



Coordinated Human Services Transportation Plan

for the Thurston Region

Adopted May 3, 2019

Prepared by
Thurston Regional Planning Council
in cooperation with Intercity Transit,
TOGETHER!, the Nisqually Indian
Tribe, Around the Sound and other
Community Partners

An Update of the June 2007 Area-
Wide Job Access and Reverse
Commute Transportation Plan

Planning Area: Thurston County

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Thurston Regional Planning Council (TRPC)

Thurston Regional Planning Council is a 22-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. Established in 1967 under RCW 36.70.060, TRPC helps make the region an extraordinary place to live, work, and play. TRPC fosters the region’s livability through collaborative, informed planning. It carries out regionally focused plans and studies on topics such as transportation, growth management, and environmental quality. Decision-makers from 22 jurisdictions and organizations in Thurston County make up the Council, which regularly meets to address challenges related to the region’s growth.

TRPC also provides information regarding the region and its emerging planning issues. Regional statistics, trends, analyses, and maps provide a basis for planning and decision-making on both the regional and local levels. A variety of Council-sponsored community forums relating to regional planning help to educate and promote public participation and dialogue.

TRPC's mission is to “**provide visionary leadership on regional plans, policies, and issues.**”

To accomplish this mission, TRPC

- Supports **regional transportation** planning consistent with state and federal funding requirements.
- Addresses **growth management, environmental quality, economic opportunity**, and other topics determined by the council
- **Assembles** and **analyzes data** that support local and regional decision making
- Acts as a “**convener**” to build regional **consensus** on issues through information and citizen involvement
- Builds **intergovernmental consensus** on regional plans, policies, and issues, and advocate local implementation

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What is Mobility?

Jenna Fortunati, July 26, 2018 for Mobility Lab

It turns out it's not a simple question after all...

So here's what we came up with:

We take the word "mobility" for granted, but it's not synonymous with transportation. Transportation is basic: moving stuff and people. Mobility is more than that.

To have mobility is to have access. Getting to places necessary for living a healthy life – your job, school, doctor's offices, community centers, parks – is possible.

But living by a bus that comes once an hour isn't mobility. And owning a car in a city with congested highways isn't mobility, either.

So mobility isn't just having access to one mode of transportation. Mobility is having transportation options, and the quality of those options.

Our team defined quality transportation options with these three necessary ingredients:

1. **Time.** If it takes you forever to get there, you don't have access to it. You might not always go to the nearest grocery store if the bus that runs past it is always stuck in traffic – you might just run to the convenience store across the street, even though they don't sell fresh food.
2. **Affordability.** Transportation options need to be affordable. If your only option is to drive but you can't afford a car, you don't have mobility.
3. **Safety.** If it isn't safe to walk, bike, or drive, you don't have mobility. You won't use modes that are dangerous.

So in short, mobility is access. Mobility is having transportation options that you can count on to get you where you need to go.

Without mobility, transportation is meaningless. Improving people's mobility should be the goal of any transportation project.

Executive Summary

First adopted in 2010, the Thurston Region's Coordinated Human Services Transportation Plan serves as a comprehensive blueprint for addressing transportation choices, gaps, and solutions for the region's people – who because of age, income or ability – may face mobility issues. In working with stakeholders to update this Plan, we were often reminded that the needs and gaps articulated do not just impact people with a disability. As is often said about the Americans with Disabilities ACT (ADA) – a system designed for people with mobility challenges generally works better for everyone.

Systems Thinking. Practical Solutions. Universal Design. Accessibility. Inclusivity. Mobility. From technology, to roads, to how we design our homes rely on a systems approach. How can we maintain existing services, keep people safe, wring the most we can out of previous investments, and agilely adapt to changing needs? Can we create a cohesive transportation system that serves all – with plenty of signage to ensure people know their choices?

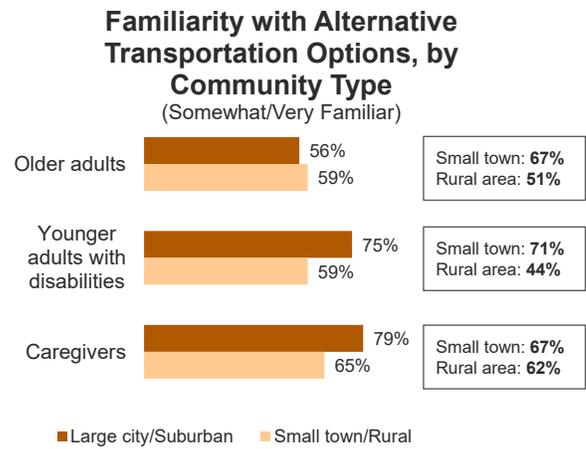
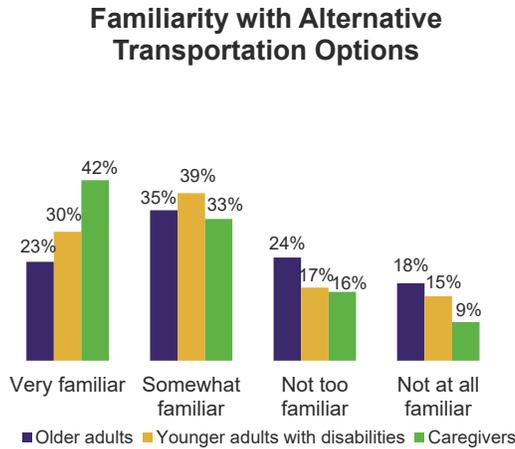
What is Universal Design?

Centre for Excellence in Universal Design

Universal Design is the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability. An environment (or any building, product, or service in that environment) should be designed to meet the needs of all people who wish to use it. This is not a special requirement, for the benefit of only a minority of the population. It is a fundamental condition of good design. If an environment is accessible, usable, convenient and a pleasure to use, everyone benefits. By considering the diverse needs and abilities of all throughout the design process, universal design creates products, services and environments that meet peoples' needs. Simply put, universal design is good design.

A design is only useful if it's accessible to the user: any user, anywhere, anytime. We often mistake the concept of accessibility as involving people with disabilities. However, we're all disabled in many contexts and circumstances. Accessibility is all about people. If you've ever broken a leg, you'll know how difficult formerly simple tasks become. How about a power outage? One moment, you're going about your business; the next, you're plunged into darkness. Moving a couple of steps becomes risky! Whatever task we'd taken for granted suddenly has us negotiating barriers.

A majority report that they are familiar with alternative transportation options, but those in rural areas are less familiar than those in urban areas.



Q67: How familiar are you with transportation options in your area that do not involve you personally driving a vehicle? (Older adults, n=509; Younger adults with disabilities, n=513)
 (Caregivers) Q63: How familiar are you with transportation options in the area where [CARE RECIPIENT] lives that do not involve driving a vehicle? (Caregivers, n=627)



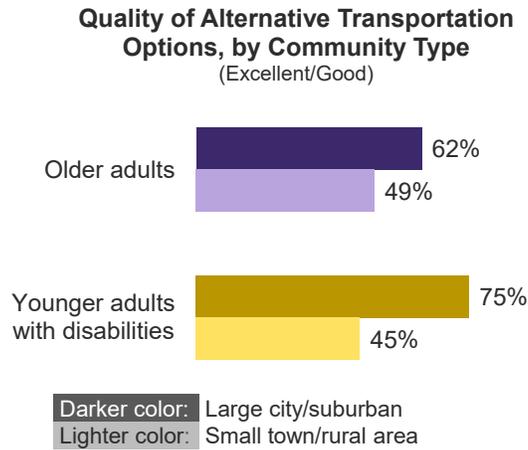
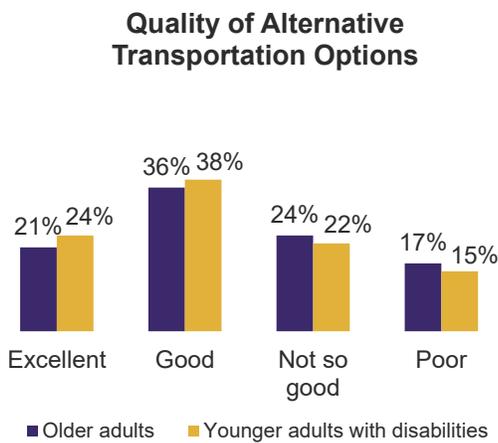
Information. How do we ensure that people know about services that might be helpful in living their fullest life? Does everyone have Internet Access, use Apps, read the newspaper, consult with friends and family?

Inclusivity is also about the language we use: FrameWorks Institute recommends that “to successfully characterize people in later life, use the terms “older person” or “older people” because these terms cue that an individual is over the age of 60 while also prompting associations of competence.” And how we test new technology: Headline March 6, 2019 – “A new study finds a potential risk with self-driving cars: failure to detect dark-skinned pedestrians.” (Vox Media).

Systems also need to work in urban, suburban, and rural places – seeking equal access and inclusivity, but also recognizing challenges. Again, looking at language – how do we measure “productivity” in areas with low density and longer trips? And in looking at best solutions, how do we compare costs between a very rural and a mostly urban service?

Transportation professionals often talk about the concept of “one ride at a time,” recognizing that individual’s needs differ and a successful transportation system must consider those individual needs, while also recognizing how they fit into the whole. Without careful planning, coordination, and collaboration, our “one ride at a time” can lead to a disjointed, inefficient, and confusing system.

Fewer people living in rural areas or small towns say their transportation alternatives are good.



Q55: [Given that you do not drive/If for some reason you cannot or do not want to drive], how are the alternative transportation options you have to get to where you need to go? Are your alternatives excellent, good, not so good, or poor? (Older adults, n=509; Younger adults with disabilities, n=513); Note: "Don't know" responses not shown.



Source: National Aging and Disability Transportation Center: Transportation Needs and Assessment (December 2018).

Background

Residents of the Thurston Region rely on transportation for independence, employment, health, and quality of life. That transportation may take the form of individual vehicles, public transit, bicycling, walking, ridesharing, or non/for profit providers. Sometimes solutions may include not traveling – using methods such as compressed workweeks or telework.

Even with a variety of multimodal options, people with special needs – age, income, ability – may experience limited mobility choices. They may become isolated and unable to participate in vital activities or receive critical services. Without reliable transportation, these residents face severe barriers in obtaining and retaining employment, taking care of essential needs such as health care and shopping, participating in recreational activities, and other critical functions. In this update, we continue our focus on the veterans' community and consideration of people with special needs in disaster planning. We also added a new focus on the challenges of transporting school children under the McKinney-Vento Assistance Act of 1987.

Regional policymakers recognize the challenges facing people with special needs and dedicate time and other resources to coordination efforts. The Regional Transportation Plan, “What Moves You,” adopted by the Thurston Regional Planning Council (TRPC) in 2016 (update underway) articulates goals reflecting a commitment to accessibility:

Barrier-Free Transportation

Goal: Ensure transportation system investments support the special travel needs of youth, elders, people with disabilities, literacy, or language barriers, those with low incomes, and other affected groups.

Policies:

3.a Ensure transportation facilities comply with the Americans with Disabilities Act.

3.b Construct public transportation stops and walkway approaches that are accessible for those with differing capabilities.

3.c Provide appropriate transportation services, facilities, and programs that reduce barriers for people who do not speak or read English.

3.d Present information and provide public participation opportunities for everyone, including people with physical disabilities and/or people with limited literacy skills.

3.e Promote land use policies that provide a variety of housing types in core areas near employment and services.

The intent of these policies is to support implementation of state and federal regulations for barrier-free transportation.

Examples of Supportive Measures

- Sustain partnerships among government, nonprofit, for-profit, and faith-based agencies that serve the transportation needs of the region’s youth, elders, and people with disabilities.
- Look for innovative ways of funding and providing life-line transportation services.
- Continue transportation services that connect low-income populations with employment areas and social services.
- Explore innovative public/private partnerships aimed at increasing affordable, transit-friendly housing choices in the urban area near essential services.
- Find sustainable financial support for urban and rural public transportation programs.



For many years, the Regional Council facilitated the Thurston County Human Services Transportation Forum (HSTF or Forum) – a coalition of social service and transportation providers, governmental entities, and others. The group documented needs, explored alternatives, and supported services. Forum programs such as ruralTransit (rT), Thurston County Bus Buddies, and Intercity Transit Village Vans have improved the lives of many people in the Thurston Region. Most every day, these services transport people to jobs, training, essential services, and other important destinations.

Due to the commitment of the Thurston Region, discussion and planning for Human Services Transportation is no longer segregated and relegated to a special forum or committee.

Because of several new initiatives in the region, and due to dwindling time for another meeting on people’s calendars, the Region now works on Human Services Transportation issues through existing groups. We routinely update elected officials and community stakeholders on these transportation issues rather than convening an ad-hoc group every 4 years.

Beyond the commitment of regional policymakers, the state and federal government encourage coordination. The Washington State Legislature’s creation of the Agency Council on Coordinated Transportation (ACCT) recognized the wastefulness of duplication of efforts and that coordination would result in more services for more people. ACCT’s planning funds, technical assistance, and grant programs made the local and regional successes possible. The federal government’s United We Ride initiative and provisions of federal transportation legislation both encourage and require coordination – at the planning and service levels.

However, the support for coordination wavers at both the state and federal level. ACCT sunsetted and funding disappeared. It is unclear what the federal government will fund or what the next transportation act will require for this important part of transportation planning and implementation.

Public policy is all about “who gets what when and how.”

- Political scientist and economist and communications theorist Harold Lasswell

Again, for this update, TRPC went to the “tables” of many organizations in the community – routinely to the Regional Council and Transportation Policy Board, public and private transportation providers, associations such as Community Transportation Association of the Northwest (CTANW), Community Transportation Association of America (CTAA), and the Washington Transit Association. TRPC discussed gaps and strategies at Rotary and Kiwanis events, with the Senior Network, and with providers of services for people with low incomes and people who are unsheltered. We arranged for time at Thurston County Veterans forums, Thurston Thrives (Thurston County Public Health and Social Services community impact initiative), and the South Thurston Economic Development Initiative (STEDI) – rural business and community building. We asked questions at poverty forums and at community workshops for other TRPC initiatives. We spoke to new organizations and long-standing colleagues and asked “what about...” through the many Hazards, Climate Adaptation, and emergency response and recovery planning events.

We also explored state and federal data and nationwide advocacy and other groups for strategies.

Despite some variations in conditions and services, this update maintains the GOALS set forth in previous plan versions:

- Increase mobility options
- Improve individual service
- Increase coordination with other systems and programs
- Improve efficiency

We also added a fifth, which had been implicit, but not articulated:

- Identify and obtain sustainable funding to close gaps

While each community may differ, their services, needs, gaps, and strategies resonate with our local findings and helped with local and regional considerations.

Thurston Thrives

Thurston Thrives is the region's initiative to improve the health of all Thurston County residents through collaborative partnerships and community engagement, addressing key factors in community health outcomes.

The Sustainable Thurston Health & Human Services panel recognized the importance of social determinants of health, such as how our community is built and what economic and educational opportunities it provides. The panel identified the need for a process to create an action agenda, with shared measurement and aligned activities, to ensure that our community moves together toward better health.

In 2013, the Thurston Thrives initiative, led by the Thurston County Board of Health and assisted by the County's Public Health & Social Services Department, began this effort, engaging the community on developing strategies and taking action on these factors.

Community leaders from business, education, local government, philanthropy, neighborhoods, medical care organizations, local nonprofits and social groups stepped forward to develop the Thurston Thrives strategy maps and action plans as part of nine initial action teams:

- Child Development and Resilience
- Clinical Prevention, Medical and Behavioral Treatment
- Community Design
- Community Resilience
- Economy and Income
- Education
- Air & Water Quality, Disease Carriers and other Environmental Health
- Food Systems
- Housing

Thurston Thrives early successes:

- Implemented Communities-in-Schools programs in two school districts.
- Defined clear strategies to accomplish coordinated efforts among groups working to alleviate homelessness and provide affordable housing in our community.
- Community Design Strategy:
 - Calls for continued efforts on Safe Routes to School programs in the Healthy Kids, Safe Streets Action Plan.
 - Intends to make the built environments – neighborhoods, streets, trails – more supportive of daily moderate physical activity. Supporting active transportation (walking and bicycling) reflects a science-based way to increase activity levels.
 - Encourages governments in the region to continue efforts toward compact development and complete streets that increase walkability, while also improving conditions for people using bicycles and transit for their local trips.

In 2014, Thurston Thrives moved to a public-private, multi-sector Coordinating Council model, with the Thurston County Chamber Foundation as the fiscal agent. Teams regrouped, merged, and changed: a new Public Safety and Justice action team completed its strategy map in early 2015 and a combined group, Health Impacts of Climate Change, began looking at conservation, clean energy, and other strategies to reduce Thurston County's emissions.

To learn more, visit www.ThurstonThrives.org.



Current Conditions

For purposes of this planning process and coordination strategies, we define people with special transportation needs as people "including their personal attendants, who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation."

Poverty

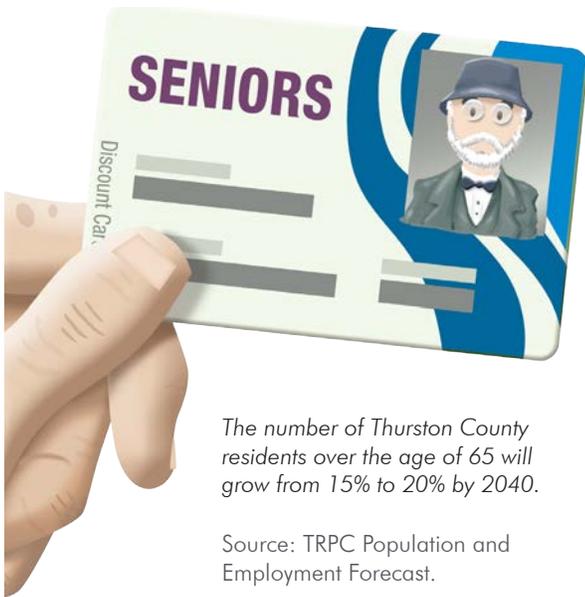
In the Thurston Region, the countywide average of households earning less than \$10,000 is 6.4 percent, according to the 2008-12 U.S. Census American Community Survey. In some communities, the percentage is much higher than the average: Olympia 9.4 percent, Confederated Tribes of the Chehalis Reservation 9.2 percent, and Nisqually Indian Tribe 9.6 percent.

Age

Overall, we are aging. In 2000, the county population's median age was 36.5 years, up from 33.6 in 1990. By 2009, the median age had increased to 38.4 years. In 2009, nearly 25 percent of the region's 249,800 population was under 19, and over 12.1 percent 65 and older. Included in that number was the 1.85 percent aged 85 and older. Projections estimate that 19.5 percent of the population will be 65 and older in 2030. The number of people aged 85 and older was 1,121 in 1980 and is projected to rise to nearly 8,000 by 2030. Transportation will need to serve the diverse and changing needs for a range of elders – from the frisky to the frail – many of whom will be retired.

On the other end of the age spectrum, nearly 33 percent of the county's population was 19 or younger in 1980, with a drop to 22.5 percent by 2030. Tribal planners, however, report that nearly 40 percent of their population is under 19.

The number of residents over 65 will grow from 15 percent in 2015 to 20 percent by 2040. Transportation will have to serve the diverse and changing needs for a range of elders – from the frisky to the frail – many of whom will be retired. By 2040, tech savvy millennials will be midway into their careers and likely having kids. As a whole, will they still love the urban life, walking, and riding the bus ... or will they adopt a somewhat different lifestyle with school-aged kids in tow?



The number of Thurston County residents over the age of 65 will grow from 15% to 20% by 2040.

Source: TRPC Population and Employment Forecast.

Age and Poverty

The poverty rate by age data shows some interesting needs. In Tenino, for example, nearly 24 percent of those in poverty are under 17 and 19 percent are 64 or older. In Yelm, over 24 percent are under 17 and approximately 3 percent are 64 or older. As noted above, the higher percentage of youth residents may explain that for the Chehalis Reservation, over 35 percent of those in poverty are under 17 while approximately 15 percent are 64 and older.

People with Disabilities

The 2008-12 American Community Survey articulated that approximately 12 percent of the Thurston County population reported having a disability. Social service providers indicate that people tend to under-report in this category, and tribal planners note almost double that average on reservations (approximately 23 percent).

In 10 years, how do people feel their transportation needs will change?

40%

Will do more walking, bicycling, teleworking, riding the train.

51%

Will do less driving.

43%

Will do the same amount of walking.

30%

Will do the same amount of driving, bus riding, carpooling/vanpooling.

40%

Will NOT carpool/vanpool, telework, ride the train.

Why the change? Respondents offered a number of different reasons.

- Retirement
- Changing physical ability
- Children entering school
- Children old enough to drive or leaving home
- More future transportation options & changing technology
- Congestion
- Growth
- Employment changes
- Location changes
- Environmental issues
- Increasing costs

Source: Transportation Investment Survey, TRPC 2014.

Services

Conditions and system sustainability differ inside and outside Intercity Transit's service area (Public Transportation Benefit Area – PTBA). For years, the PTBA's taxing authority provided some level of assured funding, resulting in a somewhat stable transportation planning environment. This allowed Intercity Transit to engage in long-range planning, building, and adapting programs over time to meet changing needs. However, drops and unpredictability in sales tax revenues and drastic changes in funding at both the state and federal level, have shaken that stability. Intercity Transit's recent successful ballot measure should improve both service and sustainability.

Outside of the PTBA, communities without a stable funding source rely on grants and other temporary funding to support transportation choices, often specific to a program or category of individual. This

makes long range planning difficult and leaves residents at the mercy of one- or two-year projects – creating a constant state of uncertainty.

In addition to the ruralTransit Program (rT) and Village Vans – initiatives of the regional coordination process – other traditional and non-traditional providers serve Thurston County. Intercity Transit delivers a backbone of fixed route and dial-a-lift (DAL) service in the urban areas of Olympia, Lacey, Tumwater, and Yelm, and partners on programs outside its service areas.

Social service providers transport certain clients for certain types of trips – filling some gaps. The area's nine school districts supply the greatest number of public transportation trips in the region. Greyhound, Northwestern Trailways, and Amtrak provide intercity services. Transit systems and coordinated projects help people connect to Pierce, Grays Harbor, Mason, and Lewis counties.



MULTIMODAL TRANSPORTATION

We have also seen a growth in the taxi industry, with larger scale operators locating in the Thurston Region. These services, often serving Tribal Enterprises, however, remain too expensive for many who need to travel.

Rideshare services such as Uber and Lyft add new options, but cost and availability – especially in the more rural areas is challenging.

Needs and Gaps

Although each part of the region and each client are unique, common themes emerged as we checked in with residents and service providers, and documented needs and gaps in service for people with special needs:

- **Transportation Services:** Despite improvements in recent years, people with special needs, especially in rural areas, have limited mobility options.
- **Available Modes:** Options such as biking, walking and ridesharing are often not viable because of the nature of the built environment, the need to transport children to daycare, and non-traditional schedules. Physical conditions, for some people, may also limit mode choice.
- **Travel Time:** Cross-town and cross-county trips sometimes require hours of travel and wait times. For many people, the perception of long travel and wait times chills their desire to try public transportation. The goal of non-duplication of services in coordination efforts, while laudable, results in transfers between systems as a part of most trips.

- **Hours:** Most transportation services operate in support of the 8:00 a.m. to 5:00 p.m. worker, rather than those with non-traditional work hours and split shifts – often a feature of available jobs. Evening and weekend service is weak to non-existent.
- **Cost:** The cost of some transportation options may be prohibitive for many community members.
- **Ease of Use:** Trip planning and traveling on different systems or modes can be daunting. People fear being stranded because of missed connections - especially between different systems - or arriving at the wrong time. For many, riding public transportation is a distant, and not always pleasant, childhood memory. When compared to driving alone in a private vehicle, trips on transit systems often take much longer, require waiting for connections, and often require more detailed planning. People also express concern about personal comfort and safety while waiting at transit stops.
- **Information and Awareness:** Residents need an up-to-date information resource reflecting all available transportation options, with

Needs & Gaps

- Transportation Services
- Available Modes
- Travel Time
- Hours
- Cost
- Ease of Use
- Information and Awareness
- Children and Youth
- Land Use and Transportation Disconnects

information on eligibility and contacts. People might also need a bit of hand-holding to make the first tentative steps toward using other modes. Programs like Thurston Here to There, Thurston County Bus Buddies, rT's Bus Ambassadors, and Intercity Transit's Travel Training can help people become comfortable.

- **Children and Youth:** The updated Community Needs Assessment presented by the Thurston Council for Children and Youth identified a "Lack of transportation as a barrier to accessing services for children and youth." This concern crossed all the systems considered by the study (basic needs, education, early & out-of-school care, employment, health and juvenile justice). These findings corroborate our studies.
- **Land Use and Transportation Disconnects:** Because of the lower cost of land in the fringes of the Urban Growth Areas, public and private facilities often locate there. This can lead to barriers to accessing the goods, services, and jobs.

In addition to individual challenges, institutional and political barriers to coordination include insufficient and unsustainable funding, and conflicting program requirements and regulations. Organizations often hesitate to document funds spent on transportation services, expressing concern about labeling discretionary funds.

Solutions

The regional partners have designed several elegant programs to expand mobility in Thurston County. Many of these projects have evolved over time, with improvements each biennium. We selected these projects because they:

- **Increase Mobility Options:** Expand service to rural areas with limited mobility options; support training and employment in the urban areas; and provide transport to specialized services not available in the Thurston Region.
- **Improve Individual Service:** Increase awareness of mobility options; shorten trips; enhance driver training to provide better service; create individual trip planning services; and explore tribal transit options.
- **Increase Coordination with Other Systems and Programs:** Focus on regional and cross-county mobility management. Improve connections with Mason, Squaxin, Grays Harbor, and Lewis transit organizations.
- **Increase efficiency:** Modify routes and directional services to increase the number of passengers per hour/trip/mile.

Sustainability

In 2013, the Region adopted the Creating Places Preserving Spaces - A Sustainable Development Plan for the Thurston Region. This federally funded project originated from the US Departments of Transportation, Housing and Urban Development, and Environmental Protection. The agencies recognized that they could no longer operate in silos, needing to work together - and encourage communities to work together - to reach a more sustainable future.

Many of the Priority Goals of that Plan support transportation for all - including those with special needs.

- Create vibrant centers, corridors, and neighborhoods while accommodating growth.
- Create a robust economy through sustainable practices.
- Ensure that residents have the resources to meet their daily needs.
- Make strategic decisions and investments to advance sustainability regionally.

The Region considers the Coordinated Plan as a reflection of current and projected future needs, services, and gaps that will change as new challenges, opportunities, and strategies emerge. Like the plan, the projects will also change over time. While the current /solutions projects have improved mobility for residents of the region, they are designed to adapt to changing needs.

The People We Serve...

We use traditional performance measures – such as number of miles, trips, and hours – to quantify efficiency and effectiveness, but we also gather stories:

- “Thanks to rT service, I don’t have to ask my family to take me places.”
- “I just got my AA degree, which should help me find a better job. Thanks for getting me there.”
- “Knowing my kids are safe at the Boys & Girls Club after school – and have a ride home - really relieves my stress.”
- “Direct service without transfers makes things easier for our veterans with PTSD.”

Prioritized Project List and Rankings

Each project contains its own set of performance measures, including number of trips, hours and miles, how each project fills gaps and needs, and how it supports the region’s goals. In addition to project implementation, we will continue to increase awareness of the benefits of coordination, enhance existing services, develop new projects, and seek policy and funding solutions.

The Washington State Department of Transportation (WSDOT) requires that the Regional Transportation Planning Organization (RTPO) prioritize projects in the regional plan to be eligible for funding under their Consolidated Grant Program. Recognizing the importance of local prioritization, WSDOT allocates specific rankings to each region, based on demographic information. For both the 2017-19 and 2019-21 cycles, TRPC received 3 A’s, 3 B’s, and 3 C’s. In the grant review process, an A ranking adds 50 percentage points, a B 25 points and a C 12 points.

In addition to the Ranked Prioritized Project List, the Regional Council also adopted an Unranked Prioritized List. These projects either don’t qualify for funding under WSDOT’s Consolidated Grant Program or are not interested in applying for funds in this cycle. However, the planning partners wanted to document the value and priority that the Region places on these projects/ programs.

Together, Shaping Our Future

Coordinated transportation and land use planning shapes how communities in our region grow, the lifestyles and jobs available to residents, the cost and quality of government services, and the impacts we have on our natural environment – today and in the future.

- Land Use, Transportation, and Climate Change White Paper, January 2013 (TRPC)

PRIORITIZED PROJECT LIST

Ranked Prioritized Project List 2019-2021 (24)

Rank	Title & Description	Type	Organization
A	ruralTransit (rT)	Operating	Thurston Regional Planning Council
A	Thurston County Bus Buddies	Operating	Catholic Community Services & Intercity Transit
A	Replacement Dial-a-Lift Vehicles	Capital	Intercity Transit

Un-Ranked Prioritized Project List

This list represents projects that provide current, ongoing, or potential solutions for needs and gaps identified in the Plan but did not apply for funding through the Consolidated Grant Program. These projects/programs may be already operating or under consideration. The list may not reflect exact project titles.

Title	Type	Organization
Village Vans	Operating	Intercity Transit
Nisqually Transit	Operating	Nisqually Indian Tribe
McKinney-Vento Student Transportation Hub	Operating	School Districts
Here to There Mobility Management	Mobility Management	Thurston Regional Planning Council

*adopted by Thurston Regional Planning Council
December 2018*

The Projects

ruralTransit (rT): The service connects the communities of Grand Mound, Rochester, Tenino, Bucoda, and Rainier and the Confederated Tribes of the Chehalis Reservation to the greater tri-city area of Tumwater, Olympia, and Lacey. rT connects to Twin Transit in Lewis County and Intercity Transit in Thurston County. The service operates from approximately 6 am to 6 pm weekdays. Veterans can request a direct connection to services in Centralia.

Thurston County Bus Buddies: A partnership with Intercity Transit, Catholic Community Services of Western Washington, Volunteer Services, and the Washington State Department of Transportation. Building on Intercity Transit's Travel Training Program, Bus Buddies matches a well-trained experienced bus rider with someone who needs one-on-one assistance to ride the fixed route bus. Volunteers receive training, free monthly bus passes, and recognition.

Intercity Transit (IT) Replacement Dial-a-Lift Vehicles (DAL): DAL supplies complementary door-to-door, shared ride public transportation service for people with disabilities that prevent using fixed route bus service. With an aging population, IT's DAL service is growing while federal funding is waning. Intercity Transit also has a commitment to environmental stewardship, and will purchase propane-powered vehicles, replacing the diesel vehicles that are beyond their useful life.

**“Nothing about
us without us!”**

*- United States Convention on the
Rights of Persons with Disabilities*

Stakeholders & Planning Process

A History of Coordination

Unlike other communities, who convened ad hoc stakeholder groups because of state and federal requirements, the Thurston Region realized the need to begin coordination efforts over 20 years ago.

Working with regional partnerships with cities, town, county, transit and service providers, the Thurston Region has used several coordination processes. For many years, the Thurston Regional Planning Council convened the Human Services Transportation Forum (HSTF). During that time, HSTF participation waxed and waned.

TRPC's outreach strategies have changed over time. We have embraced the value of going to other people's tables.

2019-22 Plan Updates and Next Steps

As in previous updates, the community revisited previously documented needs, services, and gaps. We updated demographic data and maps and analyzed the impacts of rT and Bus Buddies and considered other alternatives and strategies. TRPC made use of data gathered through the Sustainable Thurston

project, Point in Time Homeless Counts, the Healthy Youth Survey, I-5 surveys, and other outreach efforts. As local and regional data is not always available and may be dated, we also looked at state and national trends.

We worked with small groups and individuals and asked for a spot on the agenda for community group meetings. Not surprisingly – because of on-going analysis of services and needs – no substantive issues arose with the core historic partners during this update cycle. As in last update, we engaged the emergency preparedness community to understand and raise awareness about how current plans address people with special needs. We found these entities to be open to the conversation and expect continued collaboration as their plans move forward.



During this update, we again reached out to the area’s veteran population. With proximity to the services at Joint Base Lewis McChord and the area’s medical resources, retirees and others leaving the military often settle in the Thurston Region. Veterans comprise over 12 percent of our County population, especially in the Lacey and Yelm areas. We also recognized the transportation challenges facing school districts as they support homeless students (McViney Vento Act) and brainstormed potential solutions.



Like the changes to planning, the projects have also matured. A few highlights:

With continued funding, the separate rural and tribal programs evolved into a single coordinated **ruralTransit Transportation Program (rT)**. Throughout the life of rT, we honed service hours and routes, took advantage of expanded transit service in key areas, and sought efficiencies. Over the years, we have moved from an on-demand to a variable fixed route system, increasing efficiency and adding mobility options.

Village Vans continues to provide work-related transportation for low-income clients, as well as a successful training program for drivers. This program goes beyond driver training and a basic skills curriculum, resulting in a high percentage of participants finding career path employment. Unfortunately, due to changes in federal funding policy, this program no longer qualifies for funding under the Consolidated Grant Program. Intercity Transit has committed to funding the program and is seeking other grant funds.

Thurston County Bus Buddies - a successful transplant from a neighboring county - builds on the success of Intercity Transit’s Travel Training Program. This critical support eases people into using fixed route service - which can provide more spontaneous and independent transportation options.

Around the Sound/Northwest Connections, the contracted service provider for rT, added a successful capital project last cycle and updated their aging fleet with propane-powered vehicles, improving efficiency and safety for riders and reducing greenhouse gases.

Over the past several years, creating the prioritized project list proved painless. Not for the first time, the benefits of being a single county RTPO were apparent to TRPC and the partners. While supportive of many programs of adjacent counties, we did not have to prioritize across county lines.

Regional Support

Thurston’s regional policymakers remain strong and consistent in their support of coordination efforts and programs for people with special needs.

Many of the Priority Goals of that Plan support transportation for all - including those with special needs.

- Create vibrant centers, corridors, and neighborhoods while accommodating growth.
- Create a robust economy through sustainable practices.
- Ensure that residents have the resources to meet their daily needs.
- Make strategic decisions and investments to advance sustainability regionally.
- Identify and obtain sustainable funding to close gaps.

The Region considers the Coordinated Plan as a reflection of current and projected future needs, services, and gaps that will change as new challenges, opportunities, and strategies emerge. Like the plan, the projects will also change over time. While the current /solutions projects have improved mobility for residents of the region, they are designed to adapt to changing needs.

Appendix B lists the many partners we worked with – specific to this update – and routinely to identify trends, changing needs, and potential solutions.



The Thurston Region is the economic and cultural heart of South Puget Sound. Government, education, health care, manufacturing, and service sectors fuel our economy. Ports, freeways, and railroads move our goods, and leafy neighborhoods, urban centers, and open spaces provide us places to live, work, and play. But it's our people – our progressiveness and inclusiveness – that make our growing community attractive to new residents and adaptive to new ideas. The choices we make today will shape our community's economic, environmental, and social sustainability in the coming decades.

