

Thurston County

Capital Improvement Program 2025-2030

Appendix G

Adopted: December ##, 2024

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CHAPTER 1 - INTRODUCTION

The Growth Management Act (GMA) requires Thurston County to maintain a capital facilities element. The Comprehensive Plan includes the 20-year capital facilities plan goals, policies, and objectives, and additional comprehensive plan chapters address specific types of capital facilities and levels of service (see especially Chapters 2, 5, 6, and 7). This Appendix serves as the 6-year financing plan required by GMA (RCW 36.70A.070(3)(d)) for capital facilities necessary to support growth as anticipated in the land use element (Chapter 2). This 6-year plan is called the Capital Improvement Program (CIP). The CIP may be amended when the County amends its budget.

The capital facilities covered by this CIP are primarily those owned or managed by Thurston County government necessary to support growth and development. A summary of the facilities provided by other government entities to support planned growth is also provided. For purposes of the CIP, capital facilities are defined as those projects anticipated to cost \$100,000 or more, with a 10-year life cycle, and anything funded with real estate excise tax (REET) funds or impact fees.

Capital facilities provided by cities, including the extension of water and sewer systems to unincorporated urban growth areas adjacent to the cities, are found in joint plans with cities in Thurston County. The portions of joint plans that apply to unincorporated urban growth areas are adopted by both the applicable city and Thurston County.

Planning for capital facilities is a complex task carried out by each department of the County. It requires an understanding of current conditions relative to future needs, an assessment of various types of capital facilities that could be provided, analysis to identify the most effective and efficient facilities to support the needed service and addressing how these facilities will be financed. This CIP is the product of separate but coordinated planning efforts, each focusing on a specific category of facilities.

The CIP is a planning document. It is not a budget for expenditures, nor a guarantee that the projects will be implemented. It assumes receipt of outside grant resources, and if grants are not received, projects may be delayed or removed. Each capital project listed in the CIP will need to go through a separate environmental review and approval process.

The CIP includes a six-year capital construction and investment program for specific projects. It also includes purchases for public facilities and services by the County. The CIP specifies revenues that will include such capital facilities within projected funding capacities. Part of the function of the CIP is to clearly identify the sources of public money for such purposes. The CIP incorporates by reference the Transportation Improvement Program and its supporting documents. This plan fulfills the county's financial planning responsibilities under the GMA which covers a six-year period, the years 2025-2030. Transportation grants typically require a six-year plan, and this period is one in which the County can address its immediate capital needs.

Summary of revenue sources and expenditures

The following tables provide a summary of the sources of funds for capital projects found in this CIP, by county department, and estimated expenditures over the next six-year planning period.

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Table 1-1 Summary by Revenue Source

Revenue Sources	Parks and Open Space	Solid Waste	Storm and Surface Water Utility	Water and Sewer Utility	Transportation	County Buildings	Totals by Revenue Source
Existing Revenues							
Central Service Building Reserve						\$13,694,000	\$13,694,000
Detention Sales Tax							
Grants Committed			\$129,146	\$5,190,000	\$23,124,286	\$13,150,000	\$41,593,432
Other, Federal/State/Local Agency	\$60,000				\$13,020,200	\$200,000	\$13,280,200
Parks Impact Fees	\$2,044,826						\$2,044,826
Real Estate Excise Tax	\$8,360,674			\$2,976,679	\$17,836,910	\$150,000	\$29,324,263
Road Fund					\$24,533,464		\$24,533,464
Solid Waste Tipping Fees, Rates and Charges		\$30,973,884					\$30,973,884
Stormwater Utility Rates			\$9,150,854				\$9,150,854
Transportation Impact Fees					\$2,187,372		\$2,187,372
Trial Court Improvement Fund						\$2,450,000	\$2,450,000
Utility Revenue				\$8,607,061			\$8,607,061
Existing Revenues Totals	\$10,465,500	\$30,973,884	\$9,280,000	\$16,773,740	\$80,702,232	\$29,644,000	\$177,839,356
Proposed New Revenues or Increased Rates							
Bonds - Future						\$98,850,500	\$98,850,500
Utility Loans/Grants	\$200,000	\$9,000,000					\$9,200,000
Proposed Totals	\$200,000	\$9,000,000				\$98,850,000	\$108,050,500
REVENUE TOTALS	\$10,665,000	\$39,973,884	\$9,280,000	\$16,773,740	\$80,702,232	\$128,494,500	\$285,889,856

Table 1-2 Summary by Division and Year

Divisions	2025	2026	2027	2028	2029	2030	Total	% of Total Cost (rounded)
Parks	\$2,324,000	\$2,247,000	\$1,594,500	\$1,500,000	\$1,500,000	\$1,500,000	\$10,665,500	4%
Solid Waste	\$4,640,000	\$10,183,884	\$11,600,000	\$1,250,000	\$5,400,000	\$6,900,000	\$39,973,884	14%
Storm & Surface Water	\$2,740,000	\$2,900,000	\$2,120,000	\$520,000	\$500,000	\$500,000	\$9,280,000	3%
Transportation	\$26,358,057	\$27,004,175	\$4,550,000	\$8,485,000	\$6,905,000	\$7,400,000	\$80,702,232	28%
Water & Sewer	\$7,184,740	\$5,090,000	\$1,545,000	\$1,544,000	\$705,000	\$705,000	\$16,733,740	6%
General Government Facilities	\$56,607,980	\$21,325,000	\$15,496,520	\$23,310,000	\$6,655,000	\$5,100,000	\$128,494,500	45%
Total	\$99,854,777	\$68,750,059	\$36,906,020	\$36,609,000	\$21,665,000	\$22,105,000	\$285,889,856	100.00%

CHAPTER 2 – COUNTY PARKS, RECREATION AND OPEN SPACE

The inventory of County parks, trails, open space and preserve area is 2,578 acres. This inventory is shown in table 2-1.

Table 2-1 Existing Parks and Trails Inventory

Facility Name	Location	Capacity or size
ACTIVE REGIONAL PARKS		
Deschutes Falls Park	SE	155 Acres
Kenneydell Park	SW	40 Acres
Burfoot Park	NW	60 Acres
Frye Cove Park	NW	86 Acres
Guerin Park	NW	40 Acres
OPEN SPACE/UNDEVELOPED PARK SITES		
Rainier View Park	SE	54 Acres
Ruth Prairie Park	SE	35 Acres
Louise H. Meyers Park	NW	38 Acres
Deschutes River Park	SE	50 Acres
Lake Lawrence Park	SE	15 Acres
Indian Road Park	NE	5 Acres
Cooper Point Park	NW	32 Acres
PRESERVES		
Glacial Heritage Preserve	SW	1,020 Acres
Woodland Creek Wetlands	NE	75 Acres
Johnson Point Wetlands	NE	26 Acres
Black River Natural Area	SW	13 Acres
SPECIAL USE PARKS		
Off-Leash Dog Park	NE	5 Acres
TRAILS		
Chehalis Western Trail	NE-SE	182 Acres (26 trail miles)
<i>Chambers Lake Trailhead</i>	<i>NE</i>	<i>Included in trail acreage</i>

<i>41st Ave. Trailhead</i>	<i>NE</i>	<i>Included in trail acreage</i>
<i>67th Ave. Trailhead</i>	<i>NE</i>	<i>Included in trail acreage</i>
<i>Fir Tree Road Trailhead</i>	<i>SE</i>	<i>Included in trail acreage</i>
<i>Woodard Bay Trailhead</i>	<i>NE</i>	<i>Included in trail acreage</i>
Yelm - Rainier -Tenino Trail	SE	400 Acres (14.75 trail miles)
<i>Yelm City Center Trailhead</i>	<i>SE</i>	<i>Included in trail acreage</i>
<i>Tenino City Park Trailhead</i>	<i>SW</i>	<i>Included in trail acreage</i>
<i>Rainier City Center Trailhead</i>	<i>SE</i>	<i>Included in trail acreage</i>
Gate-Belmore Trail (unimproved)	NW-SW	243 Acres (14 trail miles)
HISTORIC SITES		
Mima Prairie Pioneer Cemetery	SW	2 Acres
Fort Eaton Monument	SE	1 Acres
George Washington Bush Monument	SE	1 Acres

Future Needs

Currently there are about 972 acres of developed and operational parkland and trails, designed to meet the level of service for parks, recreation and open space as stated in Chapter 9 of the Thurston County Comprehensive Plan Thurston County. Additional lands needed over the 20-year planning period for the comprehensive plan is approximately 210 acres. Land acquisition and park and trail development proposed in the six-year planning period as described in Table 2-2 will assure the adequate level of service is maintained to address the needs and demands of the growing population.

Proposed Improvements

Park and trail improvement projects and associated facilities, totaling about \$11.5 million, are proposed over the six-year planning period. These costs would be paid for by parks impact fees and real estate excise tax funds as shown in the Table 2-2.

