Chapter 2
Recommendations

The recommendations found in this plan are the primary outcome of the regional planning process and reflect the region's Guiding Principles, Goals and Policies (Chapter 3); the results of the future conditions analysis (Chapter 5); and the fiscal realities that constrain our ability to complete projects (Chapter 6). The recommendations fall into four categories:

- **Safe System.** Prioritize projects that reduce conflicts between transportation system users (pedestrians, transit riders, drivers) and eliminate fatal and serious injury crashes.
- **Greenhouse Gas Emissions Reduction and Climate Change Resilience.** Reduce locally generated greenhouse gas emissions and increase the resilience of our transportation system to climate-related impacts.
- **Maintenance and Preservation.** Preserve and maintain our existing transportation facilities, including transit facilities and services.
- **Regional Projects.** Complete 79 regional projects that either impact the safety and movement of people at the regional scale or that address other questions and issues posed by the RTP.

Locally Significant Projects and the Regional Transportation Plan (RTP)

The RTP focuses on regional projects — major projects that influence travel patterns and traffic flow over large areas. Locally identified investments that address needs like pavement preservation, system safety, intersection efficiency, sidewalk infill, on-street bike lanes, and shoulder upgrades also make the transportation system work. These locally significant projects are essential to the safe and efficient functioning of the transportation system. Local agencies are best qualified to identify, evaluate, prioritize, and program these projects and can best respond to quickly changing needs and opportunities.

While locally significant projects are not specifically called out in this Plan's recommendations, they are still an important part of the regional transportation strategy. The RTP accounts for locally significant projects in the Plan's Goals and Policies as well as in the financial forecast found in Chapter 6.

Safe System

In 2023, 4,093 crashes in the Thurston region resulted in the deaths of 34 people and the serious injury of another 113 (Figure 2-1). Safety is an essential consideration for people traveling in the Thurston region, regardless of whether they are driving, bicycling, using transit, or walking. In addition to the very real impacts crashes have on individuals and families, they also have significant impacts on public safety, choices in travel mode, traffic flow, and the overall efficiency of the transportation network.

Thurston Regional Planning Council (TRPC) has agreed to plan and program projects so that the Thurston region contributes towards the accomplishment of Washington state's Strategic Highway Safety Plan: Target Zero. Death and serious injury are not acceptable outcomes of using our transportation system and, therefore, must be addressed in all aspects of our transportation work. Eliminating fatal and serious injury crashes will require consideration of how people interact with the design of our transportation system.

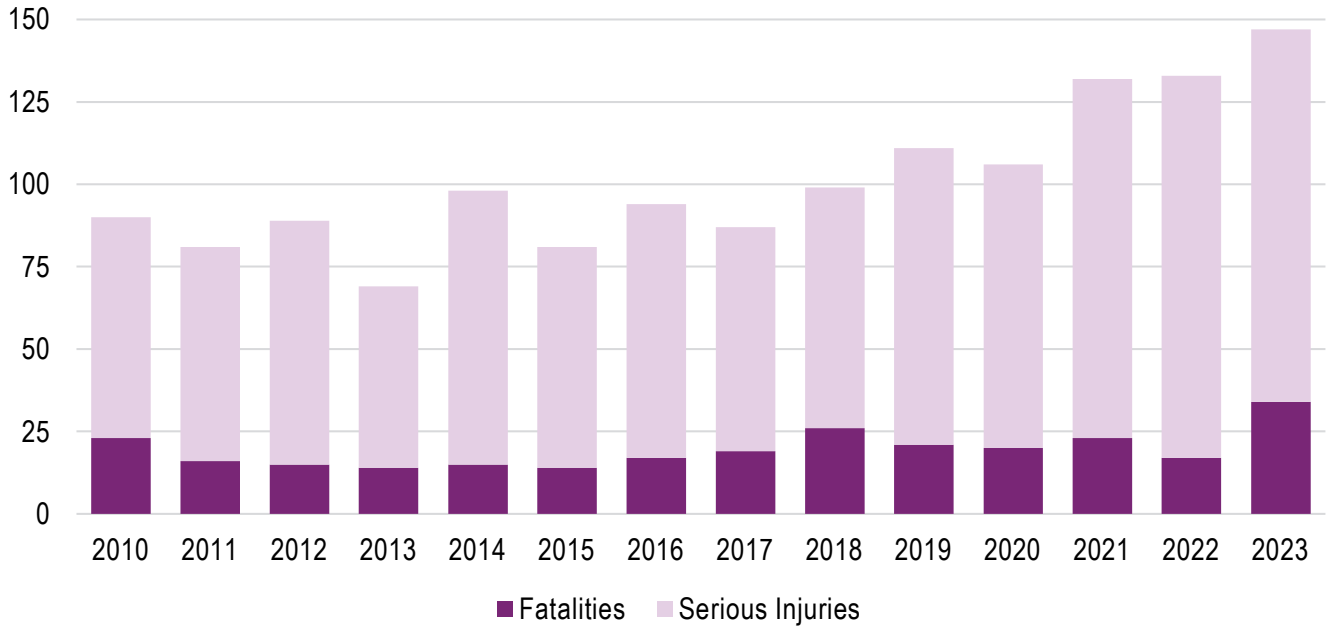
Regional Safety Action Plan

In 2025, TRPC began developing a comprehensive safety action plan for the Thurston region. The project will establish a safety task force, conduct a safety analysis, identify specific policy and process changes that can be made, and develop a list of priority projects and strategies to improve and prioritize the safety of all users.

Several local jurisdictions received federal funding in 2023 to update their safety plans. This project will build on those efforts.

TRPC anticipates updating the Regional Transportation Plan to incorporate the findings of the safety analysis and relevant strategies and policies from the Regional Safety Action Plan once complete.

Figure 2-1: Fatalities and Serious Injuries, Thurston County



Source: WSDOT
Under United States Code Title 23 Section 409, this data cannot be used in discovery or evidence at trial in any action for damages against Thurston Regional Planning Council, or the jurisdictions involved in the data.

System Users

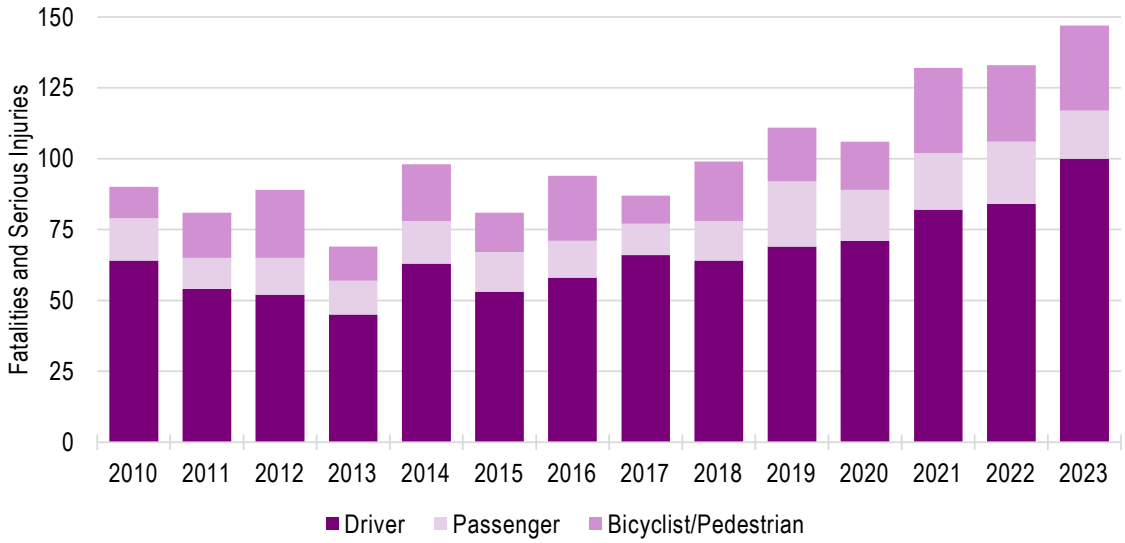
Transportation system users include people who drive (regardless of vehicle type), people who ride as passengers, transit riders, bicyclists, pedestrians, and other active transportation users. As part of Target Zero, Washington State Department of Transportation (WSDOT) tracks both the types of system users involved in crashes as well as high risk behaviors system users may engage in. Special areas of emphasis include:

- Active transportation users (e.g., pedestrians, bicyclists)
- Drivers aged 16–25
- Drivers older than 65
- Speeding
- Impairment (drug, alcohol, or both)[1]
- Distraction[1]
- Driving drowsy

In the Thurston region, drivers make up the majority of system users who die or have a serious injury as a result of a crash (Figure 2-2). However, bicyclists, pedestrians, and other active transportation users are more vulnerable than drivers. Because the number of fatalities and serious injuries has increased over time, we are seeing more pedestrian and bicyclist fatalities and serious injuries, and the outcomes for such system users has worsened over the last 10 years. In 2023, 26 percent of bicyclists and pedestrians involved in a crash died or sustained a serious injury[2] (Figure 2-3).

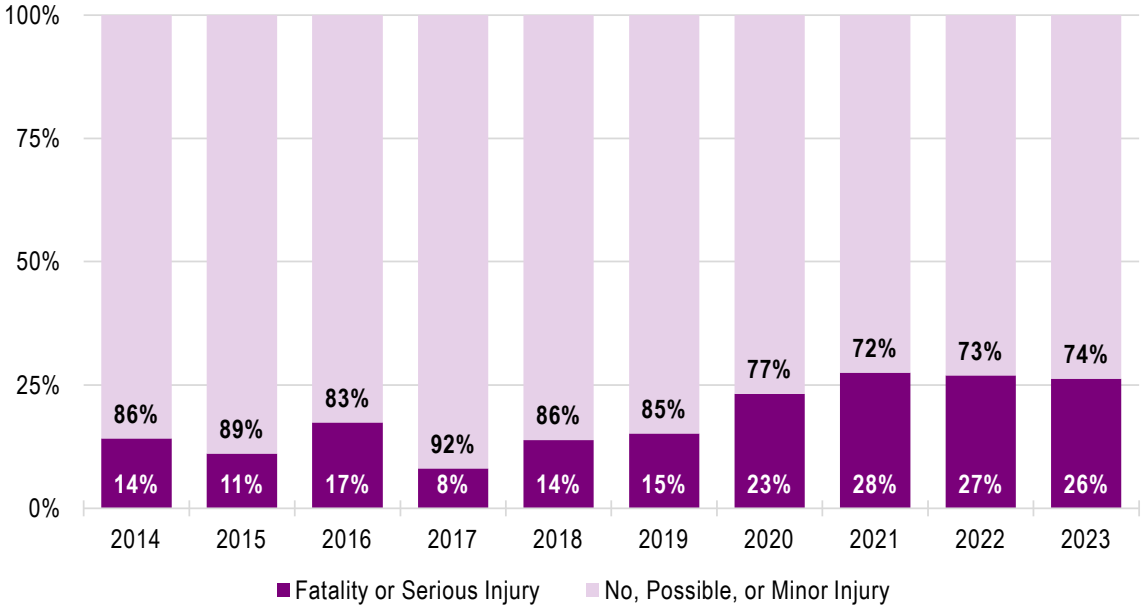
[1]Both impairment and distraction may be on the part of the driver or an active transportation user. However, in most cases, it is on the part of the driver.
[2]Per WSDOT, a serious injury occurs when a person has one or more of the following: severe laceration resulting in exposure of underlying tissue/muscle/organ or resulting in significant loss of blood; broken or distorted extremity; crush injury; suspected skull, chest, or abdominal injury other than bruises or minor laceration; significant burn; unconsciousness when taken from the scene; or paralysis.

Figure 2-2: Fatalities and Serious Injuries by System User, Thurston County



Source: WSDOT
Under United States Code Title 23 Section 409, this data cannot be used in discovery or evidence at trial in any action for damages against Thurston Regional Planning Council, or the jurisdictions involved in the data.