*- Creating Places Preserving Spaces
December 2013*

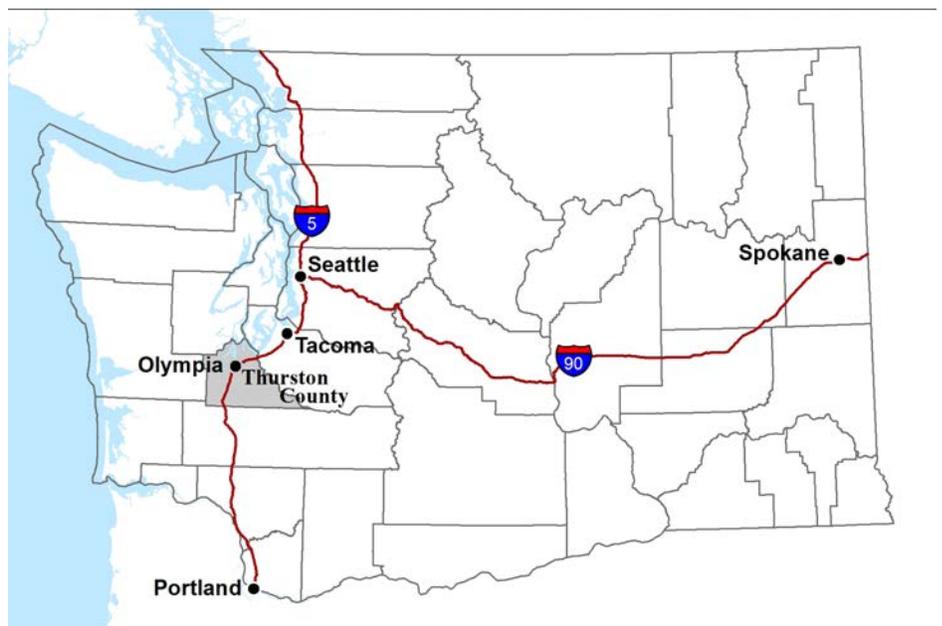
Service Area

The Plan supports all of Thurston County, located in the Southern part of Western Washington at the terminus of Puget Sound. It is the 32nd largest county in the state, with 727 square miles of landmass. More than 91 percent of the land area is unincorporated.

Over 280,000 people live in the county, which is one of the fastest growing areas in the state. Map 2 illustrates the location of the major communities, which include Olympia, Lacey, Tumwater, Yelm, Rainier, Bucoda, Rochester, Tenino, Grand Mound, and the Nisqually Indian Reservation and Confederated Tribes of the Chehalis Reservation. Many of the communities are located along major transportation corridors, with Interstate 5 traversing the county.

While the point of origin for trips for some of the projects outlined in the plan are limited to a specific geographical location (i.e., a specific low-income housing complex or the Nisqually and Chehalis Indian Reservations in rural

areas), destinations radiate to all parts of the county and beyond. Other projects supply services that are available countywide. Earlier plans focused solely on issues within the Thurston County Border, but this update continues to recognize the need to improve coordination across county lines. In 2015, more than 20,000 people commuted into the Thurston Region for jobs while 35,000 commuted out. We project these numbers will increase more than 50 percent by 2045. Cross county coordination will only grow as a priority.



Regional Conditions

Unique geographical factors in Thurston County guide transportation policies and strategies. The coastal lowlands, prairie flatlands, Cascade foothills, and numerous lakes, rivers, and wetlands draw people to the area, but also direct where transportation facilities – and development – can locate.

Despite only 52 clear days a year and an average annual rainfall of 51 inches, some residents engage in year-round biking or walking. Grey days and early winter nightfall require a transportation system with safe, well lighted, well maintained, clearly marked sidewalks, roads and trails. Because of decreasing

revenues, tribes, local jurisdictions, and the state face increasing challenges to preserve and maintain system safety.

Many people perceive that rural communities provide safe, pastoral settings for biking and walking – either as the primary mode, or to connect to other transportation services. However, limited multi-modal facilities and high accident rates on state routes and other two-lane rural roads belie that assumption. For most of the rural community, the state route also serves as Main Street.



The Interstate 5 corridor runs through the heart of the region, providing access for transporting people, goods and services to the neighboring counties to the south and north. However, the freeway also divides communities, creating gaps for travelers, whether by foot, bike, or automobile.

Even with growing challenges, the region successfully maintains and operates a system comprised of dozens of transit routes and services, over 2,000 miles of roadway, hundreds of miles of bike lanes and sidewalks, over 60 miles of mostly-connected trails, almost 90 miles of rail, a marine terminal and a regional airport.





Population

Current Conditions

At 276,900, Thurston County is the sixth most populated county in the State of Washington and one of the fastest growing. We estimate that we'll add 107,000 more people by 2045.

The patterns of growth are critical to transportation and land use planning. Between 1980 and 1990, the incorporated county grew at nearly the same rate (2.6% per year) as the unincorporated county (2.7% per year). Since 1990, cities have grown faster than the unincorporated county. Between 2010 and 2017 cities grew at 2.3 percent per year compared to 0.5 percent per year in the unincorporated areas. In 1980 and 1990, 58 percent of the population lived in the unincorporated area. However, in 2017, the proportion has decreased to 51 percent of the total population.

In addition, growth is not evenly distributed among the cities. Between 2010 and 2017, the highest rates of growth were in the southern portion of the county, with the Yelm UGA having the highest rate of growth, at 2.9 percent per year.

The population on both the Confederated Tribes of the Chehalis Reservation and the Nisqually Reservation declined slightly between 2000 and 2010. The

Chehalis Reservation population decreased from 691 to 649 and the Nisqually Reservation population decreased from 588 to 575. Most residents in the Chehalis Reservation live in Grays Harbor County.

Future Population Growth

Forecasters at the State Office of Financial Management develop projections for future population based on a series of assumptions about human behavior, and by interpreting past trends in the local, state and national economy.

Because of the size of the wave of aging “baby boomers” and the community’s many amenities – a multimodal transportation system, and advanced health care and retirement facilities – older adults will comprise a larger percentage of the total population. Especially for seniors “aging in place” in the more remote areas of the county, transportation and other social systems will be under pressure to expand to match changing needs. Senior service providers note the often-marked difference between the needs of a 65-year-old and an 85-year-old and the growth of the latter’s population segment and that impact on service provision.

“I had lived through a period of time when there were advances in the mode of transportation. First there was the ox team. In the 80s the demand for speed brought the democrat wagon, with which we could make the round trip to Olympia in one day. Then in the 90s there was the “hack,” and folks then remarked, “This is the way to travel.” This was soon supplanted by the two-seated buggy, and with the improved roads one could drive to Olympia in two hours. Then came the automobile and paved roads, and the round trip to Olympia could be made in less time than it formerly took to curry, harness, and hitch the team to the carriage.”

- Mrs. Elmira Whitaker, Bush Prairie 1938

Employment and Commuting

Overview

Thurston County is often characterized as a “government town” with that sector providing the largest share of the jobs. However, in recent years, large retail chains supplied jobs, goods and services for local residents, but also attracted consumers from neighboring counties. Food and other service jobs are also growing. These retail jobs – often the first entry into the workforce for low-income residents – pay minimum wage, with limited or non-existent benefits, and schedules that make using traditional transit service or ridesharing difficult. These schedules also exacerbate transportation challenges in childcare management.

Changing job markets and higher wage opportunities may result in people traveling further to find jobs with higher income potential – or just to find a job.

While most jobs are housed in the urban cores of the larger cities, employers and workers are scattered throughout the region. The transportation system cannot simply carry workers from large residential community X to large employment site Y, but instead must provide a variety of routes and travel options.



Current Conditions

In Thurston County, total civilian employment in 2016 stood at 145,621 jobs. We forecast that to grow to total employment of 200,900 by 2045. State employment is the largest employer, accounting for 25,000 full and part-time jobs. State worksites have experienced consolidations and shifts in location over the past several years. Between 1991 and 2007, the state employed around 16.4 employees per 100 people on average. This decreased in ensuing years to 15.6.

Between 1994 and 2014, the location of state worksites changed. During this time the percentage of state workers has decreased from 13 to 10 percent in Lacey and 62 to 52 percent in Olympia. Tumwater has seen its share increase from 21 to 33 percent. We now see new state worksites recently constructed or planned on the Capitol Campus.

These changes in siting for the largest employer in the region result in mobility impacts for many employees and potential employees. Because these state agencies serve a number of special needs clients, these location decisions also affect the clients' ability to travel to services. State agency worksites located on the Capitol Campus and other areas in the urban core enjoy a high level of transit frequency. These areas are also supported by multi-modal facilities, such as sidewalks and bike lanes, broadening mobility options. When state employment chooses to move to the fringes of the urban cores, transit frequency and multi-modal amenities may decrease.

Local government, including school districts, is the fourth largest employer. The same transportation

issues that arise from siting of state employment away from the urban core apply to the remote placement of school districts.

The largest private employer is Providence St. Peter Hospital, with about 1,600 employees (2018 CTR Annual Report). Kaiser Permanente and the Capital Medical Center are also among the top employers in Thurston County. Although these facilities are located close to urban centers and have regular transit service, the 24/7 operations make the use of commute alternatives difficult. Intercity Transit's service day generally ends at 11:00 p.m. and service on weekends is more limited. Shift work also makes for difficult carpool matching.

Tribal Government has become a major regional economic force. Chehalis Tribal enterprises, including the Great Wolf Lodge, Conference Center and Water Park, Lucky Eagle Casino, Chehalis Tribal Construction, Eagle's Landing Hotel and several convenience stores, employ over 1,000 people, with additional employees in tribal government and community services (2014 InfoUSA). The rural location of both the Chehalis and Nisqually worksites limits transportation choices for workers, as do shifts and some unpredictability in start and stop times.

Retail stores, such as Wal-Mart, Costco, Safeway, Target, and Cabela's are major employers. Thurston County is also home to several warehouse and distribution facilities. Many of these are in the Hawks Prairie area of Lacey, which is not currently served by Intercity Transit. Intercity Transit plans to expand to those areas in the short- to mid-term.

Small business also plays a major role in the region’s employment. Approximately 50 percent of the covered employees in Thurston County were employed in firms or state departments that have more than 100 people. While those firms provided the bulk of the jobs, most businesses had nine or fewer employees.

Future Projections

In 2015, more than 20,000 people commuted into the Thurston Region for jobs while 35,000 commuted out. We project these numbers will increase more than 50 percent by 2045. Outbound commutes will continue to exceed inbound commutes largely due to the availability of jobs and income potential. Thurston County’s job market pales in comparison to the volume of work and higher compensation available in Pierce and King Counties to the north.

Certain employment sectors are expected to outpace others as we look to the future. In 2030, for example, projections show 22,100 jobs in the Retail Trade sector; 31,100 in the Education, Health, and Social Services sector; 4,700 in the Arts, Entertainment, and Recreation sector; and 12,900 in the Accommodation and Food Services sector. These sectors, which include restaurant, consumer and health services, often provide low-wage employment with shift work outside the 8:00 a.m. to 5:00 p.m. hours. This results in continuing transportation challenges even as job opportunities grow.

While total vehicle miles traveled on Thurston County’s roadways has increased, per capita VMT has declined. Between 1990 and 2015 per capita VMT decreased from 10,800 to 9,100 miles per person; by 2040 it is projected to be 8,200.

By 2040, many more people will live in the Thurston region, growing from about 270,000 residents in 2015 to nearly 400,000 in 2040. More people means more demands on the transportation system. Where we live and work – and how we travel – will have a big impact on how well the system works. This is especially clear during the most congested times – the morning and evening commutes. Commuting into and out of the Thurston region is expected to double between now and 2040.

*- What Moves You 2040 Regional
Transportation Plan for the Thurston
Region, July 2018*



Education and Quality of Life

Education and Training

Thurston County houses a variety of educational opportunities. These include both private and public primary, secondary, and higher education institutions. A number offer programs outside regular school hours, providing greater accessibility to working adults and students. However, this advantage is diminished if transportation options are limited or unavailable during evening and weekend hours.

There are over 70 schools in Thurston County (3 colleges/universities, 11 traditional high schools, 15 middle schools, 42 elementary schools, and several private and alternative schools.) While most are comprehensive and offer a full range of academic activity programs, non-traditional schools are also available. New Market Vocational Skills Center, for example, provides technical and professional training classes for high school students in the Thurston, Mason, Grays Harbor, and Lewis counties. Serving an average of 700 students, students earn high school or college credits, as well as a variety of industry certifications and licenses that meet national industry standards.

The Olympia Regional Learning Academy (ORLA) is the fastest growing school in the Olympia School District. It is divided into three programs: hConnect, which



provides resources, classes and support for home-school families; iConnect, an online school for grades 6-12, and ORLA Montessori, which serves children in preschool to sixth grade.

South Puget Sound Community College (SPSCC) is the largest institution of higher education in Thurston County, with an enrollment of more than 6,000 students. SPSCC offers day and evening classes, basic and continuing education coursework, job skills training, and personal enrichment courses at its main and branch campuses. The College's tradition of vocational training continues, with more than 30 technical programs currently offered. The college also cooperates with private companies and public agencies to provide customized training and professional development. This community college plays an important role in the WorkFirst program, coordinating with other state agencies to improve

training and employment for low-income residents. SPSCC recently moved and expanded its Lacey site – collocating with the Thurston Economic Development offices. Intercity Transit provides both the main campus and the Lacey site with frequent service.

The Evergreen State College is a public college of liberal arts and sciences. With an enrollment of over 4,000, the college provides an evening and weekend program geared to working adults in addition to a full-time academic undergraduate program. In addition, Evergreen provides upper-division and Tribal programs. Graduate programs offer master’s degrees in environmental studies, public administration, and teaching. In addition, Evergreen offers educational programs at its Tacoma campus, a tribal program at reservation sites, and a program in Grays Harbor County.

Saint Martin’s University, a four-year comprehensive university, offers 21 undergraduate programs, six graduate programs, and numerous pre-professional and certification programs. More than 1,300 students attend the main campus in Lacey or at extension campuses at Joint Base Lewis-McChord and Centralia College.

Though located in Lewis County, Centralia College plays an important role in the education of Thurston County residents. The oldest continuously operating community college in the state of Washington, Centralia offers professional, technical, transfer, and basic skills programs to its 10,500 students from the service area of Lewis County and south Thurston County. The University of Washington Branch campus in downtown Tacoma serves a comparable role.

Both the Nisqually and Chehalis Tribes have aggressive training and education programs for their youth, encouraging higher education. Travel to and from the area’s colleges, university and other training programs is an important element in planning regional transportation strategies. The Region’s rT Program provides services for the Chehalis Tribe.



Traditional transit provides some of its highest service levels to the institutions of higher learning in the community. Typically, the routes have extended hours and lower headways. However, for rural residents, for those traveling from non-traditional work hours, or with childcare concerns, mobility choices are limited.

Social Services

Thurston County is home to many organizations and agencies supplying human services. State agencies such as the departments of Social and Health Services, Health, and Employment Security are headquartered in this county. Other regional and local public and private entities focus on categories such as emergency services, housing and homelessness, children's services, health and related services, and family, youth and senior programs. Because many of these services are in the urban areas of Olympia, Lacey, and Tumwater, transportation to these areas is critical for county residents.

Several social service organizations are important contributors to the plan update, working to plan and benefiting from the services. The Boys & Girls Clubs of Thurston County, ROOF, and the Thurston County Health and Social Services Department worked together to coordinate the needs and schedules of after-school programs for at-risk youth to allow for efficient use of rT services.

Social service providers and clients often report frustration with accessibility to social services. The hours of service, especially for required visits to governmental agencies, may not coincide with the schedules of public transit. Often several destinations are required in a single day, made difficult by the need



to transfer and wait for connecting services. Clients also note duplication of services and the need to “tell their whole stories” to each entity because of a lack of information sharing and case management tools. Often general social service providers do not have information on transportation options, assuming that distributing Intercity Transit passes will meet all client transportation needs.

A past Thurston County health professional described the region's social service support as "a mile wide and an inch deep." She referred to the hundreds of non-profits in the area - created out of passion and often maintained on a shoestring. These organizations may supply services to a specific subset of the population and may exist for just a short time or become a part of the fabric of the community. The "services only for people from Iowa with red hair" concept is also rampant in the veteran's community. Coordination is needed not only in transportation, but also in service provision.

Over 280,000 people live in Thurston County. We project that number will grow to more than 380,000 by 2045.

“Because of the nation’s aging population and the community’s many amenities – a multimodal transportation system, and advanced health care and retirement facilities – older adults will comprise a larger percentage of the total population. Especially for seniors “aging in place” in the more remote areas of the county, transportation and other social systems will be under pressure to expand to match changing needs.”

- What Moves You 2040 Regional Transportation Plan for the Thurston Region, July 2018

Demographics

Age Distribution

Overall, the region's population is getting older. Census figures show that in 2010, the median age was 38.5 years, up from 36.5 years in 2000. However, some interesting distinctions can be noted in the age characteristics between the different areas of the County. Yelm, for example, was the city with the youngest population, with a median age of 29.0, and a higher proportion of its population younger than 18 years old (36 percent) compared to the county average of 23 percent.

The 2010 Census also indicates a younger population on the Chehalis and Nisqually Reservations. For the Chehalis Tribe, the median age was 28.8, with 32 percent of the population younger than 18. On the Nisqually Reservation, the median age was 32.4 years, with 31 percent of the population under 18.

The Town of Bucoda had the oldest median age, at 40.3 years, followed by the City of Olympia (38.0). The Cities of Lacey and Olympia had the highest proportion of their population age 65 or older (14%). Countywide, 13 percent of population is age 65 or older.

Amenities attractive to an older demographic – advanced health care and retirement facilities – may

draw many retirement-age people to the county. For the same reason, it is expected that as people who live in the Thurston Region retire, they will age-in-place here rather than relocate. Between 2020 and 2045, the population 65 years and older is projected to increase by 34,000 (64%).



Disability Status

The Census asks about several types of disability: sensory, physical, mental, self-care and mobility. The Bureau defines disability as a long-lasting physical, mental, or emotional condition that makes it difficult for a person to do activities such as walking, climbing stairs, self-care, learning, and remembering. It can also impede a person from the ability to leave the home alone or work at a job.

In Thurston County, as of 2012-16 ACS data, 33,745 civilian non-institutionalized people have a disability. This reflects 13 percent of the population. Of these, 42 percent were 65 years of age and over, and 16 percent had incomes below the poverty level. The non-institutionalized people in this age group (i.e., not in nursing homes) are characterized by 36 percent with a disability. Of the total civilian non-institutionalized disabled population ages 16 and older, 64, 22 percent are employed, comprising 6 percent of the employed population. The Disability Statistics Center at the University of California notes that disability is often correlated with poverty. In Thurston County, 22 percent of the population with incomes below the poverty line had a disability compared to 15 percent of the population above the poverty line.

The Confederated Tribes of the Chehalis Reservation report a disproportionately high percentage of tribal members have at least some form of disability. Reports from their HeadStart program indicated that over 10 percent of children had a professionally diagnosed and documented disability. According to Tribal Planning staff, double the norm of disability ratio should be assumed for the reservations: a 65 percent higher rate of drug/alcohol related illnesses; a diabetes rate that is three times the norm; significantly higher rates of rheumatoid arthritis, tuberculosis, and heart disease; a much higher assault rate which translates to early and high rates of disability; and a higher rate of birth defects and mental illness.

Organizations that support persons with disabilities assume that roughly 30 percent of persons with disabilities are clients of local, state or federal programs. Coupled with the data that perhaps 95 percent of people with developmental disabilities

are unable to drive, this population faces daunting challenges. Cuts to transit service and complimentary paratransit service resulted in persons with disabilities having to leave their jobs because of lack of reliable transportation. This population also faces critical life-threatening concerns during and following disaster situations.

Language Issues

Several Census questions identify the level of ability to speak English, and the specific language spoken at home. Of the 103,468 households in the county, 5,275 speak Spanish. Other languages commonly spoken in Thurston County include Vietnamese, Korean, German, Tagalong, and Khmer. Each of these languages has over 1,000 residents using it as the primary language at home.

Further, the Bureau defines as “linguistically isolated” those households in which no member aged 14 and above speaks English “very well.” The 2012-16 American Community Survey shows that 14 percent of Thurston County residents age 5 and older reported that they spoke a language other than English at home. However, only a small proportion of the households (2 percent) were linguistically isolated. Geographically, Lacey had the highest percentage of households that were linguistically isolated (4%), followed by Olympia (3%).

Social service providers in the region consider the number of linguistically isolated households to be underreported, with many undocumented residents not reporting, and some inaccurate reporting because of language challenges.

Racial and Ethnic Composition

With the passage of time, Thurston County is becoming more diverse. In 1970, over 97 percent of the population was White/Caucasian. By 1990, that component had decreased to 92 percent. Changes in reporting choices in the Census make direct comparisons difficult, but in 2010, 82 percent of respondents defined themselves as White only. Of the non-white population, the Asian population is the largest group (5.2%), followed by Black or African American (2.7%), American Indian (1.4%), and Pacific Islander (0.8%) Those who define themselves as two or more races comprise 5.3 percent of the County's population.

The category Hispanic represents those of Hispanic origin and may denote persons of any race. This population grew from less than 1 percent of the population in 1970 to over 7 percent in 2010, with 17,787 people self-reporting as Hispanic, 7.1 percent of the County population.

Social service providers – especially in the rural agricultural areas – suggest that Census race and ethnicity percentages are underreported. In the Rochester area, for example, these providers estimate that about 40 percent of the population are Hispanic, many of whom are undocumented. Even for those categorized as citizens, there appears to be a fear of responding to Census inquiries.



Thurston County has continued to see an increase in the number of individuals living in poverty. According to the 2013 to 2017 American Community Survey data, 11.6% of Thurston County's population lived below the federal poverty level, up 0.5% from 2008-2012.

The gap between the income needed for self-sufficiency in Thurston County and the Federal poverty level continues to grow. In 2014, the gap was \$5,629 for a one-person household. In 2017, this grew to \$10,328.

*- The Profile, Thurston Regional Planning Council
December 2018*

Economics

Income

Thurston County's median household income was \$60,038 in 2010, projected to be \$66,725 in 2017, higher than adjacent counties. Income, however, ranges widely among the local jurisdictions from over \$60,000 in Lacey and Rainier, to under \$50,000 in Bucoda and the Chehalis Reservation, according to 2012-2016 American Community Survey (ACS) data. While income data for small towns is complicated by the lack of statistically reliable data, in the past, the south county towns and cities have had a substantially lower median household income than the north county cities. Data from the 2000 Census, however, showed that for median household income, Rainier ranked third among the county's cities. There is speculation that this may be due to the availability of new housing in the Rainier area (attracting higher-income families) and its proximity to the Lacey/Yelm/Joint Base Lewis McChord area. On its surface, this upward income trend in the rural communities may be a positive. However, with an influx of people from outside the region moving to the rural areas, housing prices and the cost of other services are rising, creating a further challenge for those in the lower income brackets.

Poverty

Data from the 2012-2016 ACS provided a glimpse of how wealth and poverty is distributed in the Thurston Region. In that period, the countywide average of households earning less than \$15,000 was 10 percent. In Bucoda, approximately 30 percent fit the same category. Further analysis shows that in Olympia and Rainier, households with the highest incomes (more than \$100,000 per year) make up 23 percent of all households.

Poverty thresholds are determined by considering household size, ages of householders and number of related children. For Thurston County, 12 percent of its population was considered to fall below the poverty line in 2012-2016. As mentioned above, data can be unreliable at the small community level, however Bucoda has the highest poverty rate in the rural area. This small town's poverty rate went from 2 percent in 2005-2009 to 43 percent in 2012-15 and was 25 percent in 1999. On the Chehalis and Nisqually Reservations, the rates were greater than 20 percent -- more than any area outside Bucoda.

The Nisqually Indian Tribe, in a community needs assessment, estimated that there is a 25 to 28 percent unemployment rate among the labor force on their rural Reservation. For the Chehalis Reservation, the enrolled tribal population experienced an unemployment rate, as a percentage of the labor force, of 42 percent. The number of employed persons with incomes below poverty level was 52 percent of the employed labor force. The 2000 census reported that 34.1 percent are not in the labor force.

Poverty rates for households headed by single mothers were high across the board, with 34 percent below the poverty line in the County. Bucoda, Yelm and the Chehalis Reservation all had rates above 40 percent.

Homelessness and Affordable Housing

Like many communities, the Thurston Region is facing an increasing number of unsheltered people. Primarily focused in the downtown Olympia area, this population includes diversity in age, ability, and mobility. Transportation is typically identified as a priority for moving into a more sustainable living situation –

including access to training, jobs, medical and other services. The Annual Point in Time Homeless Census is the method the community uses to determine who is homeless and why. Each year, in late January, service providers and volunteers use a confidential survey to gather information, which is then entered in the statewide Homeless Management Information System. The census number includes people who are:

- Unsheltered living outdoors, in vehicles, in substandard buildings not fit for human habitation.
- Emergency shelter short-term 90-day accommodations, either dormitory style or in apartments.
- Transitional housing short-term housing, offering 18 months or less.

In 2018, 835 people were counted as homeless in Thurston County. This represented a 56 percent increase, or 301 more people than in 2017. The 2019 numbers and analysis will be completed in May 2019, but based on anecdotal reporting, the community assumes another increase is likely.



In calendar year 2016, 213 people in Thurston County received rental assistance and 1,480 received Essential Needs assistance, according to Department of Commerce's Homelessness in Washington State 2017 annual report. On any given night in the US, Washington state has 11.2 families without a home for every 10,000 in the general population. (2017 Annual Homeless Assessment Report to Congress). The report considers this "Above Average."

A 2017 report by the Institute for Children, Poverty, and Homelessness found that Washington's homeless student population grew by nearly 30 percent between 2012 and 2015. At that time 35,000 students were experiencing homelessness, up nearly 5,000 from the 2012-13 school year. Nationwide, The Annie E. Casey Foundation's 2018 Kids County Data Book notes that 1 in 5 children live in poverty. The American Institutes for Research/ National Center on Family Homelessness ranked Washington state as 40th (1=Best, 50= Worst) in their 2014 "America's Youngest Outcasts." The report also notes that 1 in every 30 children in the United States is homeless. 2.5 million children.

Homelessness impacts those who are homeless as well as the greater community.

Komo News 1/22/19

OLYMPIA, Wash. — A food bank in Olympia thinks fewer hungry families are showing up because of safety concerns around two homeless encampments a block away. The Thurston County Food Bank estimates a 20 percent decline in clients in recent weeks, according to Executive Director Robert Coit. This comes as two homeless encampments have grown one block from their downtown location.

A city-sanctioned "mitigation site" is currently at full-capacity, housing 115 campers. The City of Olympia began operating the fenced-in site in December. Across the street, an unsanctioned camp site continues to grow in an empty lot.

Coit said 10-15 percent of their clients take the bus to the food bank, and must walk past both encampments to get to the door. The encampments have also created a parking shortage around their building.

"Some people are just frankly uncomfortable with the two tent cities on one block, and that's the main way down," Coit told KOMO News. "The challenge for me is, how do I create an environment where everyone feels safe, whether you live in a tent or live in a house with four walls?"

Coit doesn't see a simple solution. He feels safe around the food bank, but understands why other families don't.

Half the mouths they feed are children, and they want their parents to get the food they need. But they also won't turn away those campers."

Access to reliable and affordable transportation is an essential ingredient to empower today's service members, veterans, and their families to participate fully and successfully in their communities and achieve economic stability.

*- Ray LaHood
Secretary of Transportation*

Veterans' Services and Transportation

Introduction

In general, veterans have the same mobility needs as their fellow community members. However, many veterans are physically or mentally challenged due to the injuries and post-traumatic stress incurred during or following wartime service. These wounds hinder veterans' ability to cope with many aspects of daily living including problems with relationships, employment, housing, and substance abuse. A variety of benefits, services, and programs assist veterans in overcoming or compensating for the challenges they experience. Unfortunately, there may be barriers for certain individuals who seek assistance due to a lack of transportation options. Barriers may be more apparent for indigent veterans that live in rural areas, but it is not clear as to what extent the demand for transportation services for veterans with special needs are relative to existing services.

This section identifies the facilities and programs that serve veterans within or close to Thurston County. It also describes the transportation services that are available to eligible veterans as offered through the U.S. Department of Veterans Affairs, Washington State, and through Veteran Service Organizations. Lastly, this report summarizes gaps in service and proposes recommendations for increasing mobility options for veterans with special needs.



Veteran Population

Several major military installations are in the Puget Sound region, including Joint Base Lewis McChord, Naval Base Bremerton, and Naval Stations Everett and Whidbey. Thousands of military service members from all over the U.S. choose to retire or separate from active duty and reside in the greater Puget Sound Region. In addition, thousands of Washington State residents served in several conflicts from WWII to the current operations in Afghanistan and Iraq. The current wars in Iraq and Afghanistan are generating the largest population of veterans since the Vietnam War.

The 2012-2016 American Community Survey counted more than 550,000 veterans living in Washington State. One state resident, out of every nine, is a veteran. Washington ranks sixth in the nation in the portion of veterans in the overall population.

Veteran Population in Thurston County

Thurston County is a desirable community for veterans to reside in because of the area's quality of life and its proximity to U.S. Department of Defense installation facilities, installation support services, and federal and state veteran services. Approximately 28,800 veterans currently reside in Thurston County. This represents nearly 14 percent of Thurston County's total population. The characteristics of the county's veteran population include :

- 87 percent are male
- 10,500 veterans are aged 65 or older (33 percent of total age cohort in the county)
- 1,400 are aged 85 or older (26 percent of total age cohort in the county)
- 2,000 (7 percent) veterans live in poverty
- 7,400 veterans have some form of disability

Special Needs Characteristics

Veterans from all war eras require special care and assistance due to seen and unseen injuries that occurred in the line of duty or following their period of service. Aging veterans require geriatric care and eventually assisted living for some. Current challenges that returning veterans from Iraq and Afghanistan struggle with include:

- combat wounds
- head injuries/brain trauma
- Post-Traumatic Stress Disorder (PTSD) symptoms and readjustment challenges
- Washington National Guard and Federal Reserve Component veterans are having challenges returning to their former jobs
- risk of becoming homeless
- significant marital problems that develop following active duty

Highlights from 2017 Bureau of Labor Statistics, at the national level:

In 2017, 20.4 million men and women were veterans, accounting for about 8 percent of the civilian noninstitutional population age 18 and over. About 10 percent of all veterans were women. In the survey, veterans are defined as men and women who have previously served on active duty in the U.S. Armed Forces and who were civilians at the time these data were collected. Veterans are more likely to be men than were nonveterans, and they also tend to be older. In part, this reflects the characteristics of veterans who served during World War II, the Korean War, and the Vietnam era, all of whom are now over 60 years old. Veterans who served during these wartime periods accounted for 39 percent (8.1 million) of the total veteran

population in 2017. Thirty-six percent of veterans (7.4 million) served during Gulf War era I (August 1990 to August 2001) or Gulf War era II (September 2001 forward). About a quarter (4.9 million) served outside the designated wartime periods.

- The unemployment rate for male veterans (3.6 percent) declined in 2017, and the rate for female veterans (4.1 percent) changed little in 2017. The unemployment rate for male veterans was not statistically different from the rate for female veterans.
- Among the 370,000 unemployed veterans in 2017, 59 percent were age 25 to 54, 37 percent were age 55 and over, and 4 percent were age 18 to 24.
- Veterans with a service-connected disability had an unemployment rate of 4.3 percent in August 2017, little different from veterans with no disability (4.5 percent).
- About 1 in 3 employed veterans with a service-connected disability worked in the public sector in August 2017, compared with about 1 in 5 veterans with no disability.
- In 2017, the unemployment rate of veterans varied across the country, ranging from 1.7 percent in Maine and Vermont to 7.3 percent in Rhode Island.

The Washington State Department of Veterans Affairs has identified four major demographic changes that will take place in the state's population of veterans over the next twenty years, which will significantly affect the demand for long-term care and other services including transportation.

1. There will be a sharp increase in veterans over age 85:
 - Significant growth in the very elderly reflects the aging of WWII and Korean War veterans. This age group will slowly decline until 2025, then Vietnam-era veterans will begin to comprise this age group.
 - In 2010, veterans comprised almost one-quarter of the total state population aged 85 and older.
 - Veterans receiving long-term care have higher rates of physical and mental health problems compared to non-veterans.
 - These individuals have limited mobility options.
2. A continued increase in the number of aging veterans considered medically indigent:
 - The growing number of aging veterans will lead to an increase in the number of medically indigent veterans – those that will require care in a State Veterans Home.
 - Low-income veterans generally have a higher rate of poor health conditions than veterans with higher incomes do.
 - Low-income veterans have limited mobility options.



3. Aging Vietnam-era veterans will continue to represent one-third of total veterans:
 - Vietnam veterans receive the largest share of service-connected disability benefits.
 - By 2020, approximately 90 percent of the remaining Vietnam veteran population will be between 65 and 84 years of age.
 - Approximately 31 percent of male Vietnam veterans suffer from PTSD some time during their lives and one quarter are afflicted by war-related disability.
4. There are unique characteristics of the veteran population under age 45:
 - There will be a greater portion of women veterans.
 - There will be a more racially diverse veteran population.
 - The current trend indicates the demand for physical and mental health services for current redeploying veterans will remain high.

Lacey Veterans Services HUB

The Lacey Veterans Services Hub is located near South Puget Sound Community College and across the street from Intercity Transit's Lacey transit center. The Hub has expanded and now helps veterans find assistance with benefits, counseling, housing, finance, employment, education, nutrition, healthcare, legal issues, and transportation. New in this cycle, the Hub purchased a van that provides weekday service to the American Lake VA Medical Center in Pierce County.

U.S. Department of Veterans Affairs Services and Facilities

The U.S. Department of Veterans Affairs (VA) is the nation's largest provider of services and assistance to veterans, their dependents, their surviving spouses, or the child or parent of a deceased spouse. It also assists uniformed service members. The VA offers a wide range of benefits including, healthcare, disability, education and training, vocational rehabilitation and employment, home loan guaranty, dependent and survivor benefits, life insurance, and burial benefits.

VA Health Care

The VA health care system is VA's single largest expenditure. It operates the nation's largest integrated health care system with more than 1,400 sites of care, including hospitals, community clinics, community living centers, domiciliaries, readjustment counseling centers, and other various facilities. The veterans Integrated Service Network (VISN) 20 primarily administers health care services to veterans in Alaska, Oregon, Idaho, and Washington. The VA Puget Sound Health Care System is the largest VA health service network in VISN 20.