Table 2-2: Public Works - Parks and Trails Project Funding

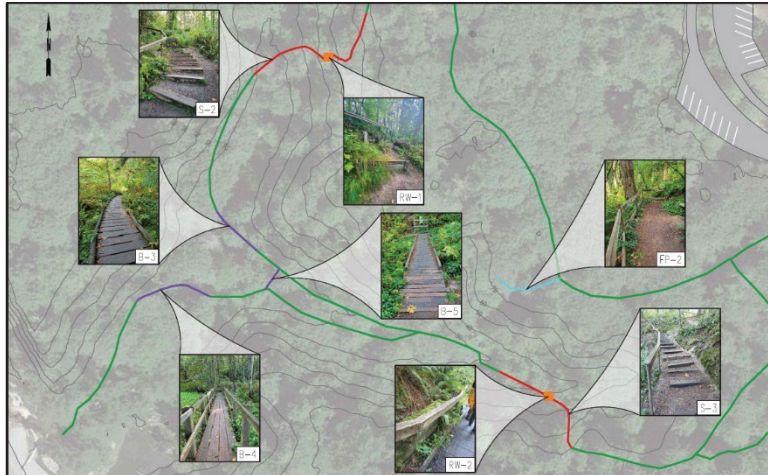
REVENUES FOR PROJECTS							
Fund Source	2025	2026	2027	2028	2029	2030	6-Yr. Total
Real Estate Excise Tax	\$1,741,424	\$1,658,000	\$1,308,750	\$1,217,500	\$1,217,500	\$1,217,500	\$8,360,674
Park Impact Fees	\$572,576	\$379,000	\$275,750	\$272,500	\$272,500	\$272,500	\$2,044,826
Grants/Federal Appropriation	\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Conservation Futures	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000
TOTALS	\$2,324,000	\$2,247,000	\$1,594,500	\$1,500,000	\$1,500,000	\$1,500,000	\$10,665,500

EXPENDITURES FOR PROJECTS															
Project Number (Accounting System)	Project Title	Project Phase*	Location	Funding Source	Prior Year Expense**	2025	2026	2027	2028	2029	2030	6-Yr. Total	Estimated Future Years	Total Estimated Project Cost	Page Number
C50003	Burfoot Park - Level and Grade Lawn Area	Design	Rural Thurston County	REET	\$50,000	\$25,000	\$25,000					\$50,000	\$50,000	\$100,000	12
C50004	Burfoot Trail System - Footbridge/Stairway, Phase 1	Design	Rural Thurston County	REET	\$44,649	\$30,000	\$351,000	\$89,500				\$470,500	\$48,940	\$519,440	13
	Burfoot Trail System - Footbridge/Stairway, Phase 2	Design	Rural Thurston County	REET/Grant			\$200,000					\$200,000			13
C50005	Yelm-Rainier-Tenino Trail Restroom - City of Rainier	Closeout	Rural Thurston County	PIF/REET	\$772,865	\$10,000						\$10,000	\$820,000	\$830,000	14
C55001	Parks, Trails and Open Space Acquisition Program 2024 - 2025		Countywide	PIF/REET/CF	\$425,000	\$25,000						\$25,000	\$425,000	\$450,000	15
C55001	Parks, Trails and Open Space Acquisition Program 2026 - 2030		Countywide	PIF/CF			\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$125,000			15
C56001	Parks & Trails Improvements and Development Program 2024 - 2025		Countywide	PIF/REET		\$25,000						\$25,000	\$25,000	\$50,000	16
C56001	Parks & Trails Improvements and Development Program 2026 - 2030		Countywide	PIF/REET			\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$125,000			16
C50006	Deschutes Falls Park - Parking Expansion	PreDesign	Rural Thurston County	PIF/REET			\$155,000	\$5,000				\$160,000	\$0	\$165,000	17
C50007	Frye Cove Park - Lawn Renovation	Design	Rural Thurston County	REET		\$25,000						\$25,000	\$25,000	\$50,000	18
C50009	Fir Tree Rd Trailhead Parking Access Improvements	PreDesign	Rural Thurston County	PIF/REET		\$34,000	\$15,000					\$49,000	\$1,000	\$50,000	19
C53001	Trail Preservation & Rehabilitation Program 2024-2025		Countywide	REET		\$200,000						\$200,000	\$325,000	\$525,000	20

C53001	Trail Preservation & Rehabilitation Program 2026-2030		Countywide	REET			\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000			20
C54001	Trail Connectivity Program 2024-2025	Design	Countywide	REET/PIF		\$750,000						\$750,000	\$0	\$750,000	21
C54001	Trail Connectivity Program 2026-2030		Countywide	REET			\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$6,250,000			21
C54002	Gate-Belmore Trail - Glacial Heritage, Phase 1	Construction	Rural Thurston County	REET		\$1,200,000						\$1,200,000	\$934,801	\$2,134,801	22
	Off-Road Vehicles (ORV) Activities Program		Rural Thurston County	PIF			\$1,000							\$1,000	23
				TOTAL		\$1,292,514	\$2,324,000	\$2,247,000	\$1,594,500	\$1,500,000	\$1,500,000	\$1,500,000	\$10,665,500	\$0	\$5,624,241

Legend:	Completed Projects:
REET-Real Estate Excise Tax Second Quarter Funds	Burfoot Park Restroom Replacement
PIF-Park Impact Fees	Kenneydell Park - Restroom Replacement
CF-Conservation Futures	Yelm-Rainier-Tenino Trail Extension - Crowder Rd
* The Stage of project at date of Capital Improvement Plan update	Yelm-Rainier-Tenino Trail - City of Rainier Recreational Courts Park Improvements
**Prior Year Expense include actuals through 2023 and 2024 estimates	
	Removed Projects:
	Gate Belmore Trail 88th Ave SW to 66th Ave SW
	Gate Belmore Trail 128th Ave SW to 88th Ave SW
	Projects are part of Trail Connectivity Program

BURFOOT TRAIL SYSTEM - FOOTBRIDGE/STAIRWAY



DESCRIPTION: The existing trail system includes many footbridges and stairways. The bridges and stairways have exceeded their life expectancy and need replacement. This project will pay for the materials and labor needed to rebuild and replace the failing infrastructure.

PHASE: Design

LOCATION:

6927 Boston Harbor Rd.

JUSTIFICATION (Need/Demand):

Burfoot Park is a heavily used facility. The main attraction of the park is the access to Puget Sound/Budd Inlet. The trails, stairways, and bridges provide the connection from the main facility and parking of the park to the shoreline. The bridges and stairways are wooden structures and have deteriorated to a point that they do not serve the volume of people who use this facility.

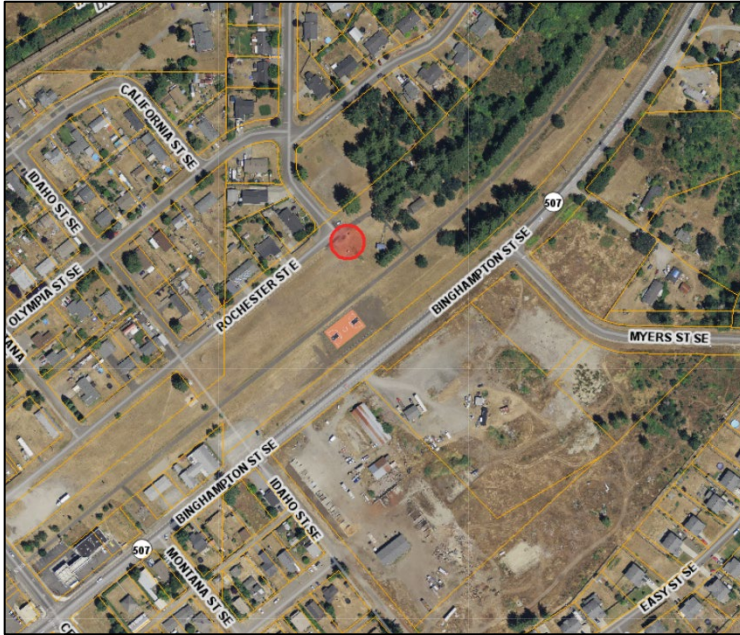
IMPLICATION OF NOT DOING THE PROJECT:

Additional maintenance will continue to be required to keep the trails operational.

LINKS TO OTHER PROJECTS OR FACILITIES:

Boston Harbor Boat Launch

YELM-RAINIER-TENINO TRAIL RESTROOM – CITY OF RAINIER



DESCRIPTION: Install a new restroom building in Rainier near the City-owned Wilkowski Park to replace an outdated portable building currently used for City Park reservations. The new restroom will serve both the Yelm-Rainier-Tenino Trail users and Wilkowski Park. The restroom will be maintained by City of Rainier staff.

PHASE: Construction

LOCATION:
City of Rainier

JUSTIFICATION:

The existing restroom is not operational most of the year as it is well beyond any reasonable life expectancy. The 14.5-mile Yelm-Rainier-Tenino Trail has restroom access at both ends, but nothing for the 14 mile stretch in between. Rainier is located half-way between Tenino and Yelm, making it a strategic location.

