regional Planning Council

FROM: Katrina Van Every, Transportation Manager

DATE: November 29, 2024

SUBJECT: Regional Transportation Plan (RTP) Project List & Financial Forecast

PURPOSE

Staff will provide an overview of the 2050 Regional Transportation Plan’s project list and financial forecast.

Summary:

- The Regional Transportation Plan (RTP) will be updated in 2025. The RTP fulfills both state and federal requirements for transportation planning at the regional level.
- As part of its recommendations, the RTP includes a list of regional projects anticipated to be completed during the planning horizon (2025-2050).
- Seventy-nine projects are proposed for inclusion in the RTP as project recommendations:
 - 19 capacity projects, including multimodal improvements.
 - 15 new connections and alignments.
 - 6 trail projects.
 - 14 public transportation projects and studies.
 - 5 WSDOT projects and studies.
 - 20 studies.
- The project list suggests we are seeing a shift from smaller, less costly projects to harder, more expensive projects that are needed to support mobility in the region.
- The RTP is required to be financially constrained, meaning the RTP only includes projects that the region can afford to complete with existing revenues or with revenues that are reasonably expected to be available.
- Specifically, the forecast looks at the constraint of jurisdiction and transit agency projects. WSDOT projects are not included in the plan’s financial constraint, though they are included in the plan’s recommendations.
- The financial forecast suggests agencies will build up revenues during the first ten years of the forecast (2025-2034) to support implementation of some projects during the latter portion of the forecast (2035-2050).
- The financial forecast also suggests the cities and county will have approximately \$571 million available to construct/implement the jurisdictions’ regional projects during the planning horizon. Approximately \$569 million in such projects are proposed.
- Based on the financial forecast, the RTP is financially constrained as to jurisdiction projects.

REQUESTED ACTION

This is for information purposes only.

kve:bl

EQUITY CONSIDERATIONS

The Regional Transportation Plan (RTP) helps identify the key components of the region’s multimodal transportation system that connects people to important destinations and improves access to goods and services, which benefits underserved communities. Projects included in the 2050 RTP that will be constructed in the next five years include Olympia’s Fones Road Improvements and the Deschutes Valley Trail. Each of these projects improve multimodal service for burdened populations by building sidewalks, bike lanes, or trails. Additionally, Intercity Transit is planning service expansions over the next 25 years – another multimodal service improvement for burdened populations.

BACKGROUND

The RTP serves many functions – from implementing local plans (such as Sustainable Thurston) to balancing social, financial, and environmental costs and impacts, to acknowledging the diversity of transportation needs in our region. The RTP fulfills both state and federal requirements for transportation planning at the regional level and sets the stage for how federal funding is used to support project delivery at the local level (Call for Projects process).

Key components of the RTP include a list of projects recommended to be completed during the planning horizon (2025-2050) and a financial forecast identifying regional transportation revenues and expenditures.

Subject to change, the following is the anticipated update schedule for the RTP, including major milestones in work:

Date	Activity/Event
December 2024	Update of the transportation model’s future year (2050, funded base and all projects) complete.
March 2025	Complete draft of the RTP available for review; public comment period to begin.
April 2025	Public comment period ends.
May	TAC Review TPB Recommendation
June 2025	Council’s 1 st Review
July 2025	Council Action