The VA operates 22 health care facilities in Washington State. The two largest medical care centers are the American Lake Hospital in Lakewood and the Seattle Beacon Hill Hospital. A variety of comprehensive inpatient and outpatient services are available at these facilities. In addition, there are several community-based outpatient clinics, and veteran counseling centers throughout the Puget Sound area; notably, the Veterans Center in Tacoma which offers PTSD counseling for combat veterans and veterans who are victims of sexual assault. A new center in Centralia and planned satellite in Lacey have improved access to care for Thurston County veterans.

Washington State Department of Veteran Affairs

The Washington State Department of Veterans Affairs (WDVA) is a Governor's Cabinet level agency responsible for assisting veterans residing within the State of Washington. The primary services and products provided by the WDVA include long-term health care services, a variety of veteran services programs, and administrative services.

WDVA Long-Term Health Care Services

The WDVA administers and operates three long-term health care homes in Retsil, Orting, and Spokane for honorably discharged veterans and in some instances their spouses or widows. The residents of these homes are typically disabled, indigent or imminently indigent due to the high cost of long-term health care. The homes' interdisciplinary staff fosters an environment that promotes the residents' independence. WDVA has sustained a bedfill rate of 95 percent or better. Federal per diem grants offset the cost of care for medically indigent veterans. Private nursing homes do not receive this per diem.

New Services for Veterans!

Thanks to coordinating efforts in the communities:

1. The Lacey Veterans Services Hub purchased a van that transports veterans to appointments at the American Lake VA facility in Pierce County.
2. *ruralTransit provides direct services to Veterans Center in Lewis County – no more transfers!*



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WDVA Veteran Services Program

Homeless Veterans Reintegration Project (HVRP)

The WDVA partners with local governments, veteran service organizations, and community organizations in King, Pierce, Thurston, and Kitsap counties to reduce homelessness by referring veterans to employment. This program is funded through a U.S. Department of Labor Veterans Employment and Training services grant

The HVRP assists homeless veterans in Thurston County. This program provides:

- immediate needs – food, clothing, transportation (bus passes, limited vehicle repairs and fuel expenses), and access to shelter (emergency, transitional, and permanent housing)
- outreach to homeless veterans’ providers
- employability needs and skills assessment
- job readiness services, including transitional housing assistance, basic skills training, résumé development and employment opportunity referrals
- 90, 180, and 270-day job retention follow-up

Clients access these services through the WDVA Service Center at the Central Office in downtown Olympia.

Transitional Housing Program

WDVA provides a VA Grant and Per Diem Program. Building 9 for Veterans Transitional Housing Program is located at the Washington Veterans Home in Retsil, WA. The Veterans Home sits on a 31-

acre bluff overlooking the Sinclair Inlet.

The 40-bed transitional housing facility is available to assist those in need of stable housing, vocational rehabilitation, and increased income potential.

Veterans are surrounded with supportive staff and wraparound services designed to lead to their successful completion of the program, and a successful return to the community.

Incarcerated Veterans Services Program (IVRS)

Thurston, King, Pierce, and Clark counties are partnering with WDVA in the IVRS program. The program is tailored to fit each county’s needs.

The overall goal is to help veterans overcome the issues that led to their incarceration and get their lives back on track. Veterans must be honorably discharged from military service and those incarcerated for sex offenses, arson, or violent crimes are not eligible to participate.

In Thurston County, a WDVA Veterans Benefits Specialist visits Thurston County Corrections Facility on a weekly basis to identify eligible incarcerated veterans. The specialist conducts an individual assessment with each veteran, assists them within the county justice system, and helps them determine a successful path for reintegration to the community. Counties can save money by paying for fewer days in jail and by reducing recidivism.

Veterans Disability Services and Support

The WDVA provides advocacy services and representation to ensure veterans and families can understand and navigate the complex federal claims and benefits system. Whereas the U.S. Department of Veterans Affairs role is to adjudicate, the WDVA

serves to advocate for and assist veterans with processing disability claims. Over 125 contracted service officers throughout the state provide disability claim services and act as legal representatives in the complicated claims process.

These services are available through the WDVA Service Center at the Central Office in downtown Olympia.

Veterans Community-Based Services

The WDVA has a statewide network that offers re-integration services for incarcerated veterans, outreach to minority and women veterans, centralized admissions processing for veterans' homes, and estate management for veterans who lack the ability to manage their funds. An agreement with the Department of Social and Health Services (DSHS) conducts outreach and claims services to veterans and widows in private nursing homes and those who are housebound, connecting them with VA health care and financial benefits. This partnership allows DSHS to realign resources and invest in other needy citizens.

Access to these services can be obtained through the WDVA Service Center at the Central Office in downtown Olympia.

Readjustment Programs

The Post Traumatic Stress Disorder (PTSD) program provides grief, deployment stress, and war trauma counseling to veterans and family members. Outpatient services include individual, couples, and family counseling through a statewide network of specialized contract counselors, as well as community education and consultation.

These services are available through a contract licensed counselor in Olympia.



Veterans Conservation Corps assists veterans by providing volunteer opportunities on natural resources restoration projects that help protect and restore Washington’s watersheds (rivers, streams, lakes, marine waters, forest and open lands).

This opportunity permits veterans to: return to school; work as an intern; an apprentice; VA work-study participant; or as a volunteer. Participants will earn valuable work experience that can enhance a resume and provide work references.

WDVA Administrative Services

The WDVA Administrative Services Division is headquartered in Olympia. It supports the three Veterans Homes, the Veterans Services Program, and all administrative and governance functions of the agency. In addition, the Governor’s Veterans Affairs Advisory Committee, serves in an advisory capacity to the Governor and the WDVA Director on all matters pertaining to the agency.

The WDVA administrative office includes a service center that is a single stop location for veterans seeking information on a variety of services provided by WDVA including the services described above, as well as guidance to access services offered through the VA.

Thurston County Veterans’ Assistance Fund

RCW 73.080.010 provides counties the legislative authority to establish veterans’ assistance programs and RCW 73.08.035 provides the authority to establish a veterans’ advisory board. The Thurston County Veterans’ Advisory Board, established in October 2006, advises the Thurston County Board of County Commissioners on the needs of local indigent veterans, the resources available to local indigent veterans, and the programs that could benefit veterans and their families. The board is composed of veterans who reside in Thurston County and members are appointed by



the County Commissioners. A majority of the advisory board members must be elected officers or members of nationally recognized veteran service organizations.

RCW 73.08.080 allows counties to establish the program's funds through a property tax levy. The fund offers assistance to eligible Thurston County veterans, their families and the families of deceased veterans who were honorably discharged from the military. Applicants must meet low income criteria and demonstrate a proof of need. Eligible veterans may receive financial assistance for privation issues, such as past due rent, past due utilities, food, and monthly or daily bus passes. Families of two or more may receive up to \$800 per year and individuals \$500 a year. Veterans must apply for assistance in person at Thurston County Public Health and Social Services in Olympia.

U.S. Department of Defense (DOD) Installation Facilities and Services

Joint Base Lewis McChord (JBLM)

JBLM, home to I Corp, Madigan Army Medical Center, three of the U.S. Army's Stryker Brigades, and several other major commands and subordinate units, is the largest military installation in Washington State. It has over 40,000 soldiers, air men and women, and civilian employees. The post supports over 120,000 retirees and over 47,000 active duty family members that live both on- and off-post.

JBLM – only 14 miles from downtown Olympia via I-5 – is significant to Thurston County veterans and military retirees because of its proximity and the facilities and services it offers to eligible veterans. Prominent on-post facilities include Madigan, the Post Exchange, the Commissary, and Morale, Wellness, and Recreation Facilities. Many military retirees and their dependents regularly visit the joint base for a variety of trip purposes.

Access to JBLM is primarily restricted to active duty personnel and their dependents, military retirees, DOD civilian employees, contractors, and vendors. Individuals seeking entry must have a military identification card and a current DOD vehicle registration permit. Access may be granted to civilians, with valid requests for entry, who register at the main gate near exit 120 on I-5. Registration requires a driver's license, vehicle registration, and proof of auto insurance.

Madigan Army Medical Center (MAMC)

MAMC is one of largest military hospitals on the west coast. It is one of three designated trauma centers in U.S. Army Medical Command and it is the headquarters for Western Regional Medical Command. Severely wounded service members are transported to MAMC from around the world to receive critical care, recovery, and rehabilitative medical services. War time or peace time, the hospital provides a variety of in-patient and out-patient medical services to active duty military personnel of all branches, retirees, and dependents. Madigan also provides specialized care to veterans through arrangements with the VA.



Army Air Force Exchange Service (AAFES)

AAFES is an agency of the DOD that operates general merchandise stores, convenience stores, grocery stores (commissaries), barber shops, gas stations, food services, and other retail services. In addition to being a major employer of dependents of service members, AAFES generates a significant source of revenue for the DOD's Morale, Wellness, and Recreation program.

The Post Exchange or PX is a general merchandise store that sells a variety of items, such as clothing, household items, cosmetics, home electronics, books, and other items at competitive prices to service members, dependents, and DOD employees. There is no sales tax on merchandise purchased at the PX. The PX is in an indoor shopping mall environment. It is surrounded by a barber shop, a food court, and miscellaneous gift shops. Located next door to the PX is the Commissary, a grocery store which sells a variety of household staples and international foods at competitive prices (no sales tax, but a surcharge is applied). Many military retirees and their spouses or widows regularly shop at the PX and commissary for the discount prices and the selection of products that may not be available off post.

Morale, Wellness, and Recreation (MWR)

JBLM also provides a variety of attractions through its MWR facilities and programs. The MWR program caters to service members, military families, and retirees. The MWR functions like a municipal parks and recreation department in many respects. It provides a variety of free or discount services and facilities, including child support services, fitness centers, sports equipment rental, organized youth sports and recreation services, leisure education, travel and lodging and reservation services, organized community events, and entertainment. Although some of these services are only available to active duty personnel and their dependents, retirees also take advantage of many of the services that are offered.

Army Community Service (ACS)

Army Community Service is an Army-wide program that provides information, assistance and guidance to members of the Army community in meeting personal and family issues beyond the scope of their own resources. ACS offers a single, easily accessible office for those who need help, or wish to discuss their needs or issues confidentially. A follow-up is made to make sure appropriate services have been provided and the issue resolved.

Army Emergency Relief

Army Emergency Relief (AER) is the Army's emergency financial assistance program that assists soldiers, active and retired, their dependents, their widow(ers), and orphans during valid emergencies that require immediate attention. This service is not available to veterans who were discharged prior to retirement. Assistance is provided as an interest free loan, grant or a combination loan and grant. Any emergency must have originated from other than the service member's own actions, such as AWOLs, Article 15, or civilian fines are not normally covered by AER. Eligible emergencies include rental payment, restoring disconnected utilities, emergency auto repairs, and other privation issues. Applicants must apply in person at the ACS office on JBLM.

Transportation Services

For veterans and retirees that are financially independent and able-bodied, daily mobility needs are largely satisfied by privately owned vehicles. As described earlier in this report, there are few public transportation services available to serve residents who don't have access to a car, including transit, Dial-A-Lift service, Village Vans, and Rural and Tribal Transportation (RT) service. In addition to these services that are described elsewhere in this plan, there are other limited transportation options available to veterans. Veterans service organizations such as Veterans of Foreign Wars, American Legion and others are likely to provide informal voluntary transportation services to fellow veterans in need by word of mouth. It is unknown how many trips are accommodated in this manner in Thurston County, but the amount may be substantial.





Existing Services Summary

Intercity Transit (IT)

IT provides fixed route and Dial-A-Lift services throughout the Public Transportation Benefit Area in Thurston County. Veterans can access a variety of veteran service programs and other activity centers in the greater Lacey, Olympia, Tumwater, and Yelm area. In addition, I.T. provides express bus route service to the Lakewood Transit Station in Pierce County, enabling transit connections to a variety of veteran service facilities within the Puget Sound Region. Intercity Transit does not offer Dial-A-Lift service to Pierce County destinations.

rT provides direct pre-arranged service for south county rural veterans to Veterans services in Lewis County. rT also connects to Twin Transit in Lewis County and Intercity Transit, which helps veterans make connections to facilities along the I-5 corridor.

Lacey Veterans Hub

Provides weekday service to American Lake Veterans Facility.

Pierce Transit

Pierce Transit offers fixed route bus service and Shuttle (Dial-A-Lift) service in the mostly urban portions of Pierce County including service to American Lake VA Hospital, MAMC, JBLM, and the Tacoma Veterans Center. Passengers traveling to JBLM via Pierce Transit must have a valid military identification card to gain access to the installation. Pierce Transit operates a circulator route, which serves the main post.

Disabled American Veterans (DAV) Shuttle Service

The DAV is a national veteran service organization that partners with the VA to provide limited transportation services for veterans needing assistance to attend VA approved healthcare appointments. This service is offered within the VA Puget Sound Healthcare System and is operated from the VA American Lake Hospital in Lakewood. The DAV provides door to door share ride passenger van service to American Lake and Seattle VA Hospitals, other regional VA clinics, contract clinical services, and MAMC.

Vehicles are not equipped with wheel chair lifts or other ADA modifications. Passengers must be



ambulatory; veterans who require assistance to enter and exit a vehicle cannot use the service. Passengers must schedule their rides 72 hours prior to their appointment. Appointment wait times after arrival can vary depending on the service demand. The DAV also serves military retirees and their dependents, but dependents must be accompanied by veterans or a sponsor. Retirees and dependents must have a valid military identification card to access Madigan. The DAV does not provide transportation services for spouses or dependents of deceased veterans.

VA covers the cost of vehicle registration, insurance, and maintenance, and the DAV coordinates ride scheduling. A fulltime hospital volunteer manages the service. All drivers are volunteers and must pass a physical assessment conducted by the VA. In addition, the DAV provides mandatory in-house driver training for all drivers.

VA Travel Services and Reimbursement

Certain veterans may be provided wheel chair van or ambulance travel services when traveling for approved VA medical care. The VA Puget Sound Healthcare System contracts with cabulance and ambulance providers to fulfill this service. Veterans must meet specific eligibility requirements and apply for this service with VA Travel Services prior to scheduling travel arrangements. In addition, veterans may seek reimbursement for travel costs for medical appointments and a deductible may apply. Deductibles may be waived if their imposition causes a severe financial hardship.

We continue to work on the Recommendations/Follow Up Tasks articulated in the 2012 plan update.

1. Ensure that staff/community members/organizations who serve veterans are part of the community coordination efforts
2. TRPC and Intercity Transit will expand data collection efforts to better understand the needs of veterans that use public transportation services
3. Explore methods to improve the veteran community's awareness of the variety of travel services available to them

Thurston County has the fifth-highest rate of federal disaster declarations in the state. Between 1965 and 2016, the county received 22 federal declarations, including ones tied to a 6.7 magnitude earthquake that rocked the Puget Sound region on April 29, 1965, the eruption of Mount St. Helens on May 18, 1980, and the 6.8 magnitude Nisqually Earthquake on Feb. 28, 2001.

*- from "Local officials outline ways to minimize impacts of earthquakes and other hazards"
The Olympian, March 31, 2017*

Emergency Transportation Services

Thurston County is Vulnerable to Natural Hazards of the Pacific Northwest

The Thurston Region has experienced multiple disaster events that have threatened individuals, neighborhoods, and communities. Since 1962, Thurston County has received 23 Federal Disaster Declarations; that is almost one major natural disaster every two years. Six events have occurred since 2003. The elderly, people with physical or mental disabilities, people with chronic illness, or people who rely on others for transportation are especially vulnerable if they reside in a geographical area that is at increased risk to the effects of flooding, earthquakes, landslides, wildland fires, volcanism, or prolonged power outages due to severe storms. People with special needs suffered great losses when Hurricane Katrina struck the Gulf Coast in August 2005. Although the Thurston Region has not experienced a catastrophe of this

magnitude, it is probable that many individuals with special needs will be at risk if transportation assistance is unavailable during a severe disaster event in this region.

Mobility Dependent Populations More Vulnerable to Natural Hazards

The 126 adult family homes (646 beds) throughout Thurston County provide assisted living care for people with mental health, dementia, and developmental disabilities. In addition, there are 14 skilled nursing care facilities with 961 beds throughout the region. If a large-scale disaster such as a magnitude 9 earthquake were to strike the region, many people with special needs will likely require assistance with evacuation or require transportation assistance for basic needs during response and recovery operations.



Recent history suggests some of the region’s population remains vulnerable. In January 1990, flooding on the Nisqually River forced 83 residents from the Nisqually Valley Care Center in McKenna to evacuate to a Red Cross shelter at Yelm High School. The February 1996 flood forced nearly 1,000 people from their homes and nearly 300 people required rescuing. In December 2007, heavy rains and melting snow resulted in record flooding in the Chehalis River Basin. The flooding shut down I-5 and many local roads were closed. The Washington State National Guard rescued 63 people – 17 by helicopter. Local emergency response personnel assisted in the rescue or evacuation of over 300 people in neighboring Lewis County. It is unknown how many people with disabilities were affected by these events, but people without viable transportation options are unarguably dependent on emergency personnel for assistance with evacuation or rescue.

Emergency Action Plans and Regional Coordination

In accordance with RCW 38.52.110 (1), in responding to a disaster, the Board of County Commissioners are directed to utilize the services, equipment, supplies, and facilities of existing departments, offices, and agencies of the state, political subdivisions, and all other municipal corporations thereof including but not limited to districts and quasi municipal corporations organized under the laws of the State of Washington to the maximum extent practicable, and the officers and personnel of all such departments, offices, and agencies are directed to cooperate with and extend such services and facilities upon request notwithstanding any other provision of law.

The recommendation for evacuation will be issued by the Board of County Commissioners, the County Sheriff, the EOC Supervisor, or a local Fire Chief. The local incident commander will direct and control the evacuation. The relocation of people from their homes, schools and places of business is inter-and intra-jurisdictional, with no one person or agency having the authority and responsibility for carrying out an evacuation. However, coordination of the emergency relocation of the population in unincorporated Thurston County from a risk area will be through the Division of Emergency Management and the Emergency Operations Center. Local governments may request assistance from the State of Washington should local resources and capabilities become over extended.

The execution of emergency response and recovery is principally outlined in the “Thurston County Comprehensive Emergency Management Plan” in Emergency Support Function #1, Transportation and Evacuation. Local government roles and responsibilities are identified in Section V. Intercity Transit, Thurston County Public Works, Thurston County Emergency Management, the Thurston County Sheriff’s Office, school districts, and other local governments will coordinate operations and resources should an emergency necessitate mass evacuation.

These key agencies share a responsibility in maintaining essential transportation functions:

- Intercity Transit will serve a lead role in the coordination of the emergency transport of people, secure the necessary public and private resources to move people, and serve as a transportation resource in the Emergency Operations Center.
- Thurston County Roads and Transportation Services will coordinate the emergency transport

Local government officials formally recognize their responsibilities with regard to public safety and accept them in the implementation of this Plan. Initial response by Thurston County government and cooperating agencies shall be to take actions that have the greatest life-saving potential under the circumstances. Employees from a variety of County departments and offices are trained to staff the ECC as needed. In situations not specifically addressed in this Plan, Thurston County government and cooperating agencies shall carry out their responsibilities to the best of their abilities under the circumstances.

- Thurston County Comprehensive Emergency Management Plan, August 2015

of material and equipment; determine the usable portions of the local street and road network, and other critical tasks such as repair and restoration of the road network.

- Thurston County Emergency Management will coordinate transportation issues with other local emergency management programs through the Emergency Management Council of Thurston County.
- The Sheriff's Office will provide traffic control and coordinate evacuation, as necessary.
- School districts will coordinate with the Transportation Supervisor for the provision of district transportation assets to assist in meeting emergency transportation needs.

The plan further specifies Intercity Transit's role to coordinate the use of public and private mass transportation resources for the movement of people who lack transportation or have special needs; for example, the handicapped, elderly, and institutionalized persons. Intercity Transit's standard operating procedures and concepts of operations are outlined in detail in their "Draft Emergency Preparedness and Security Plan." The demand for transportation resources is event dependent, but Intercity Transit has the ability of mobilizing 90 buses and other assets that could be used during a countywide disaster.

Recommendations

The Thurston County Emergency Management Council was created via an interlocal agreement to coordinate the emergency management activities of the general-purpose governments and tribes within Thurston County. The Council is comprised primarily of the emergency managers of the cities and tribes and their monthly meetings are frequently attended by other stakeholders in the region such as fire districts, CAPCOM, Intercity Transit, Thurston County Public Health and Social Services, Providence St. Peter Hospital, the American Red Cross, and others.

Local transportation managers, service providers, and special needs transportation planners should continue to increase their understanding of the emergency evacuation and rescue requirements for people with special needs. The Emergency Management Council and other regional stakeholders will continue to discuss emergency transportation issues and seek opportunities to promote the safety of vulnerable populations during disaster events.

During the 2017–18 school year, 40,365 students were identified as homeless in Washington State, which amounted to 3.4 percent of students statewide.

*- Homeless Student Data,
Washington State Office of the
Superintendent of Public Instruction*

Transporting Homeless Students

(Title VII-B of the McKinney-Vento Homeless Assistance Act, as amended by the Every Student Succeeds Act)

Research compiled by the U.S. Department of Education shows that homelessness has significant and lasting impacts on children and youth.

- Homeless students experience greater school mobility than their non-homeless peers. School mobility can cause interruptions to a child's education and is associated with lower school achievement and increased risk of dropping out of school.
- Homeless students are at a greater risk of being chronically absent than their non-homeless peers. Chronic absenteeism is associated with lower academic achievement and higher dropout rates.
- Homeless students face significant gaps in high school graduation rates compared to their peers, according to data from the States that disaggregate graduation rates for homeless youths.

The McKinney-Vento Act intended to ensure that children and youth experiencing homelessness have access to the same free public education and supportive services as their sheltered peers and an equal opportunity to meet the same academic standards.

Every school district must implement the McKinney-Vento Act, which includes appointing a local homeless liaison responsible for ensuring that homeless children and youth are identified, immediately enrolled in school, and linked to services.



The McKinney-Vento Act defines homeless children and youth as “individuals who lack a fixed, regular, and adequate nighttime residence.” The act provided examples of children and youth who would fall under this definition.

- Children and youth sharing housing due to loss of housing.
- Children and youth living in motels, hotels, trailer parks, or camp grounds due to lack of alternative accommodations.
- Children and youth living in emergency or transitional shelters.
- Children and youth abandoned in hospitals.
- Children and youth whose primary nighttime residence is not ordinarily used as a regular sleeping accommodation (e.g. park benches, cars, abandoned buildings, etc.).
- Migratory children and youth.
- Children and Youth not living with a parent or guardian.

The Act provides limited federal funding to states to support school district programs that serve homeless students. In return, states are bound by the terms of the act. Washington receives approximately \$950,000 in grant funding each year from the U.S. Department of Education to support the education of homeless students. In Washington, the Office of Superintendent of Public Instruction (OSPI) operates as the state educational agency. OSPI designates a statewide Education of Homeless Children and Youth Coordinator to review policies and create procedures.

Under McKinney-Vento all homeless students have rights to:

- A free, appropriate public education.
- Immediate school enrollment; even if they lack health or school records, or proof of residency or guardianship.
- Enroll in the school they attended when permanently housed, attend the school where they were last enrolled, or enroll in the school district where they are currently living (School of origin).
- Remain enrolled in their selected school until the end of the academic year.
- Transportation services; A homeless student has a right to transportation to go to and from their school of origin for the remainder of the academic year.
- Priority in certain preschool programs.
- Receive free meals at school.
- Participate in tutoring or other school related activities.
- Obtain information regarding free services.

According to 42 U.S.C. §11432(g)(3)(A), the choice of school must be made “according to the child’s or youth’s best interest” and the school “shall presume that keeping the child or youth in the school of origin is in the child’s or youth’s best interest, except when doing so is contrary to the request of child’s or youth’s parent or guardian, or (in the case of an unaccompanied youth) the youth.” 42 U.S.C. §11432(g)(3)(B)(i).

School District members of the Thurston Regional

Planning Council asked that we consider this issue as part of the Plan update. They were contemplating a grant through OSPI that would cover operations, but not the cost of space. We discussed possible locations such as transit centers, park and ride lots, and other community facilities – including shared space with the Boys and Girls Club. We clarified rules – can kids share the ride? We learned that if the school district uses a school bus, they can be reimbursed for expenses, but if they use a smaller vehicle such as a van, they will not be reimbursed. This results in higher costs in vehicles and drivers and produces more greenhouse gases.

The school transportation professionals explained the daily workings as something like: Currently Yelm is going to Shelton with two on board and returning empty. This situation is happening with Aberdeen, Shelton, Centralia, Olympia...We believe we could eliminate hours of driving and redundant service by establishing a Hub. For example: Two homeless students live in Yelm but came from Shelton. Two homeless students live in Shelton and attend Tumwater Schools. Under the Hub concept, Yelm would bring the students to the Hub. Shelton would also come to the Hub. The Yelm students would get on the Shelton bus when it arrives and heads back to Shelton. The students needing to go to Olympia Schools would be picked up at the Hub by Olympia. No bus would come or go with students on board.

We also confirmed both the problem and potential solution with other school districts in the region.

Recommendation:

This project has merit and discussions continue. The Plan identifies it on the Un-Ranked Prioritized Project List adopted by the Council in December 2018.



How do you get from here to there, what do you do?

Well if you want to cross the street my friend

Here is my advice to you:

Simply walk across the street

Make sure you look both ways with care

And that is how you get from here to there!

You use your feet!

How do you get from here to there, what do you do?

Well if you want to go downtown my friend

Here is my advice to you:

Simply climb aboard a bus

Pay the driver man his fare

And that is how you get from here to there!

You ride the bus!

You use your feet!

*- from "How do you get from here to there?"
Sesame Street Sing-Along Travel Songs*

Origins and Destinations

Origins

As reflected in the previous sections, the population spreads across Thurston County. Certainly, concentrations in the urban areas and the rapidly growing rural community of Yelm exist, but the rural areas remain largely low-density. This current and projected density distribution suggests that traditional transit will be an unlikely option in these communities in the near and longer term. As the population ages, people aging in place will create new “origins.” The region’s prioritized projects attempt to address needs in both the rural and urban areas with rT focusing on the less dense rural and suburban areas and Village Vans serving the people in the urban area.

Destinations

Most destinations in the County are now located and will continue to be located in the urban areas. For residents, transportation systems need to focus on travel to these clusters for most of needs identified in outreach efforts. These centers house educational and training facilities, medical and social services, transportation hubs and most of the jobs in the region. The greatest concentration of jobs lies in the urban areas of Olympia, Lacey and Tumwater.

Even though services (social) exist throughout rural Thurston County, access is limited. Transportation is the number one reason why our participants have trouble accessing services... the most immediate need is transportation. Even if services were plentiful, without the means to access them, they are useless. Better public transit, community vans, support for drivers, organized carpools, car sharing, bicycle paths, well promoted mobile services, affordable car repairs and car buying programs are some options that might begin to alleviate this need.”

*- Rural Thurston County Needs Assessment by Power
(Parents Organizing for Welfare and Economic Rights, June 2014)*

Needs and Gaps

Social services professionals define transportation and childcare as the primary barriers to a successful welfare to work transition.

Transportation professionals speculate that some of the areas worst served by transportation are the rural portions of urban counties.

To supplement analysis of the Census and other reports, people in the trenches of social service and transportation provision helped define the needs of the region's people. In addition to the observations listed above, they noted that of people with special needs, many:

- **Have limited access to reliable private vehicles and may not be able to obtain a driver's license or insurance.**

Social service providers estimate that less than 50 percent of their clients have access to vehicles and that at least 20 percent would have difficulty obtaining a driver's license. Persons with disabilities are even less likely to have access to a vehicle and may have conditions that prohibit or limit vehicle operation.

At the state level, the Legislature heard several bills in 2019 that deal with license revocation and its impact on people in poverty. Sometimes an accumulation of parking tickets or minor offenses lead to losing the license. The loss of the ability to legally drive may add barriers to accessing jobs, training, and other assistance or may result in more "driving while suspended" offences.

The Census reports that approximately 2 percent of Thurston County's employed residents do not have access to a vehicle. For some, especially in the urban area, this may be a lifestyle choice. However, for many either income or disability may explain lack of an available automobile.

- **Have training, compliance (with court, work or school requirements), and work schedules that necessitate cross-town travel during a day.**

Social service providers estimate that each client makes at least three trips per day for training and job seeking purposes, with those unlikely to be in the same geographical area.

- **Are likely to obtain employment in jobs with non-standard hours and variable non-traditional schedules.**

Washington's WorkFirst data continues to indicate that almost half of these clients were required to work evening or weekend hours, and a third reported that their hours change each week.

- **Have disability challenges that will increase transportation difficulties.**

Of those persons with disabilities who are clients of public social service programs, approximately 35 percent reside in rural areas of Thurston County with nearly 8 percent in the Yelm vicinity and 10 percent in the south county areas.

- **Are likely to obtain employment in areas that are auto-oriented, rather than pedestrian/transit friendly.**

Growing employment in Service sectors often means that people are traveling to strip malls, developments around freeway exchanges, and other situations not conducive to alternative modes. While local jurisdictions are placing greater emphasis on pedestrian friendly conditions at malls and other retail developments, workers still face safety and distance considerations when attempting to use transit, walk, or bike to work.

- **Have limited schedule flexibility in work-related activities.**

Historically, low-income clients typically enter employment with small employers in food/beverage preparation, domestic service jobs, miscellaneous sales, sales services, medicine and health, typing/stenography, clerical, personal services, production, and education.

Commonalities of most of these positions include: Non-standard hours (including split shifts); locations in strip mall types of developments where commute alternatives are difficult; and characterized as "time-card" types of occupations where the schedule flexibility needed for using public transportation or ridesharing is unavailable.

- **Often live in low-density areas not well served by public transportation.**

Map 2 illustrates that much of the rural portion of the Thurston Region has very low density. rT primarily serves the core areas of the small town and cities, but not the <1 unit per 10 acres areas surrounding those communities.

- **May be remotely located from subsidized daycare opportunities, requiring additional travel distance and time.**

Social service providers indicate that most openings in daycare are in the Lacey area, while most clients live in Olympia and rural areas. The Thurston Economic Development Council has also concluded that child care options are dwindling in the Thurston Region. This may result in even longer trips with multiple stops to deliver children at childcare and then travel to training or employment sites.

Child Care: Important to Local & Regional Economic Development

“Child care opportunities are essential for maintaining a workforce for our businesses and instrumental in providing early education at an important stage of child development, beginning the preparation of our future workforce.”

IMPACT ON WORKING PARENTS

WITHOUT AFFORDABLE CHILD CARE

Parents reduce their hours or opt out of the workforce



94%

of workers involuntarily working part-time due to child care problems are women.

ANNUAL COST OF CHILD CARE



INFANTS



4 YEAR-OLDS

CENTER-BASED CARE

\$10,759

19.4%
of household
income

\$8,672

14.4%
of household
income

FAMILY CHILD CARE HOMES

\$7,887

13.1%
of household
income

\$7,148

11.8%
of household
income

Sources: Committee for Economic Development of The Conference Board, Child Care in State Economies: 2019 Update; 2016 U.S. Census Bureau Economic Census and County Business Pattern data and non-employer statistics data; Current Population Survey for the 2015-2017 period; 2016-2017 National Survey of Children's Health (NSCH), U.S. Department of Health and Human Services; and Child Care Aware of America 2017 child care rates, the U.S. and the High Cost of Child Care (2018). Note: Regulations for child care licensing vary by state. The economic information provided through the U.S. Census Bureau Economic Census includes employers and sole proprietors who report child care business income. This does not mean such entities are regulated by the state or are in compliance with state law. Therefore, state regulatory lists may vary from child care business data reflected in the Census Bureau data.

- **Often have a high need for childcare.**

In 2000, of the 2,750 children in households receiving Temporary Aid to Needy Families (TANF) in the infant to 18-year age group, 1,050 are younger than school age and 1,290 require before and after school childcare. Single parents head more than 40 percent of all homes on the Nisqually Reservation.

Economic Development Councils reports that due to increased regulation, many child care facilities are closing – especially in the rural areas.

- **Cannot afford on-demand services such as taxis that would shorten trip times and provide more direct, individual service.**

While rideshare companies such as Uber and Lyft do have a presence in the Thurston Region, rural service is problematic and the costs are high.

- **Are unaware of available services.**

The Human Services Transportation Forum determined, and individual and group conversations validated, that more than 60 percent of providers and clients are unaware of services. Since rules and rates change frequently, even those with basic knowledge struggle with a lack of current, accurate information. Many persons with disabilities may face special challenges because materials are not available in a suitable format, the individual may not be able to read, or travel training services may be limited or non-existent. Language barriers may also inhibit certain clients from awareness of available services.

“Especially for low-wage workers with children, the decision to work or seek additional education may depend on the availability of affordable child care.

Affordable child care may encourage low-skilled parents to maintain their connection to the labor force or to upgrade their skills through education, both of which contribute to economic growth and productivity over the long term.”

- Committee for Economic Development “Child Care in State Economies” 2019 Update

“Child care is both an economic necessity and barrier to employment for most families: 65 percent of children under six have either both parents or a single parent in the workforce. At the same time, most working parents encounter significant barriers to finding affordable, high-quality child care. The cost of child care is increasing squeezing middle class families and has become unaffordable for many low-income families...The situation is even more dire for families living in poverty; among those that pay for child care, they spend over one-third of total income on child care.”

- Think Progress/Center for American Progress Action Fund

- **Have language barriers that make service delivery difficult.**

A growing number of Low English Proficiency clients meet the low-income/TANF profile, as the region experiences growth in racial and ethnic groups. Social service providers identified the nearly 400 Vietnamese families in their client base as having serious language barriers.

In its traditional forms, public transportation is unlikely to fill these unmet needs. It is not well suited for timely cross-town travel or the complicated transfers necessary for many childcare and work-related trips during a single day. Standard public transportation operates on a fixed schedule and routes that focus on core areas with hours that may not match the needs of this clientele.

Simply put, the geographical distribution of jobs, training, medical and other services does not match the geographical distribution of special needs. Because of this pattern and the low-density of much of the region, a traditional mass transit solution is not viable.

The combination of growing development in the rural and urban fringes and the mostly urban public transportation benefit area may leave clients with potential service at their point of origin or their point of destination, but not both. Transit focuses on the traditional commute peaks, resulting in lack of service for the non-traditional work hours in jobs and training often encountered by this population. Prior to the rT, no public transportation existed for people in many Tribal, rural, and suburban communities.

During the updates, we asked low-income clients: “What are your transportation challenges and what one item would improve your transportation service?” These replies define the “gap” in human terms.