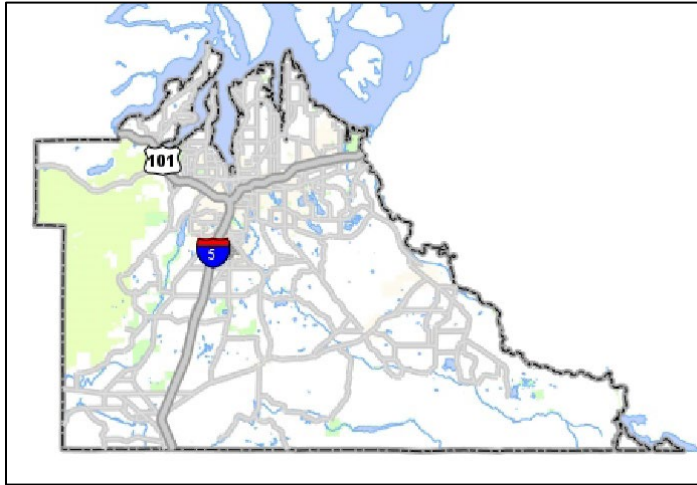
IMPLICATION OF NOT DOING THE PROJECT(S):

Restrooms are not available for a span of almost 14 miles. The existing portable building is not available due to the deteriorated condition.

LINKS TO OTHER PROJECTS OR FACILITIES:

Links the rural Cities of Yelm, Rainier, Tenino and Bucoda in the future. Connects with the County-owned Chehalis Western Trail. Connects urban and rural communities, businesses, schools, residences, park facilities, and other valuable assets. Links with proposed park sites at McIntosh Lake, the Deschutes River, and other county and city park sites.

PARKS, TRAILS AND OPEN SPACE ACQUISITION PROGRAM



DESCRIPTION: The Thurston County Comprehensive Parks, Open Space, and Trails Plan defines several goals oriented in preserving open space and natural areas. The focus is on properties that contain special features intended to be used regionally by all residents of the county, inside and/or outside of cities.

PHASE: Various

LOCATION:
Various locations throughout the county

JUSTIFICATION (Need/Demand):

To allow the County to remain in compliance with the Parks Comprehensive Plan in terms of acreage per 1000 residents and to allow for purchase of properties that may become available with the purchase being time sensitive.

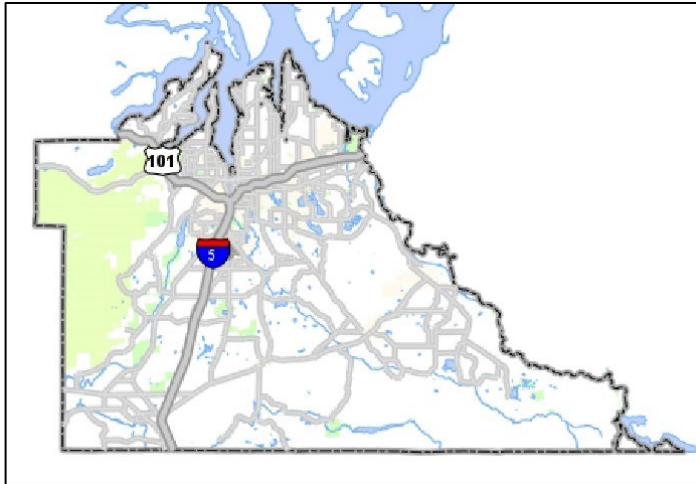
IMPLICATION OF NOT DOING THE PROJECT:

Opportunity to purchase unique properties or properties that may be time-sensitive may be lost.

LINKS TO OTHER PROJECTS OR FACILITIES:

Varies

PARKS & TRAILS IMPROVEMENTS AND DEVELOPMENT PROGRAM



DESCRIPTION: Repairs to existing Parks system infrastructure is required to ensure that safe and operable sites are available to the public. Additional capacity is added as needed to keep pace with the consistent increase in the volume of users.

PHASE: Various

LOCATION:
County-wide

JUSTIFICATION (Need/Demand):

There are life expectancies associated with the infrastructures that make up the County Parks system. Facility Improvements are used to repair/replace existing infrastructures to make sure facilities remain safe and accessible, and to add capacity when needed.

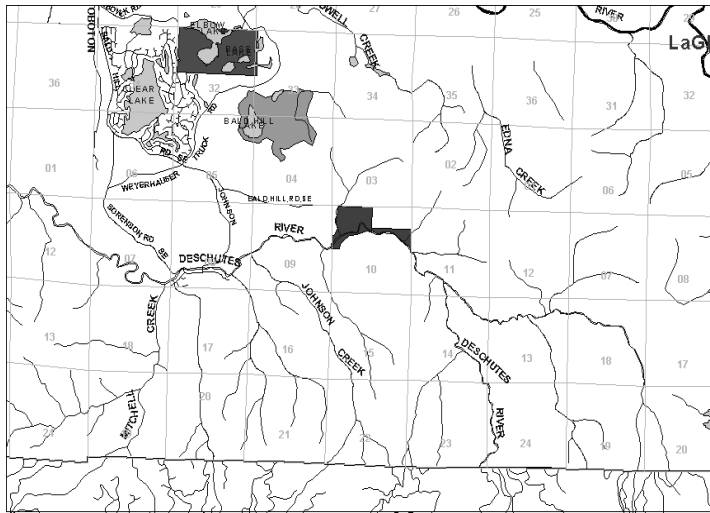
IMPLICATION OF NOT DOING THE PROJECT:

Infrastructure failure results in an unsafe condition that puts the County in a position of elevated liability. Repairing a system through proper maintenance is much more cost effective than replacing or repairing due to a failure.

LINKS TO OTHER PROJECTS OR FACILITIES:

Varies depending upon site.

DESCHUTES FALLS PARK – PARKING EXPANSION



DESCRIPTION: Project adds to the existing parking area at the site. The existing parking lot does not have adequate parking spaces to serve the facility needs.

PHASE: Predesign

LOCATION:

Deschutes Falls Park, 25005 SE Bald Hills Rd.

JUSTIFICATION (Need/Demand):

The existing parking lot does not provide adequate parking spaces for park users during the summer months. Many vehicles are currently required to park on Bald Hills Road, adjacent to the site, to access the park. New parking spaces will address capacity by allowing more users to park safely inside the park.

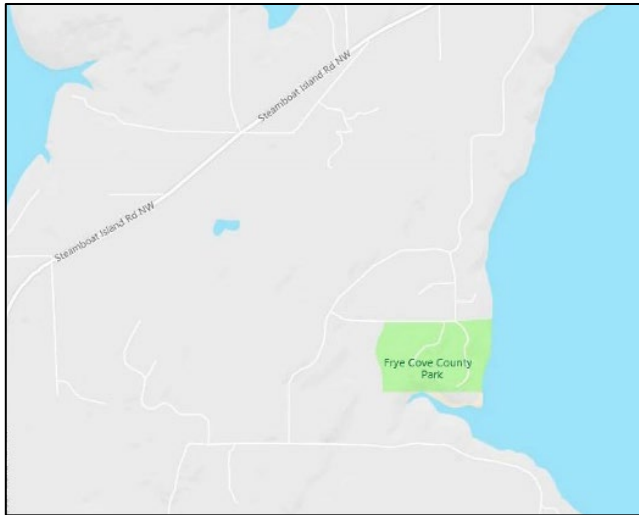
IMPLICATION OF NOT DOING THE PROJECT:

Vehicles continuing to park on Bald Hills Road presenting possible safety issues and reducing visitors to the park.

LINKS TO OTHER PROJECTS OR FACILITIES:

Deschutes Falls Park – Walkway and Viewpoint Improvements. In close proximity to the Weyerhaeuser properties opened for public recreational use. Adjacent to Department of Natural Resources Bald Hills Preserve.

FRYE COVE PARK – LAWN RENOVATION



DESCRIPTION: Project addresses an issue of safety, aesthetics, and maintenance efficiency. The existing lawn has been settling in a way that produces large “sinkholes”. The fill, over which the lawn was placed, is comprised of concrete rubble and has many voids. This project will over-excavate the lawn area, remove or reposition the concrete pieces, replace, and grade the soils.

PHASE: Design

LOCATION: Frye Cove Park 4000 NW 61st

Ave.

JUSTIFICATION (Need/Demand):

The completed project will provide for a safer public area, improve the aesthetics, and reduce maintenance time.

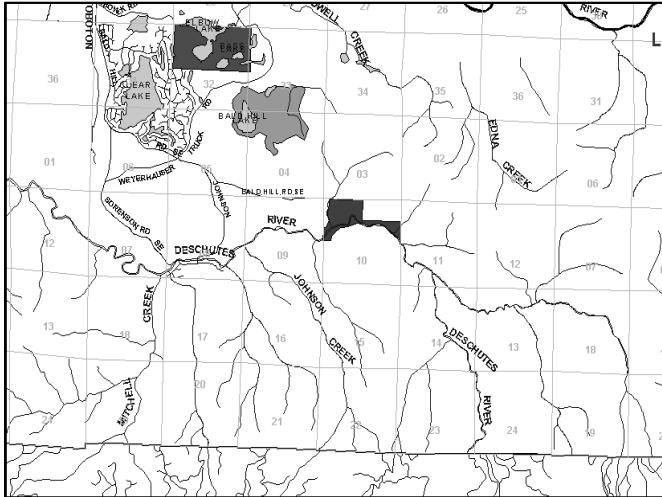
IMPLICATION OF NOT DOING THE PROJECT:

More sinkholes may develop making the area less safe and continue to take additional maintenance time to repair.