PROJECT LIST

Project Name	Estimated Cost	Project Number ¹
Capacity Projects including Multimodal Improvements (19)		
City of Lacey		
Britton Parkway	\$2,000,000 Public	C26
Carpenter Road Improvements from Pacific Avenue to Shady Lane	\$3,500,000 Public	C11
College Street Corridor Improvements	\$30,000,000 Public	C42
Martin Way/I-5 Interchange Project	\$40,000,000 Public	C40
Marvin Road Widening	\$12,400,000 Public	C12
City of Lacey, Thurston County		
Carpenter Road Widening from Martin Way to Britton Parkway	\$15,000,000 Public	C28
City of Olympia		
Fones Road Improvements	\$22,700,000 Public	C17
Wiggins Road Reconstruction	\$12,500,000	C6
City of Olympia, City of Tumwater		
Mottman Road Improvements	\$12,500,000	C5
City of Tumwater		
Brewery District Transportation Project	\$18,750,000 Public	C39
Capitol Boulevard – M Street to Israel Road	\$27,000,000 Public	C38
Henderson Boulevard Corridor	\$24,000,000 Public	C1
Old Highway 99 Improvements	\$22,000,000 Public	C19
Tumwater Boulevard Interchange	\$23,000,000 Public	C29
Department of Enterprise Services, City of Olympia		
5th Avenue Bridge Reconstruction	Pending	C2
Thurston County		
Elderberry Road Upgrade	\$5,000,000 Public & Private	C7
Marvin Road Upgrade	\$30,000,000 Public	C4
Old Highway 99 SW Capacity Project	\$15,000,000 Public	C22
Rich Road Capacity Project	\$5,000,000 Public	C24
New Connections and Alignments (15)		
City of Lacey		
College Street NE Extension from Martin Way to 15th Avenue NE	\$2,600,000 Public	A2
City of Lacey, Nisqually Tribe		
Lacey Hawks Prairie Business District Commercial Corridors	\$30,000,000 Private	A1
City of Olympia		
12th/15th Avenue Connection	\$9,000,000 Public	A24
Ensign Road Connection	\$10,500,000 Private	A25
Kaiser Road Connection	\$25,000,000 Public	A19
Log Cabin Road Connection	\$10,250,000 Public	A4
US 101/West Olympia Access Project	\$42,000,000 Public	A21
City of Tumwater		
E Street Connection	\$54,000,000 Public	A20
Tyee Drive Extension	\$4,000,000 Public	A7
City of Yelm		
Coates Avenue Extension	\$6,000,000 Private"	A28
Mosman Avenue SE (Phase 3)	\$1,900,000 Public	A29
Tahoma Boulevard Extension - North	\$3,800,000 Public	A27
Tahoma Boulevard Extension - South	\$2,164,000 Public	A26
Yelm Loop Phase 3B	\$15,000,000 Public	A8
Thurston County		
Marvin Road Extension	\$30,000,000 Public & Private	A9
Trail Projects (6)		
City of Olympia		
Karen Fraser Woodland Trail Phases 3 and 4	\$29,000,000 Public	B9

Project Name	Estimated Cost	Project Number ¹
City of Tumwater		
Deschutes Valley Trail	\$12,000,000 Public	B6
City of Yelm		
Yelm Prairie Line Trail	\$10,281,000 Public	B8
Thurston County		
Gate-Belmore Trail	\$15,000,000 Public	B7
Karen Fraser Woodland Trail Extension	\$500,000 Public	B1
Thurston County, Town of Bucoda, City of Tenino		
Yelm-Rainier-Tenino Trail Extension	\$6,500,000 Public	B2
Public Transportation Projects and Studies (14)		
Intercity Transit		
Alternative Fuel Infrastructure and Fueling Services Project	\$24,137,000 Public	T9
E Martin Way Gateway Transit Facility	\$7,000,000 Public	T8
Expansion of Intercounty Express Service	\$8,000,000 Public	T14
Expansion of Local Express Service	\$18,000,000 Public	T15
Expansion of Urban Transit Services	\$20,000,000 Per year	T2
High Frequency Corridor Service or "BRT Light"	\$30,000,000 Capital portion	T7
Innovative Service Zone Study	\$2,600,000 Public	T13
Intercity Transit Rehabilitation, Expansion, and Modernization of Operations Base	\$26,000,000 Public	T11
Lacey/Olympia/Tumwater/Yelm Intra-County Express Corridor Plan and Implementation Strategy	\$1,000,000 Public	T6
New West Oly Transit Facility	\$25 million	T12
Nisqually Tribe Transit Access and Circulation Study, Implementation Strategy	\$500,000	T10
Regional "Park-and-Pool" Plan and Implementation Strategy	\$75,000 Public	T5
Smart Corridors Phase 4	\$1,550,000 Public	T1
West Olympia Transit Study	\$400,000	T16
WSDOT Projects and Studies (5)		
WSDOT		
I-5 Hard Shoulder Running	\$15,400,000 Public	O3
I-5 Nisqually to Mounts Road	\$1 billion + Public	O4
I-5 Tumwater to Mounts Road Alternatives Analysis	\$2,500,000 Public	O1
SR 510 Yelm Loop – North Section (Y3) Stage 2	\$58,500,000 Public	O13
WSDOT, City of Yelm, Thurston County, Pierce County		
SR 507/Bald Hills to SR 702 Intersection Improvements	\$25,493,000 Public	O2
Studies (20)		
City of Lacey		
14th Avenue SE Extension Study	\$150,000 Public	S27
Desmond Drive Extension Study	\$50,000 Public	S26
Ruddell Road Corridor Study	\$200,000 Public	S28
City of Lacey, City of Olympia, Thurston County, Intercity Transit, TRPC		
Martin Way Crossing Strategy	\$700,000 Public	S22
City of Olympia		
Lilly Road Safety Study	\$650,000	S20
Olympia Street Connectivity Studies	\$900,000 Public	S32
City of Tumwater		
I-5 and 93rd Avenue SE Interchange Improvements Study	\$258,960 Public	S12
TRPC		
Bicycle Connectivity Strategy	\$400,000 Public	S1
Emergency Incident Management Detour Route Improvements Study	\$250,000 Public	S6
Environmental Justice and Social Equity Study	\$300,000 Public	S2
Freight Mobility Strategy	\$600,000 Public	S3
High Capacity Transportation Study	\$450,000 Public	S4
Neighborhood Centers Study	\$500,000 Public	S8