- Car
- Driver’s license
- A van and driver available for trips
- A regular schedule for trips, where every Wednesday at 6:00 p.m., there is a trip to South Puget Sound Community College and every Thursday at 8:15, we could travel to the Community Service Office

- At least half of my problem is that Intercity Transit doesn’t serve the rural areas
- We never know the details about what services we can use. Moreover, the rules keep changing
- The cost of taxis is too high and that is the only way I can attend my night classes
- Need reliable transportation. Lateness is bad for school, work, and medical appointments. You need to assert that you have reliable transportation in accepting a job. The school will not be flexible if you are late.

The gaps can be categorized as:

- Available Modes – Growth and development patterns, the need to transport children to childcare, the lack of reliable vehicles and licensure, and other factors limit the use of options such as biking, walking and ridesharing.
- Travel Time – Cross-town and cross-county trips require hours of travel, transfers, and wait times. Since training, social service providers, and potential jobs may be spread across the county, many clients leave two to three hours early to ensure timely arrivals.



- Routes – Many rural routes and suburban neighborhood routes either are no longer served by Intercity Transit or have limited services.
- Hours – Most transportation does not provide service that supports non-traditional work hours and split shifts that are often a feature of available jobs. Weekend service is weak to non-existent. Many workers in this category also have schedules that change on a weekly basis, making transportation planning an onerous chore.
- Cost – The cost of alternatives other than transit may be prohibitive for many community members.
- Ease of Use – For many people, riding public transportation is a distant childhood memory. Schedules are intimidating. People articulate a fear of getting off at the wrong stop. Fares are confusing and not coordinated across systems. Eligibility processes are confusing and require early planning.
- Service Information – No single resource explains all the transportation available to the residents of the Thurston Region. Often service information is outdated or incomplete.

The WorkFirst Local Area Planning Partners indicated that traditional fixed route transit solutions are not the answer for their clients. Transit passes are routinely made available to this client group. They are seldom used.



After 20 years of continued funding for rT, the rural communities are beginning to trust that this service will “be there” for them. We appreciate WSDOT’s opportunity for four-year funding in the coming biennia. TRPC is working with Thurston County and the rural communities on several projects that look at the challenges of growth and having a truck-route state highway as Main Street. In the public process for Main Street Rochester, the Grand Mound Study, and the new Subarea Plan, the community asked to add rT bus stops and shelters at several key locations, noting this would increase knowledge of the transit option and create a sense of place. In Tenino, the Mayor and Council are working to establish a bus stop in front of the historic City Hall.

Transportation Services:

THURSTON COUNTY

While several transportation providers serve the region, choices for people with special needs are often limited. Some providers serve only students or clients with certain special needs, such as the senior or disabled community. Other providers supply only specific types of trips, such as medical visits covered by Medicaid.

School Districts

School districts are by far the largest public transportation provider in the area, covering the nine school districts of the Thurston Region. A variety of regulatory barriers inhibit school transportation from coordinating with other transportation providers. Regional partners continue to look for ways to overcome barriers while still meeting the requirements of each entity.

Intercity Transit

Overview

Intercity Transit has been serving the community for over 35 years. Funding is supplied by local sales tax, transit fares, contracted services and federal and state grants. A municipal corporation, Intercity Transit provides public transportation for people who live and work in Olympia, Lacey, Tumwater, and Yelm, an area of approximately 94 square miles. This agency operates 25 bus routes, a door-door service for people with disabilities, a vanpool program, specialized van programs, and are active in community partnerships.

The agency supplied about 4.9 million rides in 2016 on fixed-route service and 166,213 on Dial-A-Lift. Fixed-route bus service is available weekdays on 25 routes, 18 routes on Saturdays, and 14 routes on Sundays.

The service operates every 15 to 30 minutes on many major corridors during peak weekday travel times and every 30 to 60 minutes during off-peak times. Service is available weekdays from 5:45 a.m. to 11:55 p.m., on Saturdays generally from 8:15 a.m. to 11:55 p.m., and 8:30 a.m. to 9:00 p.m. on Sundays. Bus service includes:

- 20 routes serving the greater Olympia/Lacey/Tumwater/Yelm area;
- 5 routes providing express service to Tacoma/Lakewood (Pierce County), including connection to the Sound Transit Seattle Express service and Sounder rail;
- Connections to neighboring transit systems including Pierce, Grays Harbor, and Mason, and Amtrak.

Intercity Transit operates: a fleet of 106 buses and 237 vanpool vans; several transit centers, including two main facilities in Olympia and Lacey and primary transfer stations at Westfield Mall, Tumwater Square, and Little Prairie Center; bus stops, shelters, and park-and-ride lots. Believing in multimodal connections and accessibility, Intercity Transit has bike racks on all buses, and all vehicles are ADA accessible.

Dial-a-Lift and Travel Training

The Americans with Disabilities Act (ADA) of 1990 mandated that transit agencies provide a complementary paratransit service for people whose disabilities prevent them from using the fixed route bus service. Intercity Transit meets and exceeds the requirements of the ADA with Dial-A-Lift (DAL), a door-



Intercity Transit launched a planning and public engagement effort in 2016 called the "IT Road Trip" to better understand community expectations and priorities for the future of public transportation in Thurston County.

The Road Trip was Intercity Transit's most comprehensive engagement effort and they learned a lot! In Phase 1, over 3,500 individuals shared more than 10,000 ideas for

the future of transit. In Phase 2, the community prioritized enhancements and identified a preferred future scenario. Nearly 83 percent of survey respondents selected the 2019-2026 "transformational scenario" including: 1) Extended Span of Service; 2) Improved frequency; 3) Service to new areas; 4) maintain on-time performance; 5) Enhanced capital facilities; 6) Bus Rapid Transit; 7) Night Owl Service; 8) Enhanced Commuter Service; and Fare-Collection Efficiencies.

IT confirmed the survey results via a statistically-valid survey, which indicated a high level of community support for enhanced public transit services.

Intercity Transit Expansion

In November 2018, voters approved Intercity Transit Proposition 1 by 65.64 percent. This resulted in an increase in sales and use tax by four-tenths of 1 percent (0.4%), or 4 cents on a \$10 taxable purchase, to maintain, improve and expand public transportation services. This will result in preserving current services, expanding bus routes into new areas, increasing the frequency and operating hours of local and commuter bus services, making capital and technology improvements and expanding specialized transportation services for seniors and those living with disabilities.

to-door, shared-ride public transportation service for people with qualified ADA disabilities that prevent them from using regular Intercity Transit bus service. The Dial-A-Lift service operates at the same times and in the same areas fixed route service operates.

Potential Dial-A-Lift customers must successfully complete an application and eligibility process before being certified to use DAL. People with disabilities that prevent them from getting to or from a fixed route bus stop, boarding or exiting an accessible fixed route bus may be eligible, as well as those persons whose disability prevents them from navigating the system without the assistance of another person. Qualified individuals may request rides on Dial-A-Lift by calling in from one to five days in advance. Intercity Transit offers limited “same-day” service, if time and space permits.

Intercity Transit’s DAL service travels over 50,000 miles every month, providing service to eligible people within a three-quarter mile area from a fixed route in the urban areas of Olympia, Lacey and Tumwater, and people within one and one-half miles from the nearest fixed route in the more rural communities.

Dial-A-Lift offers a free, one-on-one travel training service for people who want to learn to use the fixed route system. This program helps new riders, seniors, and people with disabilities to successfully and comfortably use the regular fixed route system. Intercity Transit’s Travel Training Program contributes in-kind services to support rT.

service highlight

Thurston Bus Buddies

As an adjunct to Travel Training, Intercity Transit and Catholic Community Services have implemented Thurston County Bus Buddies. This program provides free, one-on-one assistance for people who want a little extra help riding the bus. A bus buddy will:

- Answer questions about riding the bus
- Help you learn new routes and how to make local transfers
- Ride with you to new destinations
- Show you how to make connections with other regional transit services
- Help with online tools
- These volunteers answer questions, help people learn new routes, ride with the clients and offer group trips.

Volunteer bus buddies are experienced riders who want to help others become more comfortable riding the bus.

This program addresses the fear that is often associated with trying transit. People who can comfortably ride fixed routes can make more spontaneous decisions about travel and connect to places outside the Thurston Region.

Save up to \$5K a year

Malika vanpools to buy a new home for her family.

Vanpool for something you love.

See Malika's story here ▶

Vanpool Program

In 2019, Intercity Transit's Vanpool Program celebrates its 37th year of operation. The 180 active Vanpools serve about 1260 commuters traveling daily through the south Puget Sound and southwest Washington region. The Vanpool Program serves both public and private employers and one end of the commute must be in Thurston County, and provided about 601,978 passenger trips in 2016. Intercity Transit requires a group of at least five commuters to begin a Vanpool. Intercity Transit approves and trains volunteer drivers. Vanpools from other transit systems also serve the Thurston Region.

Carpool Program

Intercity Transit is part of a multi-county effort to support the Rideshare Online program, led by the Washington State Department of Transportation and King County Metro. This system, coupled with a local database and personal assistance, helps customers to identify carpool partners.

Community Vans Program

Intercity Transit makes passenger vans retired from the vanpool fleet available to nonprofit and governmental agencies located in their service area on a reservation basis. The transit agency houses, maintains, fuels, and insures the vans and charges a per-mile rate for their use. The agency approves and trains the drivers for the Community Van Program.

Surplus Van Grant Program

Intercity Transit makes passenger vans retired from the vanpool fleet available through a grant process to nonprofit and governmental agencies located in their service area. An annual application process makes up to four retired vans available to non-profits to address their unmet transportation needs. Grantees must provide transportation with the vans and demonstrate they can insure and maintain the granted vehicle. Grantees must also report passenger trips quarterly for one year.

service highlight

Village Vans

Village Vans is an innovative service envisioned by the Thurston County Human Services Transportation Forum in the late 1990s and implemented by Intercity Transit in 2002. The program was designed to meet a gap identified in the planning process – lack of transportation for low income families working toward economic independence. At that time, data indicated that over 70 percent of work search problems for this population were complicated by the lack of transportation, making transition from government aid to a living wage job much more difficult, if not impossible.

With start-up funding from the Federal Transit Administration Job Access, Reverse Commute Program (JARC) and the Washington State Department of Social and Health Services WorkFirst Transportation Initiative (WTI), Intercity Transit developed and implemented the Village Vans Program, which provides advanced reservation, door-to-door transportation to support individuals with low income in their job search activities.

Despite cuts to programs that supported the “birth” of Village Vans, Intercity Transit continues to fund this successful low cost, high impact service. The program recruits van drivers referred by a variety of agencies to participate in the Village Vans Customized Job Skills Training Program. Participants gain current work experience as professional drivers while completing individualized curriculums designed to provide transferable job skills. They also receive guidance and support in their job search. Nearly 98 percent of training participants found good jobs paying more than minimum wage while in the training program. This creative successful program works with representatives from the departments of Employment Security, Social and Health Services, Sought Puget Sound Community College and other local service agencies to support their client needs.



service highlight

ruralTransit (rT) Transportation Program

Reflecting a strong coordinated community effort, ruralTransit (rT) encompasses years of planning, needs analysis, cooperative effort, regular service monitoring, and frequent modification to provide public transportation services and connections to individuals living outside Intercity Transit’s (IT) Public Transportation Benefit Area. rT serves the southern and eastern portions of the Thurston Region outside Intercity Transit’s service boundaries, connecting to but not duplicating Intercity Transit’s routes. Because many services and employment opportunities for this population lie outside Thurston County, RT also connects to Lewis County and will cooperate with Mason, Grays Harbor, and Pierce Counties in trip coordination.

rT provides general public service employing a deviated fixed route system, with on-demand service in certain areas and complementary paratransit within ¾ mile of the route. rT connects rural communities and feeds into the service areas of Intercity Transit and Twin Transit, providing connections along the I-5 corridor to the north via Sound Transit, Pierce Transit, and King County Metro, to Greyhound services in Olympia, and AMTRAK services in Olympia and Centralia.

Realizing that traditional school transportation efficiently and effectively serves certain trip needs, this element contracts for after school programs in the Rochester, Bucoda and Tenino areas. Thanks to coordination efforts between the partners, different programs share the ride on the school bus. This element serves both the youth participants, but also parents with non-traditional work schedules.

rT operates weekdays from approximately 6 a.m. to 6 p.m. While there is a demand for evening and weekend service, the small number of potential passengers does not translate into efficient service delivery. The community continues to seek alternative solutions.

Efficient Vehicles = More Service and Cleaner Air!

rT replaced their aging fleet with new propane-powered vehicles. The riders love their shiny new buses... and due to fuel efficiency, we were able to add mid-day routes within the existing budget! The Prioritized Project List includes an Intercity Transit project to replace Dial-a-Lift vehicles with less polluting more efficient busses. These strategies serve the people and the planet!



Senior and Youth Programs

Seniors

The Lewis, Mason, Thurston Area Agency on Aging (AAA) funds transportation programs for seniors. Services are generally provided with no fees, although donations are accepted. This funding supports the transportation programs of Senior Services of South Sound, who contracts with RT in a pass program for certain seniors in the rural portions of the County.

Because of the requirements of funding sources, certain program guidelines, restrictions and definitions apply:

- Transportation Services - Services designed to transport older persons to and from medical and health care services, social services, meal programs, senior centers, shopping and recreational activities so such service will be accessible to eligible individuals who have no

other means of transportation or are unable to use existing transportation. Personal assistance for those with limited physical mobility may be provided.

- Available Funding - Title III of the Older Americans Act and/or the Senior Citizens Services Act (SCSA) may fund this program. For either funding source, the only eligibility requirement is age 60 or over.
- Regular Specialized Transportation - The transportation of passengers using provider-owned vehicles utilizing special equipment when required or necessary to accommodate those with limited physical mobility. Drivers are usually paid, but volunteer drivers may also be utilized.
- Volunteer Transportation - The transportation of passengers using privately owned vehicles. Drivers are volunteers, generally reimbursed for expenses incurred. These services may be used along with or as an alternative to regular specialized transportation.

Emerging Technologies to Support an Aging Population Transportation Movement around and beyond the community is key for individuals to be able to access social, health, and business facilities. As each person is unique, so too is his or her ability to live independently, along with the resultant transportation needs and limits associated with each person's physical and cognitive abilities. Some older adults are completely independent and continue to drive without assistance, while others may be able to drive but require vehicle modifications and/or some advanced technologies to assist them. Other older adults have transitioned away from driving altogether, sometimes due to age-related disabilities, and rely fully on public transportation and a variety of other transportation services. Finally, there are older adults who also rely on services and technologies, not only for transportation, but for basic day-to-day mobility as well. Technologies to support transportation may vary depending on the distance of travel planned.

- A Report by the Task Force on Research and Development for Technology to Support Aging Adults, Committee on Technology of the National Science and Technology Council. March 2019

- Target Population - The target population for transportation services is persons age 60 and over who:
 1. Need transportation to medical and health care services, social services, meal programs, senior centers, shopping and recreational activities; and
 2. Cannot manage their own transportation because:
 - a. They do not have a car; or
 - b. They cannot drive; or
 - c. They cannot afford to drive; and
 - d. They cannot use public transportation; or
 - e. Public transportation is not available or accessible.



service highlight

Nisqually Transit

In response to gaps identified in the Regional Coordinated Public Transit Human Services Transportation Plan for the Thurston Region, in 2014, the Nisqually Indian Tribe began the Nisqually Transit program to serve its members and residents.

Nisqually Transit provides deviated fixed route “shuttle service” between the Upper and Lower Reservation areas, with major stops at the Health Clinic/Library and the New Tribal Center, with connections to Intercity Transit and Rural Transit (rT) routes. The service operates Monday through Friday from approximately 7:30 am to 6:00 pm, depending on the route. There is no service when tribal offices are closed.

In addition to the shuttle service, Nisqually Transit also supplies “call request service” for rides beyond the routes – as far as the Yelm and Hawks Prairie areas.

This Nisqually tribal enterprise fills a major gap in helping people travel in the Thurston Region, and actively coordinates with other transportation and transit options.

Individual organizations also provide senior transportation services, such as the Yelm Adult Community Center and Panorama City. The Thurston Region is home to a growing number of senior facilities, including assisted living and other supportive environments. Most facilities provide at least some level of transportation services for its residents, including weekly shopping trips and recreational excursions, as well as transportation for medical appointments. Many of these businesses have expressed concerns about the cost and liability of these services and an interest in coordinating with other providers.

Youth

The Thurston Region provides many resources to serve the community’s youth. These include after school programs like those of the Boys & Girls Clubs of Thurston County, the Rochester Organization of Families and the Thurston County Parks Department. Transportation for these critical programs for at-risk youth is provided by rT. Other organizations, such as Community Youth Services make use of Intercity Transit, rT and their agency vehicle depending on the program needs.

Other Private and Non-Profit Programs

Of the many private and non-profit social service programs in the Thurston Region, most are targeted to a specific target population or trip purpose. Many of these organizations have participated in the Thurston County Human Services Transportation Forum and other collaboration initiatives and actively work to identify ways to share resources and coordinate to provide more service and increase efficiency and effectiveness of all funding.

Residents of the Thurston Region may also use taxicab, cabulance, airporter and limousine services. However, most are either cost-prohibitive or designed for a specific trip purpose. The one-way cost, for example, from the Confederated Tribes of the Chehalis Reservation area to downtown Olympia via taxi would be approximately \$100.00.

Ridesharing

Currently Uber and Lyft are the two ridesharing companies serving Thurston County, however there are some smaller communities which may not be able to get service. The downside to ridesharing companies like Uber and Lyft is passengers are at the mercy

of when and where cars are available, and cars are not always available in all communities when they are needed. Vehicles may also not be equipped to serve people with disabilities, nor have the necessary training to provide assistance. Using these companies, it is generally easier to travel from larger communities to smaller ones.

Ridesharing companies differ from taxi companies because they rely on a digital network. A smartphone is needed to access the app to connect passengers with independent contractors who use their personal vehicles. Ridesharing can also be a cost-prohibitive option. Fares are set for each service in each city depending on its own formula using either a per mile rate or a per minute rate, in addition to a base or minimum fare. However, there are also times of day and circumstances when fares increase, this is called surge or prime pricing. For example, a one-way trip from Grand Mound may cost on average \$40, but with surge pricing at rush hour the cost could rise to over \$200 for the same trip.

service highlight

Around the Sound/Transpro

The contracted service provider for rT, Around the Sound/Transpro has been supplying transportation services for people with special needs for over 30 years. This family-owned business has provided transportation services for the Medicaid program, Veterans Administration, and other local and state programs. A leader in customer service and driver training, Around the Sound/Transpro brings important technical assistance and on-the-ground service experience to transportation planning in the Thurston Region.



Transportation Services:

ADJACENT COUNTY PROGRAMS

Mason Transit

Mason Transit has operated since 1992, providing county-wide public transportation service to this largely rural county. This service includes routed, route deviated and dial-a-ride service with destinations in adjacent counties making connections to six public transit systems (Kitsap, Jefferson, Clallam, Grays Harbor, Intercity, and Pierce) and Squaxin Tribal Transit. Service is free within Mason County, with a \$1.50 adult fare charged outside the county boundary. Special rates are available for seniors and persons with disabilities.

Pierce Transit

Pierce Transit was formed in 1979 and serves a 414 square mile area with an estimated population of 770,564. The service area includes the more urban portions of Pierce County. Pierce Transit provides local bus routes, specialized transportation for people with disabilities, vanpool, and ridematching. Local adult fares are \$2.00, with variable fares outside Pierce County and a reduced fare program for certain riders.

Grays Harbor Transit

Located in Grays Harbor County, this transit system hub is in the Aberdeen/Hoquiam area. Making use of the Greyhound Station in Olympia, one route connects Grays Harbor to select Olympia destinations. Weekday service hours vary by route, but many operate from 5:00 a.m. to 10:00 p.m. On weekends, the service hours and number of trips are limited. Fares start at \$1.00, and discounted tickets and passes are available.

Twin Transit

Twin Transit serves the Centralia and Chehalis areas of Lewis County, including the Amtrak Station and Centralia College. The service operates from 5:00 a.m. to 8:00 p.m., with route variations. Twin Transit charges \$1.00 for a one-way fare. The Thurston Region's rT connects Thurston County residents to Lewis County destinations at several of Twin Transit's hubs. Twin Transit partners with Thurston County efforts and has tried several pilot routes (Great Wolf Lodge and express service from Centralia to Tumwater). While neither program exists today, we all learned valuable lessons in how to best serve these communities.



Transportation Services:

INTERCITY PROVIDERS

The area is served by several other transportation providers that supply intercity services:

Greyhound

For years, Greyhound supplied a viable option for longer distance travel for Thurston County residents. With cuts to services and stops, the only access in the multi-county area to this service is at the downtown Olympia terminal. A combination of Northwestern Trailways and Greyhound vehicles supply a number of daily trips along the I-5 corridor. rT, Village Vans, and other services can either deliver people to the terminal or transport riders to Intercity Transit's fixed route service for connections. Intercity Transit continues to work on expanding their Olympia Transit Center, which would include Greyhound co-locating their terminal there.

Amtrak

The rail service operates daily north/south trips and east/west trips. Intercity Transit and several cab companies serve Centennial Station. Intercity Transit's route provides service between the Amtrak Station and downtown Olympia, serving the Lacey Transit Center on

the way. The bus trip to downtown Olympia takes nearly 45 minutes one way. Delays on the Coast Starlight and Cascades services make transit connections and trip planning difficult.

Squaxin Tribal

Considered a model tribal transit program at state and national levels, the Squaxin Island Tribe has operated a formal community transit service called Squaxin Transit since 1999. The service includes fixed route, deviated route, call response, demand response, and Dial-a-Ride transportation services provided free to the general public, generally Monday through Friday, 7:00 a.m. to 4:30 p.m. Squaxin Transit serves on- and off-reservation areas and makes numerous daily connections with Mason Transit in Kamilche and Grays Harbor Transit in McCleary. Squaxin Transit operates a similar service, often running at capacity, in the Steamboat Island Road area of Thurston County (part of the Squaxin Reservation is in this area of Thurston County). It is currently the only fixed route transit service in the fast-growing Steamboat Island Road area.

rT is the only transportation option I have at the moment to get back and forth between Grand Mound and Olympia. This transportation option is crucial in my effort to reunite me with my children. If it weren't for rT I would have no possible way to get up to Olympia several times a week to do what I need to get done and to attend my visitations with my children on Tuesdays and Thursdays. Please do not discontinue these services for the Grand Mound area.

- James Knight, rider

Solutions

For many years, community partners have explored gaps, needs and problems with transportation in the Thurston Region. In addition to focusing on needs, the group wrestled with solutions. They worked with other coalitions across the state and with WSDOT and other technical staff. Not content to look just locally, the partners also reviewed national and international programs.

In early planning stages, versions of ruralTransit (rT) and Village Vans were developed, as well as a Local Travel Agency, Tripless Transportation (encouraging employers to support telework), Sweat Equity (Car Sharing & Skill Building), and State Agency Outreach (encouraging employment at locations well served by traditional transit service). The 2002 JARC Plan also suggested expanded coordination and express service across county lines, an emphasis on working with employers in areas of dense development, increased coordination with school transportation providers, including HeadStart, and exploration of technical improvements such as dispatch, GPS, and electronic fare media.

Some ideas were considered but rejected. The region chose not to create a non-profit entity with its own fleet of vehicles, nor to expand Intercity Transit service to the rural areas. The IT Authority continues to support rT as a cost-effective, efficient solution.

Many of those early thoughts and ideas are included as part of the programs in the Prioritized Project List for 2019-21.

CTAA sees transportation as an economic ladder, a lifeline to health care, a connection to work and education, as well as a means to participate in social activities. People who are transportation vulnerable share one similar challenge – a lack of resources. Usually it is the lack of financial resources, but often it is the lack of public or private transportation resources. Transportation vulnerability exists just by virtue of living in places where there is little or no transit service and where shared-use modes of taxis and ridehailing provide little or no service.

With emerging transportation business models, the creativity of the tech sector, and the greater awareness of the importance of mobility solutions for access to economic progress, health care, education, and eradicating social isolation, CTAA believes that we need to embed in the transition to AVs a guarantee of transportation equity for everyone.

- Community Transportation Association of America (CTAA)

service highlight

Thurston Here to There

“I didn’t know about this service.” I didn’t know who to call to get a ride.”

“I think there are some veterans’ programs, but I can’t find the information.”

The Thurston Regional Planning Council created “Thurston Here to There” to raise awareness of all the transportation choices available in the Thurston Region – a single online resource for South Puget Sound residents to find practical, affordable transportation alternatives to driving alone. The redesigned website is slated to launch by mid-year with tools to make it easier to navigate and find information. They can link to transportation service providers such as Intercity Transit, rT, Sound Transit, and many others. The site also includes links to private service providers such as taxi companies and airport shuttles. While the website does offer original content, TRPC focused on developing a framework that connects users from

ThurstonHereToThere.org directly to other service providers’ content and minimized duplication of information.

ThurstonHereToThere.org connects visitors to a variety of local and regional transportation services and information relating to:

- Puget Sound Area transit agencies
- Vanpools and carpools
- School transportation
- Walking and cycling
- Telework and flex schedules
- Commute Trip Reduction (CTR)
- Veteran and senior services
- South Sound bicycle trails and other recreational opportunities
- Maps, calculators, and other interactive tools

Prior to the publication of the website, the South Sound area lacked a single comprehensive resource for transportation information. The website is succeeding in filling this gap.

Other strategies remain on the pending list:

- Implement a Smart Card electronic fare system that works on all systems.
- Integrate coordinated transportation strategies with state programs such as Commute Trip Reduction - As lead agency for CTR in the Thurston Region, TRPC continues to work on this issue.
- Build on the Here to There Mobility Management function.
- Explore the financial mechanisms available to jurisdictions and Tribes for creating sustainable funding streams.
- Develop a strategy for shared maintenance facilities.
- Integrate with 2-1-1 service, in maintaining a database of transportation options and supplying appropriate referrals.
- Explore the role of emerging technologies in serving human services transportation needs and ensure that people with special needs are part of the conversation.
- Explore Universal Basic Mobility – a minimum level of mobility for all members of society.

These solutions and continued coordination will not be possible without the strong dedication of the region's policymakers and partner organizations. All the projects and organizations included in the Project List are key partners with proven solutions. The Bus Buddies program has successfully increased people's comfort with and ease of using public transportation. Intercity Transit's new vehicles will support expansion of their services and reduce greenhouse gases. IT also provides in-kind match, technical assistance, and actively collaborates with community partners. rT transports hundreds of people each workday to jobs, training, essential appointments and for other critical purposes. In addition to a history of partnering on rT, TOGETHER! brings the message of coordination and information about the various transportation options to its many social service partners in the community. Around the Sound/Transpro, the contracted provider for rT, supplies invaluable technical assistance supporting coordination.

Because of a history of coordination and cooperation, the task of creating a prioritized project list was not an onerous one for the Thurston Region. Projects were selected based on the Regional Transportation Plan Goal:

Ensure transportation system investments support the special travel needs of youth, elders, people with disabilities, literacy or language barriers, and those with low incomes.

And, the Regional Coordinated Public Transit and Human Services Plan Goals:

- 1. Increase mobility options**
- 2. Improve individual service**
- 3. Increase coordination with other systems and programs**
- 4. Improve efficiency**

Technology

Many people with special transportation needs – and their advocates and support organizations – express frustration with not knowing what services are available, the complexity of determining eligibility, and difficulty of arranging trips.

Emerging technologies such as autonomous vehicles may provide some extended mobility and freedom, but the technology is new, and likely underserved rural areas will see those options long after they are adopted in more urban areas. The Regional Council is tracking this technology.

The TRPC Here to There Mobility Management program, which expands on an “all things to all people” website, provides links to a range of transportation options. Improvements should make the user experience easier, as it is tailored more to “who are you and what do you need?” rather than just “here are all the options.”

Transit agencies and other providers have adopted smarter dispatch and on-board technologies that allow drivers and dispatchers to better communicate about connections, trip planning, and ridesharing. “One bus away” and similar apps supply real time information to help people make connections and avoid waiting – especially in inclement weather.

TRPC updated our Regional Intelligent Transportation System (ITS) architecture in 2018, which provided an opportunity for coordinating with WSDOT, jurisdictions, transit agencies, and others.

Universal Basic Mobility would be a system of partnerships and/or policies that provide a minimum level of mobility to all members of society.

An isolated, static population is unhealthy, unproductive and unhappy. A mobile population is economically, culturally, and socially dynamic. UBM can harness automation and new mobility platforms to accelerate economic growth, providing everyone with access to employment and the means to improve their quality of life.

We expect UBM in the United States to emerge from a new trend called Mobility-as-a-Service (MaaS). MaaS is the transportation equivalent of Netflix: a monthly subscription fee gives you access to multiple mobility services on a single platform. The dominant form of mobility over the last 50 years in the U.S. has been privately owned cars, but over the last few years, especially in large cities—new mobility services have emerged: ride-hailing services, bikeshare, and carshare. MaaS plans are emerging that will offer all these services, on a subscription basis.

- CITYLAB October 3, 2018

Appendices

Appendix A: Regional Transportation Plan, May 2004, Goals & Policies, Goal 3: Barrier-Free Transportation

Appendix B: Planning Participants

Appendix C: Final Plan and Prioritized Project List Resolution 2019-05

Appendix D: Tables

Table 1: Population Forecast by Urban Area, 2010-2040

Table 2: Thurston Economic Development Council – Top Employers in Thurston County (2018)

Table 3: Thurston County Total Employment for 2014 and Forecast (2040) by Jurisdiction

Table 4: Population by Age, 1980-2045

Table 5: Population by Age – Thurston County Jurisdictions

Table 6: Characteristics of the Population with a Disability, 2013-2017 5-Year Average

Table 7: Linguistically Isolated Households, 2013-2017 5-Year Average

Table 8: Median Household Income

Table 9: Poverty Rate by Age, 2013-2017 5-Year Average

Table 10: Race and Ethnicity, 2010

Appendix E: Maps

Map 1: Thurston County Jurisdictions

Map 2: Population Density – 2010

Map 3: Population Density – 2035 Forecast

Map 4: Employment Density – 2010

Map 5: Employment Density – 2035 Forecast

Map 6: Population with a Disability 2008-2012 Average

Map 7: Veteran Population 2008-2012 Average

Map 8: Destinations

Map 9: Intercity Transit Routes

Map 10: ruralTransit (rT)

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APPENDIX A: Regional Transportation Plan, May 2004. Goals & Policies. Goal 3: Barrier-Free Transportation

What Moves You

July 8, 2016

3. Barrier-Free Transportation



Goal: Ensure transportation system investments support the special travel needs of youth, elders, people with disabilities, literacy, or language barriers, those with low incomes, and other affected groups.

Policies:

3.a Ensure transportation facilities comply with the Americans with Disabilities Act.

3.b Construct public transportation stops and walkway approaches that are accessible for those with differing capabilities.

3.c Provide appropriate transportation services, facilities, and programs that reduce barriers for people who do not speak or read English.

3.d Present information and provide public participation opportunities for everyone, including people with physical disabilities and/or people with limited literacy skills.

3.e Promote land use policies that provide a variety of housing types in core areas near employment and services.

The intent of these policies is to support implementation of state and federal regulations for barrier-free transportation.

Importance and Challenges

Transportation is considered an essential factor in maintaining independence, economic self-sufficiency, and dignity, and in preventing isolation. Many residents face physical, economic, or linguistic hurdles – such as negotiating curbs and uneven sidewalks, arranging transportation to work, the doctor’s office, and the grocery store, and reading transit schedules and street signs. Barrier-free transportation is based on thoughtful design, diverse travel choices, and policy awareness that reduces these mobility challenges.

The Thurston region population is aging rapidly. Fit and healthy baby boomers in their prime wage-earning years are beginning to retire. As

the trend of “aging in place” increases, more people will want to stay in the Thurston region. The portion of the population 65 and over will grow from the current 15 percent in 2015 to 20 percent by 2040. It will become even more important – and challenging – to provide transportation options that meet the needs of our community’s elders. Similarly, services and programs serving youth and those with disabilities will see more demand in the next few decades.

Those services and barrier-free improvements to transportation infrastructure are already underfunded and unable to keep up with current demand. Simply trying to retrofit existing facilities, as called for in the Americans with Disabilities Act, is beyond the means of most communities. Supporting the independence of

our growing senior population depends on the success of establishing cost-effective, convenient travel alternatives and community development patterns.

Examples of Supportive Measures

- Sustain partnerships among government, nonprofit, for-profit, and faith-based agencies that serve the transportation needs of the region's youth, elders, and people with disabilities.
- Look for innovative ways of funding and providing life-line transportation services.
- Continue transportation services that connect low-income populations with employment areas and social services.
- Explore innovative public/private partnerships aimed at increasing affordable, transit-friendly housing choices in the urban area near essential services.
- Find sustainable financial support for urban and rural public transportation programs.

APPENDIX B: Coordinated Public Transit & Human Services Transportation Plan Participants and Activities

This list includes some duplication – for example City of Tumwater elected officials and staff serve on the Regional Council, the Transportation Policy Board, and Thurston Thrives and the City has provided in-kind match. Typically, a different policymaker or staff serve in each of those endeavors.

We tried to capture all those who have worked and continue to work on improving mobility for the Thurston Region, we apologize to any person or organization that we left off. Some people provided letters of support and advocated on behalf of services; some committed cash and in-kind match; some provided data and ideas; some helped us better understand the challenges they face; some provided support when it felt like we would never achieve our goals...

Advocacy Groups: Alliance for Retarded Citizens (ARC) of Washington; AARP; Senior Citizen’s Lobby; Puget Sound Alliance for Retired Americans; Parent to Parent Parents Organizing for Welfare and Economic Rights (POWER); Morningside; Thurston County Association for the Blind; Thurston County Parent Coalition

Community Organizations: CIELO Project at Radio Ranch; Hispanic Roundtable; League of Women Voters; the Athena Group; Experience Olympia and Beyond - Visitor and Convention Bureau; Morningside; United Way (local, regional, and national); Timberland Regional Library; Community Action Councils in Thurston, Lewis, and Mason Counties; Catholic Community Services; Washington 2-1-1; Crisis Clinic; Family Support Center; Retired Senior Volunteer Program; ROOF; Safe Place; Thurston Conservation District

Economic Development/Business/Community Organizations: Chambers of Commerce; Rotary; Kiwanis; Olympia Downtown Association; Enterprise for Equity; State Employment Security/WorkFirst; Pacific Mountain Workforce Development Council

Emergency/Disaster/Mitigation and Recovery: Thurston Climate Adaptation Plan - Steering committee, stakeholder committee, and staff; Nisqually Indian Tribe; Squaxin Island Tribe; Nisqually River Foundation; The Evergreen State College; University of Washington, Climate Impacts Group; WSU Extension; Thurston Conservation District; Thurston Climate Action Team; Thurston County Emergency Management, Public Health, Public Works, and Water Resources; Puget Sound Energy; Port of Olympia; Lott Clean Water Alliance; jurisdictions, and residents. Thurston Region Hazard Mitigation Planning: Jurisdictions; Special Purpose Districts; The Emergency Management Council of Thurston County; TRPC; FEMA; Washington Emergency Management Division and other state agencies; local, state, and federal government staff and academic support for development of the risk assessment; and interested stakeholders.