Figure 2-3: Outcomes for Pedestrians and Bicyclists Involved in Crashes, Thurston County



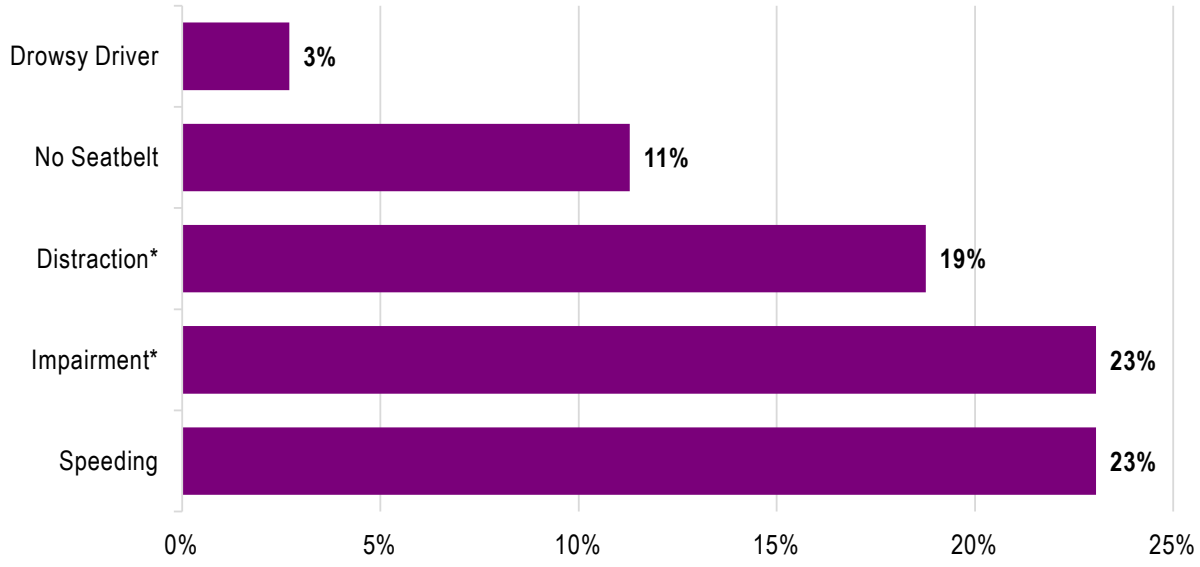
Source: WSDOT
Under United States Code Title 23 Section 409, this data cannot be used in discovery or evidence at trial in any action for damages against Thurston Regional Planning Council, or the jurisdictions involved in the data.

High-Risk Behaviors

High-risk behaviors contribute to the number of fatal and serious injury crashes. High-risk behaviors include impairment (due to drugs, alcohol, or both), speeding, distraction, and not wearing a seatbelt. Between 2019 and 2023, speeding and impairment were the most common high risk behaviors, occurring in 23 percent of fatalities and serious injuries (Figure 2-4).

Fatal and serious injury crashes can involve more than one of the driver behaviors in Figure 2-4. For example, a driver could have been both speeding and impaired or a driver could have been both drowsy and not wearing a seatbelt. Impairment and distraction may be on the part of a driver or an active transportation user. However, in most cases, it is on the part of the driver; between 2014 and 2023 only nine impaired active transportation users were involved in a fatal or serious injury crash compared to 181 impaired drivers during the same period.

Figure 2-4: Fatalities and Serious Injuries from Crashes Involving Certain Behaviors, Thurston County , 2019-2023



Source: WSDOT

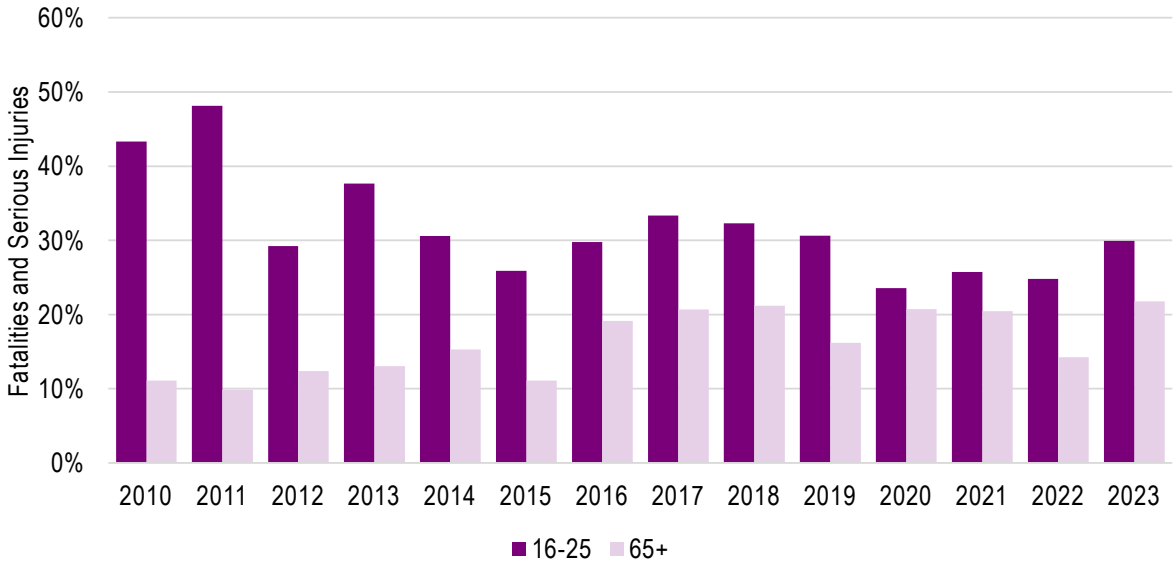
*May be on the part of a driver or an active transportation user

Under United States Code Title 23 Section 409, this data cannot be used in discovery or evidence at trial in any action for damages against Thurston Regional Planning Council, or the jurisdictions involved in the data.

Driver Age

Driver age can also be a factor in fatal and serious injury crashes. In the last 14 years, the number of fatalities and serious injuries from crashes involving drivers aged 16–25 has decreased, while the proportion of such crashes involving drivers 65 and older has trended upwards (Figure 2-5).

Figure 2-5: Fatalities and Serious Injuries from Crashes Involving Younger and Older Drivers, Thurston County



Source: WSDOT
Under United States Code Title 23 Section 409, this data cannot be used in discovery or evidence at trial in any action for damages against Thurston Regional Planning Council, or the jurisdictions involved in the data.

System Design

The way our transportation system is designed can influence both driver behavior (e.g., wide, straight roads influence drivers to drive faster) and crash outcomes (e.g., installing guardrails along steep slopes to prevent drivers from leaving the paved road surface). Physical changes to the transportation system are more effective than changes that rely on transportation system users to make safe decisions.[3]

[3] Washington State Strategic Highway Safety Plan (2024).

Washington state's Strategic Highway Safety Plan recommends prioritizing funding for active transportation infrastructure and roadway design strategies that:

- Reduce conflicts between transportation system users
- Reduce travel speeds
- Keep vehicles on the roadway

Greenhouse Gas Emissions Reduction and Climate Change Resilience

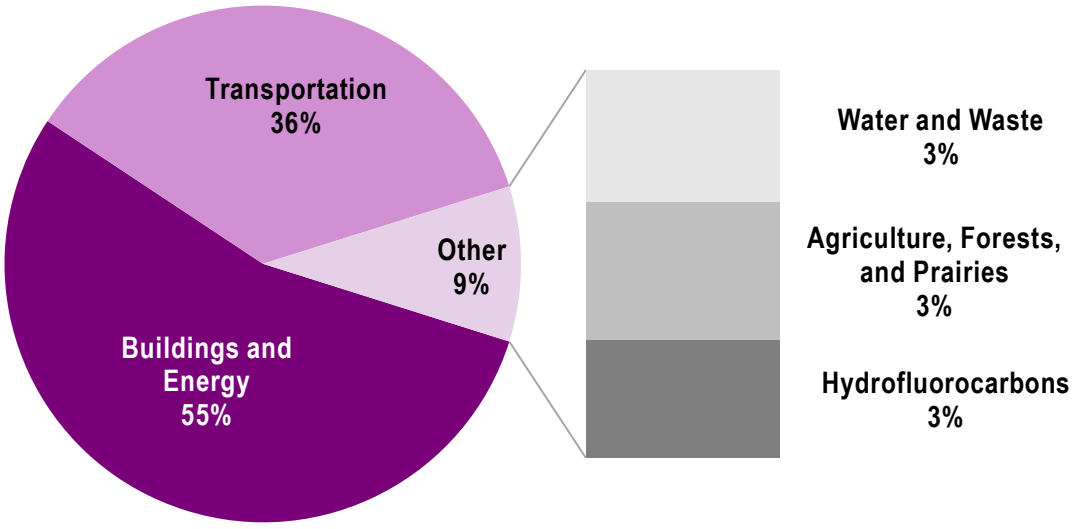
TRPC developed the Thurston Climate Adaptation Plan in 2018 and supported Thurston County and the cities of Lacey, Olympia, and Tumwater in developing the Thurston Climate Mitigation Plan in 2020. This important work highlighted the need to align the region's transportation and climate planning efforts so that our region can meet its greenhouse gas emissions reduction targets and ensure our transportation system is resilient to the impacts of the region's changing climate.

Greenhouse Gas Emissions

Emissions from the transportation sector continue to be a leading generator of total greenhouse gas emissions — second only to buildings and energy use (Figure 2-6). While emissions dropped 4.1 percent between 2010 and 2021, the region is not on track to meet its 2030 or 2050 emissions reduction targets (see Figure 5-14 in Chapter 5, Future Conditions).

As the Thurston region continues to grow, low-emission transportation will become even more important. To meet our goals, people will need to drive less, use transit more, continue to telework, use more fuel-efficient vehicles, and use active forms of transportation like biking and walking. Focusing investments along major transportation corridors, continuing to develop the region's urban centers, and supporting connections between the region's smaller jurisdictions and the larger urban centers will help people make more low-emission transportation choices.

Figure 2-6: 2022 Greenhouse Gas Emissions by Sector, Thurston County



Source: TRPC, Thurston County

This Plan is intended to help our region implement strategies that reduce greenhouse gas emissions produced by our transportation system, support urban centers, and protect rural areas. The goals and policies in Chapter 3 promote these efforts and align with climate change planning in the region.

Many of the regional projects recommended in this chapter enhance pedestrian and bicycle facilities, improve multimodal connections within and between urban areas, improve system operations, and enhance transit services. These are the types of projects and approaches that will help the Thurston region meet its climate change goals.

Through its federal funding grant programs, TRPC further emphasizes greenhouse gas emissions reduction and consistency of transportation and land use planning. Beginning in 2022, project applications to TRPC were scored using criteria related to a project's impact on greenhouse gas emissions and support of urban corridors and centers.

The federal Bipartisan Infrastructure Law (BIL) of 2021 was heavily focused on reducing and adapting to the impacts of a changing climate. The law created the Carbon Reduction Program to support projects that reduce carbon emissions. TRPC receives a portion of those dollars to program for local projects. Between 2021 and 2024, TRPC awarded nearly $2.8 million in Carbon Reduction Program funding to projects in the Thurston Region (Figure 2-1).

Table 2-1: Thurston Region Projects Awarded Carbon Reduction Program Funding

Agency	Project	Award
Intercity Transit	East Martin Way Gateway Project	$210,403
Lacey	College Street Corridor Improvements Phase 3	$210,404
Nisqually Indian Tribe	Nisqually Tribe Fleet Electrification and Resilient Energy Project	$225,000
Olympia	Fones Road - Transportation	$210,404
Thurston County	Chehalis Western Trail Preservation Phase 1	$1,271,238
Tumwater	Israel Rd & Linderson Way Pedestrian and Bicycle Improvements	$210,404
Yelm	Rhoton Road NW Reconstruction	$437,097
TOTAL		**$2,774,950**

Source: TRPC

Climate Change Resilience

While reducing greenhouse gas emissions is critical, the Thurston region must also ensure that our transportation system is resilient to the impacts of a changing climate. Climate models project warmer, wetter winters and hotter, drier summers for our region through the end of the 21st century. The region is already experiencing impacts from sea level rise, more frequent and severe storms and flooding events, and more intense and extensive wildfire events.

The frequency of the region's heaviest (top one percent) 24-hour rain events is projected to increase — occurring about seven days a year by late century, compared to two days a year historically. The intensity of such events is projected to increase as well, making communities more vulnerable to downed trees and power poles, floods, landslides, and water-borne pollution.

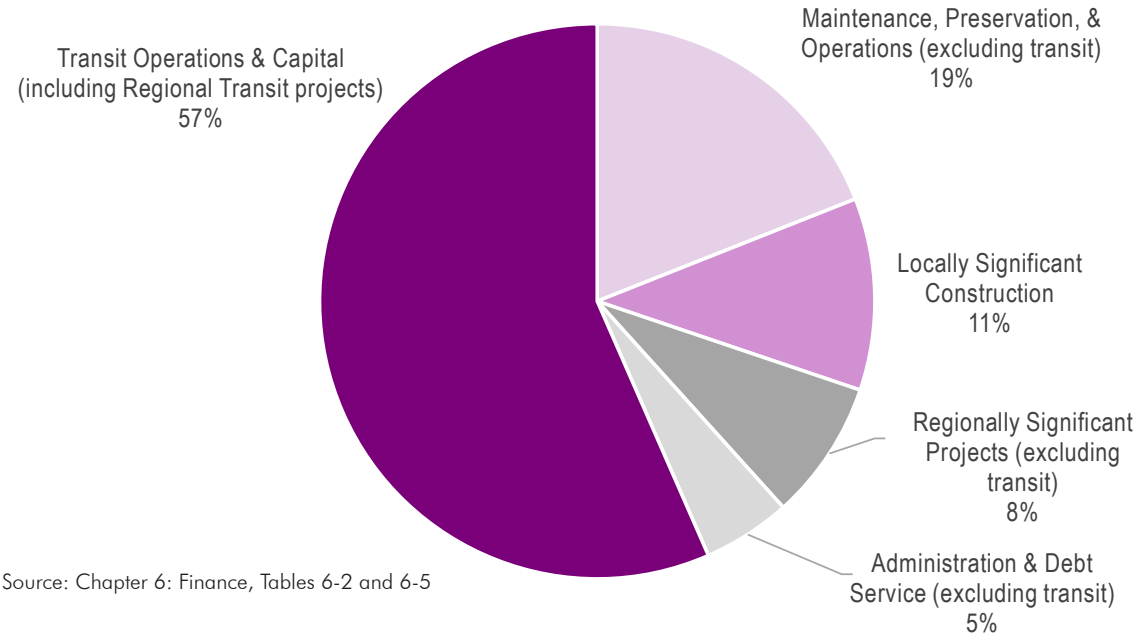
Warmer winters are projected to result in more winter precipitation falling as rain instead of snow in Thurston County. This shift from snowfall to rainfall is projected to alter the timing and volume of runoff, which affects streamflow and groundwater levels. Extreme rain events and stormwater runoff can scour streams, damage bridges, and block culverts with debris. Collapsed hillsides, downed trees, and other hazards can block sidewalks, shared use pathways, and roadways — hindering police and other emergency responders' access to residents and businesses.