LINKS TO OTHER PROJECTS OR FACILITIES:

Allows parks users access to the waters of Eld Inlet and the Puget Sound for recreational use.

FIR TREE RD TRAILHEAD PARKING ACCESS IMPROVEMENTS



DESCRIPTION: Project adds more spaces to the existing parking area at the site. The existing parking lot does not have adequate parking spaces to serve the need.
PHASE: Predesign

LOCATION:
Fir Tree Rd. Trailhead, Chehalis Western Trail.

JUSTIFICATION (Need/Demand):
The existing parking lot does not provide adequate parking spaces for trail users during the summer months. The parking lot currently features 11 parking stalls. Overflow vehicles have resorted to parking on the grass lawn areas, impacting picnic table use. New parking spaces will address capacity by allowing more users to park safely inside the trailhead site.

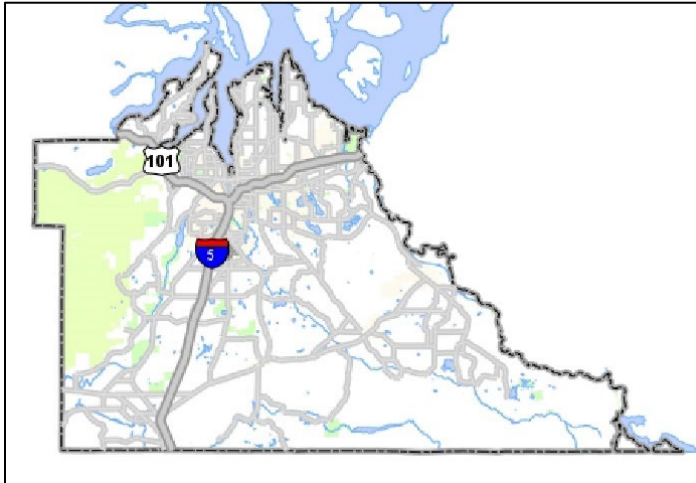
IMPLICATION OF NOT DOING THE PROJECT:

Vehicles continuing to park on and degrade grass lawn areas, presenting possible safety issues, and reducing visitors to the park.

LINKS TO OTHER PROJECTS OR FACILITIES:

The Chehalis Western Trail intersects with the County-owned Yelm-Rainier-Tenino Trail, linking the cities of Lacey, Olympia Tumwater, Yelm, Rainier, and Tenino. Connects urban and rural communities, businesses, schools, residences, park facilities, and other valuable assets.

TRAIL PRESERVATION & REHABILITATION PROGRAM



DESCRIPTION: Implement a Trail Surface Preservation Program to pro-actively and efficiently schedule maintenance and repairs on all County-owned paved asphalt multi-use trails.

PHASE: Various

LOCATION:

Assets are located County wide within the trails system inventory of properties

JUSTIFICATION (Need/Demand):

Without a Trail Preservation &

Rehabilitation Program, paved asphalt trails will continue to degrade and require additional reactionary maintenance. This program would allow the County to remain in compliance with ADA requirements for multi-use trails.

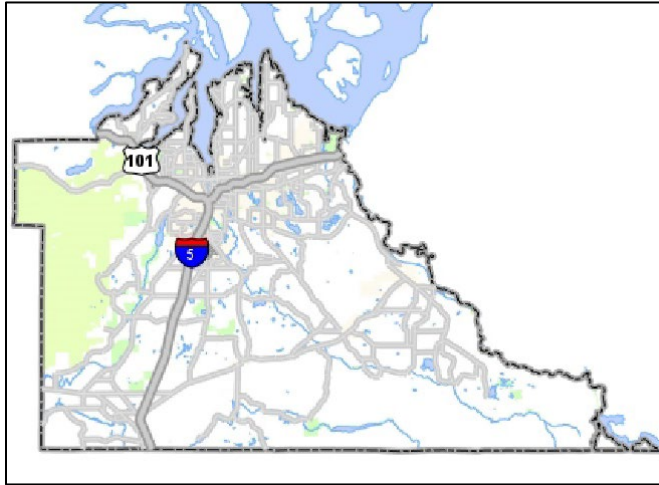
IMPLICATION OF NOT DOING THE PROJECT:

Continued degradation to paved asphalt multi-use trail surfaces, requiring additional maintenance. Potential for ADA non-compliant trail surfaces.

LINKS TO OTHER PROJECTS OR FACILITIES:

Varies

TRAIL CONNECTIVITY PROGRAM



DESCRIPTION: The Thurston County Comprehensive Parks, Open Space, and Trails Plan defines the need for additional public recreation areas and open space to accommodate for growth in the County. The focus of this program is to improve connectivity by linking trail systems and corridors throughout the county to be enjoyed regionally by all residents. Trails are intended to form a non-motorized network throughout the county and beyond, linking neighborhoods, parks, schools, open spaces, civic facilities, and commercial centers.

PHASE: Various

LOCATION:

Various locations throughout the county

JUSTIFICATION (Need/Demand):

Provide connectivity, where feasible, between open spaces, parks, preserves, trails, and wildlife corridors. Promote community by expanding the county's regional trail system to connect the county's urban and rural communities.

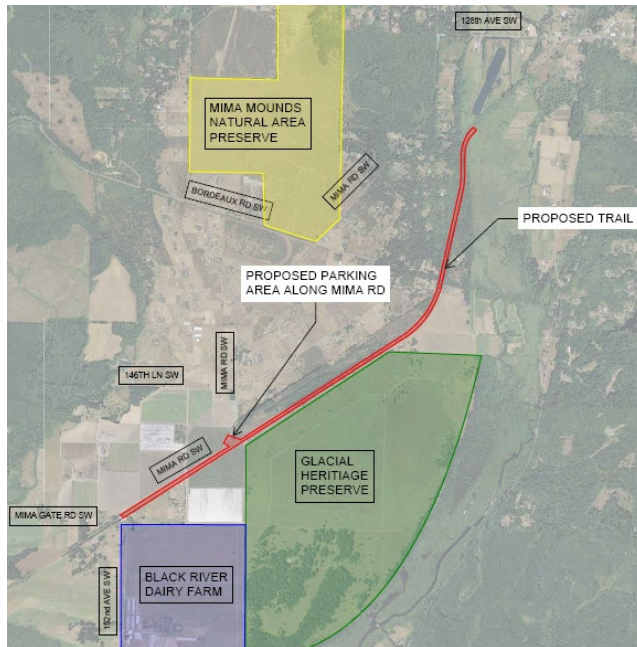
IMPLICATION OF NOT DOING THE PROJECT:

The trail systems will not meet the growing demand for more multi-use trail connectivity linking county trail systems and corridors.

LINKS TO OTHER PROJECTS OR FACILITIES:

- Parks, Open Space, and Trails Plan (2020)
- Gate-Belmore Trail Connectivity Study (2020)
- Yelm-Tenino Trail Feasibility Study (2019)
- Thurston Regional Trails Plan (2023)
- Southwest Thurston County (Rochester-Grand Mound) Trail Feasibility Study (2024)

GATE-BELMORE TRAIL – GLACIAL HERITAGE, PHASE 1



DESCRIPTION: This project was developed as part of the Trails Connectivity program and includes creating a central trailhead and developing 2.1 miles of the Gate-Belmore trail corridor. The trailhead will consist of an asphalt parking area, picnic area, and informational signage. The trail section will be a nonmotorized multi-use paved trail from the central trailhead north towards the community of Littlerock.

PHASE: Construction

LOCATION:

Southwest Thurston County – The project would be located just north of Glacial Heritage Preserve near the community of Littlerock.

JUSTIFICATION (Need/Demand):

Thurston County does not have adequate active transportation and recreational space to keep pace with the level of service standard established in the Parks, Open Space, and Trails (POST) plan. The Gate-Belmore trail corridor is undeveloped which contributes to limited active transportation opportunities for the residents of Thurston County.

IMPLICATION OF NOT DOING THE PROJECT:

The County risks not meeting goals and needs identified in the Parks, Open Space, and Trails (POST) action plan. As the County's population grows, the need for active transportation, additional parklands, and recreational facilities increases. Another area of concern is becoming misaligned with the vision and goals for trail connectivity and environmental responsibility, as defined by the Thurston Regional Trails Plan.

LINKS TO OTHER PROJECTS OR FACILITIES:

Gate-Belmore Trail
Southwest Trail Feasibility Study

OFF-ROAD VEHICLES (ORV) ACTIVITIES PROGRAM



DESCRIPTION: The Off-road Vehicle Activities program will explore the development of recreation opportunities for activities such as mountain bicycling, motorcycling, and riding all-terrain and four-wheel drive vehicles. This program may assess existing and future sights for recreation activities to accommodate future growth in the County.