Faith Based Organizations: Evergreen Christian Center; InterfaithWorks (over 30 members); New Life Baptist Church

Federal Delegation: Congressman Denny Heck, 10th District

Health Organizations: Choice Regional Health Network; Providence St Peter Hospital; Capital Medical Center; Sea Mar Community Health Center; private physicians/medical service providers, especially in rural areas; Behavioral Health Resources

Higher Education: South Puget Sound Community College; The Evergreen State College; Saint Martin's University; Centralia Community College; Washington State University – Thurston County Extension, and other WSU staff and departments

Just a Few of the Many Match Partners: Nisqually Indian Tribe; Confederated Tribes of the Chehalis Reservation; the Athena Group; TOGETHER!; Thurston County; Town of Bucoda; Cities of Lacey, Rainier, Tenino, Tumwater, Yelm; Intercity Transit; Twin Transit; Around the Sound/Transpro; Thurston Economic Development Council; Experience Olympia & Beyond (Visitor & Convention Bureau); Thurston County Food Bank; Senior Services for South Sound; Boys & Girls Clubs of Thurston County; ROOF Community Services; Tenino Area Chamber of Commerce; Signature Real Estate; Dream Weavers Real Estate; Rainier Lions Club; Bus Ambassadors; Timberland Regional Library; Tenino Chamber of Commerce; Thurston Conservation District; Law Office of Laurel Smith, PS; Bailey's IGA; Grand Mound Rochester Chamber of Commerce; Rochester Community Library; Rochester United Methodist Church; Enterprise for Equity; Rochester School District; Thurston County Television/Thurston Community Media

Just a few of the many sources of information: Transit Planning 4 All, National Volunteer Transportation Center, National Center for Mobility Management, Mobility Lab, Rural and Tribal Transportation Technical Assistance; United We Ride; US Department of Transportation – Federal Transit Administration and Federal Highways Administration, Disability Resource Center, Disability Employment Program, Office of Civil Rights; National Alliance on Mental Illness

K-12: Griffin, North Thurston, Olympia, Rainier, Rochester, Tumwater, Tenino, and Yelm School Districts; Office of Superintendent of Public Instruction; Educational Services District #113; New Market Skills Center; Olympia Regional Learning Academy

MPOs/RTPOs/Councils of Governments: Cowlitz Wakiakum Council of Governments; Puget Sound Regional Council; Peninsula RTPO; Whatcom Council of Governments

Senior/Elders: Senior Services of South Sound; Lacey, Olympia, and Yelm Senior Centers; Panorama City and other Senior Housing providers; Senior Network; Lewis Thurston Mason Area Agency on Aging; representatives of state, federal, and tribal senior support agencies

South Thurston Economic Development Initiative (STEDI): WSU Extension; TRPC; Economic Development Council; Experience Olympia & Beyond; town of Bucoda; cities of Rainier, Tenino, and Yelm; Rochester and Grand Mound; Chambers and Businesses in the rural portions of the Thurston Region

Thurston Regional Planning Council – Transportation Policy Board Members: City of Lacey, Citizen Representatives, Thurston County, City of Olympia, City of Tenino, City of Tumwater, City of Rainier, City of Yelm, Confederated Tribes of the Chehalis Reservation; Nisqually Indian Tribe, Intercity Transit, Port of Olympia, Thurston Economic Development Council; Washington State Department of Transportation – Olympic Region, Washington State Department of Enterprise Services, North Thurston Public Schools, Business Representatives. Ex Officio Members – Washington State Legislature – 2nd Legislative District: Senator Randi Becker, Representative Andrew Barkis, Representative J.T. Wilcox; 20th Legislative District: Senator John Braun, Representative Ed Orcutt, Representative Richard DeBolt; 22nd Legislative District: Senator Sam Hunt, Representative Laurie Dolan, Representative Beth Doglio; 35th Legislative District: Senator Tim Sheldon, Representative Drew MacEwen, Representative Dan Griffey

Thurston Regional Planning Council Members: Town of Bucoda; cities of Lacey, Olympia, Rainier, Tumwater, and Yelm; Thurston County, Intercity Transit, LOTT Clean Water Alliance, Port of Olympia, PUD No. 1 of Thurston County; Olympia School District, North Thurston Public Schools, Tumwater School District; Confederated Tribes of the Chehalis Reservation; Nisqually Indian Tribe; Thurston County Economic Development Council; Lacey Fire District #3, Puget Sound Regional Council; Timberland Regional Library; The Evergreen State College

Thurston Thrives: A Thurston County Board of County Commissioners and Public Health & Social Services initiative to implement a Collective Impact model to improve health and safety for all in Thurston County.

- **Thurston Thrives Climate and Clean Energy Action Team:** Puget Sound Energy; PUD; Sierra Club; TRPC; financial institutions; contractors; alternative energy advocates and suppliers; LOTT Clean Water Alliance
- **Thurston Thrives Community Design Action Team:** Staff from cities of Lacey, Olympia, Tumwater, Yelm, South County Communities (Bucoda, Rainier, Tenino); Olympia Safe Streets; Thurston County; TRPC; Woodland Trail Greenway Association; Intercity Transit
- **Thurston Thrives Coordinating Council:** a 24-member public-private Council with representatives from funders (non-governmental philanthropy), business, action teams/hubs, local government, education and at-large members: Cities of Lacey, Olympia, Rainier, Tumwater and Yelm; Community Foundation of South Puget Sound; Community Youth Services; Olympia Master Builders; Olympia Safe Streets; Prosecuting

Attorney's Office; Providence St. Peter Foundation; South Sound Food System; South Puget Sound Community College Foundation; Thurston Asset Building Coalition; Thurston County Chamber; Thurston County Board of Commissioners; Thurston County Public Health & Social Services; Thurston Economic Development Council; Thurston Mason Behavioral Health Organization; Thurston Transit Oriented Development; Together!; Tumwater School District; United Way of Thurston County

- **Thurston Thrives Homeless Housing Hub Action Team:** Build-a-Bus; City of Olympia; Community Action Council; Community Youth Services; Family Support Center; Homes First; Interfaith Works; LIHI; Olympia Union Gospel Mission; Quixote Village; SafePlace; Salvation Army; Senior Services of South Sound; Sidewalk; South Puget Sound Habitat for Humanity; Thurston County Housing Authority; Thurston Asset Building Coalition; Thurston County Public Health & Social Services; Timberland Regional Library; Lacey Veterans Hub (and various private, state, federal, and local veterans organizations)
- **Thurston Thrives Hope Thurston:** Hope Thurston Research tells us that hope is the single best predictor of a person's ability to thrive and flourish. People who have hope are more productive at work, they are higher achievers, attain higher academic success and they are healthier, with lower rates of depression and PTSD. Partners: Thurston County Prosecuting Attorney; Saint Martin's University; The Evergreen State College; South Puget Sound Community College; Community Foundation of South Puget Sound; Thurston Chamber Foundation.
- **Thurston Thrives Housing Action Team:** Catholic Community Services, Thurston Chamber; Cities of Lacey, Olympia, and Tumwater; Community Action Council; Community Youth Services; Community Action Council; State Department of Social and Health Services; Family Support Center; Habitat for Humanity; HomesFirst; Housing Authority; Interfaith Alliance; Low Income Housing Institute (LIHI); Mason County; Nisqually Indian Tribe; North Thurston School District; Northwest Ecobuilding Guild; Olympia Federal Savings; Olympia Master Builders; Olympia School District, Pac Mountain; Port of Olympia; Rebuilding Together; ROOF (Rochester); SafePlace; Salvation Army; Sidewalk; Thurston Land Trust
- **Thurston Thrives Partners for Children, Youth & Families (Steering Committee):** Thurston County Prosecuting Attorney's Office; Thurston County Public Health & Social Services; Sidewalk; Family Education and Support Services; Educational Service District #113; Together!; Child Care Action Council; Family Support Center
- **Thurston Thrives South Sound Food Systems Network:** Enterprise for Equity; The Evergreen State College; Olympia Farmers Market; Senior Services for South Sound; Slow Food; Sustainable South Sound; Thurston County Public Health & Social Services; Thurston Asset Building Coalition; Thurston County Climate Action Team; Thurston County Food Bank, Tumwater Planning Commission; Washington State University Extension

Transportation Providers: Mercy Transportation; Intercity Transit; ruralTransit (rT); Twin Transit; Pierce Transit; Grays Harbor Transit; Greyhound; various taxicab companies serving the area; Uber; Lyft; Capitol Aeroporter; Paratransit Services; Metro King County; Around the Sound/Transpro

Transportation/Transit Organizations: Washington State Transportation Association (WSTA); Washington State Transit Insurance Pool (WSTIP); Community Transportation Association of the Northwest (CTAW); Community Transportation Association (CTAA); Association for Commuter Transportation (ACT)

Tribes and Tribal Enterprises: Confederated Tribes of the Chehalis Reservation; Nisqually Indian Tribe; Squaxin Island Tribe; Great Wolf Lodge; Red Wind Casino; Tribal Transportation Planning Organization; US Department of the Interior; South Puget Intertribal Planning Agency (SPIPA)

Veterans Organizations: Department of Veteran's Affairs; Disabled American Veterans; Lacey Veterans Hub; Joint Base Lewis-McChord; South Sound Military and Communities Partnership; United States Department of Veterans Affairs; Veterans of Foreign Wars; American Legion; Thurston County Veterans' Assistance Fund; Homeless Veterans Organization; Madigan Army Medical Center

Washington State Departments: Commerce; Enterprise Services, Personnel, Social and Health Services (Aging and Adult Services, Children's Administration, Division of Developmental Disabilities, Lewis Mason Thurston Area Agency on Aging; Health; Washington State Department of Transportation – Headquarters and Olympic Region; Governor's Committee on Disability; Veterans Affairs; Washington State House of Representatives (Districts 2, 20, 22, 35 and leadership of House Transportation Committee); Washington State Senate (Districts 2, 20, 22, 35 and leadership of Senate Transportation Committee)

Youth: Big Brothers/Big Sisters; Boys & Girls Clubs of Thurston County; Children's Justice and Advocacy Center; Child Care Action Council; Community Youth Services; Boy Scouts of America; Girl Scouts of America; YMCA; YWCA; Lewis Mason Thurston Head Start/ECCEAP; Olympia Child Care Center, Stonewall Youth

Highlights of Outreach and Activities in Updating the Thurston Region HSTP

July – September 2018

- School district interviews on McKinney Vento Challenges
- Conversations with elected officials and managers (Olympia, Lacey, Tumwater, Thurston County, Yelm), EDC, SPSCC, and EDC about possible locations for McKinney Vento Hub (grant can provide operations, but not capital facility)
- Conversations with Thurston Regional Planning Council and Transportation Policy Board re challenges, needs, and potential solutions. First review of Prioritized Project list
- Continued work with Thurston Thrives groups – including planning session on Housing re connections with transportation and mental health, substance abuse, veterans, homelessness, affordable housing
- Determination based on stakeholder input not to survey the community, but confirmation that the basic needs, gaps, and potential solutions were covered in the Plan
- Continued work with South Thurston Economic Development Initiative (STEDI)

- Outreach to Tribes – preliminary conversations on Nisqually Indian Tribe and Confederated Tribes of the Chehalis Reservation on Tribal needs and services
- Communications with Rideshare services – and organizations in the state and nationally who are testing/using for special needs transportation/last mile services
- Conversations with Intercity and Twin Transit around schedule changes and impacts on certain populations
- Conversations with Veterans Hub about new transportation services and impacts of service changes – included Intercity Transit and other providers to access needs and gaps
- Presented to 5-County Community Mental Health Coalition
- Writing/updating sections of plan including maps and data (including contacting service providers and others to update information)
- Literature Review
- Included HSTP issues in training, networking activities for Employee Transportation Coordinators at the 190+ Commute Trip Reduction affected employers in the region
- Included HSTP issues in planning processes for the Rural Chip Seal Program, and the Deschutes Trail
- Included HSTP issues with TPB and TRPC and other community stakeholders (military, business, jurisdictional partners) in discussing priorities for the 2019 State Legislative Session
- In this quarter and throughout the process, HSTP issues were included with outreach efforts for the Here to There Mobility Management process
- Topic at Quarterly Planners meetings (jurisdictional long-range planners) convened by TRPC.
- Began planning for STEDI grant workshop, which will include transportation grants
- Integrated into TRPC planning processes for Disaster/Recovery, Main Street Rochester, and Grand Mound
- Included in discussions with jurisdictions and policymakers regarding TRPC's distribution of state and federal fundin.
- In this quarter, and throughout the process, brought issues and ideas to Community Transportation Association of the Northwest, Community Transportation Association, Washington State Transit Association and other advocacy groups and associations
- In this and every quarter used match reporting to check in with match providers on how services are working and new needs and gaps

October – December 2018

- TRPC and TPB to review and adopt final Prioritized Project List and final Legislative Priorities.
- Continued work with Thurston Thrives groups and Thurston County Public Health Staff on needs, gaps, solutions
- Worked with Economic Development Council, Experience Olympia & Beyond (Visitor & Convention Bureau), and business stakeholders in how to emphasize transportation services in economic development efforts (Thurston Economic Alliance)
- Met with Tribes on planning rT services and other transportation needs
- Communications with Rideshare services – and organizations in the state using for special needs transportation/last mile services

- Conversations with Intercity and Twin Transit around schedule changes and impacts on certain populations
- Conversations with Veterans Hub about new transportation services and impacts of service changes
- Presented at high school in Tumwater with students who live in transitional rural areas
- Integrated rural/special needs transportation issues with Planning projects such as Port of Olympia work on Tumwater properties
- Discussed with members of Voluntary Stewardship Plan local committee (comprised of farmers, environmentalists, WA State Farm Bureau, WSU Extension) to ascertain special needs for agricultural producers in the rural areas
- Explored potential Regional Mobility Grant ideas with community partners such as Intercity Transit
- Worked with higher education institutions (South Puget Sound Community College, The Evergreen State College, and Saint Martins University) on student transportation needs (both college age students and older students, including veterans, participating in evening and weekend programs)
- Writing/updating sections of plan
- Working with a broad variety of stakeholders in preparing 2019-23 application for rT funding and in partnering with others in the Thurston and surrounding regions on Consolidated Grant Program applications

January – March 2019

- Continued writing and updating sections of the Plan including maps and data with new sources identified by community partners
- Communicated with Intercity Transit on planning for service expansion
- Internal and external review of draft Plan, formatting, and continued updates
- Continued ongoing coordination noted in earlier quarters
- Discussed progress and outcomes of transportation goals in 5-year Sustainable Thurston Review

April – June 2019

- Take Plan to Transportation Policy Board for review and recommendation
- Take Plan to Thurston Regional Planning Council for review and adoption (scheduled for May 3)
- Release Plan for Public Review
- Bring Plan to stakeholders in routine meetings and conversations through Thurston Thrives, STEDI, Veterans Hub, School Districts, transit riders, social service providers and ongoing TRPC planning activities in rural South County
- Continue to integrate outreach on HSTP with Here to There Mobility Management program – working to overcome the knowledge gaps in available services

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APPENDIX C: Final Plan and Prioritized Project List Resolution 2019-05

May 3, 2019

THURSTON REGIONAL PLANNING COUNCIL RESOLUTION NO. 2019-05

RELATING to the Human Services Transportation Plan for the Thurston Region,

WHEREAS, the Thurston Regional Planning Council is the agency designated by the GOVERNOR as the METROPOLITAN PLANNING ORGANIZATION and the REGIONAL TRANSPORTATION PLANNING ORGANIZATION for the Thurston Region; and

WHEREAS, Federal and State Law requires an update of the Regional Coordinated Public Transit and Human Services Plan for the Thurston Region every four (4) years to ensure compliance with applicable laws and guidance; and

WHEREAS, the Washington State Department of Transportation requires that projects must be prioritized in the Human Services Transportation Plan for the Thurston Region to be eligible for funding under the Consolidated Grant Program; and

WHEREAS, the Thurston Regional Planning Council adopted the Prioritized Project List and an Unranked Project list contained in this document in December;

NOW, THEREFORE, BE IT RESOLVED BY THE THURSTON REGIONAL PLANNING COUNCIL:

THAT the Human Services Transportation Plan for the Thurston Region be approved.

ADOPTED this 3rd day of May 2019.

ATTEST:



Marc Daily
Executive Director



Nathaniel Jones
Chair, Thurston Regional Planning Council

APPENDIX D: Tables

Table 1
Population Forecast by Urban Area, 2010-2040

Jurisdiction	Census Calibrated 2010	TRPC Postcensal Estimates					TRPC Forecast Using 2018 Jurisdictional boundaries							
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2020	2025	2030	2035	2040
Bucoda	Total	562	560	560	560	565	570	580	575	575	675	890	1,065	1,215
Lacey	City	42,393	42,830	43,600	44,350	45,320	46,020	46,700	50,170	50,420	51,940	53,370	54,520	56,460
	UGA	33,170	33,380	33,640	33,820	33,940	34,180	35,110	36,100	38,190	43,060	48,140	53,190	57,740
	Total	75,560	76,210	77,240	78,170	79,260	80,200	83,810	86,270	88,610	95,000	101,510	107,710	114,200
Olympia	City	46,478	46,780	47,500	48,480	49,670	51,020	52,160	52,490	55,170	60,770	65,670	68,460	71,900
	UGA	11,840	11,910	12,000	12,110	12,220	11,910	12,290	12,370	12,680	13,260	14,270	15,940	16,710
	Total	58,320	58,690	59,500	60,590	61,890	62,930	64,450	64,860	67,850	74,030	79,940	84,400	88,610
Rainier	City	1,794	1,825	1,825	1,840	1,850	1,885	1,930	2,020	2,035	2,175	2,480	2,660	2,810
	UGA	110	110	110	110	110	110	110	110	110	135	360	485	640
	Total	1,905	1,935	1,935	1,950	1,960	1,995	2,040	2,130	2,145	2,310	2,840	3,145	3,450
Tenino	City	1,695	1,700	1,705	1,705	1,725	1,730	1,785	1,785	1,745	2,010	2,670	3,095	3,675
	UGA	15	15	15	15	15	15	15	15	15	25	80	90	110
	Total	1,710	1,715	1,720	1,720	1,740	1,745	1,800	1,800	1,760	2,035	2,750	3,185	3,785
Turnwater	City	17,371	17,570	17,900	18,300	18,800	19,100	23,210	23,890	26,800	29,980	32,990	34,770	37,450
	UGA	6,350	6,120	6,170	6,300	6,400	6,550	3,340	3,340	4,040	5,640	7,230	8,110	8,850
	Total	23,720	23,690	24,070	24,600	25,200	25,650	26,550	27,170	30,840	35,620	40,160	42,880	46,300
Yelm	City	6,848	7,008	7,100	7,470	7,915	8,165	8,665	9,030	12,640	17,060	19,980	22,050	25,150
	UGA	1,355	1,420	1,410	1,410	1,410	1,415	1,395	1,400	1,410	1,540	2,470	4,230	5,630
	Total	8,205	8,430	8,510	8,880	9,325	9,580	10,060	10,430	14,050	18,600	22,450	26,280	30,780
Grand Mound UGA	Total	1,345	1,370	1,195	1,210	1,280	1,295	1,340	1,350	1,465	1,630	1,775	1,885	1,990
Chehalis Reservation	Total	64	70	70	70	70	70	70	70	85	105	125	160	185
Nisqually Reservation	Total	575	595	600	600	600	660	665	715	715	985	1,035	1,120	1,230
Total Cities		117,141	118,273	120,190	122,705	125,840	128,480	137,030	139,900	149,380	164,610	177,990	186,620	198,650
Total UGAs (1)		54,180	54,310	54,550	54,980	55,370	55,480	53,600	54,700	57,920	65,280	74,330	83,940	91,670
Total Reservations (2)		639	665	670	670	670	730	735	785	785	1,070	1,140	1,200	1,420
Rural Unincorporated County (3)		80,300	80,850	81,400	81,750	82,120	82,720	84,180	85,480	86,320	87,500	91,140	98,750	101,930
Thurston County Total		252,264	254,100	256,800	260,100	264,000	267,400	272,700	281,700	295,900	322,200	348,600	370,600	393,700
SOURCE	Thurston Regional Planning Council Small Area Population Estimates and Population and Employment Forecast Work Program, 2014.													
NOTES	Estimates are for April 1 and reflect city limits on that date. A decrease in UGA population is likely due to annexation. Numbers may not add due to rounding. 1) Urban Growth Area (UGA): Unincorporated area designated to be annexed into city limits over 20 years time to accommodate urban growth. 2) Reservations: Estimate is for Thurston County portion of reservation only. 3) Rural Unincorporated County is the portion of the unincorporated county that lies outside UGA and Reservation boundaries. Decrease in Grand Mound population between 2011 and 2012 reflects closure of Maple Lane correctional facility.													
UPDATED	6/28/2018													

Table 2
Thurston Economic Development Council
Top Employers in Thurston County 2018

Company Name	# Employees
State Government	24,631
Local Government	12,556
Providence St Peter Hospital	2,849
Safeway	1,024
Walmart	1,002
Federal Government	869
Nisqually Red Wind Casino	760
Lucky Eagle	688
Fred Meyer	665
Washington State Employees Credit Union	662
Capital Medical Ctr	650
Conduent (formerly Xerox)	650
Great Wolf Lodge	529
YMCA	430
Panorama City	400
St. Martin's University	383
Kaiser Permanente	347
Cabela's	300
Ostrom	300

**Table 3
Thurston County Total Employment for 2014 and Forecast (2040) by Jurisdiction**

Employment Sector	Bucoda	Lacey	Olympia	Rainier	Tenino	Tumwater	Yelm	Chehalis Reservation	Nisqually Reservation	Unincorp. County	Thurston County
Agriculture, Forestry, Fishing and Mining	5	120	115	15	10	55	10	85	5	2,480	2,905
Construction and Utilities	5	1,155	1,260	15	20	1,040	175	10	20	2,495	6,195
Manufacturing	0	405	870	0	0	1,295	75	0	10	580	3,240
Wholesale Trade	0	895	755	5	25	1,050	75	0	0	875	3,680
Retail Trade	5	4,020	6,560	30	115	2,165	825	0	5	1,275	15,010
Transportation and Warehousing	0	900	530	5	70	645	35	0	0	965	3,160
Information	0	225	710	5	20	60	75	0	0	175	1,270
Finance and Insurance	5	990	2,100	10	35	535	165	0	5	800	4,640
Real Estate, Rental and Leasing	10	1,125	1,595	25	25	575	160	0	5	1,665	5,185
Professional Services	15	4,060	5,465	55	135	1,685	380	0	10	3,405	15,210
Education, Health and Social Services	20	3,350	10,020	60	85	1,635	420	5	15	3,330	18,940
Arts, Entertainment and Recreation	5	640	800	10	30	475	100	0	5	755	2,820
Accommodation and Food Services	5	2,095	3,625	25	55	1,170	465	0	0	1,345	8,790
Tribal and Other Services	5	1,445	3,180	35	40	815	195	660	645	2,185	9,205
Government (including Public Education)	5	4,180	15,755	155	215	9,145	680	0	340	3,200	33,680
Total	90	25,610	53,345	455	870	22,350	3,835	760	1,060	25,540	133,915
2040 FORECAST											
Employment Sector	Bucoda	Lacey	Olympia	Rainier	Tenino	Tumwater	Yelm	Chehalis Reservation	Nisqually Reservation	Unincorp. County	Thurston County
Agriculture, Forestry, Fishing and Mining	5	120	115	15	10	55	10	85	5	2,455	2,875
Construction and Utilities	20	2,565	3,405	40	100	2,175	965	75	105	3,555	13,000
Manufacturing	0	525	885	0	10	1,465	140	0	10	595	3,630
Wholesale Trade	0	1,130	830	5	35	1,240	125	0	0	920	4,280
Retail Trade	15	5,890	8,740	50	210	3,290	1,895	0	5	1,400	21,505
Transportation and Warehousing	5	1,250	695	10	75	885	150	0	5	1,120	4,185
Information	10	400	930	10	45	195	195	0	0	265	2,050
Finance and Insurance	10	1,380	2,590	20	65	845	445	0	5	1,035	6,400
Real Estate, Rental and Leasing	20	1,440	2,015	45	65	825	380	0	5	2,020	6,810
Professional Services	30	6,650	9,565	75	185	3,460	1,895	5	15	4,275	26,150
Education, Health and Social Services	30	5,280	13,650	80	135	2,845	1,525	5	20	3,965	27,530
Arts, Entertainment and Recreation	10	1,125	1,435	20	45	840	435	0	5	1,105	5,020
Accommodation and Food Services	15	3,205	4,865	40	120	1,990	1,085	0	0	1,500	12,815
Tribal and Other Services	30	3,010	4,915	60	105	1,790	1,035	1,375	1,495	3,125	16,935
Government (including Public Education)	10	7,220	20,315	215	300	11,820	1,210	0	315	5,125	46,525
Total	200	41,180	74,945	690	1,505	33,720	11,495	1,550	1,980	32,460	199,715
SOURCE											
Thurston Regional Planning Council Population and Employment Forecast (2015 Update)											
Estimates are for Jurisdiction boundaries as of April 1, 2016											
NOTES											
Numbers may not add due to rounding.											

Table 4
Population by Age, 1980-2045

Age Group	1980		1985		1990		1995		2000		2005		2010	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
0-4	4,762	4,918	5,268	5,592	5,605	6,085	6,432	6,845	6,293	6,597	6,571	6,867	7,459	7,922
5-9	4,683	4,945	5,196	5,458	6,296	6,586	7,024	7,339	7,049	7,330	6,989	7,244	7,592	8,037
10-14	5,050	5,410	5,063	5,440	5,864	6,393	7,220	7,861	7,390	7,957	7,597	8,183	7,972	8,587
15-19	5,424	5,685	5,275	5,502	5,572	5,786	6,567	6,994	7,622	8,224	8,234	8,813	8,335	8,881
20-24	5,436	5,323	5,419	5,252	5,293	5,176	5,946	5,853	6,701	6,690	7,801	7,794	8,224	8,101
25-29	5,966	5,507	6,115	5,884	6,134	5,868	6,426	6,460	6,428	6,538	6,757	6,905	8,804	8,602
30-34	5,633	5,395	6,499	6,041	7,189	6,631	7,644	7,366	7,068	7,070	6,854	6,885	8,407	8,202
35-39	4,339	4,395	6,226	5,862	7,729	6,947	8,711	8,003	8,370	7,929	7,920	7,670	8,290	7,986
40-44	3,241	3,341	4,648	4,671	6,947	6,645	8,509	7,886	9,101	8,304	9,195	8,425	8,416	8,315
45-49	2,927	2,926	3,522	3,552	5,019	5,092	7,430	7,101	9,007	8,295	9,915	9,235	9,323	8,785
50-54	3,005	2,855	3,044	3,039	3,595	3,663	5,390	5,439	7,777	7,514	9,223	8,813	9,989	8,946
55-59	3,005	2,757	3,112	2,842	3,265	3,025	4,005	3,903	5,445	5,385	7,616	7,407	9,913	8,572
60-64	2,635	2,471	3,183	2,799	3,265	2,861	3,421	3,185	3,852	3,757	5,128	5,009	8,306	7,534
65-69	2,273	1,924	2,702	2,355	3,293	2,771	3,384	2,916	3,298	2,972	3,781	3,488	5,799	5,213
70-74	1,830	1,379	2,311	1,831	2,659	2,230	3,298	2,642	3,187	2,578	3,165	2,692	3,867	3,405
75-79	1,382	867	1,704	1,131	2,158	1,495	2,555	1,806	2,980	2,046	2,897	2,069	2,995	2,562
80-84	946	508	1,169	632	1,501	812	1,903	1,124	2,191	1,396	2,496	1,585	2,590	1,786
85+	775	346	994	403	1,278	510	1,660	697	2,020	937	2,516	1,223	3,031	1,516
Subtotal	63,312	60,952	71,450	68,286	82,662	78,576	97,525	93,420	105,779	101,519	114,655	110,306	129,312	122,952
TOTAL	124,264		139,736		161,238		190,945		207,298		224,961		252,264	
SOURCE	U.S. Bureau of the Census (1980, 1990, 2000, 2010)													
	Washington State Office of Financial Management (1985, 1995, 2005, 2015-2045)													
NOTE	Data are for April 1 of each year.													
	Light gray represents Baby Boom; Dark gray represents Millennials													
DATE	3/8/2018													

2015		2020		2025		2030		2035		2040		2045	
Female	Male												
7,490	7,957	8,209	8,601	8,345	8,724	8,508	8,893	8,802	9,189	9,172	9,563	9,438	9,853
7,909	8,455	8,752	9,161	9,118	9,525	9,187	9,595	9,347	9,760	9,595	10,009	9,895	10,318
8,063	8,638	9,060	9,617	9,661	10,093	9,974	10,405	10,047	10,489	10,154	10,586	10,295	10,741
8,122	8,808	8,806	9,396	9,632	10,280	10,161	10,683	10,487	11,021	10,520	11,042	10,502	11,023
8,921	8,788	8,146	8,511	8,480	8,759	9,217	9,522	9,695	9,869	9,940	10,118	9,839	10,017
8,419	8,201	8,577	8,618	8,762	9,021	9,121	9,282	9,893	10,065	10,371	10,418	10,573	10,653
8,881	8,638	10,592	10,547	9,950	10,265	10,022	10,564	10,419	10,853	11,170	11,615	11,490	11,796
8,685	8,370	10,993	10,986	11,742	11,662	10,949	11,262	11,030	11,584	11,356	11,807	11,998	12,459
8,633	8,430	9,804	9,502	11,805	11,728	12,471	12,337	11,657	11,945	11,668	12,223	11,896	12,324
8,765	8,583	9,248	8,849	10,327	9,974	12,353	12,242	13,037	12,873	12,140	12,425	12,075	12,615
9,672	9,039	9,114	8,946	9,601	9,123	10,661	10,253	12,749	12,591	13,393	13,163	12,391	12,644
10,162	9,099	9,691	8,965	9,231	8,859	9,689	8,986	10,762	10,138	12,847	12,444	13,389	12,830
9,791	8,432	10,053	8,756	9,723	8,947	9,249	8,867	9,719	9,013	10,780	10,139	12,794	12,383
8,265	7,185	9,853	8,114	9,989	8,508	9,647	8,707	9,208	8,681	9,656	8,803	10,660	9,881
5,585	4,876	7,892	6,815	9,504	7,594	9,604	7,967	9,298	8,220	8,898	8,220	9,299	8,314
3,633	3,105	5,090	4,246	7,277	6,023	8,756	6,722	8,866	7,108	8,618	7,397	8,246	7,421
2,578	2,066	3,000	2,338	4,387	3,436	6,292	4,919	7,631	5,519	7,726	5,898	7,525	6,198
3,323	1,843	3,396	2,088	3,928	2,524	5,331	3,566	7,637	5,212	10,138	6,685	11,797	7,838
136,898	130,512	150,276	144,056	161,462	155,045	171,192	164,772	180,284	174,130	188,142	182,555	194,102	189,308
267,410		294,332		316,507		335,964		354,414		370,697		383,410	

Table 5
Population by Age – Thurston County Jurisdictions

	Median Age	17 and Younger	18 to 64	65 and Older	Total
Bucoda	40.3	113	377	72	562
Lacey	34.0	10,426	25,998	5,969	42,393
Olympia	38.0	9,064	30,955	6,459	46,478
Rainier	37.1	468	1,157	169	1,794
Tenino	36.8	430	1,044	221	1,695
Tumwater	37.4	3,767	11,354	2,250	17,371
Yelm	29.0	2,467	3,862	519	6,848
Thurston County	38.5	58,122	161,378	32,764	252,264
Chehalis Reservation	28.8	209	391	49	649
Nisqually Reservation	32.4	177	354	44	575

Source: U.S. Census Bureau
Note: Reservations include off-reservation trust lands and areas outside of Thurston County.