Maintenance and Preservation

The dependability and performance of our multimodal system relies on functioning infrastructure. Both large events — such as bridge collapses and failures in expansion joints on major highways — and small experiences — such as cracked sidewalks and debris-strewn shoulders that make biking and walking a challenge — raise awareness of maintenance issues. Investments in maintenance, preservation, and operations of the existing streets and roads network account for only about 18 percent of the expected expenditures in local transportation investments between 2025 and 2050.

Smart operations, preservation, and maintenance strategies can lower life-cycle costs, improve safety, and reduce the need for costly rebuilds. Transportation system maintenance and preservation generally falls into two categories: pavement and public transportation. A third category, transportation system efficiency, also aids in maintaining and preserving the transportation system.

Figure 2-7: Local Transportation Expenditure Forecast, 2025-2050



Source: Chapter 6: Finance, Tables 6-2 and 6-5

Pavement Preservation

Streets and roads are one of local governments' largest assets to maintain. Between 2025 and 2050, the Thurston region's communities are expected to spend over $50 million a year — or around 42 percent of their total budgets — maintaining and preserving 1,600 miles of local public roadways. The use of transportation benefit districts has been a key tool in local jurisdictions' ability to maintain their transportation infrastructure and address the backlog of deferred maintenance projects that has grown with falling state and federal taxes dedicated for such purposes. Investing now will save money later because regular maintenance extends the lifetime of pavement. If pavement condition declines too much, roadways require rebuilding — which is both costly and disruptive to traffic flow.

Local governments inventory the pavement condition of their roads regularly. In general, residential or neighborhood streets are in better condition than the arterials and collectors that serve as the backbone of our transportation network. Arterials and collectors link communities, anchor our commercial and industrial areas, and carry more traffic than residential streets.

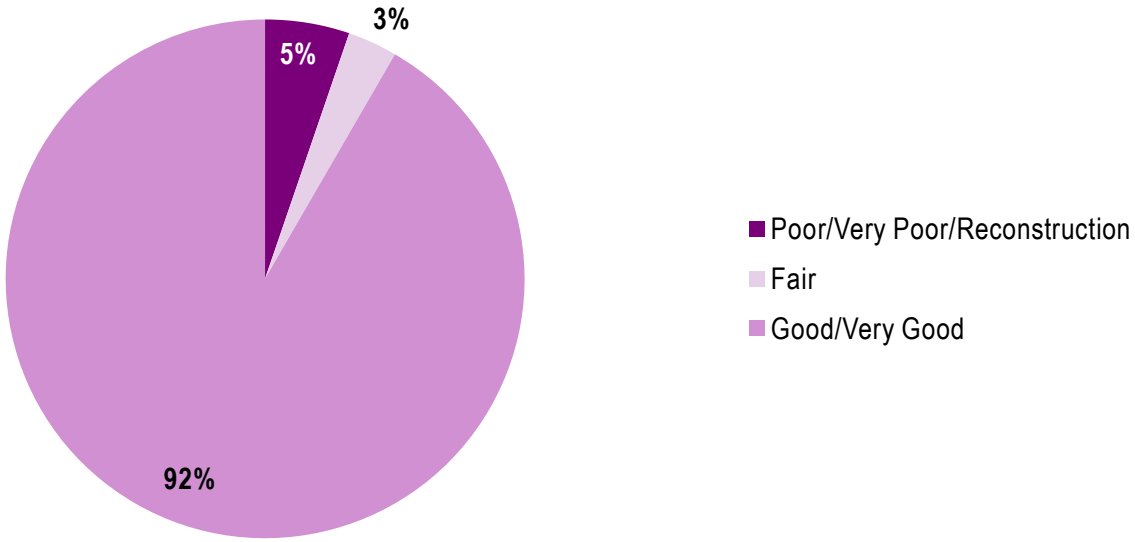
As of 2024, approximately 92 percent of roadways owned by the town, cities, and county in the Thurston region were in good or very good condition. With regular maintenance, these roadways can remain in good condition indefinitely. About three percent of the roadways are in fair condition, and five percent are in poor condition. Once roadways reach fair or poor condition, regular maintenance is no longer effective, and such roads will eventually need to be rebuilt.

Local government budgets are stretched thin to meet a variety of competing needs — but this is one place where investing now saves money in the future. Building new roads and bridges is an opportunity for ribbon cutting and celebration; we need to learn how to celebrate maintaining them as well. This is not just a local issue: Communities across the nation are beginning to identify new sources of funding for infrastructure. As Washington state begins work on a new transportation infrastructure funding package, it will be important to keep maintenance on the list of priorities.

Pavement Condition Index

Pavement condition assesses the quality and structural integrity of road surfaces, which directly impacts the safety, efficiency, and overall functionality of the transportation network. Most agencies conduct an assessment of pavement condition every few years, though not on the same schedule. Agencies operating roadways in the Thurston region each rate pavement condition using a 0 to 100 index; the lower the number, the worse the pavement condition.

Figure 2-8: Condition of Local Roadways in Thurston County, 2024



Source: TRPC
Note: Does not include state managed facilities such as I-5, SR 507, US 12, etc.

Removing Fish Passage Barriers

Culverts play a key role in the transportation system, allowing the streets, sidewalks, bike lanes, and shared use trails we use every day to cross streams and other bodies of water. State law requires that structures in streams provide for fish passage. In 2013, the U.S. District Court issued an injunction requiring state agencies responsible for maintaining roads and their associated culverts to correct fish passage barriers caused by road crossings. This work must be substantially complete by 2030.

Although this requirement only applies to state agencies, local agencies are also feeling the impact of the court decision. Like state agencies, cities and counties are responsible for maintaining roads and their associated culverts, and many of these culverts are fish passage barriers.

As of 2017, local governments are responsible for 161 of the 353 known fish passage barriers — road culverts, dams, dikes, and other obstructions — in Thurston County. Replacing a substandard culvert can raise the cost of a maintenance project significantly. While the region has not developed costs for all the identified barriers, according to its 2024 Fish Passage Performance Report, WSDOT spent $244 million in 2023 on correcting 17 fish passage barriers as stand-alone projects; another - an average of $14.4 million per barrier. Another 15 barriers were corrected as part of some other project at no additional cost. Taken all together, the 32 barrier correction projects cost an average of $7.6 million per correction. Based on these actual construction costs, costs to local governments in the Thurston region could be significant.

Public Transportation

In public transportation, we care not just about preserving major routes and service hours but also the state of the transit vehicles. We need to make transit more accessible and useable to reduce congestion and keep people and freight moving. And people need clean, reliable vehicles on routes that serve their needs.

In 2018, Thurston County residents voted to approve a 0.4 percent sales and use tax increase to fund existing and expanded transit operations. As a result, Intercity Transit (IT) is replacing its aging fleet, improving transit facilities, and ramping up transit service. While this work was slowed by the COVID-19 pandemic (2020–2023), IT's ridership is bouncing back; as of 2024, IT's annual boardings slightly exceeded pre-pandemic levels.

Unfortunately, public transportation programs are constantly at risk — from program elimination to shifting funding to other priorities. In 2024, voters considered whether to pass Initiative 2117, which would have repealed parts of Washington's 2021 Climate Commitment Act and impacted transit funding in the state. The initiative failed, securing an important source of public transportation funding.

Commute Trip Reduction

The statewide CTR program requires major employers (and all state worksites in the urban areas of Olympia, Lacey, and Tumwater) to:

- Encourage employees to walk, bicycle, ride the bus, and van- and carpool
- Work flexible schedules
- Telework

CTR also emphasizes parking management and incentive/disincentive programs.

By implementing CTR, employers can do their part to keep trips off the transportation system and improve community and personal health, moving us toward the "workplace of the future."

Transportation System Efficiency

Efficiency measures can increase the life of transportation infrastructure, reduce traffic congestion, improve freight movement, and reduce vehicle accidents and fatalities, resulting in less strain on the system. Efficiency measures include Transportation Demand Management (TDM) programs — such as the statewide Commute Trip Reduction (CTR) program — as well as deploying technologies such as ramp metering, traveler information, variable message signs, "one-bus-away" apps, and other Intelligent Transportation System (ITS) features.

Beginning in 2020, IT implemented fare-free transit service. In addition to becoming more affordable for transit riders, it has also improved transit efficiency at stops by eliminating the time necessary to collect fares and allowing users to board at both the front and back of a bus. Making transit more user-friendly, reducing transportation costs for transit users, reducing operating costs for IT, and increasing ridership are all anticipated benefits of this efficiency measure.

Measures to improve transportation system efficiency are also important for reducing greenhouse gas emissions. Efforts that reduce vehicle miles traveled, promote transit, and foster active transportation options support our goals of reducing the Thurston region's greenhouse gas emissions.

Regional Projects

Regional projects comprise the bulk of the RTP's recommendations and represent a list of projects that impact the movement of people and vehicles on a regional scale, moving the region forward in achieving the goals outlined in Chapter 3. Regional projects may add substantial capacity to the system; create a major change in access; or add new programs or services. The regional project list also identifies road, bicycle, pedestrian, and transit changes that will substantially impact how we travel in the future. Finally, regional projects include actions and research that address many questions and issues posed by the RTP or investigate the impacts of potential regional projects and services.

Table 2-2 identifies the complete list of regional projects; Appendix J, Regional Project List Detail, contains more general project information. For the most detailed and up-to-date information, please contact project sponsors.

The RTP reflects regional needs and investments over the next 25 years. These major projects must be listed individually in the RTP to show they meet financial constraint and are part of a collaborative, coordinated, comprehensive, and continuous planning approach for major intermodal and multimodal facilities and services. By being listed individually in a financially constrained list in the RTP, these projects are eligible to proceed when they secure funding.

Regional Projects will add:

- Approximately 17 miles of new road connections.
- Over 34 lane miles of new general-purpose lanes and center turn lanes (including new connections).
- Over 63 miles of new or rebuilt bicycle and pedestrian facilities.
- Over 29 miles of new multiuse trails.
- 3 new or realigned highway interchanges.
- Improved transit facilities and expanded service.