Project Name	Estimated Cost	Project Number ¹
Regional Carbon Reduction Strategy	\$250,000 Public	S24
Regional Multimodal Level of Service	\$450,000 Public	S9
Regional Planning Priorities	\$750,000 Public per year	S10
Regional Trails Work Program	\$100,000 Public per year	S21
Regional Transportation Safety Action Plan	\$415,650	S15
Pedestrian/Walkability Strategy	\$425,000	S23
Transportation Resiliency Strategy	\$750,000 Public	S14

¹The project number is used to link projects in the RTP to those listed in the Regional Transportation Improvement Program (RTIP).

FINANCIAL FORECAST – CITIES AND COUNTY

Table 1: City and County Transportation Revenue Forecast

(In millions of constant 2025 dollars)

Revenue Type	2025 - 2034	2035 – 2050	Total
Local Revenues			
Existing Revenues (No TBDs)	\$617	\$987	\$1,604
Transportation Benefit District Revenues	\$149	\$453	\$602
State Revenues			
Existing Revenues	\$210	\$344	\$554
New Revenue	\$36	\$144	\$180
Federal Revenues	\$79	\$127	\$206
Total Forecasted Revenues	\$1,091	\$2,056	\$3,146

Note: Numbers may not add due to rounding.

Table 2: City and County Transportation Expenditure Forecast

(In millions of constant 2025 dollars)

Expenditure Type	2025 - 2034	2035 – 2050	Total
Locally Significant Construction	\$295	\$473	\$768
Regional Projects	\$125	\$439	\$565
Maintenance, Preservation & Operations (No TBD funds)	\$285	\$455	\$740
Preservation (TBD funds)	\$142	\$431	\$572
Administration	\$137	\$219	\$355
Debt Service / Other (existing debt only)	\$63	\$76	\$139
Total Forecast Expenditures	\$1,047	\$2,093	\$3,139

Note: It is estimated that the cities and county spent \$156 million (2025\$) on regional projects between 2000 and 2021, not including the 4th Avenue Bridge; assumes 95% of revenue from TBDs will be used for maintenance and preservation. Numbers may not add due to rounding.

Table 3: City and County Transportation Forecast Summary

(In millions of constant 2025 dollars)

	2025 – 2034	2035 – 2050	Total
Total Revenues	\$1,091	\$2,056	\$3,146
Total Expenditures	(\$1,047)	(\$2,093)	(\$3,139)
Balance	\$44	(\$37)	\$7

Note: Numbers may not add due to rounding.

FINANCIAL FORECAST – PUBLIC TRANSPORTATION

Table 4: Public Transportation Revenue Forecast

(In millions of constant 2025 dollars)

Revenue Type	2025 - 2034	2035 – 2050	Total
IT Operating Revenue	\$1,078	\$2,369	\$3,446
IT Capital Revenue	\$115	\$154	\$269
IT Reserves	\$0	\$151	\$151
rT Operating Revenue	\$17	\$42	\$59
Total Estimated	\$1,210	\$2,715	\$3,925

Note: IT refers to Intercity Transit, and rT refers to rural Transportation. Numbers may not add due to rounding.

Table 5: Public Transportation Expenditure Forecast

(In millions of constant 2025 dollars)

Expenditure Type	2025 - 2034	2034 – 2050	Total
IT Operations – Existing and Expanded Service	\$904	\$2,431	\$3,335
IT Capital – Existing Strategic Plan	\$224	\$307	\$531
rT Operations	\$17	\$42	\$59
Total Estimated	\$1,144	\$2,781	\$3,925

Note: Numbers may not add due to rounding.

Table 6: Public Transportation Forecast Summary

(In millions of constant 2025 dollars)

	2025 - 2034	2035 – 2050	Total
Total Revenues	\$1,210	\$2,715	\$3,925
Total Costs	\$1,144	\$2,781	\$3,925
Balance	\$66	(\$66)	\$0

Note: Numbers may not add due to rounding.