**Table 6
Characteristics of the Population with a Disability, 2013-2017 5-Year Average**

	2013-2017 AVERAGE		2012-2016 AVERAGE		2010-2015 AVERAGE		2010-2014 AVERAGE		2009-2013 AVERAGE		2008-2012 AVERAGE	
	WITH a Disability	WITHOUT a Disability	WITH a Disability	WITHOUT a Disability	WITH a Disability	WITHOUT a Disability	WITH a Disability	WITHOUT a Disability	WITH a Disability	WITHOUT a Disability	WITH a Disability	WITHOUT a Disability
Below Poverty Level	5,395	25,321	5,516	26,057	5,100	26,978	4,792	25,492	5,123	24,380	5,011	22,479
At or Above Poverty Level	28,747	202,453	28,068	199,089	26,919	196,086	26,096	195,360	26,124	192,905	25,131	192,273
Total	34,142	227,774	33,584	225,146	32,019	223,064	30,888	220,852	31,247	217,285	30,142	214,752
Unemployed	1,048	7,662	1,183	8,244	1,295	8,230	1,427	8,706	1,335	8,739	1,302	7,797
Employed or in the Armed Forces	6,232	104,124	5,800	101,954	5,628	101,005	5,608	100,733	6,417	105,233	6,664	106,370
Total	7,280	111,786	6,983	110,198	6,923	109,235	7,035	109,439	7,752	113,972	7,966	114,167
Age 65 or Greater	14,655	26,860	14,156	25,597	13,332	24,190	12,752	22,909	12,752	22,909	11,471	21,079
Age 0 to 64	19,630	202,334	19,589	200,998	18,816	200,222	18,277	199,287	18,277	199,287	18,777	195,108
Total	34,285	229,194	33,745	226,595	32,148	224,412	31,029	222,196	31,029	222,196	30,248	216,187
SOURCE	U.S. Bureau of the Census, American Community Survey (ACS) http://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=# table reference numbers C18131, B23024, and B18101											
NOTE	Data universe changes by topic: Poverty—population for whom poverty is determined. Employment—population age 20-64 in the labor force, Age—civilian noninstitutionalized population. Numbers may not add due to rounding. The U.S. Bureau of the Census does not recommend comparing overlapping ACS estimates (e.g. 2008-2012 and 2009-2013).											
DATE UPDATED	12/12/2018											

Table 7
Linguistically Isolated Households, 2013-2017 5-Year Average

Language Spoken at Home	2000	2005-09 Average	2006-10 Average	2007-11 Average	2008-12 Average	2009-13 Average	2010-14 Average	2011-2015 Average	2012-2016 Average	2013-2017 Average
English only	71,610	81,797	85,214	87,057	87,572	87,312	87,690	88,676	89,391	91,639
Spanish	3,210	4,475	5,001	4,769	4,889	4,904	5,237	5,213	5,275	5,473
- Linguistically isolated	360	624	598	640	578	684	655	859	910	1,003
- Not linguistically isolated	2,850	3,851	4,403	4,129	4,311	4,220	4,582	4,354	4,365	4,470
Other Indo-European languages (1)	3,339	3,134	3,235	3,047	2,842	2,856	2,679	2,972	3,140	3,418
- Linguistically isolated	212	157	204	165	120	105	81	73	139	193
- Not linguistically isolated	3,127	2,977	3,031	2,882	2,722	2,751	2,598	2,899	3,001	3,225
Asian and Pacific Island languages	3,288	4,260	4,669	4,853	5,004	5,183	5,374	5,359	5,276	5,297
- Linguistically isolated	760	923	1,035	1,025	1,128	1,163	1,310	1,246	1,160	1,138
- Not linguistically isolated	2,528	3,337	3,634	3,828	3,876	4,020	4,064	4,113	4,116	4,159
Other languages	219	374	372	421	459	546	550	411	386	402
- Linguistically isolated	17	42	36	56	58	60	78	77	61	52
- Not linguistically isolated	202	332	336	365	401	486	472	334	325	350
Total Households	81,666	94,040	98,491	100,147	100,766	100,801	101,530	102,631	103,468	106,229
Percent Linguistically Isolated	1.7%	1.9%	1.9%	1.9%	1.9%	2.0%	2.1%	2.2%	2.2%	2.2%
SOURCE	U.S. Bureau of the Census, American Community Survey (ACS) table reference number C16002									
NOTE	A "linguistically isolated household" is one in which no member 14 years old and over (1) speaks only English or (2) speaks a non-English language and speaks English "very well." In other words, all members 14 years old and over have at least some difficulty with English. By definition, English-only households cannot belong to this group. The U.S. Bureau of the Census does not recommend comparing overlapping ACS estimates (e.g. 2008-2012 and 2009-2013).									
	1) Language family that includes languages spoken throughout Europe, west Asia, and south Asia. The most commonly spoken Indo-European languages in Thurston County are German, French, and Hindi.									
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Table 8
Median Household Income

	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Washington State	\$31,183	\$33,417	\$34,379	\$35,882	\$36,679	\$37,895	\$38,997	\$40,568	\$42,399	\$44,514	\$45,776	\$44,120	\$45,761	\$46,039
COUNTIES:														
Adams	\$24,604	\$28,024	\$27,301	\$28,328	\$31,277	\$29,537	\$29,604	\$31,806	\$31,795	\$34,073	\$33,888	\$35,292	\$37,839	\$38,306
Asotin	\$22,897	\$24,206	\$25,110	\$26,251	\$27,359	\$27,873	\$28,288	\$29,813	\$31,499	\$32,477	\$33,524	\$32,590	\$35,920	\$37,013
Benton	\$32,593	\$35,012	\$37,093	\$39,228	\$41,153	\$42,790	\$42,540	\$42,817	\$44,057	\$45,665	\$47,044	\$49,389	\$52,598	\$53,736
Chelan	\$24,312	\$25,833	\$27,592	\$28,746	\$30,148	\$31,547	\$32,164	\$33,918	\$35,662	\$37,175	\$37,316	\$39,439	\$41,653	\$41,731
Cllallam	\$25,434	\$27,329	\$27,861	\$28,578	\$29,340	\$29,951	\$31,163	\$32,559	\$34,770	\$36,012	\$36,449	\$30,866	\$32,939	\$33,229
Clark	\$31,800	\$33,734	\$34,250	\$35,847	\$37,418	\$38,828	\$40,525	\$43,044	\$45,705	\$47,252	\$48,376	\$49,320	\$51,610	\$50,518
Columbia	\$22,418	\$24,478	\$24,123	\$26,136	\$28,123	\$26,779	\$29,861	\$33,041	\$30,820	\$33,060	\$33,500	\$37,360	\$38,376	\$37,328
Cowlitz	\$27,866	\$29,746	\$31,038	\$31,195	\$31,957	\$33,309	\$34,191	\$35,516	\$36,738	\$38,437	\$39,797	\$35,246	\$37,266	\$37,040
Douglas	\$27,054	\$28,708	\$29,407	\$30,932	\$31,855	\$32,688	\$32,930	\$35,420	\$36,855	\$37,733	\$38,464	\$39,789	\$40,699	\$41,062
Ferry	\$25,170	\$27,355	\$27,236	\$27,841	\$27,829	\$29,587	\$28,910	\$30,091	\$30,489	\$30,412	\$30,388	\$31,175	\$33,129	\$33,488
Franklin	\$24,604	\$26,435	\$26,861	\$28,680	\$30,902	\$31,768	\$32,604	\$34,843	\$35,770	\$37,209	\$38,991	\$38,755	\$41,681	\$41,817
Garfield	\$25,156	\$26,534	\$27,185	\$28,554	\$30,368	\$27,044	\$30,435	\$34,959	\$34,792	\$36,608	\$33,398	\$38,507	\$38,485	\$38,343
Grant	\$22,372	\$24,216	\$25,463	\$26,996	\$29,172	\$29,978	\$30,384	\$32,738	\$33,977	\$35,692	\$35,276	\$37,278	\$39,556	\$40,173
Grays Harbor	\$23,042	\$24,053	\$24,677	\$26,038	\$27,002	\$27,252	\$28,638	\$29,792	\$31,368	\$33,167	\$34,160	\$36,410	\$37,440	\$38,102
Island	\$29,161	\$30,642	\$32,030	\$33,139	\$34,594	\$35,975	\$37,178	\$39,716	\$41,901	\$44,824	\$45,513	\$42,237	\$44,310	\$45,441
Jefferson	\$25,197	\$27,294	\$28,465	\$29,171	\$29,885	\$30,606	\$31,058	\$32,530	\$34,282	\$36,404	\$37,869	\$33,565	\$35,299	\$35,723
King	\$36,179	\$38,633	\$39,831	\$41,647	\$42,234	\$43,810	\$45,397	\$46,726	\$48,271	\$51,266	\$53,157	\$53,937	\$55,220	\$56,098
Kitsap	\$32,043	\$36,145	\$37,380	\$38,404	\$39,391	\$40,407	\$40,630	\$41,740	\$44,098	\$45,667	\$46,840	\$48,387	\$50,751	\$52,051
Kittitas	\$20,489	\$21,773	\$22,793	\$23,828	\$25,126	\$26,061	\$27,089	\$28,626	\$29,775	\$31,495	\$32,546	\$34,206	\$36,203	\$36,174
Klickitat	\$23,012	\$24,590	\$24,542	\$25,518	\$27,209	\$28,739	\$29,745	\$32,935	\$33,543	\$34,249	\$34,267	\$33,588	\$34,590	\$36,105
Lewis	\$24,410	\$25,975	\$26,295	\$27,552	\$28,502	\$29,744	\$30,621	\$32,112	\$33,610	\$34,315	\$35,511	\$32,968	\$34,603	\$34,672
Lincoln	\$24,617	\$26,616	\$26,591	\$28,192	\$29,777	\$28,941	\$31,844	\$35,152	\$35,838	\$36,106	\$35,255	\$37,188	\$39,419	\$39,574
Mason	\$26,304	\$27,834	\$28,585	\$29,785	\$30,776	\$31,553	\$32,792	\$34,748	\$36,524	\$38,531	\$39,586	\$42,907	\$44,724	\$45,596
Okanogan	\$20,303	\$20,580	\$22,203	\$23,697	\$25,074	\$25,999	\$25,495	\$27,576	\$28,047	\$29,598	\$29,726	\$28,659	\$30,137	\$31,451
Pacific	\$20,029	\$20,977	\$21,596	\$22,449	\$23,372	\$24,299	\$25,748	\$27,425	\$28,974	\$30,422	\$31,209	\$33,263	\$35,123	\$34,898
Pend Oreille	\$20,808	\$22,660	\$23,214	\$24,690	\$26,103	\$27,123	\$28,328	\$29,785	\$31,223	\$31,684	\$31,677	\$33,513	\$34,855	\$34,208
Pierce	\$30,412	\$33,380	\$33,976	\$35,417	\$36,210	\$37,105	\$38,222	\$39,878	\$42,596	\$44,333	\$45,204	\$42,555	\$44,965	\$45,581
San Juan	\$31,278	\$32,388	\$33,298	\$34,893	\$36,059	\$38,412	\$37,596	\$39,037	\$41,134	\$43,253	\$43,491	\$44,568	\$45,369	\$45,809
Skagit	\$28,389	\$30,181	\$30,979	\$31,970	\$32,843	\$34,089	\$35,278	\$36,888	\$38,449	\$40,582	\$42,381	\$42,972	\$45,287	\$45,747
Skamania	\$28,778	\$31,368	\$31,000	\$31,833	\$32,283	\$33,401	\$33,364	\$36,619	\$37,409	\$38,194	\$39,317	\$40,389	\$41,395	\$41,123
Snohomish	\$36,847	\$38,820	\$39,868	\$41,670	\$42,418	\$43,741	\$44,994	\$47,416	\$50,680	\$52,342	\$53,060	\$50,870	\$52,935	\$53,174
Spokane	\$25,769	\$27,337	\$28,355	\$29,570	\$30,482	\$31,631	\$32,256	\$33,517	\$34,920	\$36,389	\$37,308	\$39,401	\$40,525	\$40,872
Stevens	\$24,440	\$26,609	\$26,482	\$27,519	\$28,818	\$29,854	\$29,783	\$30,759	\$32,435	\$33,851	\$34,673	\$33,370	\$35,256	\$35,074
Thurston	\$30,976	\$33,139	\$34,851	\$36,676	\$37,766	\$38,939	\$39,971	\$41,497	\$43,748	\$45,843	\$46,975	\$48,457	\$50,885	\$51,111
Wahkiakum	\$26,969	\$28,590	\$28,459	\$29,655	\$31,076	\$31,298	\$32,688	\$34,014	\$36,566	\$38,626	\$39,444	\$40,628	\$42,972	\$42,491
Walla Walla	\$24,414	\$25,808	\$26,242	\$27,647	\$28,902	\$30,152	\$31,014	\$32,957	\$34,094	\$35,688	\$35,900	\$34,533	\$36,943	\$36,443
Whatcom	\$28,367	\$31,097	\$31,953	\$32,599	\$32,958	\$34,031	\$34,893	\$36,492	\$37,553	\$39,188	\$40,005	\$37,044	\$39,301	\$39,568
Whitman	\$21,674	\$22,949	\$23,735	\$24,389	\$25,162	\$25,134	\$26,270	\$27,838	\$28,697	\$29,174	\$28,584	\$24,596	\$24,841	\$24,805
Yakima	\$23,612	\$25,484	\$25,866	\$27,085	\$28,079	\$29,164	\$29,717	\$31,442	\$32,946	\$34,649	\$34,828	\$34,630	\$36,037	\$36,141
Implicit Price Deflator	0.573	0.598	0.618	0.634	0.650	0.663	0.677	0.691	0.703	0.709	0.719	0.737	0.751	0.761
Median Household Income 2017 Inflation Adjusted Dollars														
Thurston County	\$54,059	\$55,416	\$56,393	\$57,849	\$58,102	\$58,732	\$59,041	\$60,054	\$62,230	\$64,659	\$65,334	\$65,749	\$67,756	\$67,163
Washington State	\$54,421	\$55,881	\$55,629	\$56,596	\$56,429	\$57,157	\$57,603	\$58,709	\$60,312	\$62,784	\$63,666	\$59,864	\$60,933	\$60,498
SOURCE	Washington State Office of Financial Management http://www.ofm.wa.gov/economy/hhinc/default.asp													
NOTE	<p>In current dollars; series revised 1990 forward. The estimation is based on 1990 and 2000 Census data, and on the Census Bureau's American Community Surveys' estimates for 2000-2014. These model-based estimates may differ from other median household income data developed from the Office of Financial Management's State Population Survey, Bureau of the Census estimates, or other sources. Survey data, which are subject to sampling variability and errors, are not necessarily more accurate than the estimate data.</p> <p>1989 and 1999 median income values are derived from the 1990 and 2000 U.S. Census of Population and Housing, respectively. Estimates of median household money income for the inter- and post-Census years are based on the Bureau of Economic Analysis (BEA) personal income data and the estimates of household characteristics, at the county level. For 2006-2010: The median household income estimates are anchored upon ACS estimates wherever available.</p> <p>In addition to the state personal income data published by BEA, the payroll data compiled by the state Employment Security Department are used in the Preliminary estimates of 2010 median household income.</p> <p>Money income, as defined by the Bureau of the Census, includes wage or salary income, self-employment income, interest, dividend, rental income, social security or other public assistance income, retirement, and disability income; etc. It excludes some components of personal income defined by the BEA. For example, employer-paid pension and medical benefits are included in personal income but not in money income. The median measures the point at which half of all households have more income and half have less.</p>													
DATE UPDATED	7/10/2018													

2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
\$46,967	\$49,585	\$50,004	\$53,522	\$56,141	\$57,858	\$55,458	\$54,888	\$55,500	\$56,444	\$57,284	\$60,153	\$63,439	\$65,500	\$68,550
\$38,934	\$39,235	\$39,105	\$41,298	\$42,299	\$42,455	\$41,102	\$40,656	\$41,068	\$42,354	\$43,541	\$45,712	\$47,646	\$49,501	\$50,089
\$37,080	\$37,140	\$37,657	\$39,768	\$40,558	\$42,945	\$40,035	\$39,820	\$40,171	\$41,703	\$42,174	\$43,368	\$46,107	\$47,020	\$46,564
\$55,409	\$57,613	\$56,200	\$54,942	\$55,361	\$57,114	\$58,496	\$60,070	\$60,608	\$62,739	\$63,710	\$63,157	\$62,071	\$62,282	\$63,053
\$42,918	\$43,696	\$44,422	\$46,522	\$44,964	\$44,013	\$46,780	\$45,478	\$46,275	\$47,265	\$51,713	\$50,825	\$53,068	\$55,109	\$53,388
\$34,020	\$34,172	\$35,050	\$37,770	\$37,926	\$40,912	\$38,647	\$38,397	\$38,886	\$41,887	\$44,824	\$45,454	\$46,241	\$48,187	\$51,070
\$50,520	\$50,474	\$52,108	\$56,994	\$57,621	\$57,999	\$54,370	\$54,581	\$54,951	\$56,054	\$57,852	\$61,711	\$63,639	\$66,782	\$71,618
\$37,593	\$37,341	\$36,028	\$37,211	\$41,531	\$43,508	\$39,978	\$38,474	\$38,916	\$39,461	\$39,931	\$42,886	\$39,807	\$41,517	\$49,452
\$36,516	\$36,355	\$37,958	\$39,777	\$39,954	\$41,412	\$40,572	\$40,867	\$41,406	\$42,752	\$43,409	\$39,635	\$49,997	\$48,208	\$49,420
\$41,809	\$42,524	\$43,189	\$45,383	\$45,748	\$48,325	\$46,269	\$46,159	\$46,723	\$48,050	\$49,030	\$50,878	\$50,886	\$52,364	\$53,345
\$33,182	\$33,867	\$34,452	\$34,828	\$37,001	\$38,093	\$38,284	\$36,712	\$36,921	\$37,548	\$39,596	\$41,343	\$40,340	\$42,330	\$42,157
\$42,117	\$41,309	\$42,256	\$43,187	\$49,337	\$44,797	\$48,754	\$53,355	\$53,644	\$56,221	\$56,105	\$58,538	\$57,664	\$58,584	\$57,535
\$41,173	\$40,350	\$39,603	\$40,567	\$45,811	\$49,407	\$45,672	\$43,915	\$44,608	\$45,187	\$44,446	\$44,684	\$46,616	\$46,358	\$51,119
\$41,186	\$41,707	\$41,824	\$44,438	\$47,480	\$48,207	\$41,195	\$42,799	\$42,994	\$45,021	\$46,036	\$50,356	\$50,067	\$52,981	\$51,330
\$38,305	\$38,367	\$39,943	\$42,029	\$43,126	\$42,646	\$39,927	\$39,452	\$39,836	\$40,354	\$40,323	\$41,687	\$43,902	\$44,627	\$48,517
\$46,176	\$48,399	\$49,104	\$51,572	\$56,509	\$54,886	\$55,016	\$53,754	\$54,206	\$55,091	\$52,014	\$57,919	\$59,961	\$61,691	\$65,671
\$36,136	\$38,014	\$39,746	\$43,099	\$44,511	\$45,995	\$45,225	\$43,814	\$44,348	\$46,651	\$46,957	\$50,161	\$52,887	\$54,864	\$54,786
\$56,952	\$61,565	\$61,225	\$63,745	\$65,489	\$67,027	\$65,877	\$65,383	\$66,294	\$68,313	\$71,122	\$75,045	\$80,998	\$84,897	\$89,142
\$52,192	\$53,227	\$57,034	\$51,610	\$53,680	\$55,417	\$56,863	\$54,804	\$55,400	\$57,155	\$60,200	\$59,605	\$65,156	\$66,569	\$69,495
\$36,265	\$36,640	\$37,854	\$40,278	\$41,240	\$43,582	\$41,629	\$41,321	\$41,601	\$43,098	\$46,690	\$47,519	\$46,904	\$49,275	\$52,429
\$37,226	\$38,842	\$38,066	\$38,519	\$41,061	\$41,403	\$41,105	\$42,782	\$43,104	\$44,825	\$46,733	\$48,086	\$49,543	\$51,314	\$51,979
\$34,393	\$34,735	\$36,046	\$38,454	\$39,130	\$38,696	\$38,701	\$37,947	\$38,325	\$41,208	\$39,609	\$42,406	\$47,143	\$47,893	\$47,398
\$40,885	\$40,891	\$39,999	\$41,756	\$45,047	\$44,798	\$44,126	\$43,632	\$43,936	\$45,690	\$46,956	\$48,976	\$49,276	\$51,019	\$55,234
\$45,710	\$46,436	\$47,713	\$50,878	\$46,893	\$48,655	\$47,898	\$47,273	\$47,724	\$48,804	\$47,142	\$52,598	\$53,633	\$55,824	\$54,364
\$32,725	\$34,497	\$34,659	\$36,798	\$35,712	\$36,681	\$35,227	\$34,915	\$35,161	\$35,848	\$36,292	\$35,146	\$41,426	\$41,028	\$40,912
\$34,458	\$35,339	\$36,420	\$38,767	\$38,251	\$37,368	\$37,898	\$36,914	\$37,420	\$38,018	\$35,934	\$40,449	\$40,677	\$42,118	\$44,250
\$35,054	\$35,143	\$35,343	\$36,737	\$37,268	\$37,680	\$37,467	\$37,005	\$37,234	\$37,755	\$42,043	\$39,886	\$41,111	\$42,391	\$49,720
\$47,084	\$49,151	\$50,678	\$55,506	\$56,426	\$57,674	\$56,555	\$55,531	\$56,114	\$57,162	\$57,238	\$59,998	\$59,566	\$61,042	\$65,246
\$47,688	\$51,217	\$52,929	\$55,794	\$57,026	\$56,784	\$55,133	\$53,041	\$53,916	\$55,025	\$60,872	\$58,782	\$59,260	\$61,391	\$61,185
\$46,747	\$48,229	\$49,196	\$52,104	\$53,874	\$54,803	\$55,572	\$54,426	\$55,085	\$56,443	\$56,058	\$54,852	\$56,322	\$55,524	\$58,990
\$41,984	\$43,048	\$46,392	\$49,448	\$52,478	\$53,983	\$52,241	\$50,862	\$51,223	\$52,401	\$51,716	\$51,429	\$53,196	\$52,700	\$54,729
\$54,563	\$56,736	\$58,353	\$60,975	\$63,682	\$64,289	\$63,297	\$62,034	\$62,687	\$64,033	\$64,391	\$68,637	\$75,292	\$77,985	\$80,579
\$42,533	\$44,836	\$44,538	\$45,753	\$47,848	\$48,876	\$46,983	\$46,320	\$46,846	\$48,265	\$48,312	\$50,856	\$48,189	\$49,482	\$53,809
\$35,824	\$36,591	\$37,712	\$39,641	\$41,484	\$42,573	\$41,619	\$40,008	\$40,282	\$41,643	\$45,528	\$45,683	\$42,417	\$44,467	\$53,245
\$51,243	\$52,043	\$54,914	\$57,985	\$60,576	\$63,009	\$60,978	\$60,038	\$60,621	\$62,009	\$63,408	\$65,288	\$61,676	\$63,286	\$66,725
\$44,243	\$43,526	\$44,188	\$46,485	\$47,888	\$47,008	\$44,867	\$44,492	\$45,083	\$45,624	\$43,140	\$47,174	\$49,898	\$50,872	\$54,667
\$37,184	\$37,885	\$38,523	\$40,600	\$43,995	\$44,940	\$44,267	\$44,117	\$44,606	\$46,147	\$47,238	\$50,835	\$49,619	\$52,094	\$55,709
\$40,486	\$41,151	\$43,372	\$46,879	\$49,778	\$50,443	\$49,761	\$49,294	\$49,775	\$51,268	\$50,879	\$53,481	\$54,522	\$55,710	\$57,291
\$25,869	\$26,752	\$26,788	\$28,303	\$31,302	\$32,604	\$32,037	\$31,062	\$31,396	\$32,570	\$43,091	\$42,218	\$43,379	\$49,946	\$48,665
\$38,095	\$39,394	\$37,968	\$37,576	\$41,224	\$43,692	\$39,836	\$40,802	\$41,164	\$42,162	\$40,696	\$43,050	\$46,422	\$46,957	\$48,300
0.776	0.795	0.818	0.840	0.861	0.888	0.887	0.902	0.925	0.942	0.954	0.969	0.972	0.983	1.000
\$66,035	\$65,463	\$67,132	\$69,030	\$70,355	\$70,956	\$68,746	\$66,561	\$65,536	\$65,827	\$66,465	\$67,377	\$63,453	\$64,380	\$66,725
\$60,524	\$62,371	\$61,130	\$63,717	\$65,204	\$65,155	\$62,523	\$60,851	\$60,000	\$59,919	\$60,046	\$62,077	\$65,266	\$66,633	\$68,550

**Table 9
Poverty Rate by Age, 2013-2017 5-Year Average**

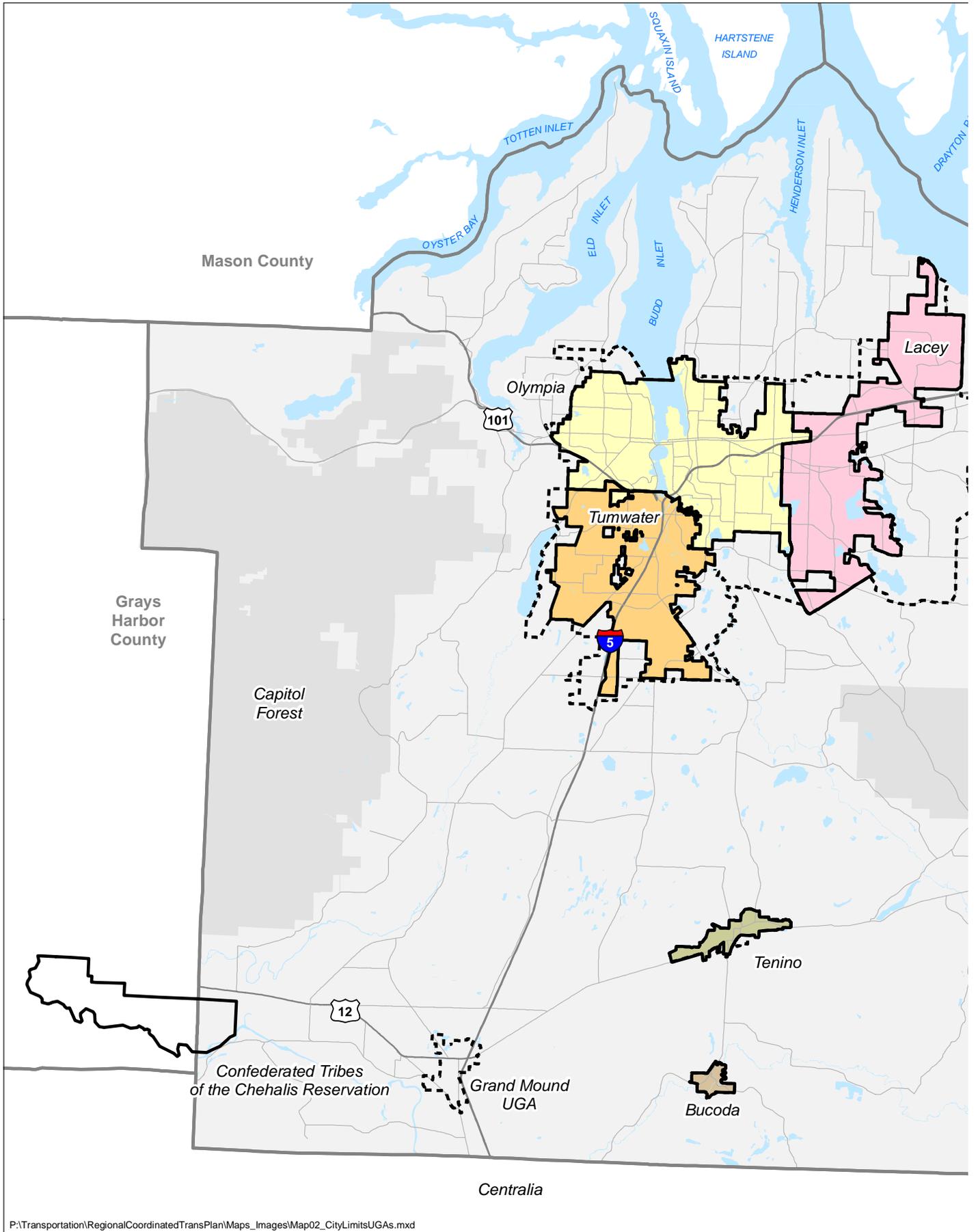
Jurisdiction	1999	2005-2009 Average	2006-2010 Average	2007-2011 Average	2008-2012 Average	2009-2013 Average	2010-2014 Average	2011-2015 Average	2012-2016 Average	2013-2017 Average
Bucoda	162	10	22	44	85	113	167	285	258	230
Lacey	2,798	4,160	4,283	4,119	4,386	4,574	4,462	4,350	4,740	4,461
Olympia	4,982	6,566	7,297	7,135	7,139	7,330	7,696	8,452	8,262	8,973
Rainier	100	186	191	103	92	166	111	199	262	376
Tenino	132	151	167	147	316	292	290	308	316	238
Turnwater	1,060	1,765	1,835	2,392	2,077	1,881	1,873	2,262	1,865	2,134
Yelm	333	686	797	912	1,316	1,489	1,569	1,762	1,475	1,125
Thurston County	17,992	23,511	24,782	25,689	27,528	29,545	30,320	32,101	31,605	30,765
Chehalis Reservation	160	166	143	164	187	167	248	215	251	234
Nisqually Reservation	107	125	103	100	76	127	113	148	169	173
Washington State	612,370	749,120	780,009	816,509	853,960	893,211	916,364	908,512	883,256	859,950
SOURCE	U.S. Bureau of the Census, American Community Survey http://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t table reference number C17002									
NOTE	Federal Poverty Thresholds are available at http://www.census.gov/data/tables/time-series/demo/income-poverty/historical-poverty-thresholds.html Data are for reservations and off-reservation trust lands as a whole, including those portions outside Thurston County. Poverty status is not available for all individuals (e.g. certain group quarters population). Due to the small sample sizes of the ACS data and the proportionately high margins of error in relation to the population of some communities, the actual amount of individuals in poverty may vary significantly from year to year. The U.S. Bureau of the Census does not recommend comparing overlapping ACS estimates (e.g. 2008-2012 and 2009-2013).									
DATE UPDATED	12/12/2018									

Table 10
Race and Ethnicity, 2010

Race or Ethnicity	Bucoda	Lacey	Olympia	Rainier	Tenino	Tumwater	Yelm	Thurston County	Chehalis Res.	Nisqually Res.
Minority	21.1%	11.2%	30.4%	19.7%	12.4%	13.5%	18.3%	23.3%	59.3%	75.5%
African American	4.1%	1.4%	7.8%	3.4%	2.2%	1.3%	3.1%	5.5%	0.6%	2.1%
American Indian	3.1%	3.4%	2.7%	2.7%	3.5%	2.8%	3.0%	3.7%	55.9%	68.5%
Asian	7.2%	1.1%	11.1%	7.8%	2.4%	2.5%	6.5%	5.3%	1.2%	2.4%
Hawaiian / Pacific Is.	1.4%	0.4%	2.7%	0.8%	0.3%	0.4%	1.1%	1.9%	0.0%	5.7%
Other	3.0%	2.5%	3.6%	2.4%	1.4%	2.5%	2.4%	3.5%	2.6%	4.2%
Hispanic or Latino	7.1%	5.7%	9.2%	6.3%	5.0%	7.4%	6.2%	9.4%	3.5%	7.7%
White, Not Hispanic	78.9%	88.8%	69.6%	80.3%	87.6%	86.5%	81.7%	76.7%	40.7%	24.5%
Total	252,264	562	42,393	46,478	1,794	1,695	17,371	6,848	649	575

Source: U.S. Census Bureau: 2010 Decennial Census.

Note: The 2010 Census allowed respondents were allowed to select more than one race and/or Hispanic or Latino origin, therefore percents do not add to 100%. Reservations include off-reservation trust lands and areas outside of Thurston County.

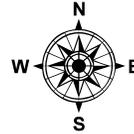


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APPENDIX E: Maps

MAP 1

Thurston County Jurisdictions



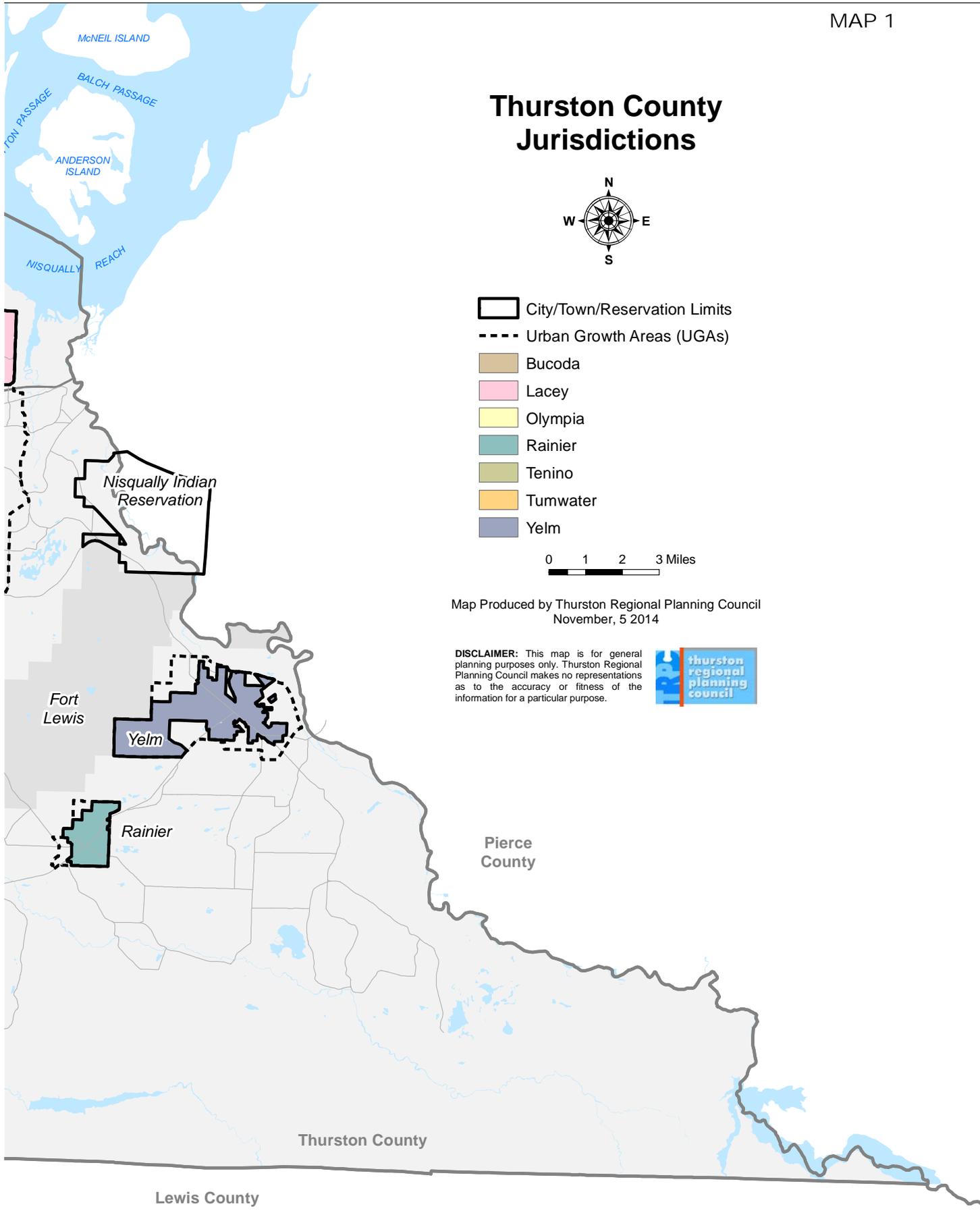
-  City/Town/Reservation Limits
-  Urban Growth Areas (UGAs)
-  Bucoda
-  Lacey
-  Olympia
-  Rainier
-  Tenino
-  Tumwater
-  Yelm