Figure 2-9: Identifying the Regional Project List Is an On-going Process

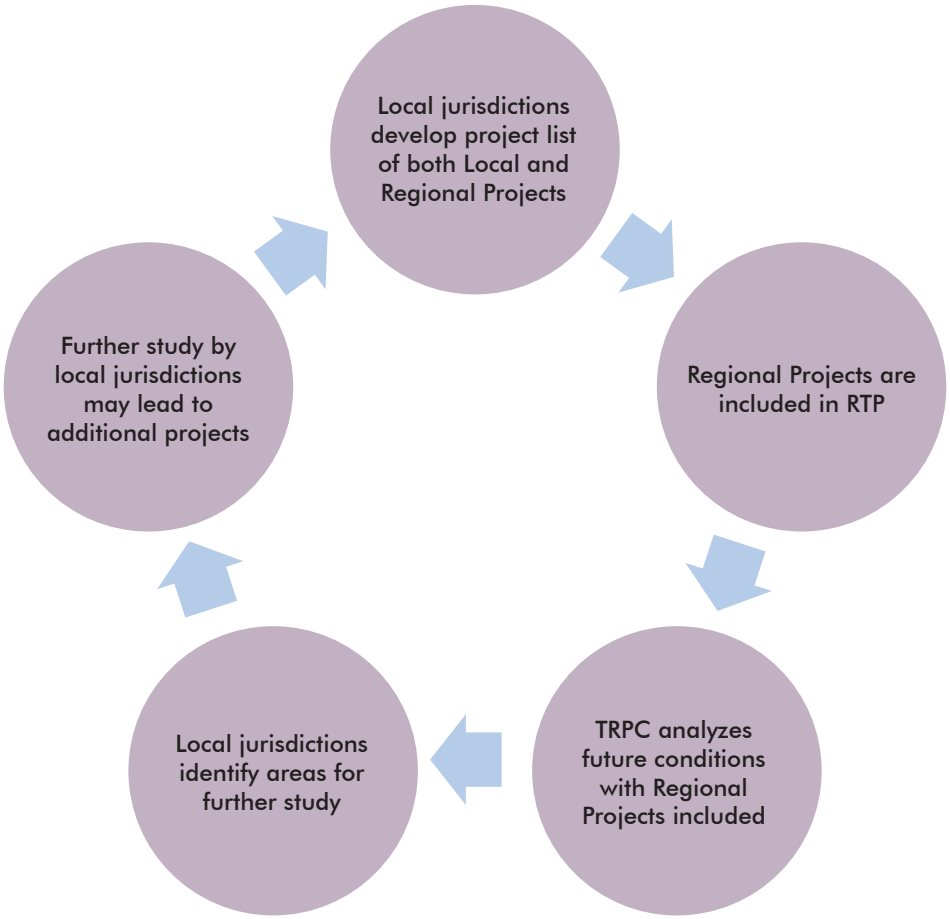


Table 2-2: Regional Project List

Project Name	Regionally Significant?[1]	Estimated Cost	Project Number[2]
Capacity Projects including Multimodal Improvements (19)			
City of Lacey			
Britton Parkway	Yes	$2,000,000 Public	C26
Carpenter Road Improvements from Pacific Avenue to Shady Lane	Yes	$3,500,000 Public	C11
College Street Corridor Improvements	Yes	$30,000,000 Public	C42
Martin Way/I-5 Interchange Project	Yes	$40,000,000 Public	C40
Marvin Road Widening	Yes	$12,400,000 Public	C12
City of Lacey, Thurston County			
Carpenter Road Widening from Martin Way to Britton Parkway	Yes	$15,000,000 Public	C28
City of Olympia			
Fones Road Improvements	Yes	$22,700,000 Public	C17
Wiggins Road Reconstruction	No	$12,500,000 Public	C6
City of Olympia, City of Tumwater			
Mottman Road Improvements	Yes	$12,500,000 Public	C5
City of Tumwater			
Brewery District Transportation Project	Yes	$18,750,000 Public	C39
Capitol Boulevard – M Street to Israel Road	Yes	$27,000,000 Public	C38
Henderson Boulevard Corridor	Yes	$24,000,000 Public	C1
Old Highway 99 Improvements	Yes	$22,000,000 Public	C19
Tumwater Boulevard Interchange	Yes	$23,000,000 Public	C29
Department of Enterprise Services, City of Olympia			
5th Avenue Bridge Reconstruction	Yes	$100,000,000 Public	C2
Thurston County			
Elderberry Road Upgrade	Yes	$5,000,000 Public & Private	C7
Marvin Road Upgrade	Yes	$30,000,000 Public	C4
Old Highway 99 SW Capacity Project	Yes	$15,000,000 Public	C22
Rich Road Capacity Project	Yes	$5,000,000 Public	C24

Project Name	Regionally Significant?[1]	Estimated Cost	Project Number[2]
New Connections and Alignments (15)			
City of Lacey			
College Street NE Extension from Martin Way to 15th Avenue NE	Yes	$2,600,000 Public	A2
Hoh Street Extension	Yes	$2,000,000 Private	A10
City of Lacey, Nisqually Tribe			
Lacey Hawks Prairie Business District Commercial Corridors	Yes	$30,000,000 Private	A1
City of Olympia			
12th/15th Avenue Connection	Yes	$9,000,000 Public	A24
Ensign Road Connection	Yes	$10,500,000 Private	A25
Kaiser Road Connection	Yes	$25,000,000 Public	A19
US 101/West Olympia Access Project	Yes	$42,000,000 Public	A21
City of Tumwater			
E Street Connection	Yes	$54,000,000 Public	A20
Tyee Drive Extension	Yes	$4,000,000 Public	A7
City of Yelm			
Coates Avenue Extension	Yes	$6,000,000 Private	A28
Mosman Avenue SE (Phase 3)	Yes	$1,900,000 Public	A29
Tahoma Boulevard Extension - North	Yes	$3,800,000 Public	A27
Tahoma Boulevard Extension - South	Yes	$2,164,000 Public	A26
Yelm Loop Phase 3B	Yes	$15,000,000 Public	A8
Thurston County			
Marvin Road Extension	Yes	$30,000,000 Public & Private	A9

Project Name	Regionally Significant?[1]	Estimated Cost	Project Number[2]
Trail Projects (6)			
City of Olympia			
Karen Fraser Woodland Trail Phases 3 and 4	No	$29,000,000 Public	B9
City of Tumwater			
Deschutes Valley Trail	No	$12,000,000 Public	B6
City of Yelm			
Yelm Prairie Line Trail	No	$10,281,000 Public	B8
Thurston County			
Gate-Belmore Trail	No	$15,000,000 Public	B7
Karen Fraser Woodland Trail Extension	No	$500,000 Public	B1
Thurston County, Town of Bucoda, City of Tenino			
Yelm-Rainier-Tenino Trail Extension	No	$6,500,000 Public	B2
Public Transportation Projects and Studies (14)			
Intercity Transit			
Alternative Fuel Infrastructure and Fueling Services Project	No	$24,137,000 Public	T9
E Martin Way Gateway Transit Facility	Yes	$7,000,000 Public	T8
Expansion of Intercounty Express Service	Yes	$8,000,000 Public	T14
Expansion of Local Express Service	Yes	$18,000,000 Public	T15
Expansion of Urban Transit Services	Yes	$20,000,000 Per year	T2
High Frequency Corridor Service or "BRT Light"	Yes	$30,000,000 Capital portion	T7
Innovative Service Zone Study	No	$2,600,000 Public	T13
Intercity Transit Rehabilitation, Expansion, and Modernization of Operations Base	No	$26,000,000 Public	T11
Lacey/Olympia/Tumwater/Yelm Intra-County Express Corridor Plan and Implementation Strategy	No	$1,000,000 Public	T6
New West Oly Transit Facility	Yes	$25 million	T12
Nisqually Tribe Transit Access and Circulation Study, Implementation Strategy	No	$500,000 Public	T10
Regional "Park-and-Pool" Plan and Implementation Strategy	No	$75,000 Public	T5
Smart Corridors Phase 4	No	$1,550,000 Public	T1
West Olympia Transit Study	No	$400,000 Public	T16

Project Name	Regionally Significant?[1]	Estimated Cost	Project Number[2]
WSDOT Projects and Studies (5)			
WSDOT			
I-5 Hard Shoulder Running	Yes	$15,400,000 Public	O3
I-5 Nisqually to Mounts Road	Yes	>$1 billion Public	O4
I-5 Tumwater to Mounts Road Alternatives Analysis	Yes	$2,500,000 Public	O1
SR 510 Yelm Loop – North Section (Y3) Stage 2	Yes	$58,500,000 Public	O13
WSDOT, City of Yelm, Thurston County, Pierce County			
SR 507/Bald Hills to SR 702 Intersection Improvements	Yes	$25,493,000 Public	O2
Studies (20)			
City of Lacey			
14th Avenue SE Extension Study	No	$150,000 Public	S27
Desmond Drive Extension Study	No	$50,000 Public	S26
Ruddell Road Corridor Study	No	$200,000 Public	S28
City of Lacey, City of Olympia, Thurston County, Intercity Transit, TRPC			
Martin Way Crossing Strategy	No	$700,000 Public	S22
City of Olympia			
Lilly Road Safety Study	No	$650,000	S20
Olympia Street Connectivity Studies	No	$900,000 Public	S32
City of Tumwater			
I-5 and 93rd Avenue SE Interchange Improvements Study	No	$258,960 Public	S12

Project Name	Regionally Significant?[1]	Estimated Cost	Project Number[2]
TRPC			
Bicycle Connectivity Strategy	No	$400,000 Public	S1
Emergency Incident Management Detour Route Improvements Study	No	$250,000 Public	S6
Environmental Justice and Social Equity Study	No	$300,000 Public	S2
Freight Mobility Strategy	No	$600,000 Public	S3
High Capacity Transportation Study	No	$450,000 Public	S4
Neighborhood Centers Study	No	$500,000 Public	S8
Regional Carbon Reduction Strategy	No	$250,000 Public	S24
Regional Multimodal Level of Service	No	$450,000 Public	S9
Regional Planning Priorities	No	$750,000 Public per year	S10
Regional Trails Work Program	No	$100,000 Public per year	S21
Regional Transportation Safety Action Plan	No	$415,650	S15
Pedestrian/Walkability Strategy	No	$425,000	S23
Transportation Resiliency Strategy	No	$750,000 Public	S14

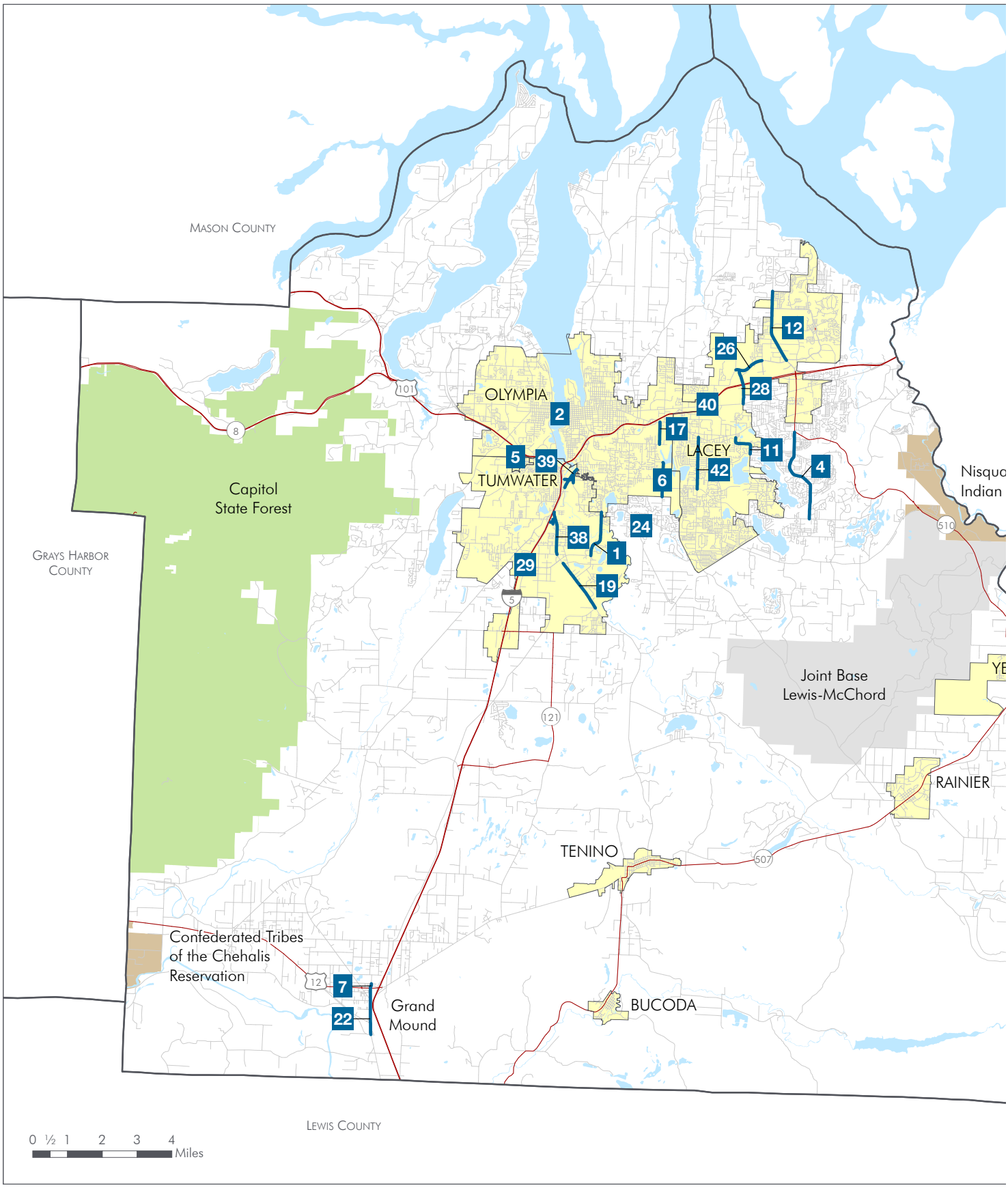
1Regionally significant projects are those projects for which the Regional Transportation Model can show a change in the transportation system's capacity.
2The project number is used to link projects in the RTP to those listed in the Regional Transportation Improvement Program (RTIP).

C Capacity Projects Including Multimodal Improvements

The Capacity Projects, including Multimodal Improvements, fulfill a variety of needs and support a variety of modes. They improve system mobility and circulation by adding vehicle capacity to existing streets, roads, and bridges that are part of the regional transportation system. These projects also include general-purpose travel lanes, continuous two-way left turn lanes, corridor access management (such as a system of medians and roundabouts), and freeway interchange reconstruction. In urban areas, they upgrade streets and roads to communities' design standards and usually include sidewalks, bicycle lanes, landscaping, and lighting. Rural projects in this category typically widen shoulders, serving people who walk and bike. Both urban and rural projects upgrade stormwater infrastructure. Highway and freeway projects sponsored by local agencies are included in this category and are financially constrained in this RTP.