PHASE: Various

LOCATION:

Various locations throughout the county.

JUSTIFICATION (Need/Demand):

Provide additional recreational opportunities for all county residents. Promote community by expanding and providing access for diverse recreational activities throughout the County.

IMPLICATION OF NOT DOING THE PROJECT:

The desire for off-road vehicle recreation facilities will not meet the growing interest of the community.

LINKS TO OTHER PROJECTS OR FACILITIES:

Thurston-Grays Harbor ORV Sports Park

CHAPTER 3 - SOLID WASTE

State law requires each county within the state, in cooperation with various cities and towns within the county, to prepare a coordinated, comprehensive Solid Waste Management Plan. The purpose of this plan is to serve as a guiding document for local governments’ solid waste programs, including programs for waste reduction, collection, handling, recycling, and disposal. The plan must also list all existing solid waste management facilities within the participating jurisdictions and outline needs for future facilities that will be required to meet population and waste generation projections (RCW 70.95.080).

An inventory of the solid waste management facilities owned by Thurston County is presented below. These facilities are located at the Waste and Recovery Center (WARC), 2420 Hogum Bay Road NE in Lacey, unless otherwise noted.

Table 3-1 Existing Inventory

Facility Name	Location	Capacity or size
Transfer Station	WARC	Maximum 159 tons per hour or 80 customers per hour
Closed Landfill (formerly Hawks Prairie Landfill)	WARC	N/A
HazoHouse (moderate risk waste facility)	WARC	150 customers per day
Vactor and Street Sweeping Decant Facility	WARC	3,200 square feet
Rainier Drop-Box Facility	Rainier	240 cubic yards per day
Rochester Drop-Box Facility	Rochester	320 cubic yards per day

Future Needs

Thurston County’s transfer station receives and manages most of the solid waste generated in the County, as well as a small amount of waste generated in nearby counties. The transfer station, HazoHouse, and two drop-box facilities must serve increasing numbers of customers and corresponding quantities of waste as population increases. The scales and scalehouses associated with the transfer station can accommodate up to about 800 customers per day (based on a 10-hour day) without forming long queue lines that create unacceptable customer wait times and conflicts with traffic movement within the facility. Currently, the scalehouses exceed the peak daily customer count about 20 percent of the time, with the highest customer demand on weekend with counts over 1,200. Based on current and projected population growth in Thurston

County and corresponding waste generation rates over the next six years, the transfer station and drop-box facilities will need significant investment to construct those improvements needed to address aging infrastructure and meet service demand. In addition, the County is obligated to maintain the environmental monitoring systems and other environmental management infrastructure associated with the closed landfill, much of which requires repair or replacement due to obsolescence or damage from differential settlement.

Proposed Improvement Projects

As shown in Table 3-2, repairs and improvements to the closed landfill, transfer station and drop-box facilities and possible facility expansion totaling nearly \$40 million are proposed over the six-year planning period. These costs will be paid from solid waste tipping fees as shown in Table 3-2.

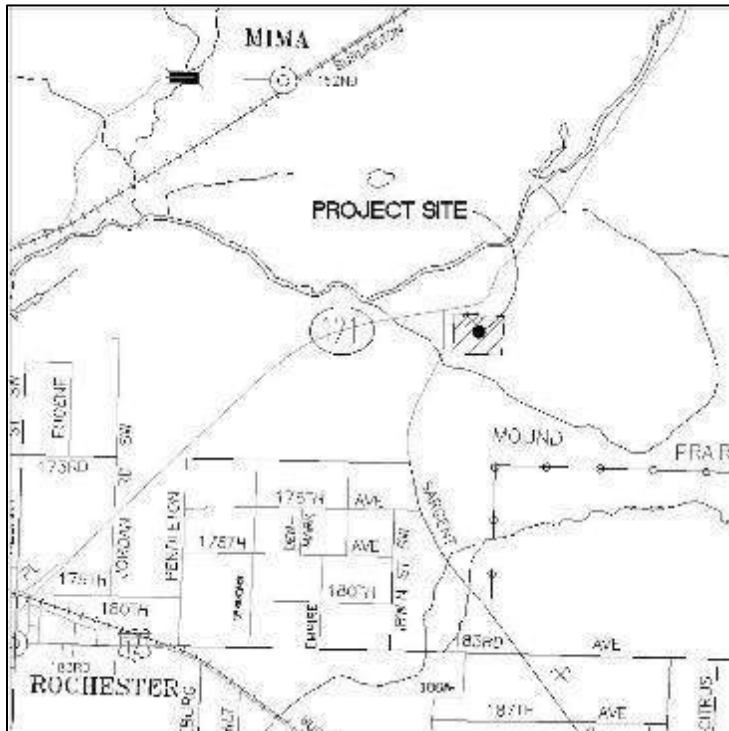
Table 3-2 Solid Waste Proposed Capital Projects and Funding

REVENUES FOR PROJECTS							
Fund Source	2025	2026	2027	2028	2029	2030	6-Yr. Total
Solid Waste Tipping Fees, Rates and Charges	\$4,640,000	\$10,183,884	\$11,600,000	\$1,250,000	\$400,000	\$2,900,000	\$30,973,884
Grants or Loans	\$0	\$0	\$0	\$0	\$5,000,000	\$4,000,000	\$9,000,000
TOTALS	\$4,640,000	\$10,183,884	\$11,600,000	\$1,250,000	\$5,400,000	\$6,900,000	\$39,973,884

EXPENDITURES FOR PROJECTS															
Project Number (Accounting System)	Project Title	Project Phase*	Location	Funding Source	Prior Year Expense**	2025	2026	2027	2028	2029	2030	6-Yr. Total	Estimated Future Years	Total Estimated Project Cost	Page Number
C90003 / 91731 / C90004	Rochester Drop Box - Renovation, Security and Utility Upgrades, and Scale Installation	Design	Rural Thurston County	SWF	\$1,771,647	\$100,000	\$1,621,647	\$0	\$0	\$0	\$0	\$1,721,647	\$178,353	\$1,900,000	28
C90001 / C90002 / 91735	Rainier Drop Box - Renovation, Security and Utility Upgrades, and Scale Installation	Design	City of Rainier	SWF	\$1,762,237	\$100,000	\$1,612,237	\$0	\$0	\$0	\$0	\$1,712,237	\$187,763	\$1,900,000	29
C90008	Pumps Systems Upgrades and Improvements	Construction	City of Lacey	SWF	\$1,872,410	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$6,242,002	\$6,252,000	30
C90005 / 91097	Security, Technology and Site Improvements	Various	City of Lacey	SWF	\$100,000		\$50,000	\$0	\$0	\$0	\$50,000	\$100,000	\$110,212	\$210,212	31
C90009	Transfer Station Operations Facilities Upgrades and Improvements	Design	City of Lacey	SWF	\$90,000	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000	\$10,000	\$90,000	32
C90006/ C90007	Transfer Station Compactor Replacement, Overhaul, & Maintenance	Design	City of Lacey	SWF	\$3,081,882	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	33
C90010	WARC Site Reconfiguration: Public Tipping Area with New Scales/Scalehouses & Admin Ops Building	Design	City of Lacey	SWF	\$8,725,150	\$2,000,000	\$6,600,000	\$11,400,000	\$0	\$0	\$0	\$20,000,000	\$0	\$12,550,000	34
C90012	Transfer Station Facility - Second Location	Design	TBD	SWF/Loan	\$1,113,886	\$50,000	\$100,000	\$100,000	\$1,050,000	\$5,300,000	\$6,600,000	\$13,200,000	\$0	\$6,550,000	35
C90011	Site Differential Settlement Repairs	Predesign	City of Lacey	SWF	\$200,000	\$200,000	\$100,000	\$0	\$50,000	\$0	\$100,000	\$450,000	\$0	\$206,596	36
	Rainier & Rochester Facilities Renovations and Upgrades Program 2026 - 2030	Pending	City of Lacey / Rural	SWF		\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$100,000	\$0	\$0	37
91728	General Facilities Renovations and Upgrades Program 2024 - 2025	Various	City of Lacey / Rural	SWF	\$100,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$200,000	38
	General Facilities Renovations and Upgrades Program 2026 - 2030		City of Lacey / Rural	SWF		\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000	\$0	\$0	38
TOTAL					\$18,817,212	\$4,640,000	\$10,183,884	\$11,600,000	\$1,250,000	\$5,400,000	\$6,900,000	\$39,973,884	\$6,828,330	\$31,858,810	

Legend:	Completed Projects:
SWF - Solid Waste Tipping Fees, Rates, and Charges	Flare Station System Replacement
Loan - Loan needed to Complete project	SCADA System Replacement
Grants - Approved grants to fund project	

ROCHESTER DROP-BOX FACILITY – RENOVATION, SECURITY AND UTILITY UPGRADES, AND SCALE INSTALLATION



DESCRIPTION: Renovation of the Rochester Drop-Box Facility to include security and utility upgrades and installation of scales for weighing loads and potential reconfiguration of the Public Tipping Area.