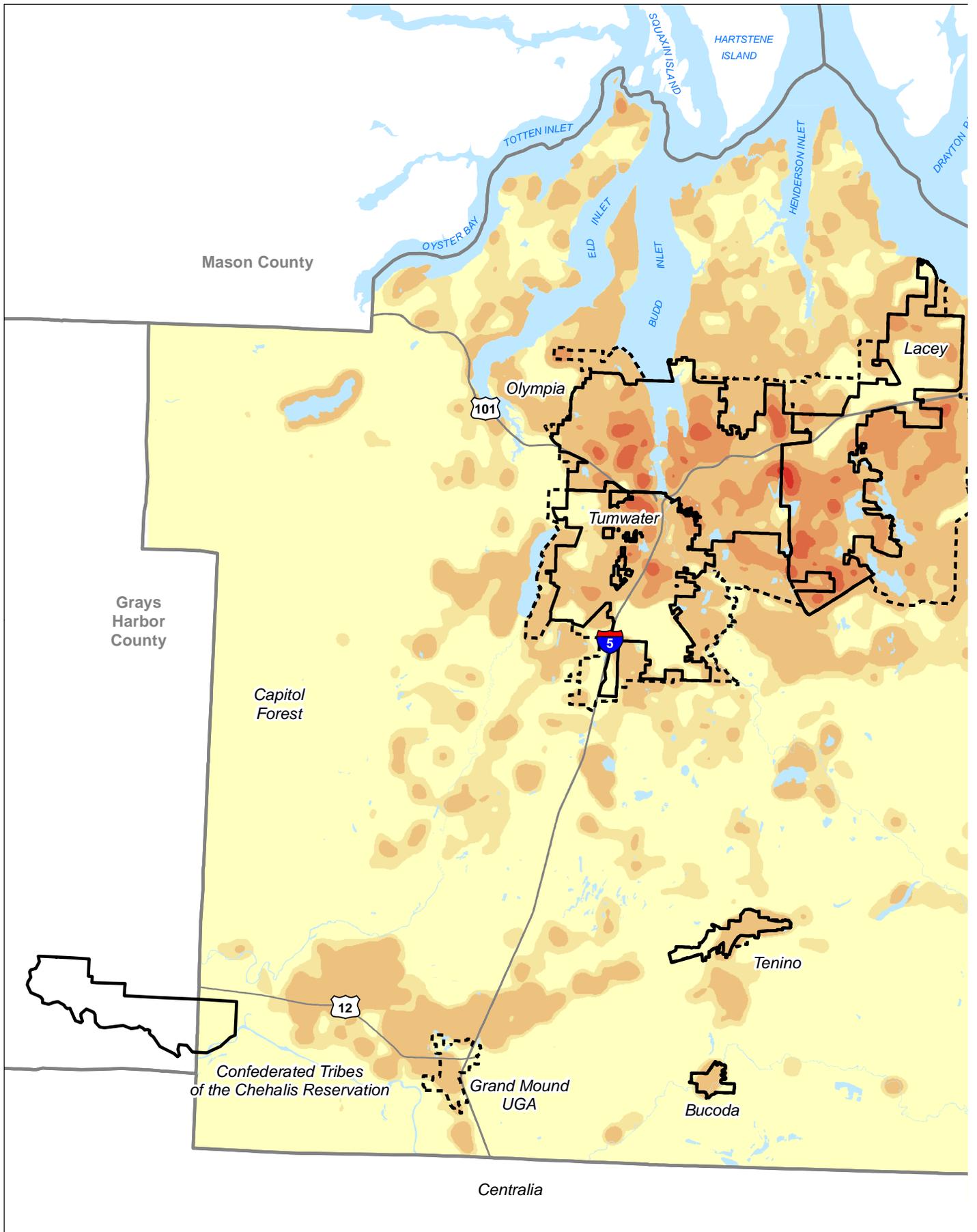
0 1 2 3 Miles



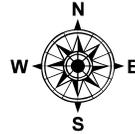
Map Produced by Thurston Regional Planning Council
November, 5 2014

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Population Density 2010



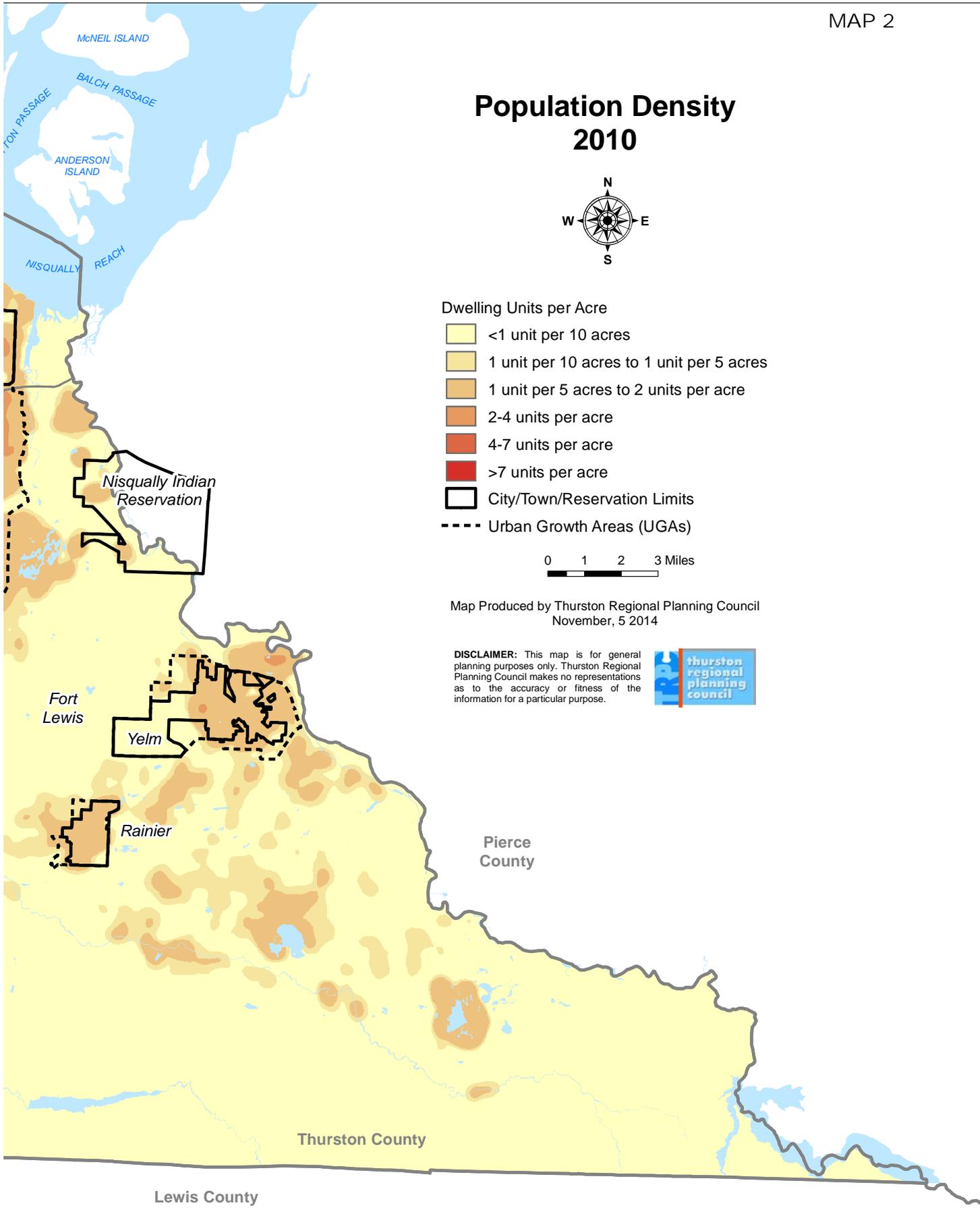
Dwelling Units per Acre

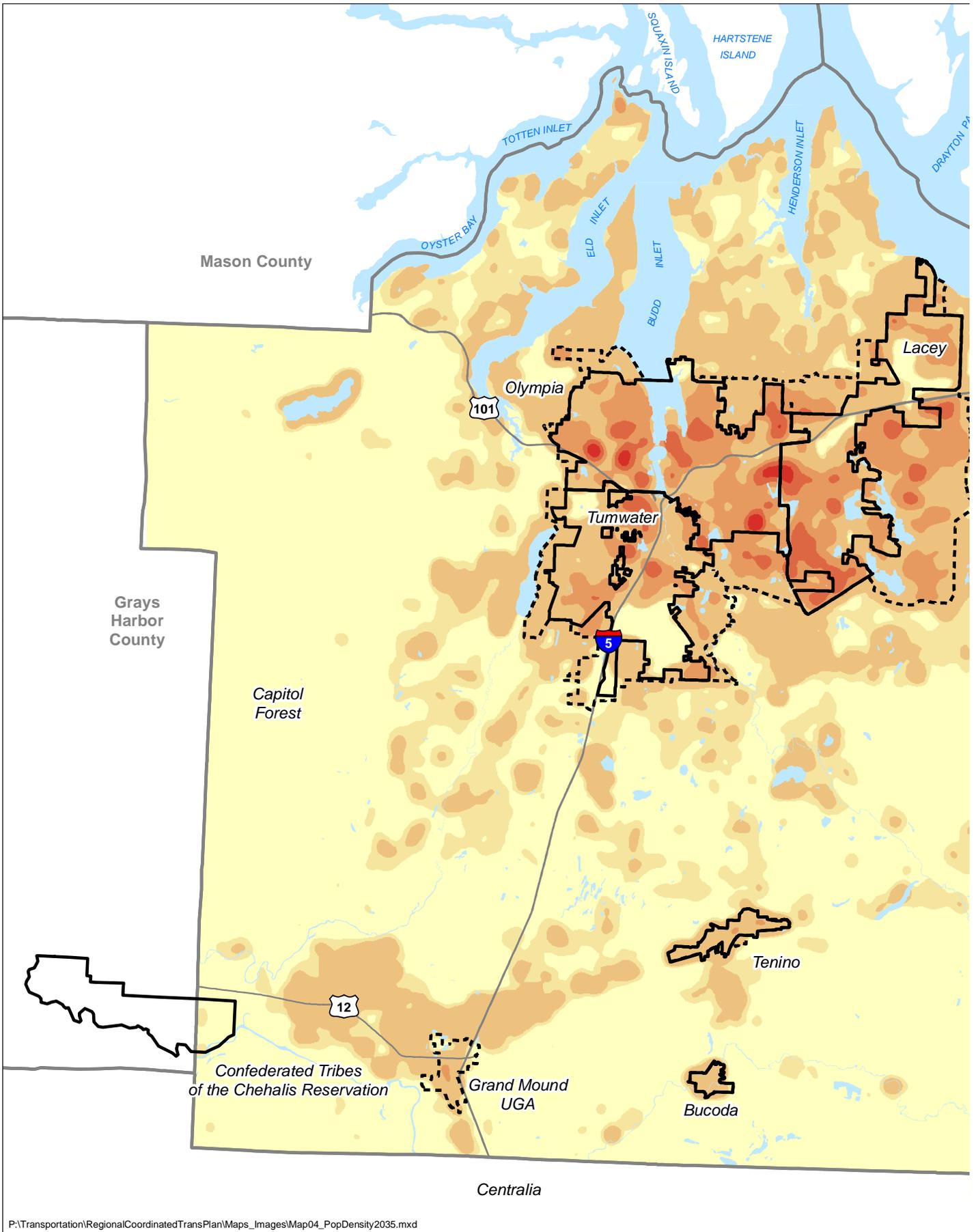
-  <1 unit per 10 acres
-  1 unit per 10 acres to 1 unit per 5 acres
-  1 unit per 5 acres to 2 units per acre
-  2-4 units per acre
-  4-7 units per acre
-  >7 units per acre
-  City/Town/Reservation Limits
-  Urban Growth Areas (UGAs)



Map Produced by Thurston Regional Planning Council
November, 5 2014

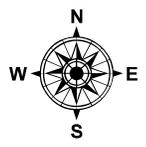
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Population Density 2035 Forecast

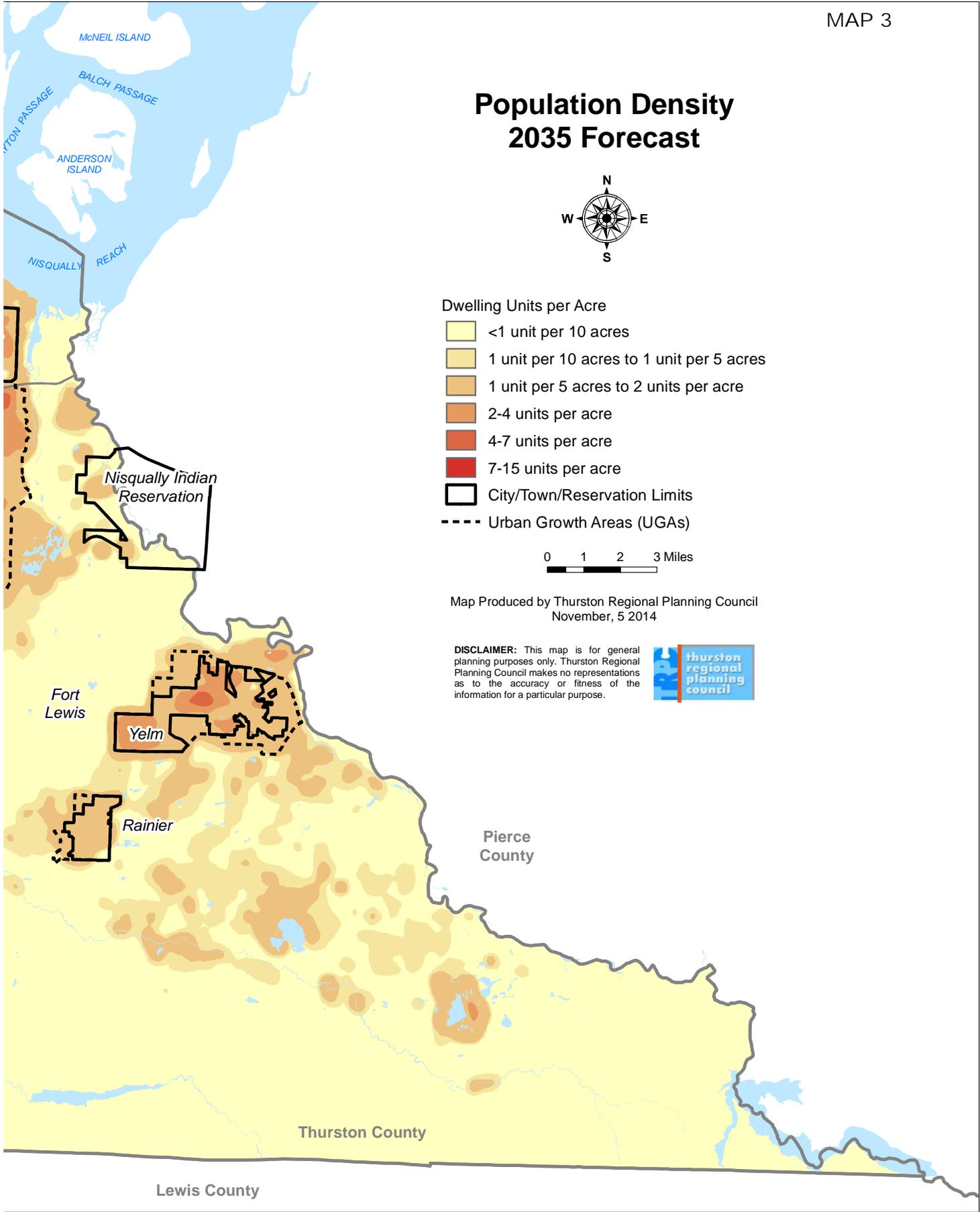


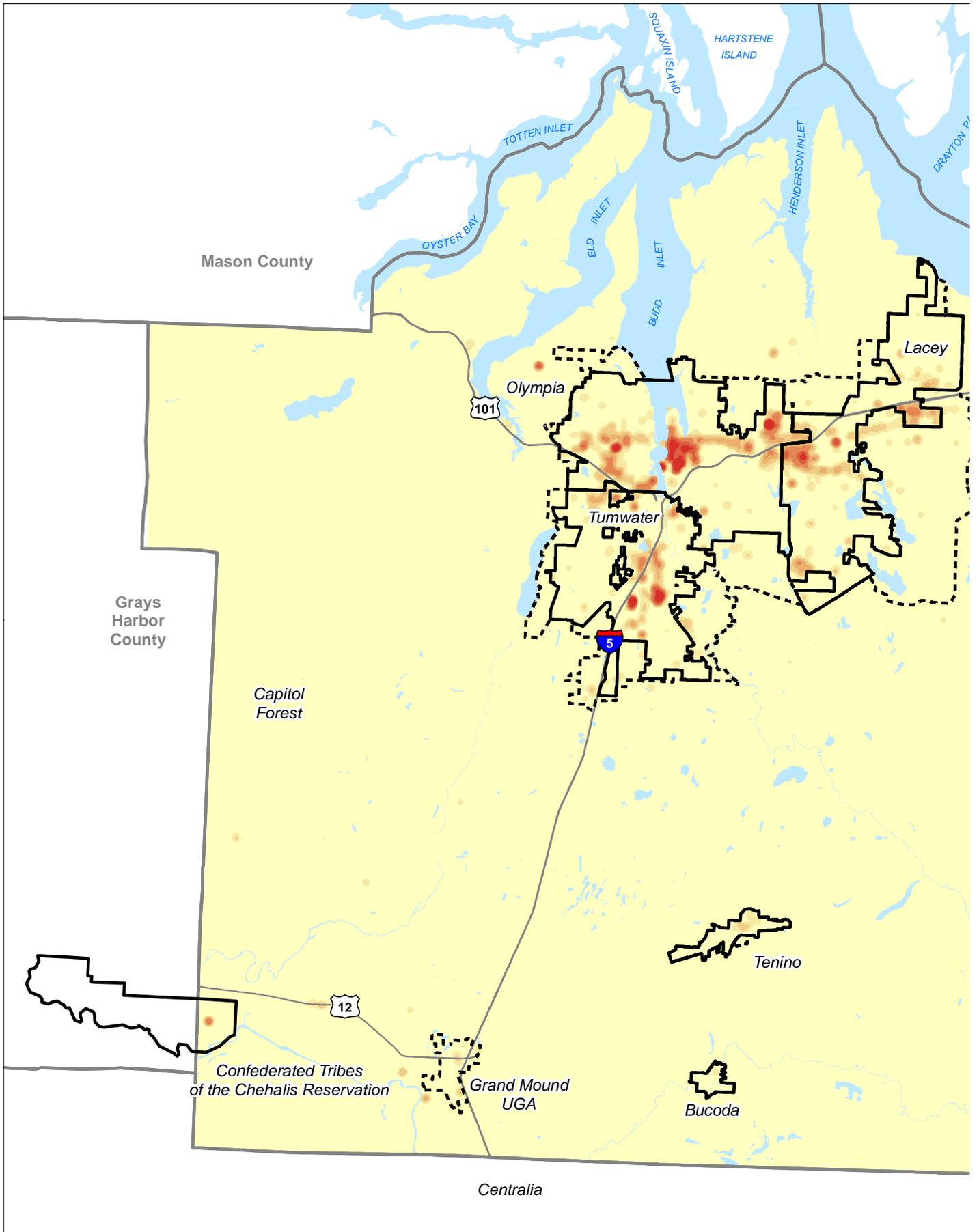
- Dwelling Units per Acre
-  <1 unit per 10 acres
 -  1 unit per 10 acres to 1 unit per 5 acres
 -  1 unit per 5 acres to 2 units per acre
 -  2-4 units per acre
 -  4-7 units per acre
 -  7-15 units per acre
 -  City/Town/Reservation Limits
 -  Urban Growth Areas (UGAs)



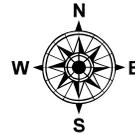
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Employment Density 2010



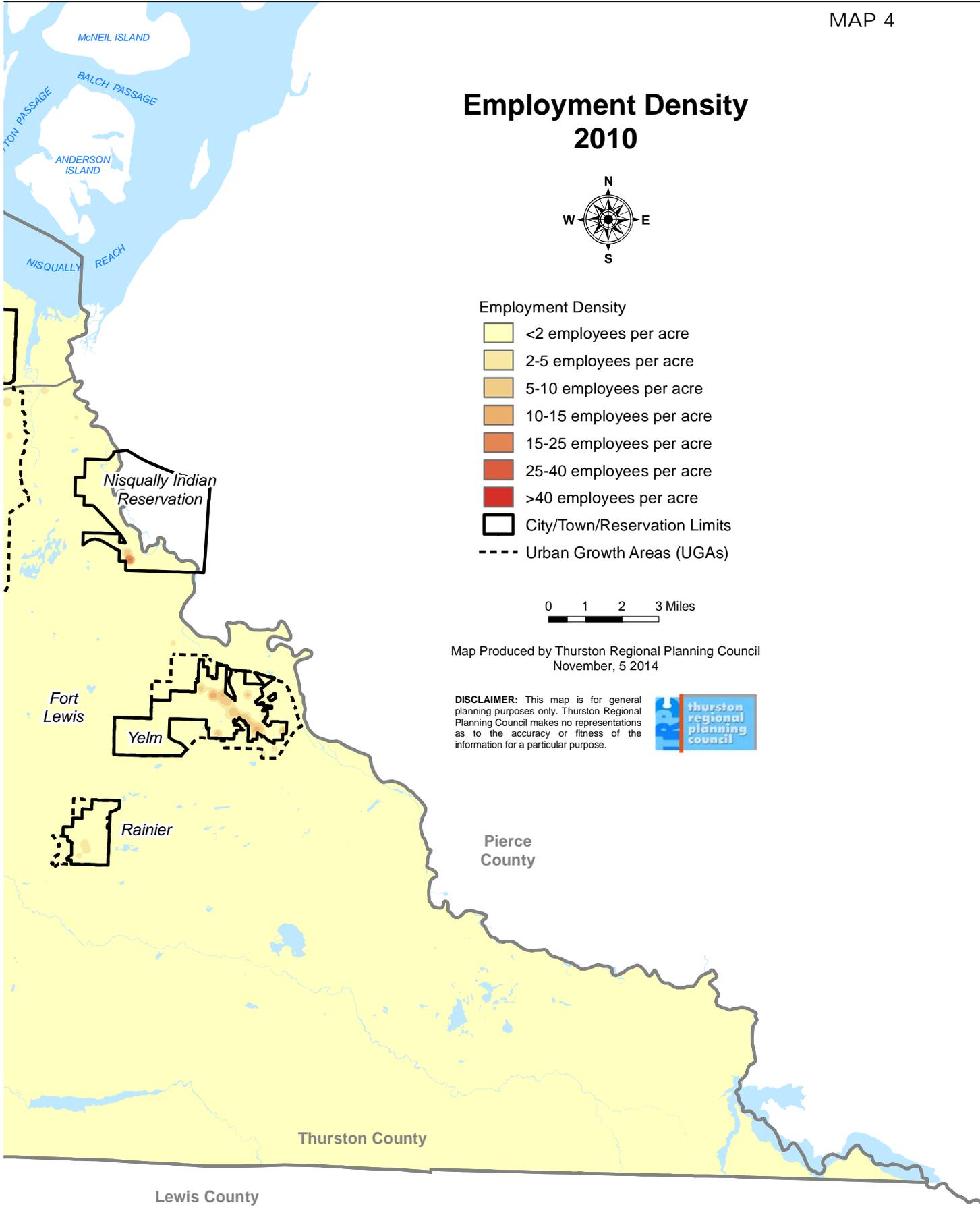
Employment Density

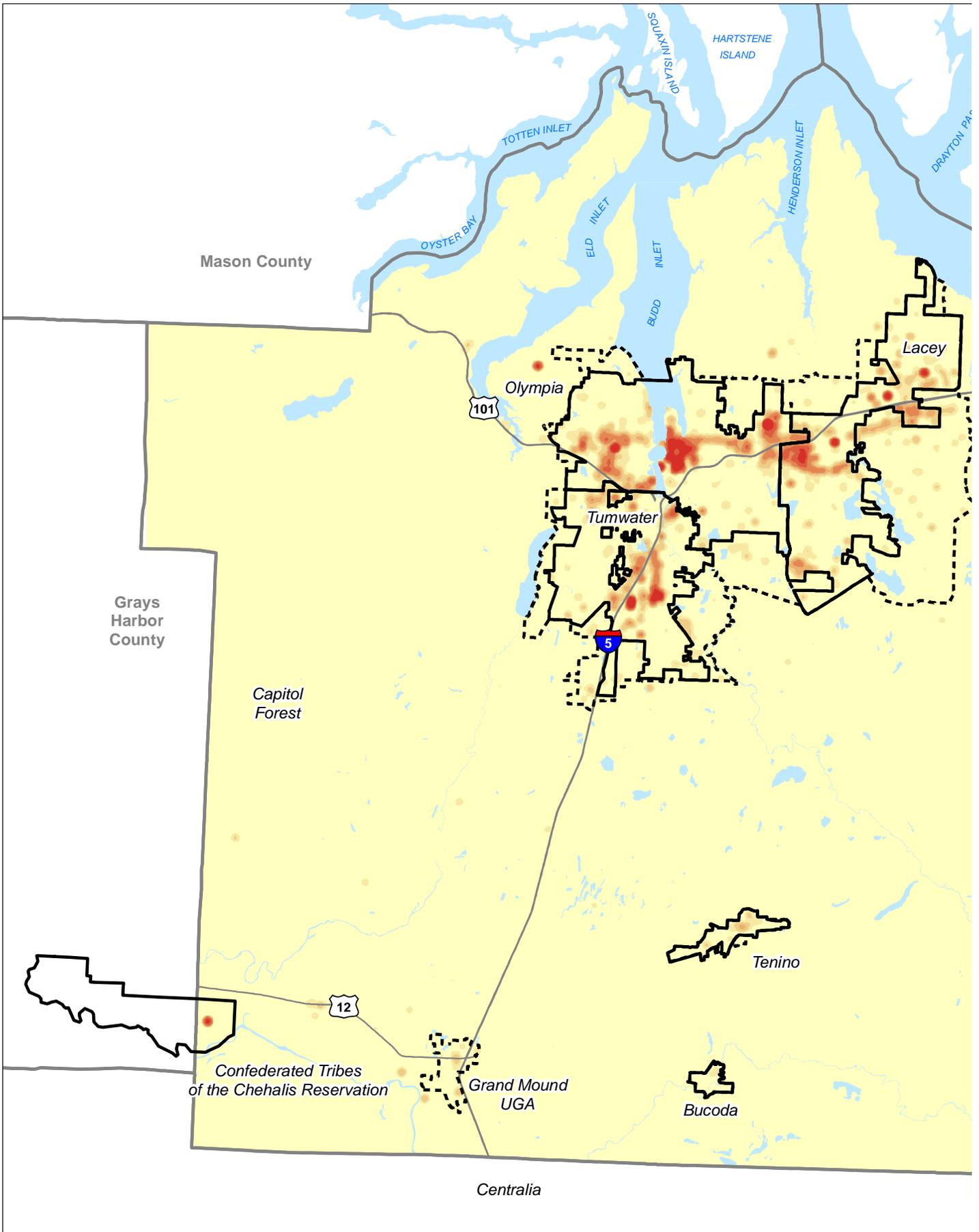
-  <2 employees per acre
-  2-5 employees per acre
-  5-10 employees per acre
-  10-15 employees per acre
-  15-25 employees per acre
-  25-40 employees per acre
-  >40 employees per acre
-  City/Town/Reservation Limits
-  Urban Growth Areas (UGAs)

0 1 2 3 Miles

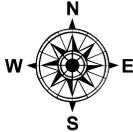
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Employment Density 2035 Forecast

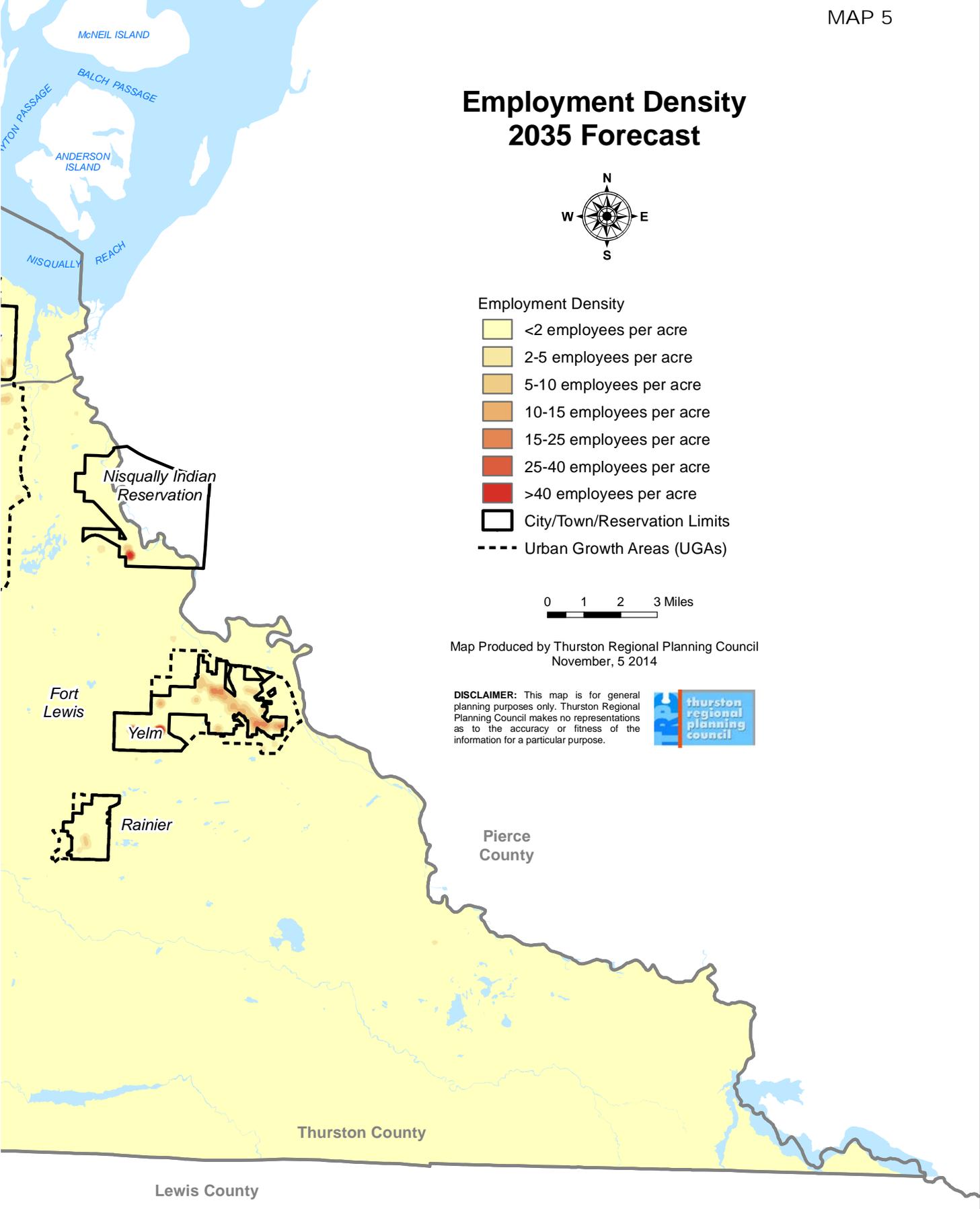


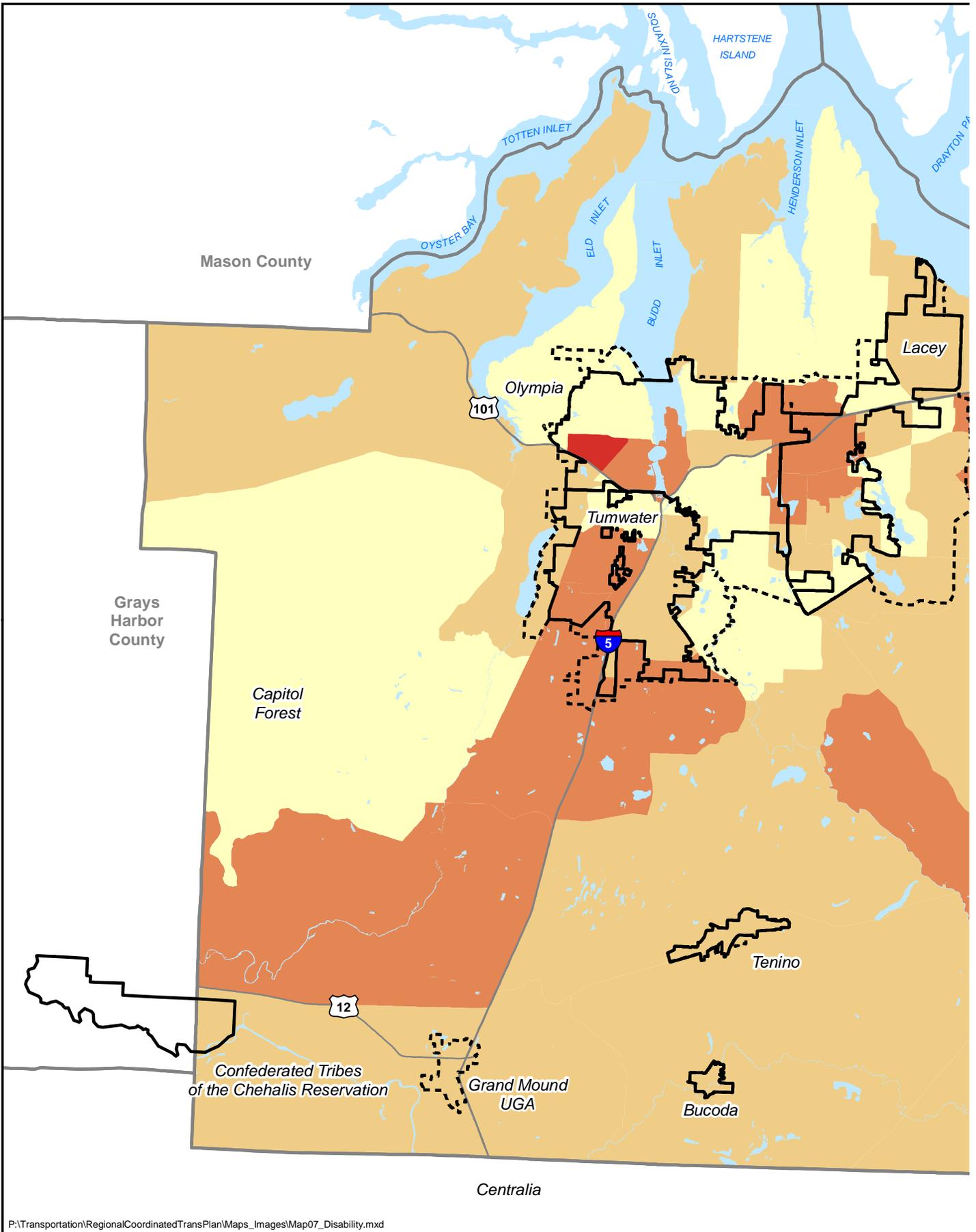
- Employment Density
- <2 employees per acre
 - 2-5 employees per acre
 - 5-10 employees per acre
 - 10-15 employees per acre
 - 15-25 employees per acre
 - 25-40 employees per acre
 - >40 employees per acre
 - City/Town/Reservation Limits
 - Urban Growth Areas (UGAs)