Although not described in the RTP, every construction project must meet a variety of requirements before building begins — complying with local, state, and federal requirements for design, environmental review, and right-of-way acquisition.

See Map 2-1 for a comprehensive look at Capacity Projects including Multimodal Improvements or use the online interactive map.



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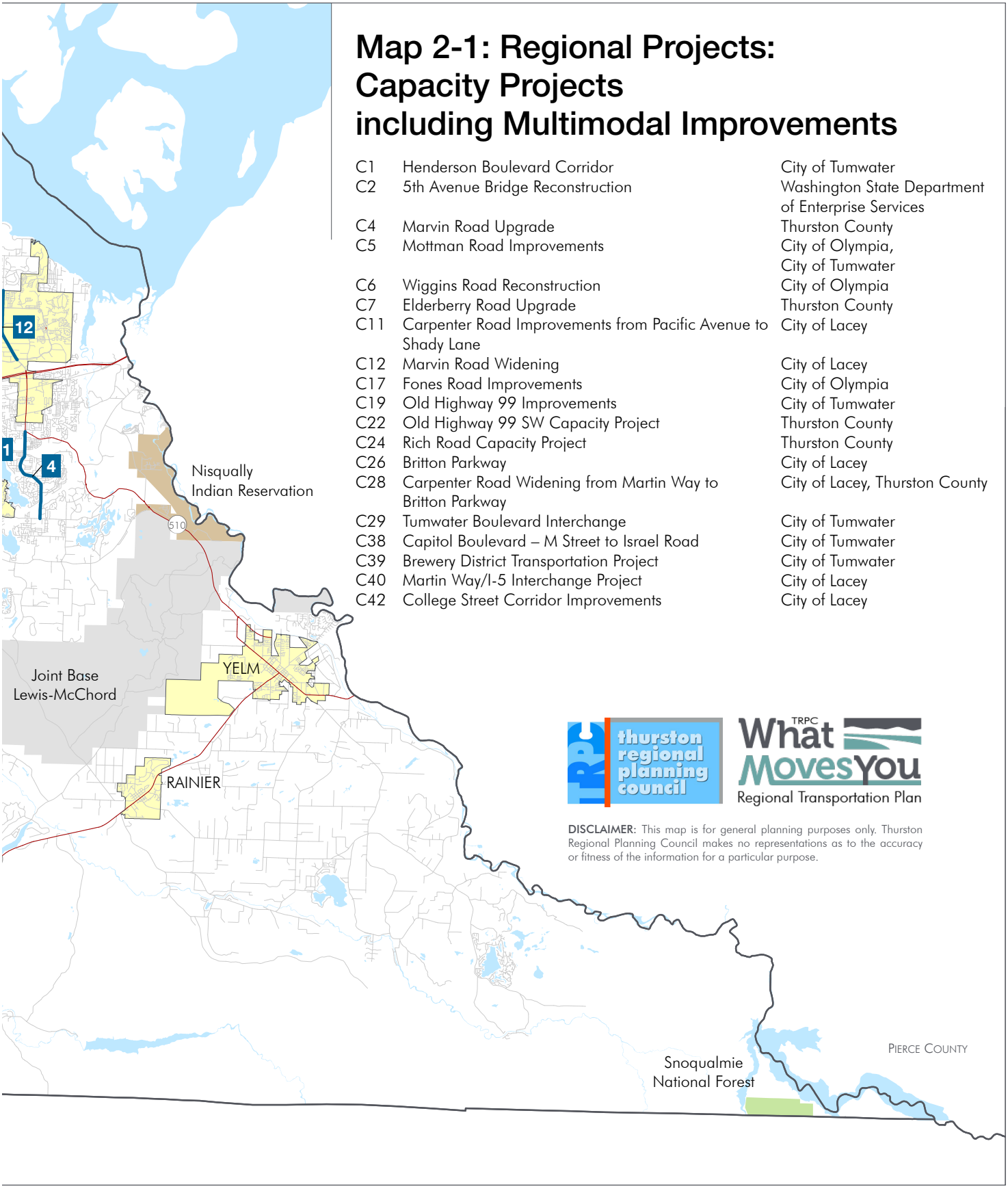
Map 2-1: Regional Projects: Capacity Projects including Multimodal Improvements

C1	Henderson Boulevard Corridor	City of Tumwater
C2	5th Avenue Bridge Reconstruction	Washington State Department of Enterprise Services
C4	Marvin Road Upgrade	Thurston County
C5	Mottman Road Improvements	City of Olympia, City of Tumwater
C6	Wiggins Road Reconstruction	City of Olympia
C7	Elderberry Road Upgrade	Thurston County
C11	Carpenter Road Improvements from Pacific Avenue to Shady Lane	City of Lacey
C12	Marvin Road Widening	City of Lacey
C17	Fones Road Improvements	City of Olympia
C19	Old Highway 99 Improvements	City of Tumwater
C22	Old Highway 99 SW Capacity Project	Thurston County
C24	Rich Road Capacity Project	Thurston County
C26	Britton Parkway	City of Lacey
C28	Carpenter Road Widening from Martin Way to Britton Parkway	City of Lacey, Thurston County
C29	Tumwater Boulevard Interchange	City of Tumwater
C38	Capitol Boulevard – M Street to Israel Road	City of Tumwater
C39	Brewery District Transportation Project	City of Tumwater
C40	Martin Way/I-5 Interchange Project	City of Lacey
C42	College Street Corridor Improvements	City of Lacey



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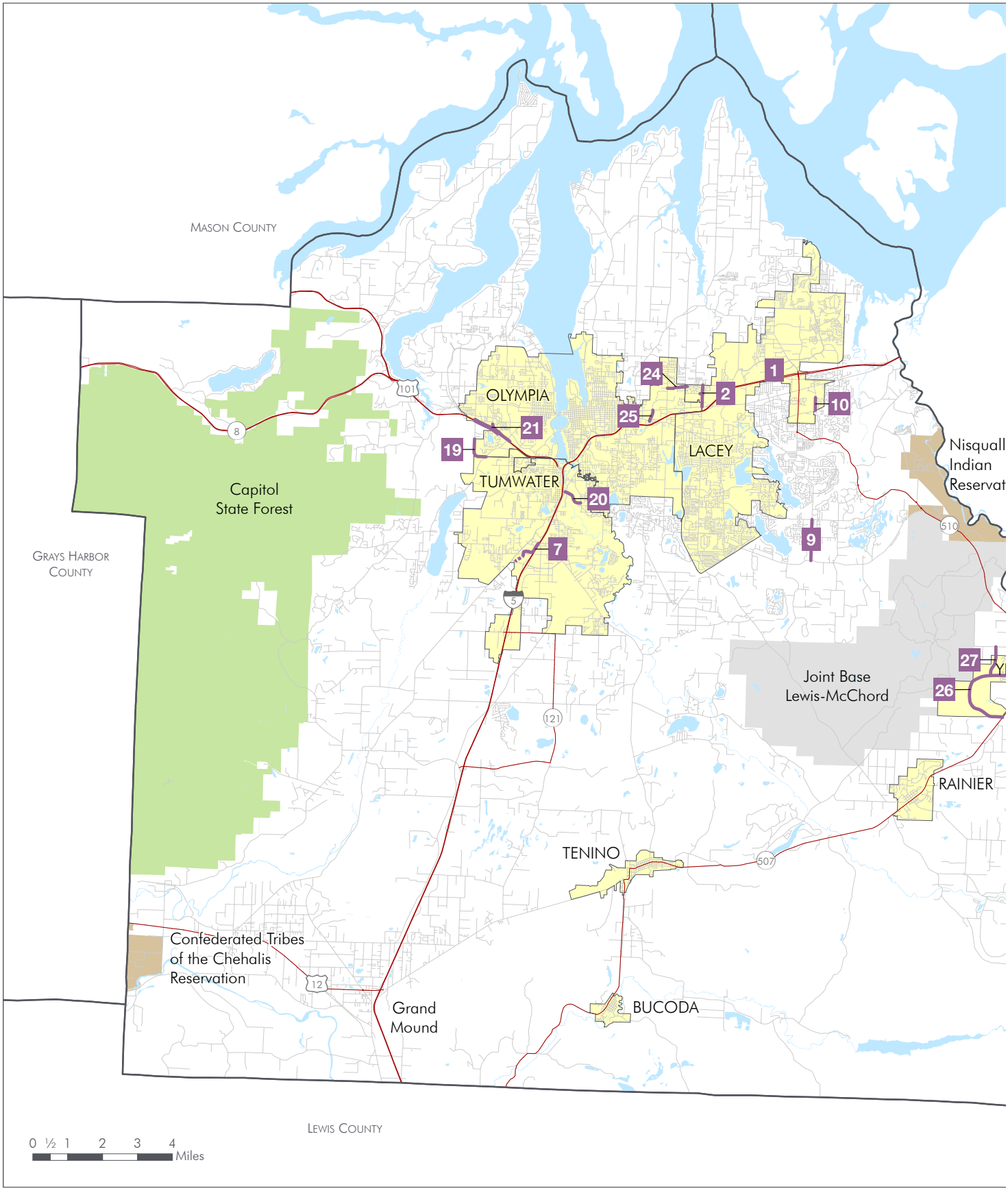
A New Connections and Alignments

The New Connections and Alignments on the Regional Project List add new roads, connect existing roads, and/or relocate existing roads that are part of the regional transportation system — collectors, arterials, highways, and freeways. Projects for these types of facilities change capacity that we can model in the regional transportation model.

Every construction project must meet a variety of requirements before building begins. They must comply with local, state, and federal requirements for design, environmental review, and right-of-way acquisition. The Regional Project List does not describe these requirements, which are prerequisite to construction. This list does not include projects such as new local roads in a subdivision or basic re-alignments at existing intersections. These projects are essential for access to homes and businesses, and to the safe and efficient operation of the transportation system. The RTP accounts for them in the overall Goals and Policies, and in the local construction, preservation, maintenance, and operation expenditures in the financial forecast.

See Map 2-2 for a comprehensive look at New Connections and Alignments or use the online interactive map.



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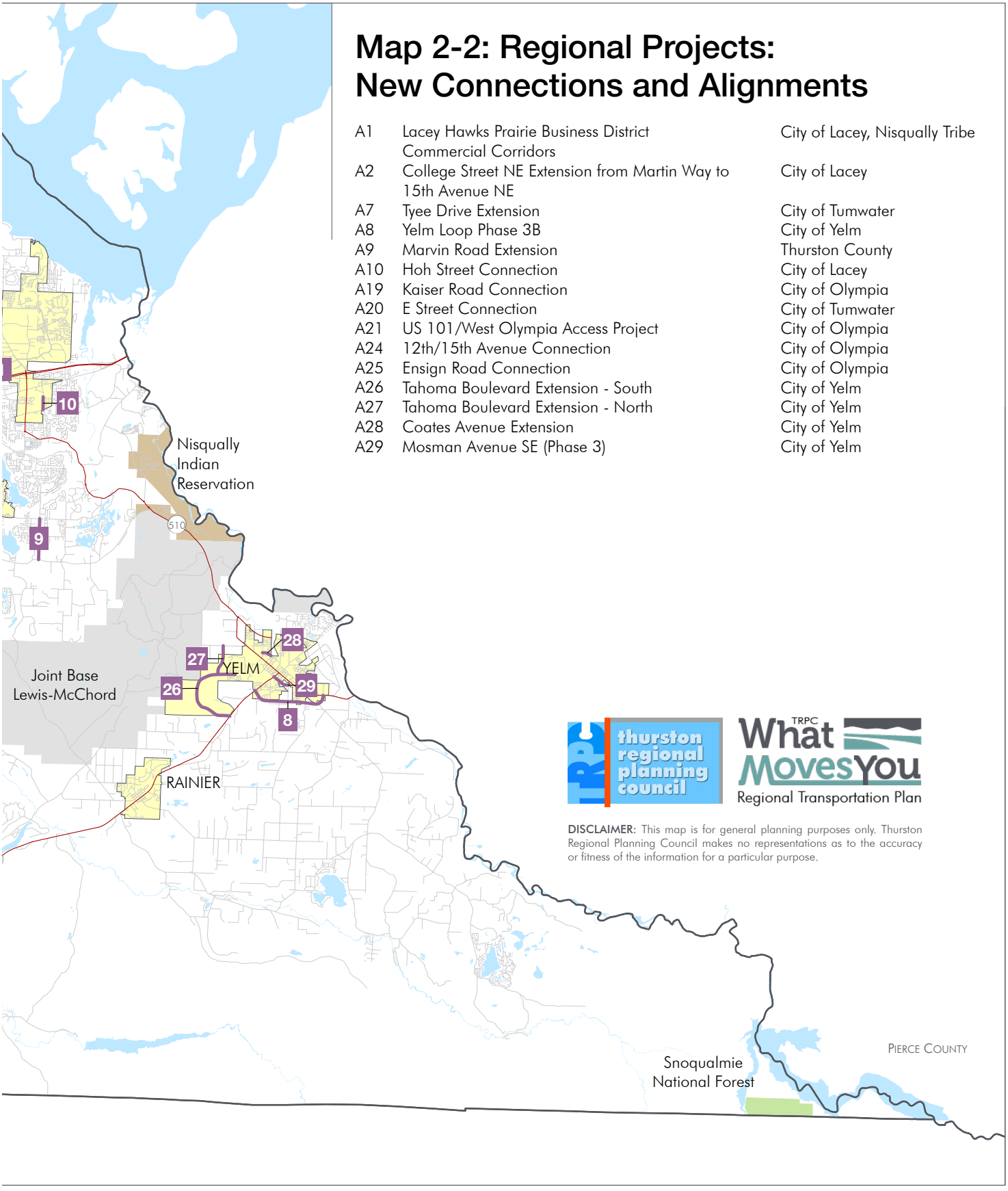
Map 2-2: Regional Projects: New Connections and Alignments