PHASE: Design

LOCATION:
16500 Sargent Road

JUSTIFICATION (Need/Demand):

Infrastructure at the drop-box facility is obsolete and inadequate to meet staffing, operational, and technology needs, as well as increased customer demand. Scales should be installed at the site to improve functionality,

accommodate population growth, and ensure full fee recovery. Improvements to the Public Tipping Area will support operational efficiencies.

IMPLICATION OF NOT DOING THE PROJECT(S):

Failure to renovate the facility will result in increasing costs for repairs of aging infrastructure, the inability to implement security and technology upgrades, reduced customer service levels, and inefficient waste transport operations.

LINKS TO OTHER PROJECTS OR FACILITIES:

A site evaluation for a possible second transfer station in south Thurston County is underway. A new transfer station would eliminate the need for Rochester Drop-Box renovations as the site would be decommissioned.

RAINIER DROP-BOX FACILITY – RENOVATION, SECURITY AND UTILITY UPGRADES, AND SCALE INSTALLATION



DESCRIPTION:

Renovation of the Rainier Drop-Box Facility to include security and utility upgrades and installation of scales for weighing loads and potential reconfiguration of the Public Tipping Area.

PHASE: Design

LOCATION:

13010 Rainier Acres Road SE

JUSTIFICATION (Need/Demand):

Infrastructure at the drop-box facility is obsolete and inadequate to meet staffing, operational, and technology needs, as well as increased customer demand. Scales should be installed at the site to

improve functionality, accommodate population growth, and ensure full fee recovery. Improvements to the Public Tipping Area will support operational efficiencies.

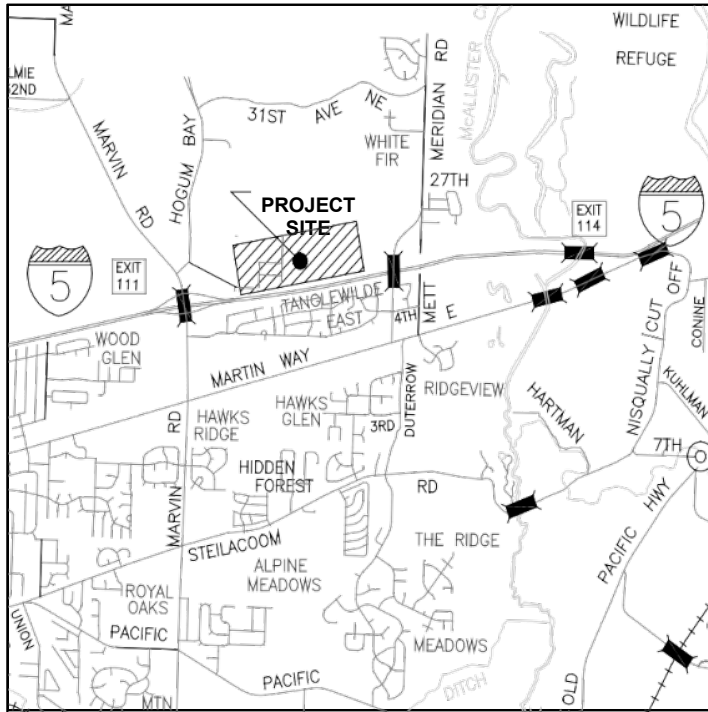
IMPLICATION OF NOT DOING THE PROJECT(S):

Failure to renovate the facility will result in increasing costs for repairs of aging infrastructure, the inability to implement security and technology upgrades, reduced customer service levels, and inefficient waste transport operations.

LINKS TO OTHER PROJECTS OR FACILITIES:

A site evaluation for a possible second transfer station in south Thurston County is underway. A new transfer station would eliminate the need for Rainier Drop-Box renovations as the site would be decommissioned.

PUMPS SYSTEMS UPGRADES AND IMPROVEMENTS



DESCRIPTION: Repairs and upgrades to pump stations 001 – Leachate Lagoon Outlet. General upgrade to improve function of valve station, configuration, and access, including eliminating need for confined-space entry; station 002, which transfers wastewater from the transfer station to the main sanitary line; 003 - Replacement of pump station, which transfers combined wastewater and leachate off site. Stormwater transition pond – channels stormwater offsite, needing upgrade and repairs. SCADA control allows for full pump system integration.

PHASE: Construction

LOCATION:

Thurston County Waste and Recovery Center, 2420 Hogum Bay Road

JUSTIFICATION (Need/Demand):

All existing pump systems have aging equipment requiring repair or replacement in order to manage wastewater, leachate and stormwater effectively, with regular, accessible maintenance and integrated controls. Systems must allow for monitoring and sampling to meet permit requirements.

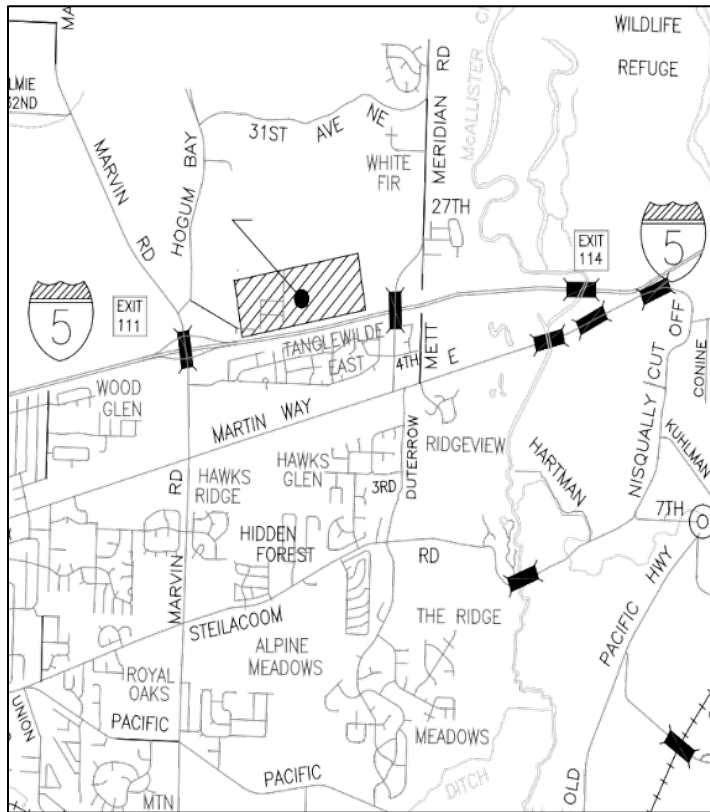
IMPLICATION OF NOT DOING THE PROJECT(S):

Failure to address needed repairs and upgrades will compromise the ability to transfer wastewater from the transfer station, stormwater from the transition pond, compromise the ability to control discharge from the leachate lagoon, and maintenance efforts for 001 will continue to require confined-space entry.

LINKS TO OTHER PROJECTS OR FACILITIES:

The pump systems improvements and repairs will be linked to the electronic system designed and installed as part of the Flare Station and SCADA System Replacement.

SECURITY, TECHNOLOGY, AND SITE IMPROVEMENTS



DESCRIPTION: Improved site security including lighting, cameras, and access control; technology upgrades to replace obsolete components, improve network infrastructure and connectivity needs; and electrical system upgrades including facility back-up generator systems.

PHASE: Various

LOCATION:
Thurston County Waste and Recovery Center, 2420 Hogum Bay Road

JUSTIFICATION (Need/Demand):
Much of the infrastructure associated with security and technology is insufficient or obsolete. Improved site security including lighting, cameras, and access control are required in order to prevent access by unauthorized persons

and vehicles when facility is closed. The facility’s emergency power back-up systems and communication / network infrastructure required improvements in order to support security and technology upgrades and reduce service disruptions from network and power outages. This project also supported the upgrade of the Paradigm scale software system at the scalehouses and implementation at the HazoHouse for improved customer service, operational efficiencies, and data collection. The Paradigm upgrade was successfully completed in 2021.

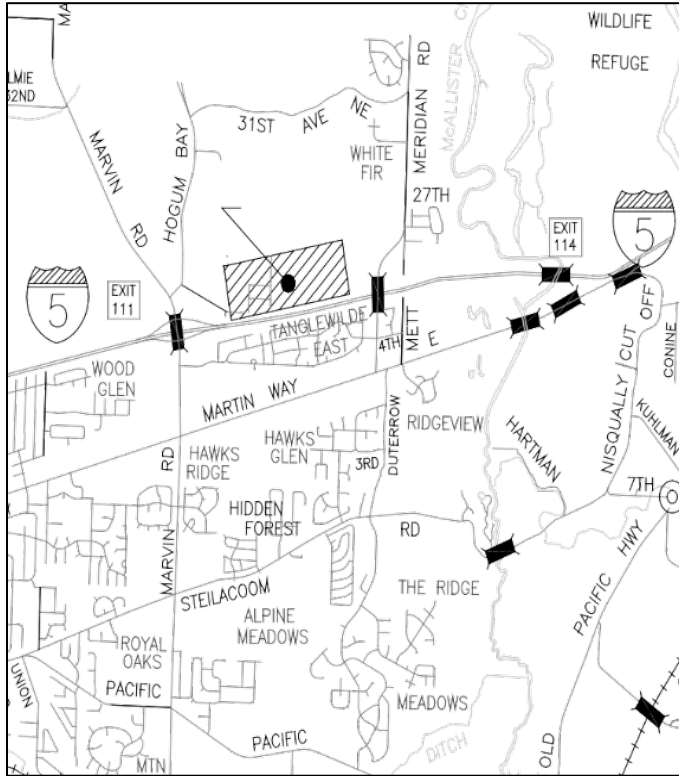
IMPLICATION OF NOT DOING THE PROJECT(S):

Security issues resulting from unauthorized persons and vehicles accessing the site when the facility is closed will not be addressed. In addition, needed technology upgrades and replacement of obsolete components that are required to support improved security and connectivity will not occur.