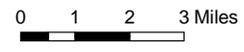
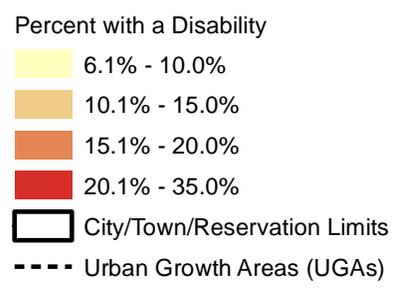
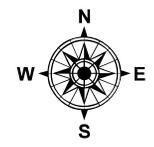
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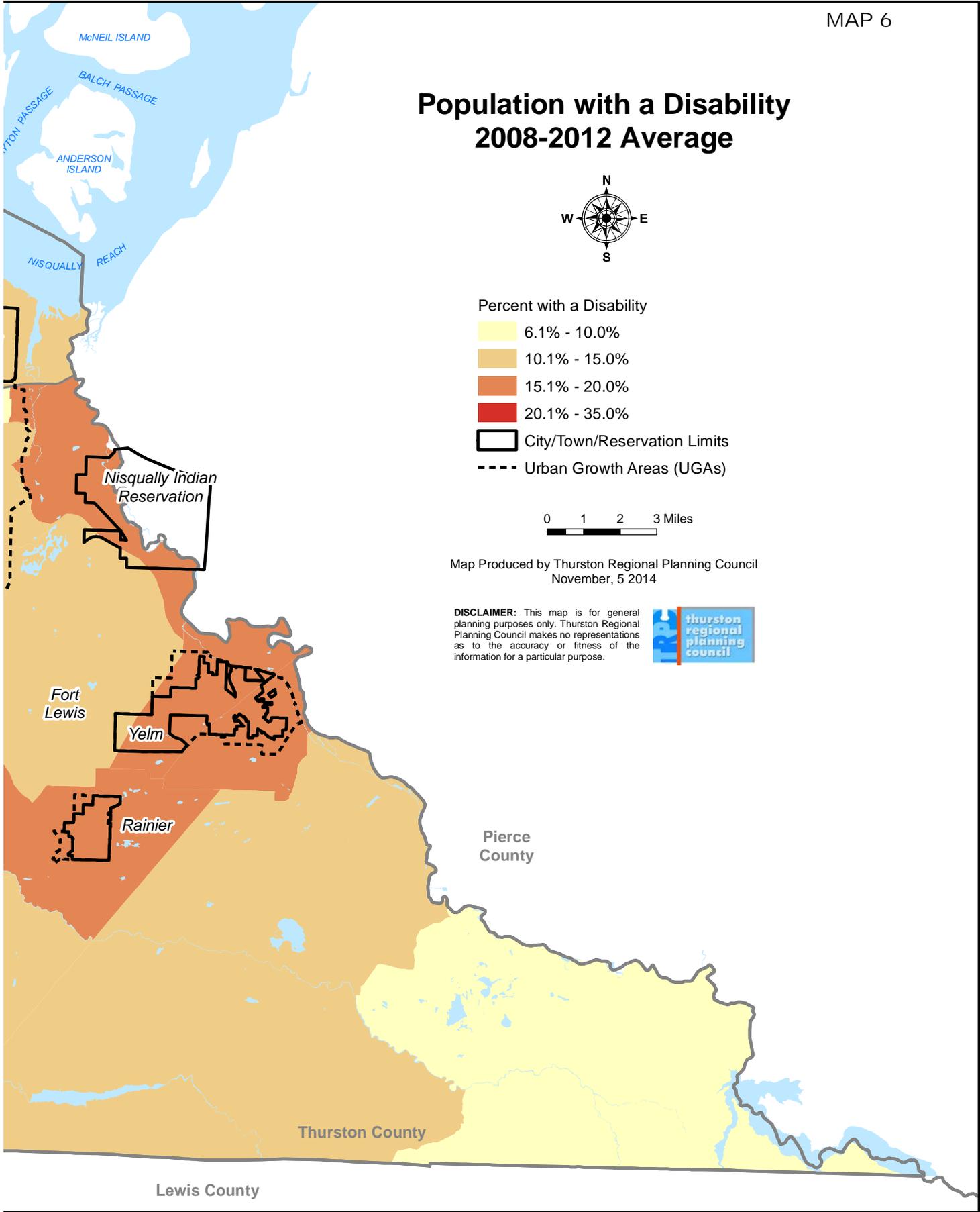


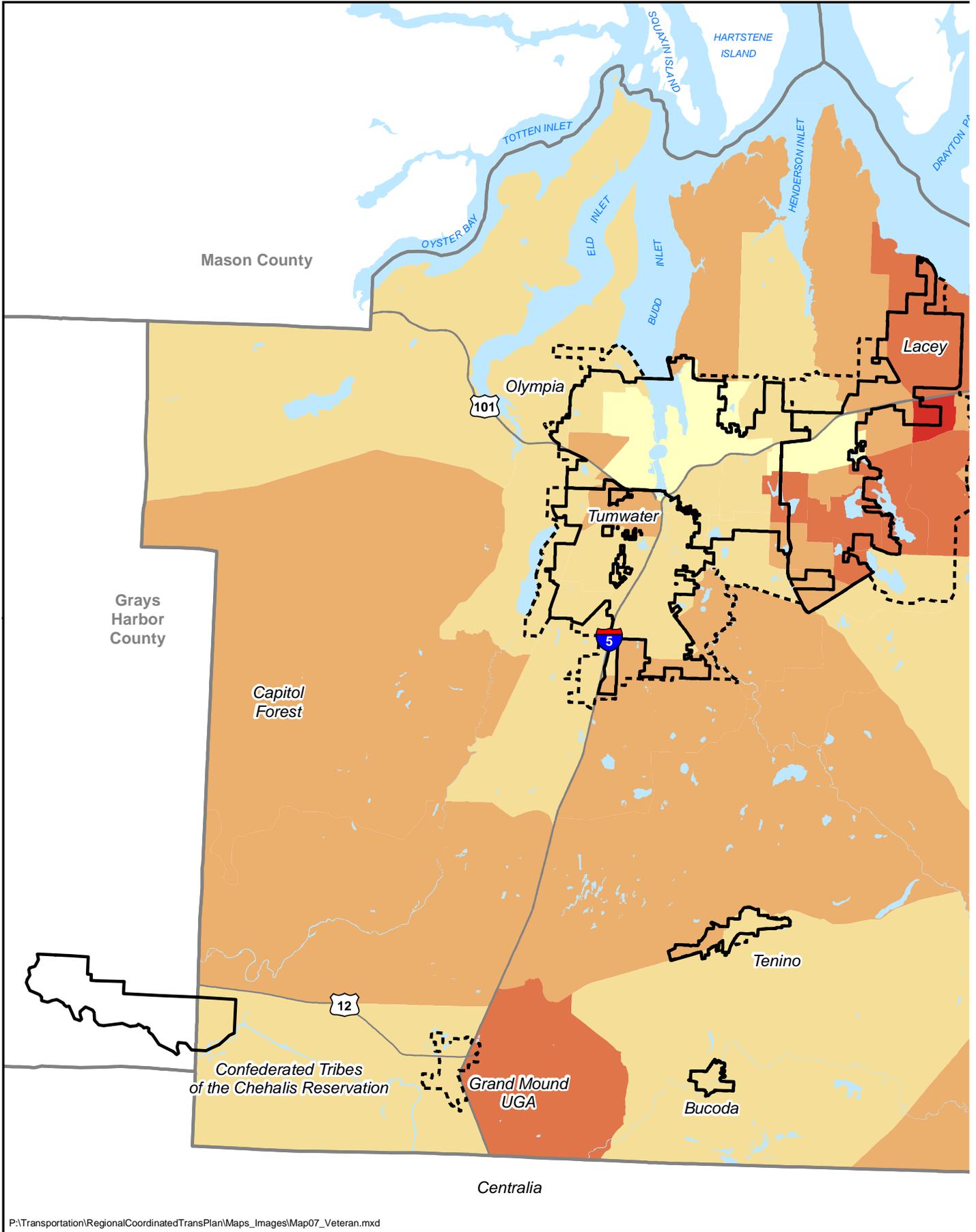
Population with a Disability 2008-2012 Average



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November, 5 2014

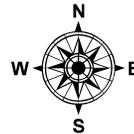
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Veteran Population 2008-2012 Average



Percent Veteran

- 6.7% - 10.0%
- 10.1% - 15.0%
- 15.1% - 20.0%
- 20.1% - 25.0%
- 25.1% - 30.0%

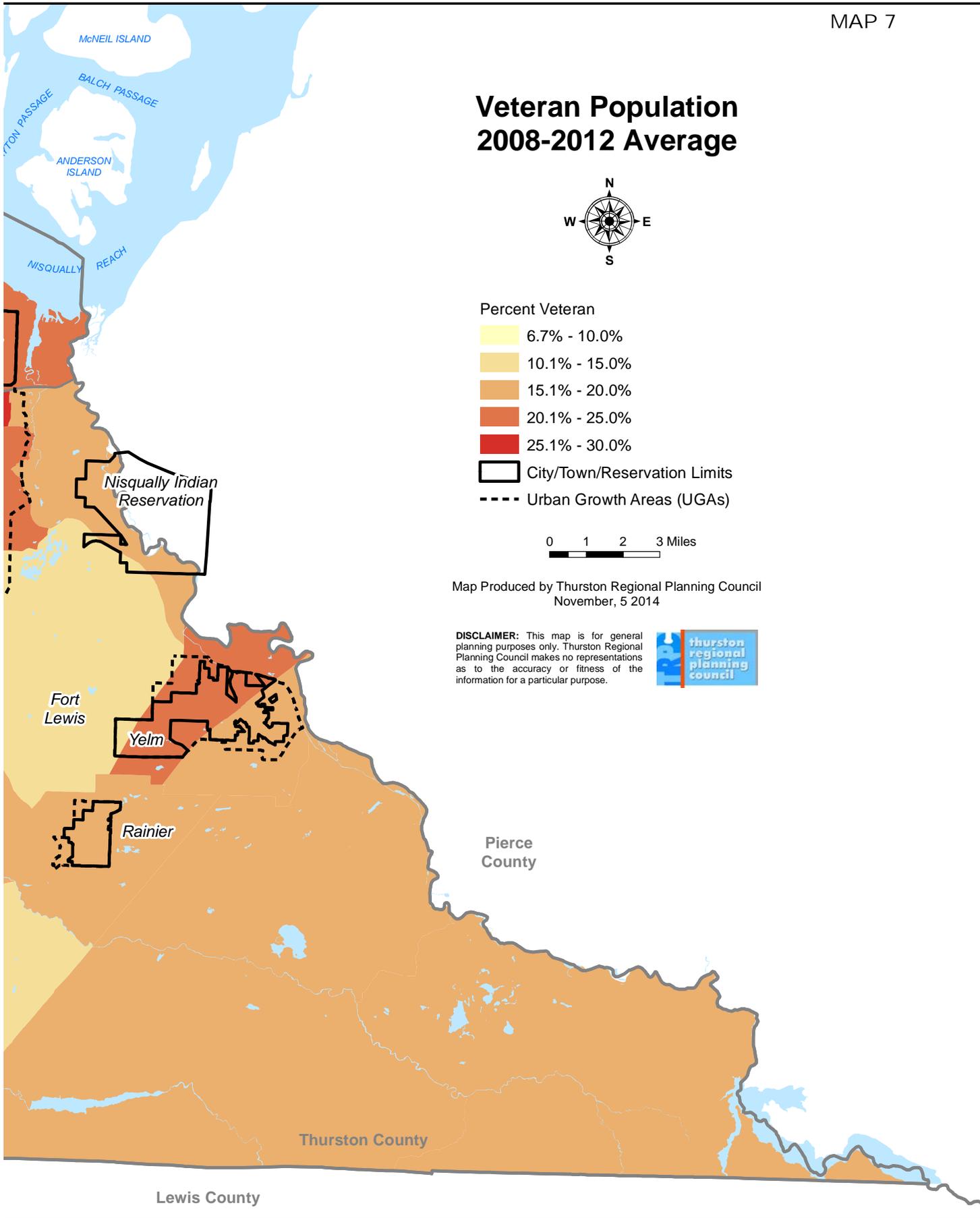
City/Town/Reservation Limits

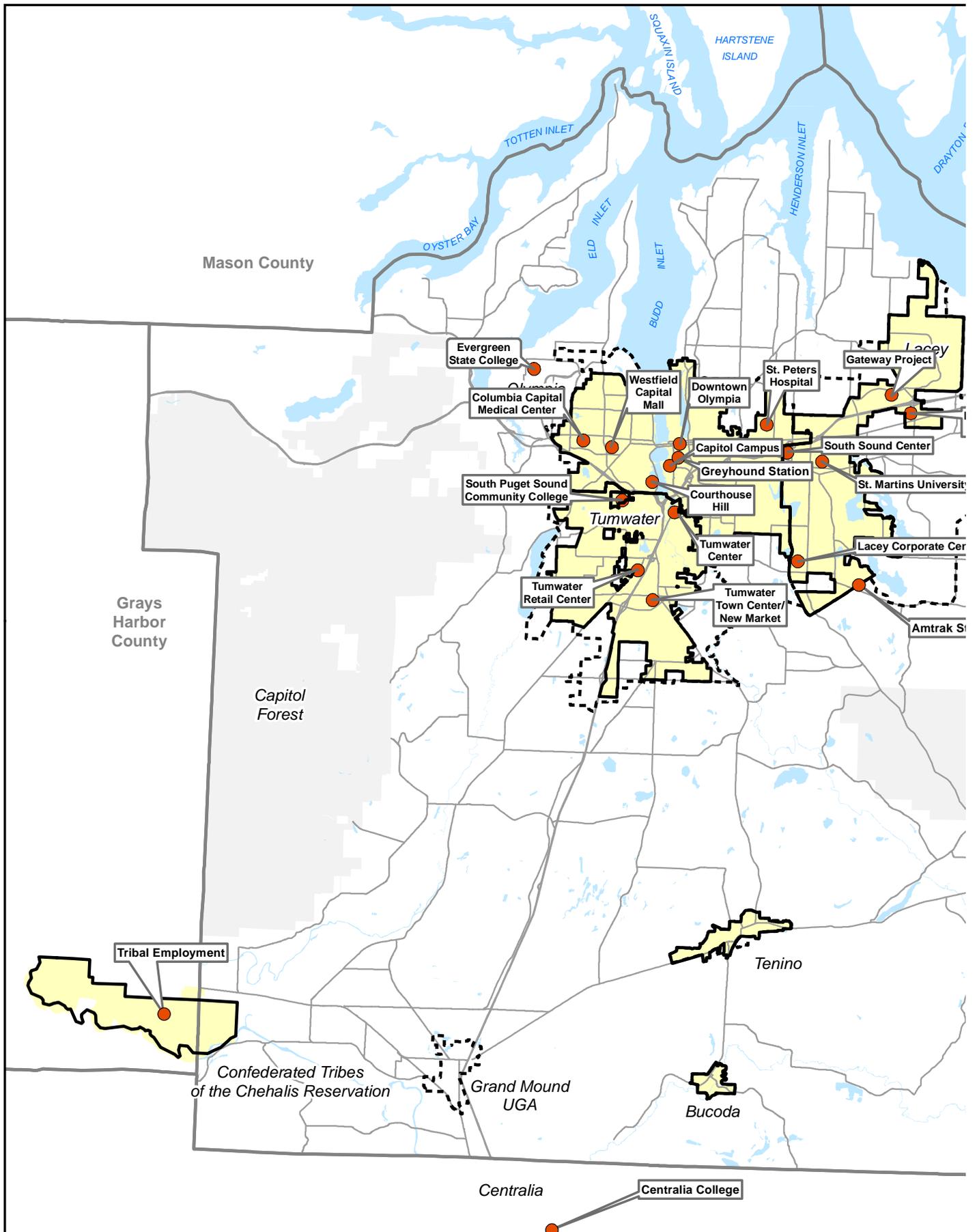
Urban Growth Areas (UGAs)



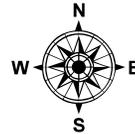
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Destinations

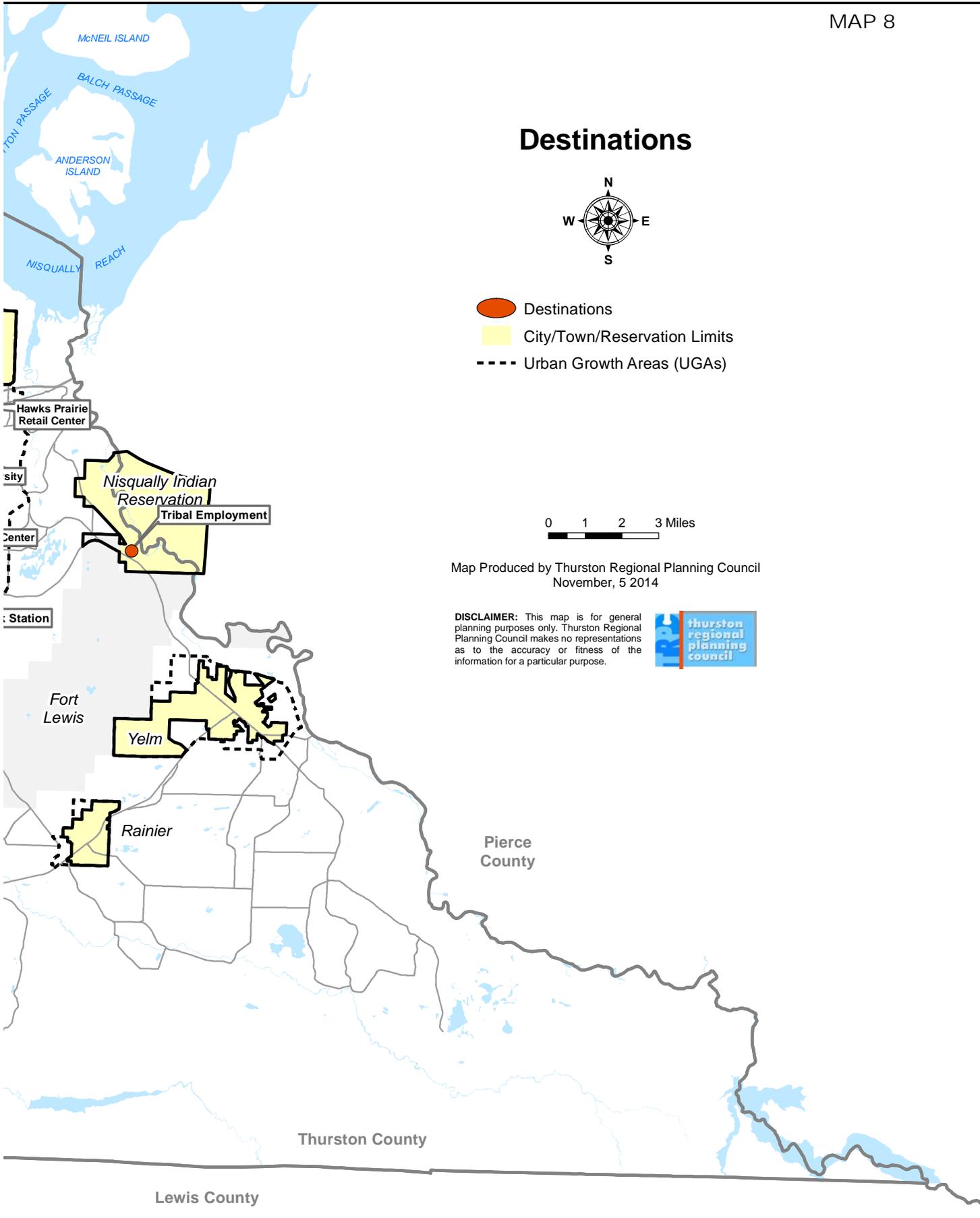


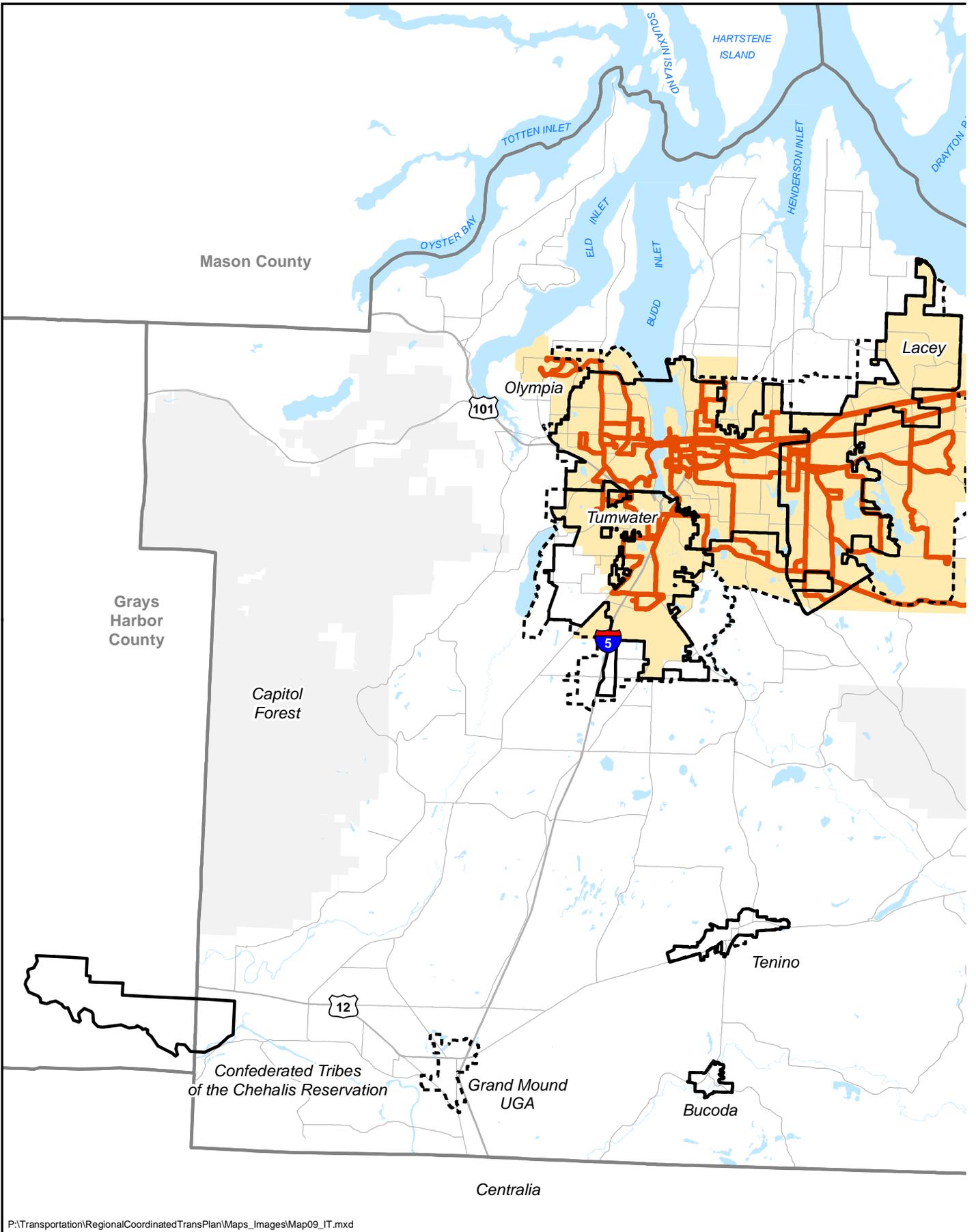
-  Destinations
-  City/Town/Reservation Limits
-  Urban Growth Areas (UGAs)

0 1 2 3 Miles

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November, 5 2014

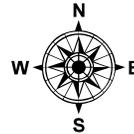
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Intercity Transit Service Area and Routes

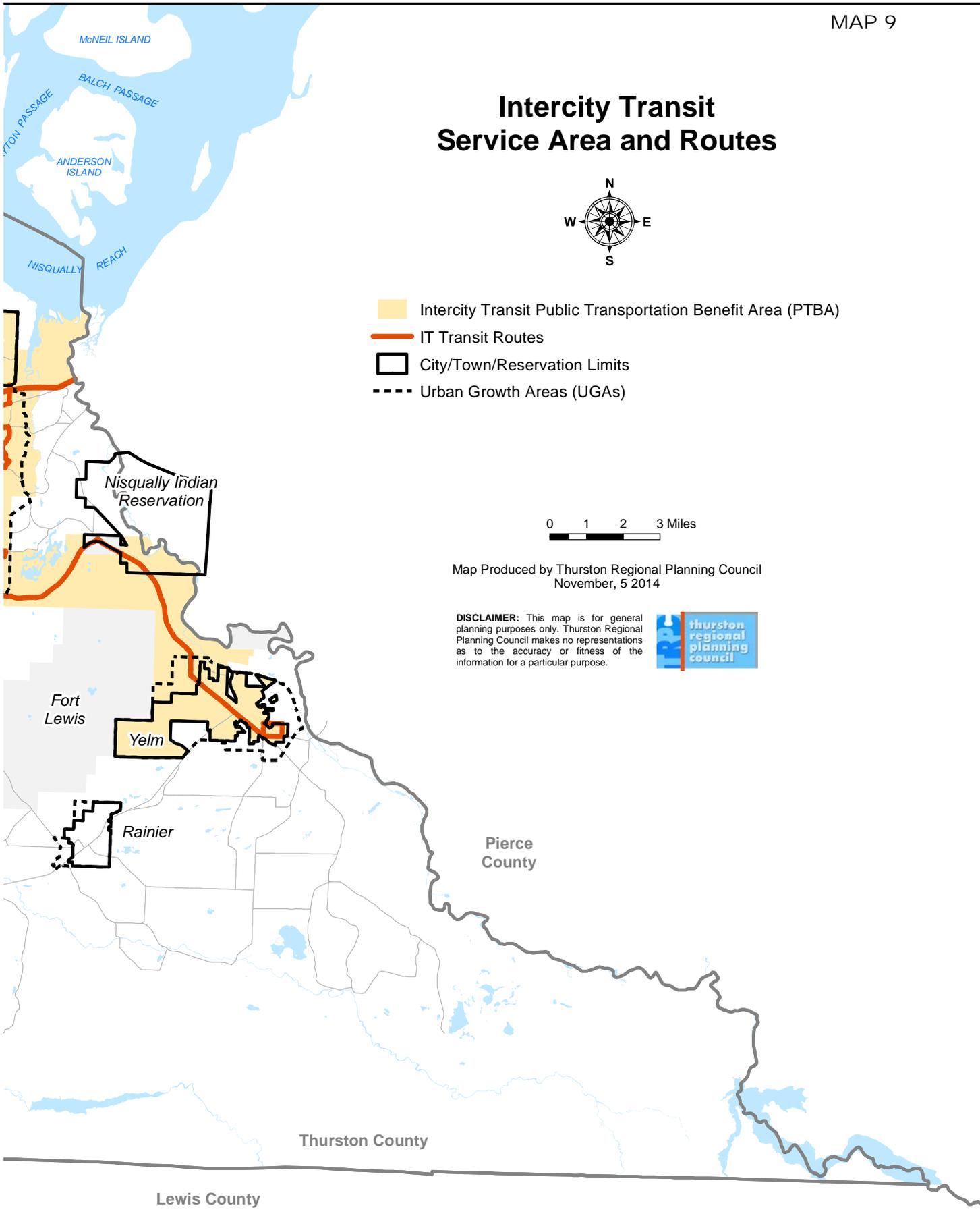


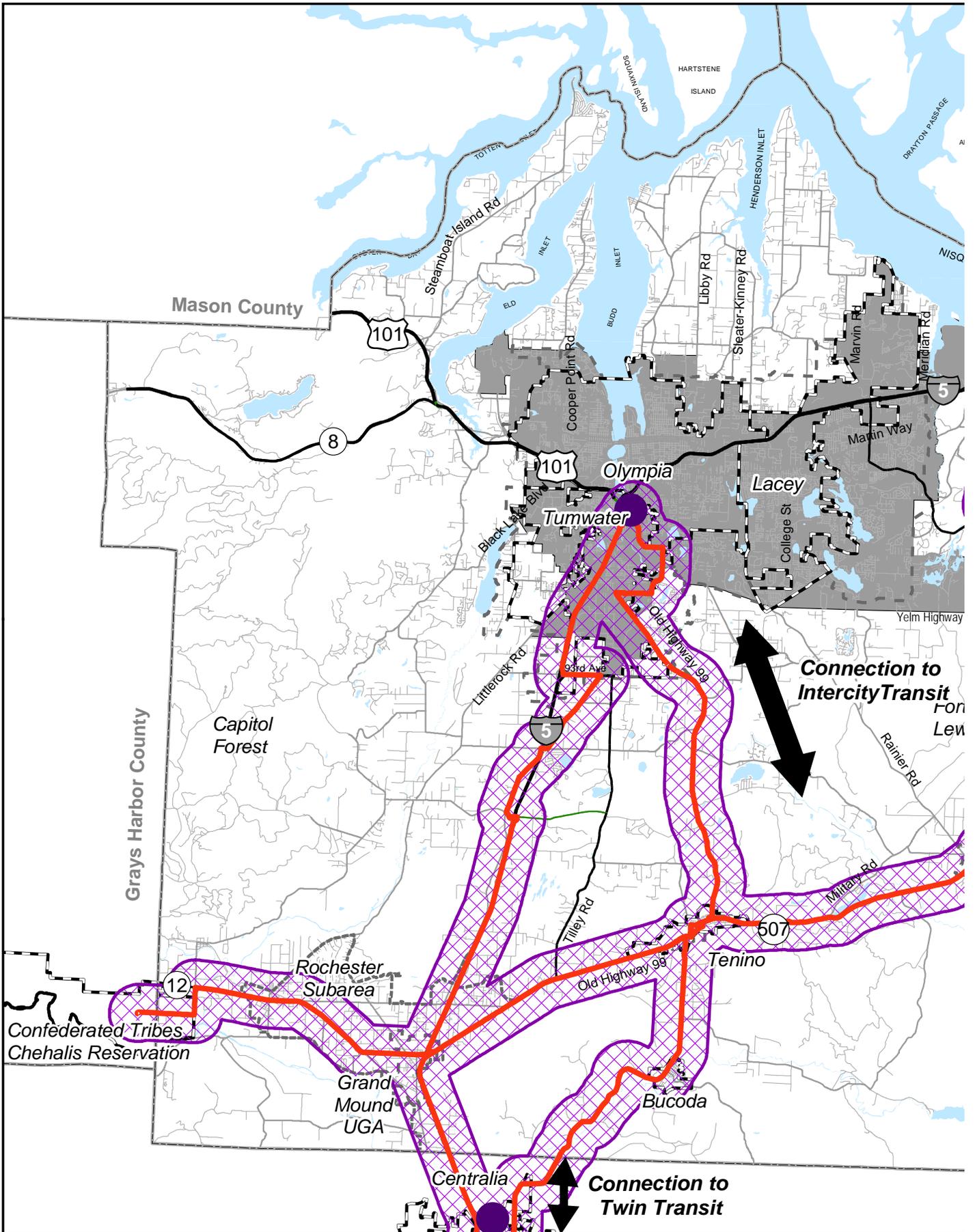
-  Intercity Transit Public Transportation Benefit Area (PTBA)
-  IT Transit Routes
-  City/Town/Reservation Limits
-  Urban Growth Areas (UGAs)



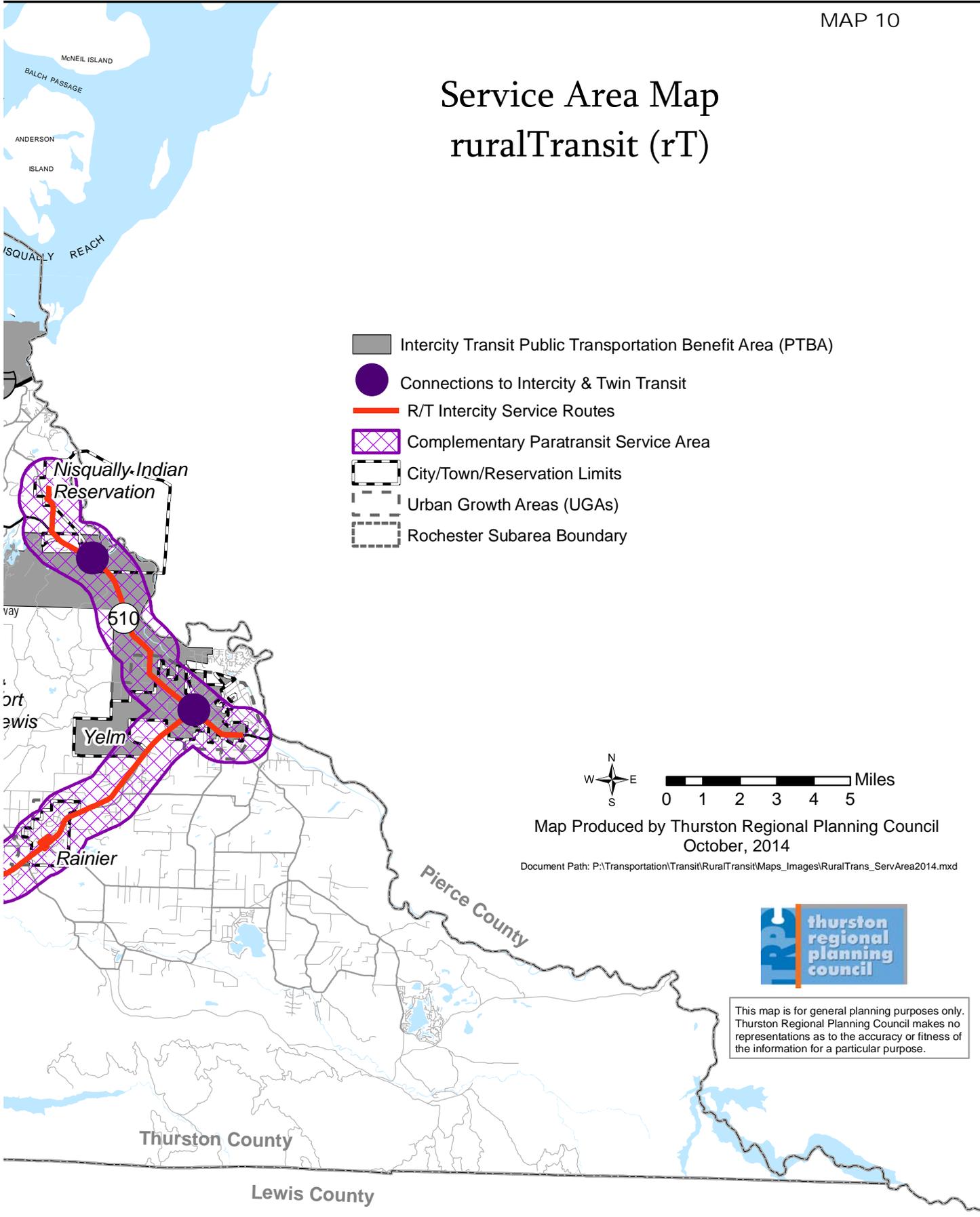
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Service Area Map ruralTransit (rT)



- Intercity Transit Public Transportation Benefit Area (PTBA)
- Connections to Intercity & Twin Transit
- R/T Intercity Service Routes
- Complementary Paratransit Service Area
- City/Town/Reservation Limits
- Urban Growth Areas (UGAs)
- Rochester Subarea Boundary



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October, 2014

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