A1	Lacey Hawks Prairie Business District Commercial Corridors	City of Lacey, Nisqually Tribe
A2	College Street NE Extension from Martin Way to 15th Avenue NE	City of Lacey
A7	Tyee Drive Extension	City of Tumwater
A8	Yelm Loop Phase 3B	City of Yelm
A9	Marvin Road Extension	Thurston County
A10	Hoh Street Connection	City of Lacey
A19	Kaiser Road Connection	City of Olympia
A20	E Street Connection	City of Tumwater
A21	US 101/West Olympia Access Project	City of Olympia
A24	12th/15th Avenue Connection	City of Olympia
A25	Ensign Road Connection	City of Olympia
A26	Tahoma Boulevard Extension - South	City of Yelm
A27	Tahoma Boulevard Extension - North	City of Yelm
A28	Coates Avenue Extension	City of Yelm
A29	Mosman Avenue SE (Phase 3)	City of Yelm



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B Trail Projects

This section of the Regional Project List focuses on shared-use trails — typically 8- to 12-foot wide, paved trails located on their own right-of-way, shared by bicyclists, pedestrians, joggers, skaters, people using wheelchairs, equestrians, and other non-motorized users.[4] Like roadways, these shared-use trails are signed and are used for both transportation and recreation.

The Regional Trails Plan identifies an array of trails that form the backbone of an active transportation system in the Thurston region.

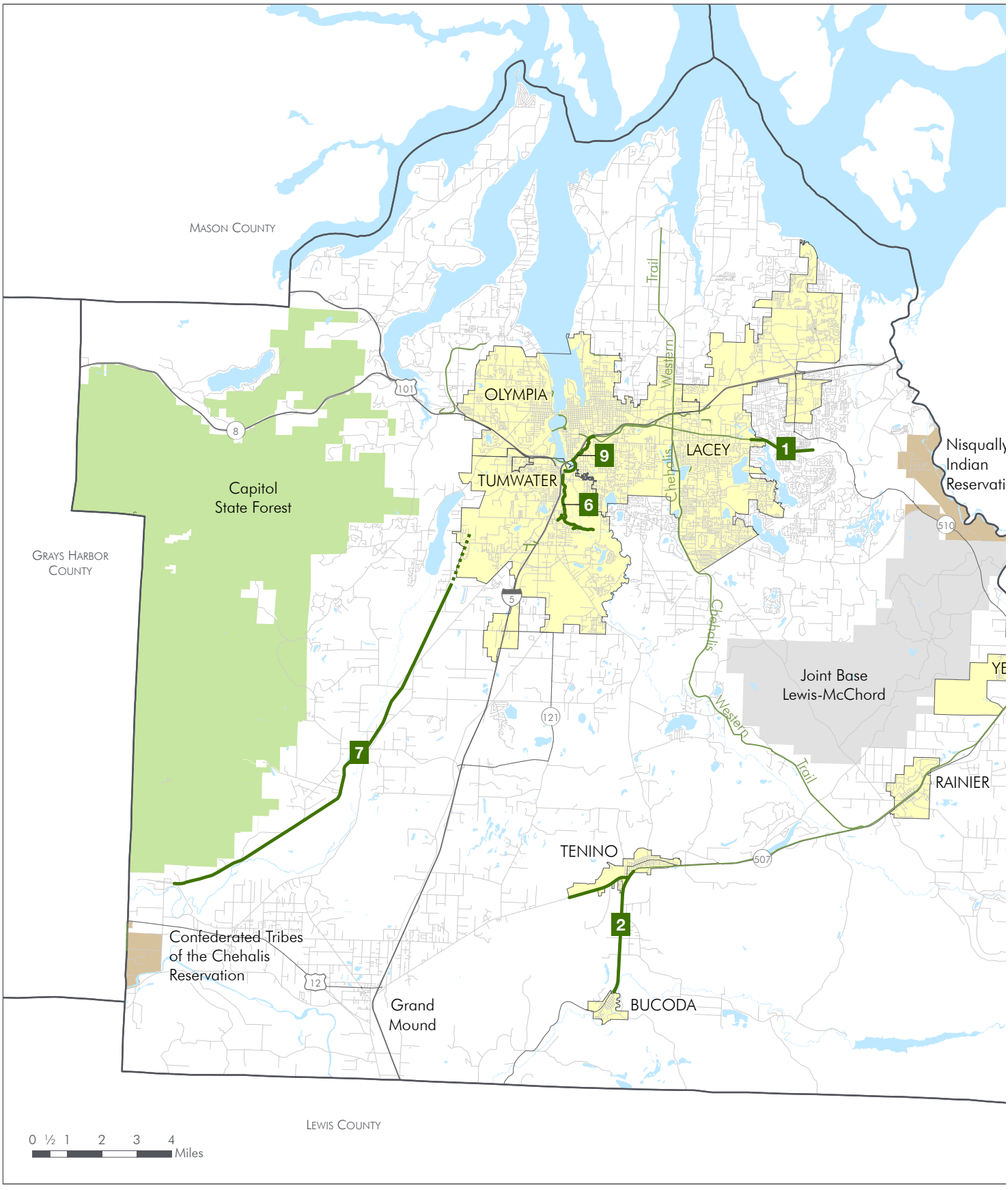
Category B of the Regional Project List may include both shared-use trail projects and studies to further define the specific routes or construction needs for each trail. This list is financially constrained as part of the expenditure forecast for regional projects.

Every trail construction project must meet a variety of requirements before construction begins. They must comply with local, state, and federal requirements for design, environmental review, and right-of-way acquisition. The Regional Project List does not describe these requirements, which are prerequisite to construction.

The list does not include other types of non-motorized projects such as sidewalks, bicycle lanes, or neighborhood paths. These projects are essential to the safe and efficient operation of the transportation system, however, the RTP accounts for them in the overall Goals and Policies, and in the local construction, preservation, maintenance, and operation expenditures in the financial forecast.

See Map 2-3 for a comprehensive look at Trail Projects or use the online interactive map.

[4]Electric bikes, scooters, electric wheelchairs, and other electric personal mobility devices are permitted.



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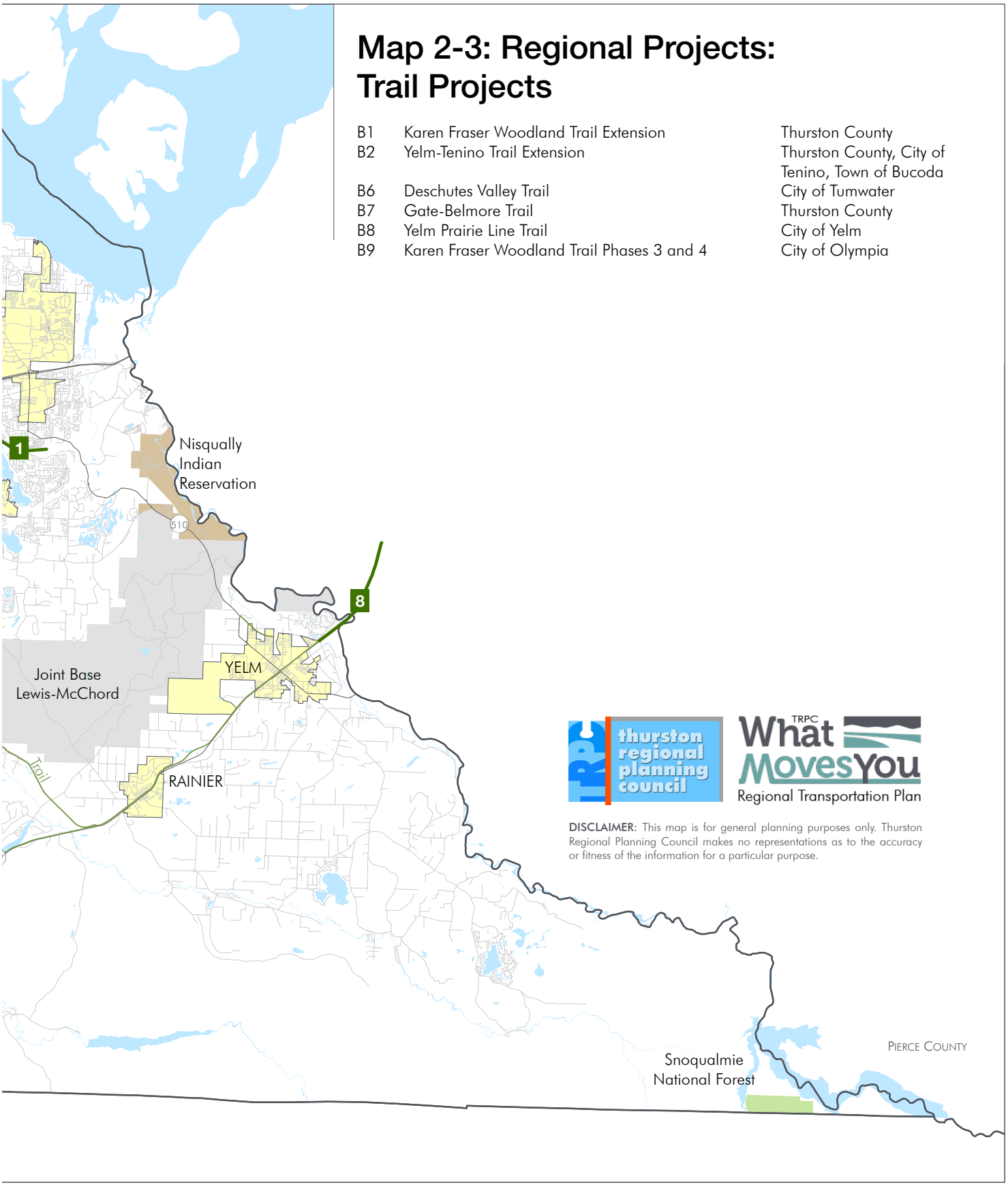
Map 2-3: Regional Projects: Trail Projects

B1	Karen Fraser Woodland Trail Extension	Thurston County
B2	Yelm-Tenino Trail Extension	Thurston County, City of Tenino, Town of Bucoda
B6	Deschutes Valley Trail	City of Tumwater
B7	Gate-Belmore Trail	Thurston County
B8	Yelm Prairie Line Trail	City of Yelm
B9	Karen Fraser Woodland Trail Phases 3 and 4	City of Olympia



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Public Transportation Projects and Studies

The Public Transportation Projects and Studies include projects, studies, and services that will expand public transit service by the regional transit service provider.