LINKS TO OTHER PROJECTS OR FACILITIES:

None

TRANSFER STATION OPERATIONS FACILITIES UPGRADES AND IMPROVEMENTS



DESCRIPTION: Upgrades to the transfer station lower bay area to address stormwater and security issues, and other infrastructure improvements to the transfer station.

PHASE: Design

LOCATION:
Thurston County Waste and Recovery Center, 2420 Hogum Bay Road

JUSTIFICATION (Need/Demand):
The lower bay area of the transfer station is unpaved, and the resulting dust, mud, and ponding are causing negative impacts to the stormwater collection system. In addition, lighting in the area is insufficient for working and security. Infrastructure has deteriorated to the point that working

surfaces are worn through.

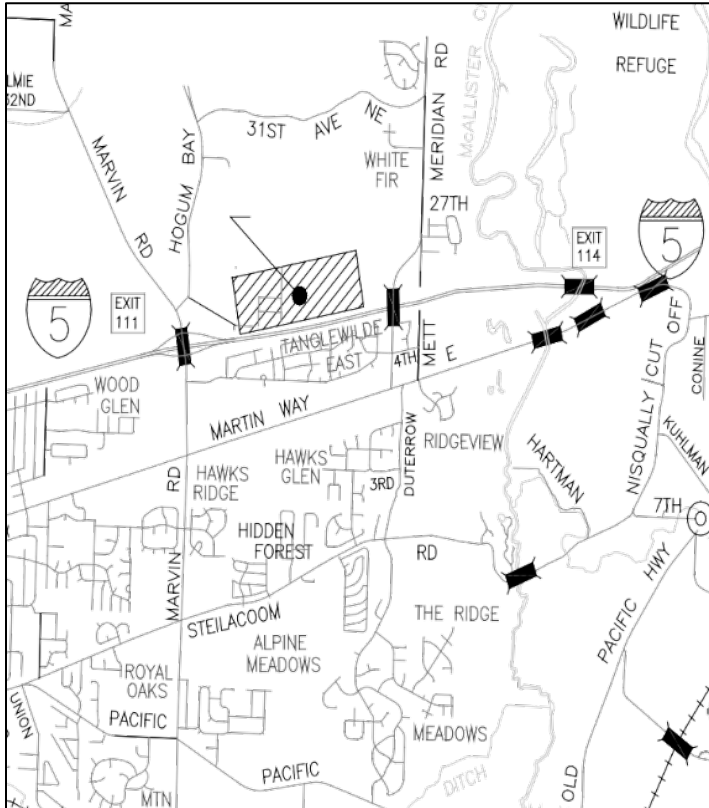
IMPLICATION OF NOT DOING THE PROJECT(S):

Failure to address the lack of paving and improper grade in the lower bay area will result in continued negative impacts to the stormwater collection system, which would have to be addressed through increased and ongoing maintenance of that system. Further deterioration of the infrastructure will cause operational inefficiencies and potential safety issues.

LINKS TO OTHER PROJECTS OR FACILITIES:

None

TRANSFER STATION COMPACTOR REPLACEMENT, OVERHAUL, AND MAINTENANCE



DESCRIPTION: Replacement of the existing compactor which is used to load solid waste in rail containers for transportation to the landfill for disposal. Existing compactor will be removed, serviced, and utilized in WARC reconfiguration.

PHASE: Design

LOCATION: Thurston County Waste and Recovery Center, 2420 Hogum Bay Road

JUSTIFICATION (Need/Demand): The capacity of the transfer station is limited by the load-out rate of the single compactor. The aging existing compactor will be replaced with a new compactor, with the existing compactor being serviced and retained for use in

the upgraded, expanded transfer station building.

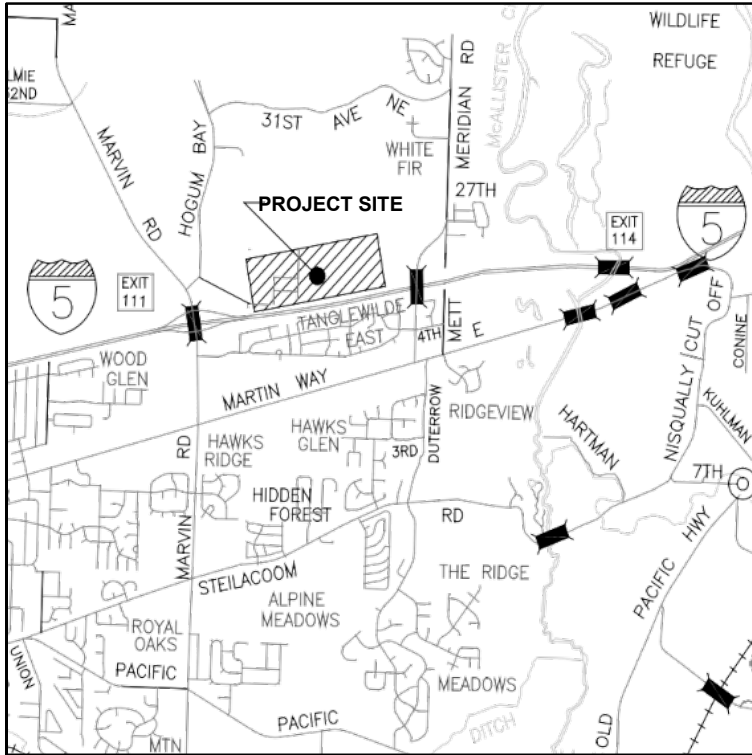
IMPLICATION OF NOT DOING THE PROJECT(S):

Having a consistently operating compactor is required to keep up with loading the incoming waste delivered to the site and ensure efficient transfer to the disposal facility (i.e., landfill). Compactor failure could result in significant impacts on ability to comply with site permits and manage waste in an environmentally sound manner.

LINKS TO OTHER PROJECTS OR FACILITIES:

None

WARC SITE RECONFIGURATION: PUBLIC TIPPING AREA WITH NEW SCALES AND SCALEHOUSES AND NEW ADMINISTRATIVE OPERATIONS FACILITIES



DESCRIPTION:

Relocation of the Public Tipping Area (PTA) from the closed landfill to the southern portion of the facility to include installation of new scales and scalehouses. Construction of a consolidated administration building(s) at the Waste and Recovery Center.

PHASE: Design

LOCATION:

Thurston County Waste and Recovery Center, 2420 Hogum Bay Road

JUSTIFICATION (Need/Demand):

The existing PTA, scales, and scalehouses are constructed on the

closed landfill and require significant initial and ongoing repairs due to differential settlement. Relocation of this infrastructure is recommended in order to eliminate ongoing maintenance issues; expand facility capacity; improve customer access; and reduce wait times, customer queuing, and traffic conflicts with commercial traffic. Construction of a consolidated administrative building(s) outside of the footprint of the closed landfill is recommended to address technology, security, and health and safety needs. This new construction is in lieu of replacing three existing structures located on the closed landfill that are obsolete and damaged by differential settlement.

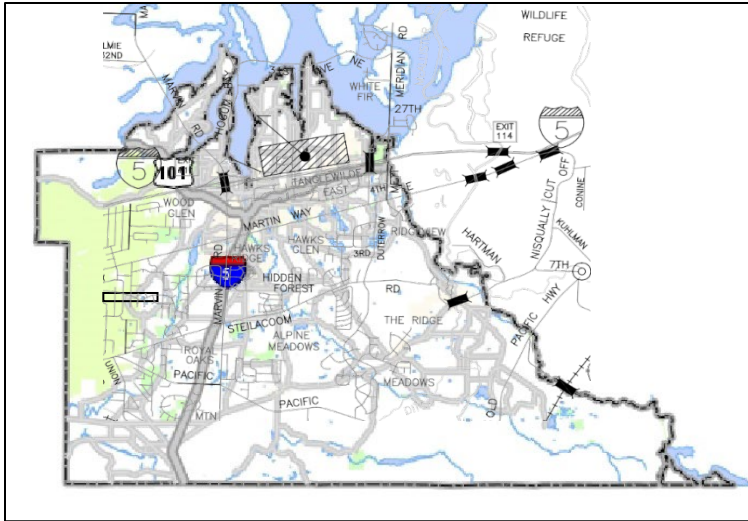
IMPLICATION OF NOT DOING THE PROJECT(S):

Significant costs would be incurred to repair damage caused by differential settlement to the existing PTA, scales, scalehouses, ramps, and administrative facilities, and these costs would be ongoing as settlement continues. In addition, existing infrastructure is inadequate to meet increasing demand for services and address safety concerns.