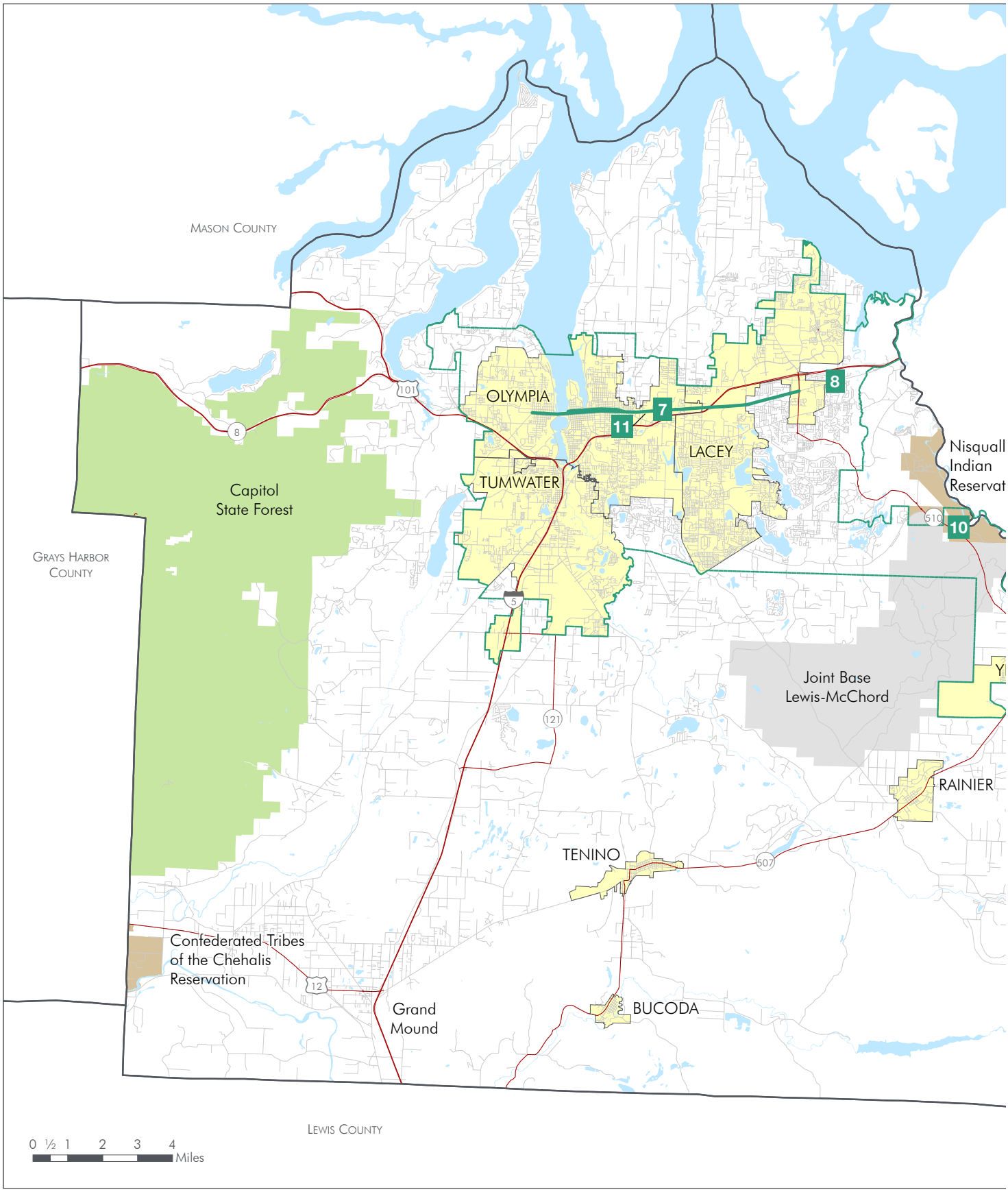
Intercity Transit is the primary regional transit service provider in the Thurston region. Their service area is defined by the Public Transportation Benefit Area (PTBA), approximately the urban growth areas of Lacey, Olympia, and Tumwater, with a connecting corridor to Yelm. Expansion of Intercity Transit services will occur within this boundary.

Utilizing state and federal grants, TRPC provides a supplementary regional bus transit service, ruralTransit (rT). This service operates outside the PTBA in rural and tribal portions of the region, making connections between rural communities and to Intercity Transit and other public, private, and non-profit service providers.

Category T of the Regional Project List includes projects and studies for Intercity Transit's expansion of regional transit services.

Intercity Transit and Washington State Department of Transportation (WSDOT) both provide park & ride facilities; however, the state facilities are accounted for in the next Category O of WSDOT projects and studies.

See Map 2-4 for a comprehensive look at Public Transportation Projects and Studies or use the online interactive map.



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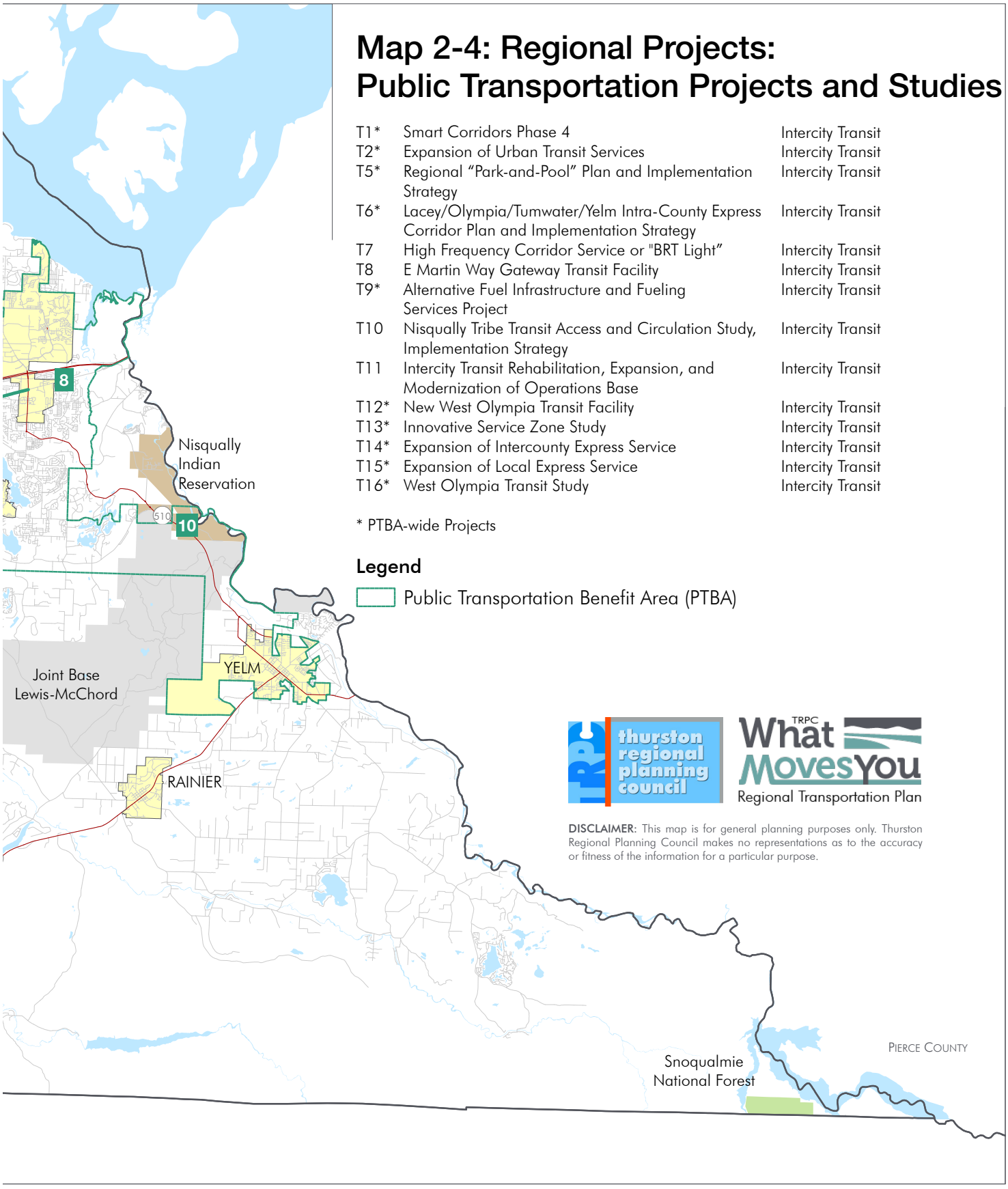
Map 2-4: Regional Projects: Public Transportation Projects and Studies

T1*	Smart Corridors Phase 4	Intercity Transit
T2*	Expansion of Urban Transit Services	Intercity Transit
T5*	Regional "Park-and-Pool" Plan and Implementation Strategy	Intercity Transit
T6*	Lacey/Olympia/Tumwater/Yelm Intra-County Express Corridor Plan and Implementation Strategy	Intercity Transit
T7	High Frequency Corridor Service or "BRT Light"	Intercity Transit
T8	E Martin Way Gateway Transit Facility	Intercity Transit
T9*	Alternative Fuel Infrastructure and Fueling Services Project	Intercity Transit
T10	Nisqually Tribe Transit Access and Circulation Study, Implementation Strategy	Intercity Transit
T11	Intercity Transit Rehabilitation, Expansion, and Modernization of Operations Base	Intercity Transit
T12*	New West Olympia Transit Facility	Intercity Transit
T13*	Innovative Service Zone Study	Intercity Transit
T14*	Expansion of Intercounty Express Service	Intercity Transit
T15*	Expansion of Local Express Service	Intercity Transit
T16*	West Olympia Transit Study	Intercity Transit

* PTBA-wide Projects



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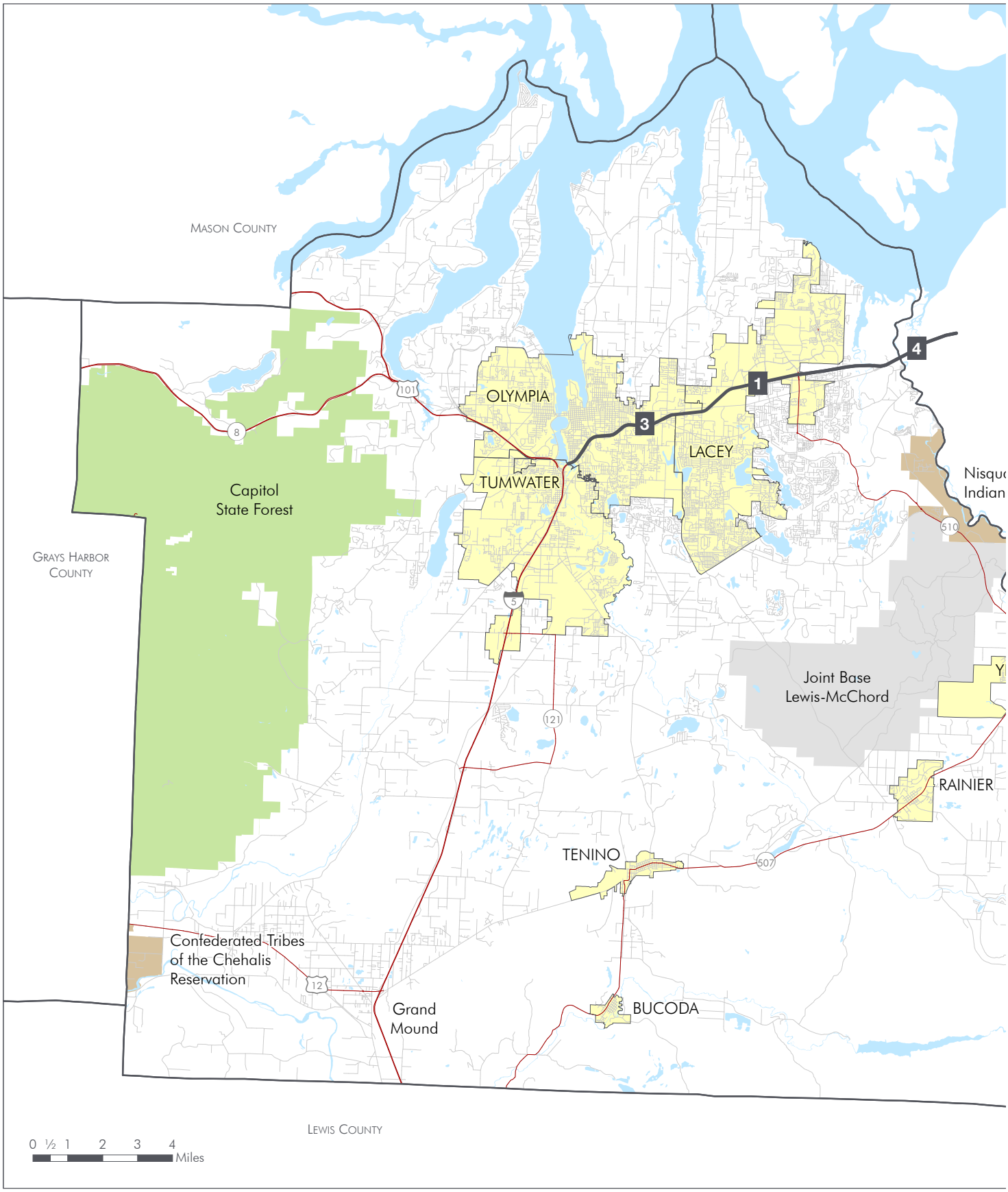
O Washington State Department of Transportation (WSDOT) Projects and Studies

Category O includes highway and freeway projects and studies sponsored by WSDOT. These projects meet regional air quality conformity requirements, and are developed as part of the region's collaborative, coordinated, comprehensive, and continuous planning approach for major intermodal and multimodal facilities and services.

WSDOT projects must follow an additional statewide process that differs from the other regional projects and are not financially constrained by TRPC's RTP.

See Map 2-5 for a comprehensive look at WSDOT Projects and Studies or use the online interactive map.



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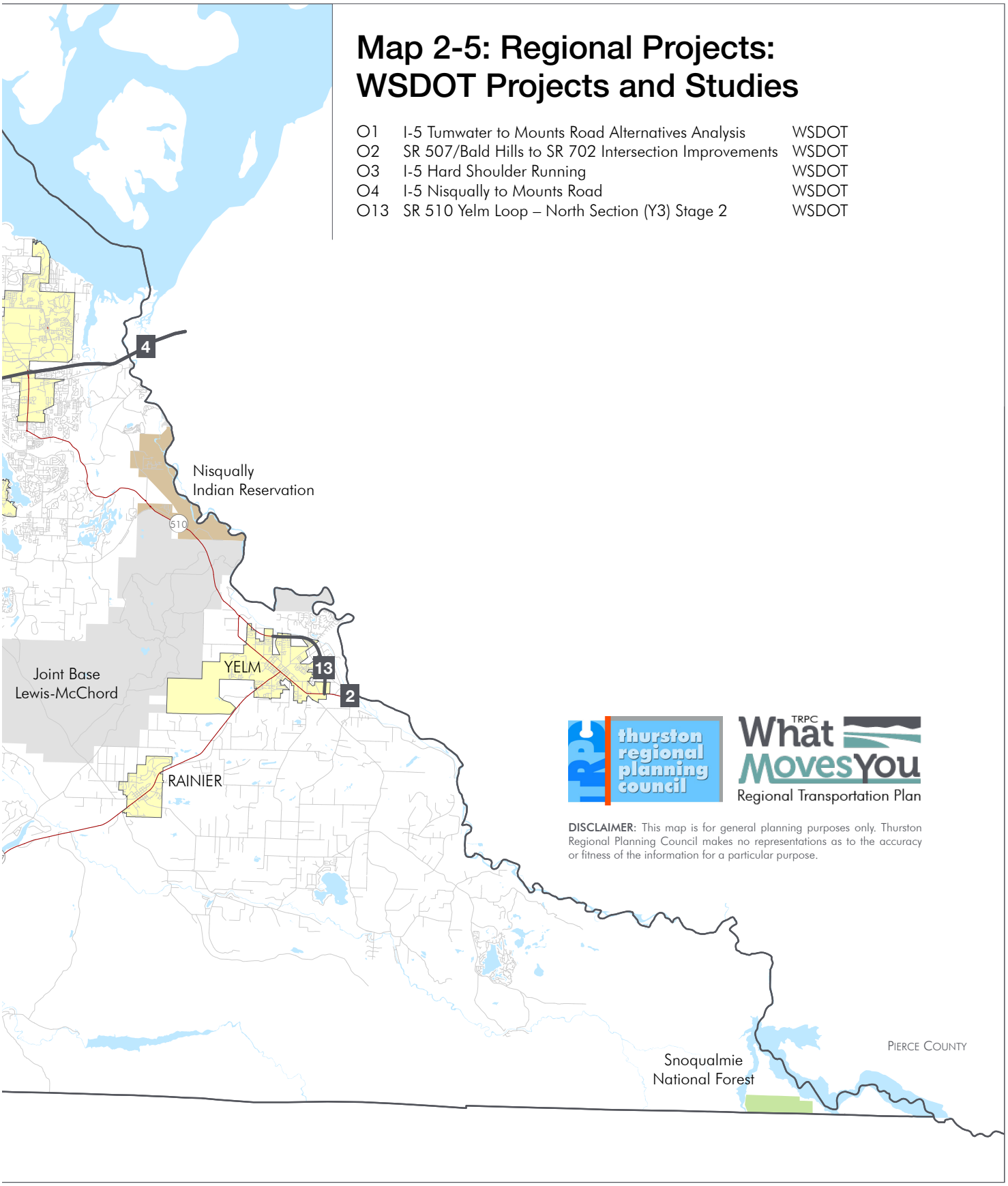
Map 2-5: Regional Projects: WSDOT Projects and Studies

O1	I-5 Tumwater to Mounts Road Alternatives Analysis	WSDOT
O2	SR 507/Bald Hills to SR 702 Intersection Improvements	WSDOT
O3	I-5 Hard Shoulder Running	WSDOT
O4	I-5 Nisqually to Mounts Road	WSDOT
O13	SR 510 Yelm Loop – North Section (Y3) Stage 2	WSDOT



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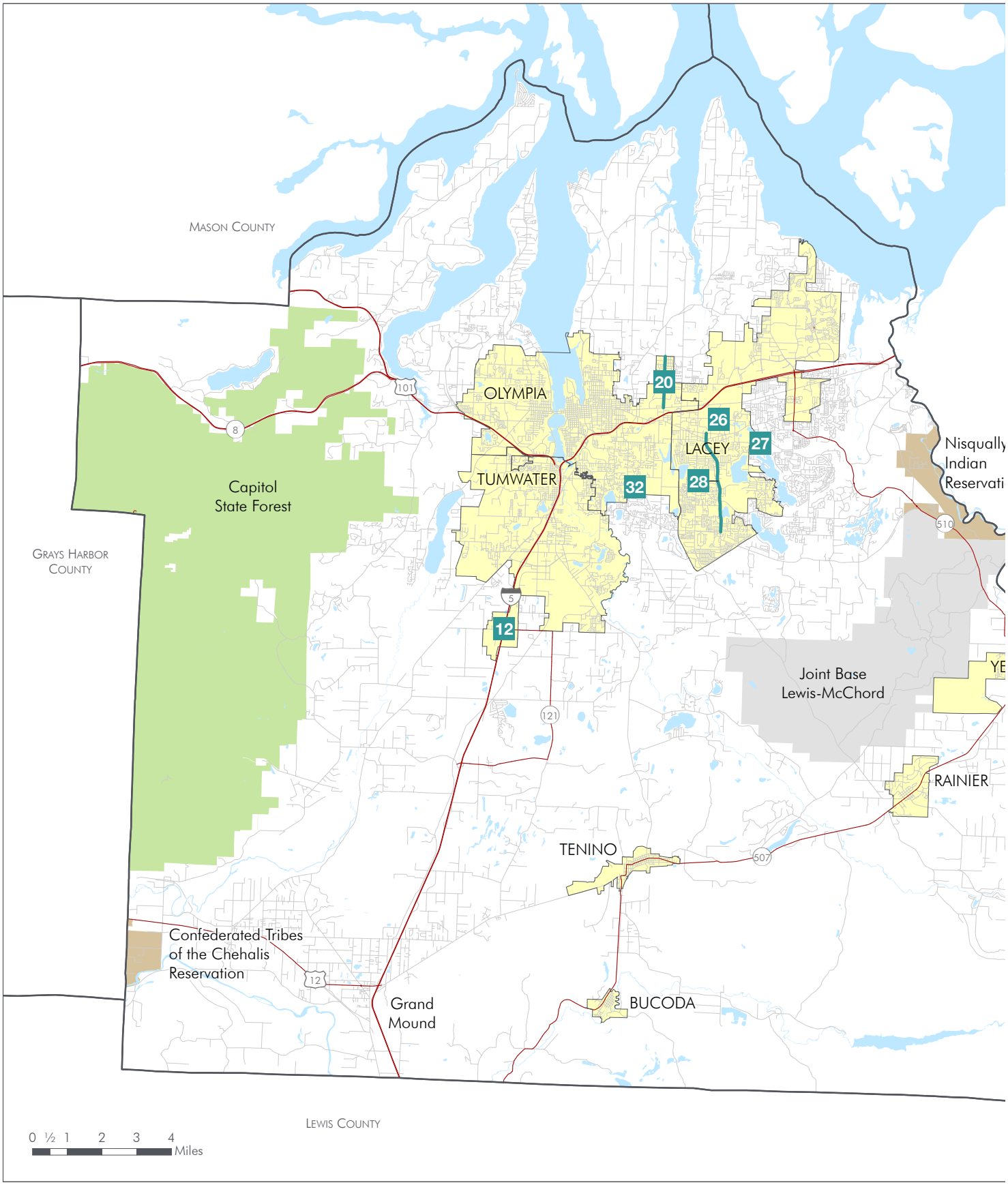
S Studies

The Regional Project List includes studies and planning efforts that support the work of the region's transportation partners; explore options to improve mobility; and define features supporting access, safety, and efficiency of the regional transportation network. Studies specific to streets, roads, and bridges are included in this category, as are studies for trail projects and those that deal with a host of other transportation issues. Studies related to public transportation are found in the category Public Transportation Projects and Studies, and studies conducted by WSDOT are found in the category Washington State Department of Transportation (WSDOT) Projects and Studies.

These studies and plans may or may not result in adding or modifying projects on the regional project list. As sponsors complete these studies, the outcomes will be evaluated for how they fit into the RTP.

See Map 2-6 for a comprehensive look at Studies or use the online interactive map.



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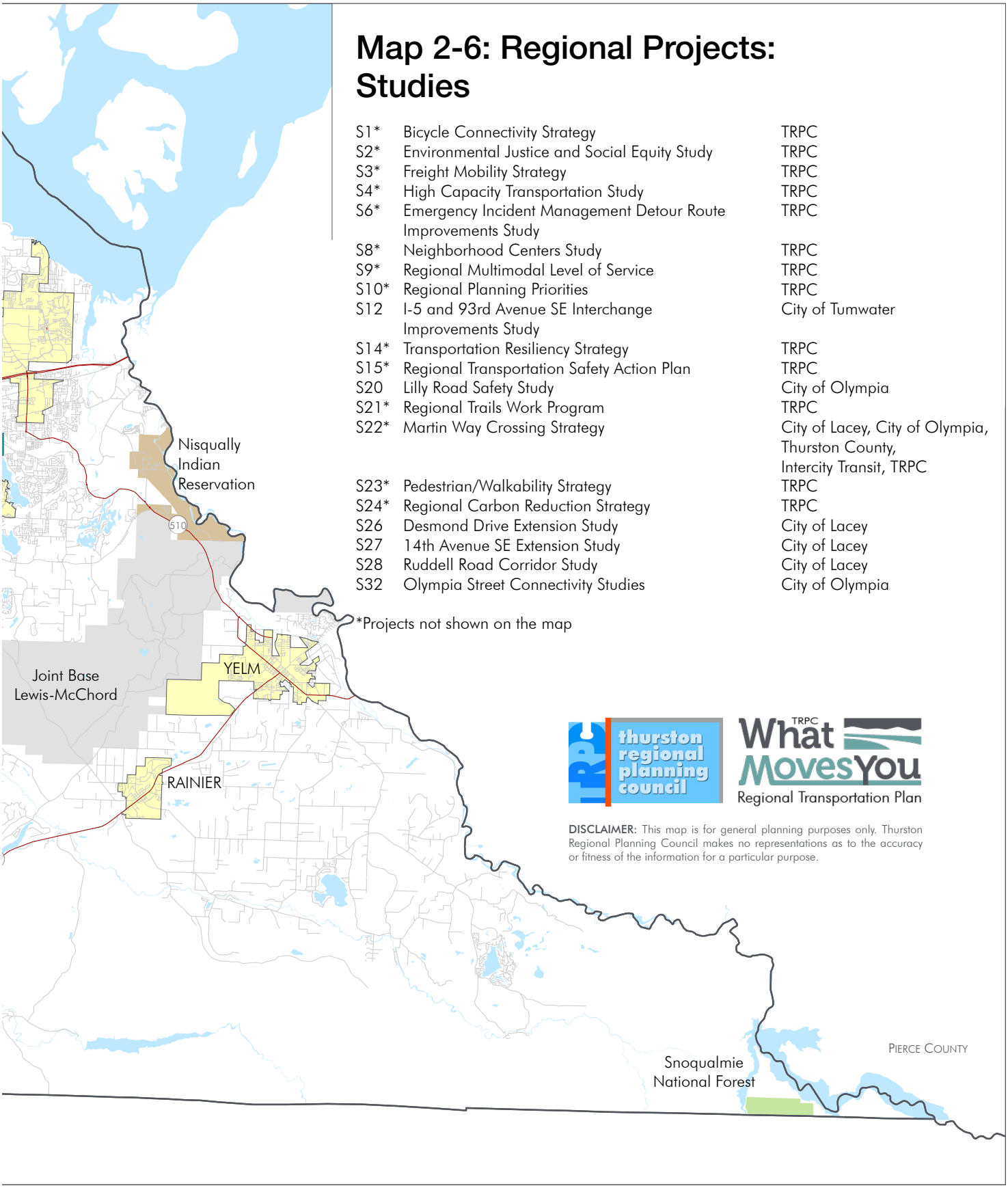
Map 2-6: Regional Projects: Studies

S1*	Bicycle Connectivity Strategy	TRPC
S2*	Environmental Justice and Social Equity Study	TRPC
S3*	Freight Mobility Strategy	TRPC
S4*	High Capacity Transportation Study	TRPC
S6*	Emergency Incident Management Detour Route Improvements Study	TRPC
S8*	Neighborhood Centers Study	TRPC
S9*	Regional Multimodal Level of Service	TRPC
S10*	Regional Planning Priorities	TRPC
S12	I-5 and 93rd Avenue SE Interchange Improvements Study	City of Tumwater
S14*	Transportation Resiliency Strategy	TRPC
S15*	Regional Transportation Safety Action Plan	TRPC
S20	Lilly Road Safety Study	City of Olympia
S21*	Regional Trails Work Program	TRPC
S22*	Martin Way Crossing Strategy	City of Lacey, City of Olympia, Thurston County, Intercity Transit, TRPC
S23*	Pedestrian/Walkability Strategy	TRPC
S24*	Regional Carbon Reduction Strategy	TRPC
S26	Desmond Drive Extension Study	City of Lacey
S27	14th Avenue SE Extension Study	City of Lacey
S28	Ruddell Road Corridor Study	City of Lacey
S32	Olympia Street Connectivity Studies	City of Olympia

*Projects not shown on the map



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