LINKS TO OTHER PROJECTS OR FACILITIES:

None

TRANSFER STATION FACILITY – SECOND LOCATION



DESCRIPTION:

Evaluate the development of a new transfer station on a new site. The project may include conceptual sizing and site plan development to determine approximate acreage needed, development of cost estimates, design and construction of the facility.

PHASE: Design

LOCATION:
South Thurston County

JUSTIFICATION (Need/Demand):

Recent 30% design to upgrade the Rainier and Rochester Drop-box sites indicate a substantial investment would be needed. Before continuing with those projects, the County has embarked on this study to determine the feasibility of a new, second transfer station.

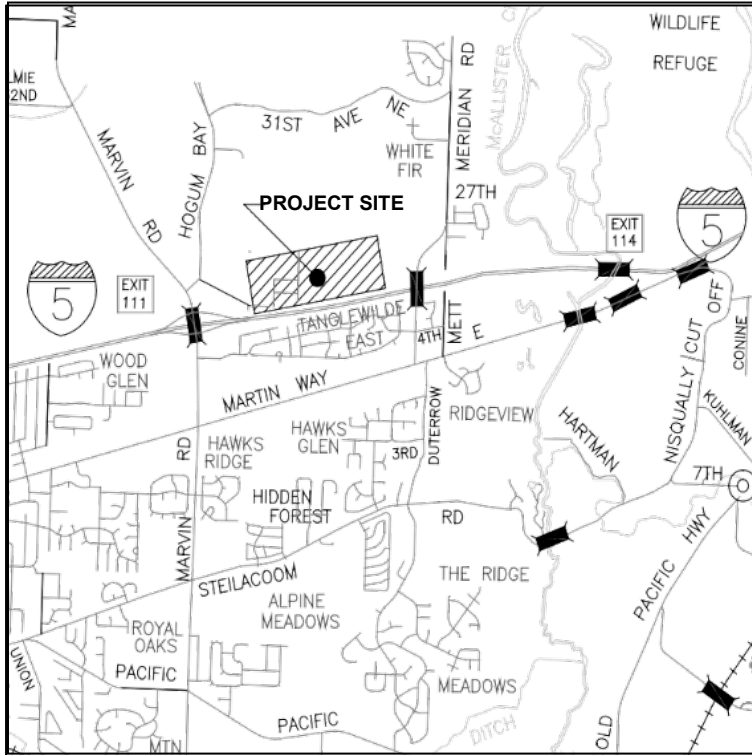
IMPLICATION OF NOT DOING THE PROJECT(S):

Failure to complete a feasibility study limits the County’s potential options to provide long-range waste and recycling services and could result in expending funding in a less than most optimal manner.

LINKS TO OTHER PROJECTS OR FACILITIES:

Should the County decide to move forward with development of a new transfer station, the Rainier and Rochester Drop-box facilities renovations would not be needed.

SITE DIFFERENTIAL SETTLEMENT REPAIRS



DESCRIPTION:

Differential settlement caused by decomposing waste within the closed landfill negatively impacts facility infrastructure and requires ongoing assessment and repair. Specifically, the Public Tipping Area requires repairs to eliminate safety issues caused by settlement.

PHASE: Predesign

LOCATION:

Thurston County Waste and Recovery Center, 2420 Hogum Bay Road

JUSTIFICATION (Need/Demand):

The facility infrastructure that is constructed on closed landfill is

subject to differential settlement and requires ongoing assessment and repair to project County investment as well as to maintain landfill integrity and stay within regulatory compliance.

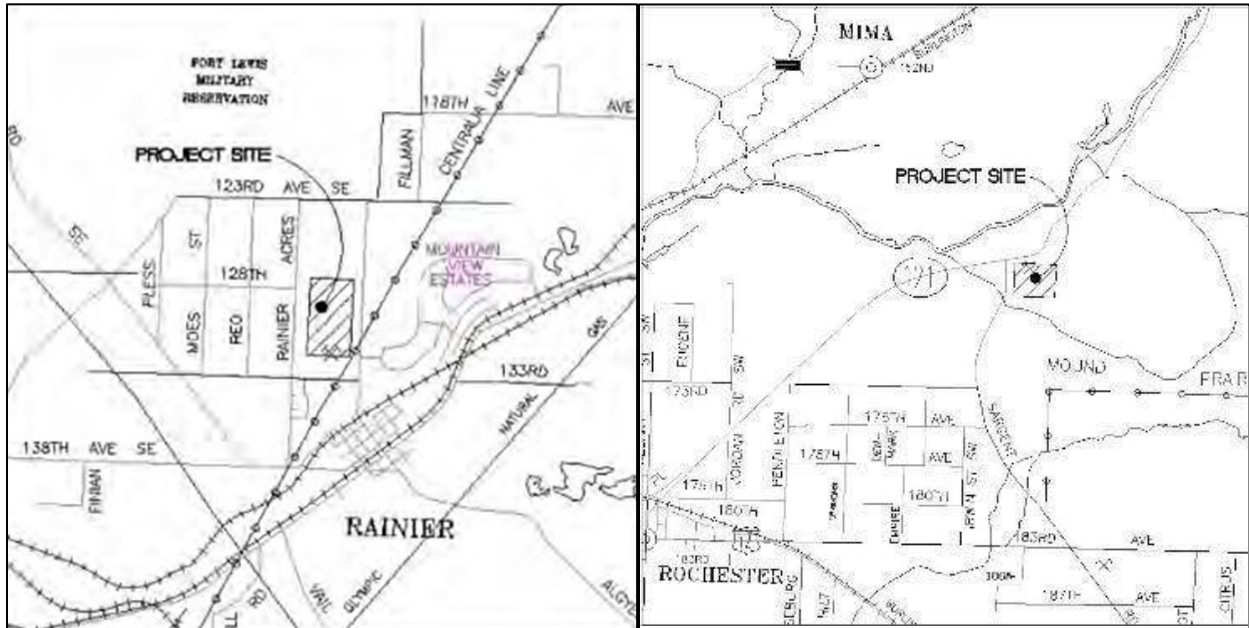
IMPLICATION OF NOT DOING THE PROJECT(S):

Infrastructure constructed on the closed landfill must be assessed and repaired in order to maintain service levels and prevent potential safety hazards. Settlement in the Public Tipping Area needs to be addressed to provide a safe tipping area for customers and operators.

LINKS TO OTHER PROJECTS OR FACILITIES:

None

RAINIER & ROCHESTER FACILITIES RENOVATIONS AND UPGRADES PROGRAM



DESCRIPTION:

Renovations and upgrades to existing facilities and site to maintain current level of service.

PHASE: Pending

LOCATION:

13010 Rainier Acres Road SE; 16500 Sargent Road

JUSTIFICATION (Need/Demand):

The facilities and site infrastructure are reaching the end of their useful operational life. This situation will require prompt repair action in order to ensure the drop-box facility’s integrity and regulatory compliance.

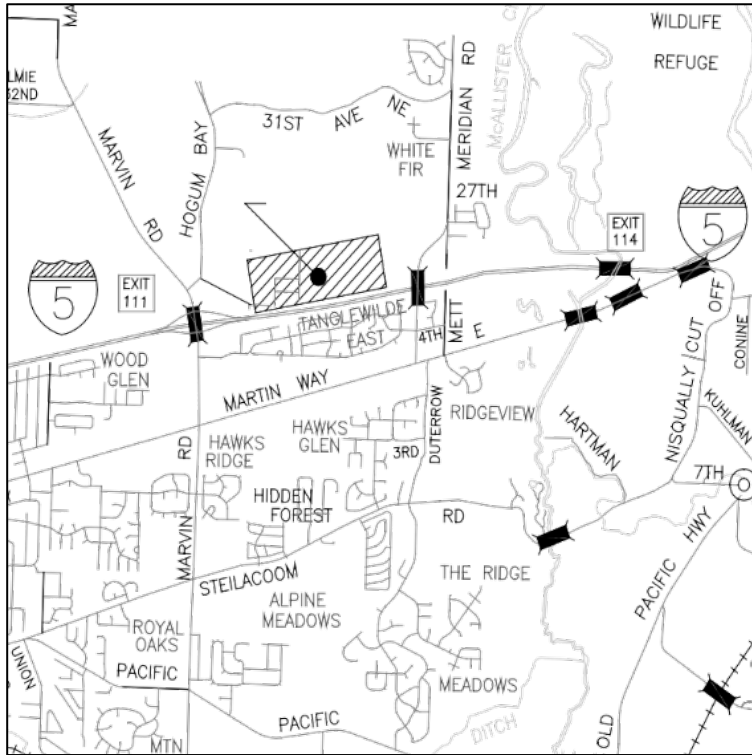
IMPLICATION OF NOT DOING THE PROJECT(S):

Failure to maintain the facilities and infrastructure would negatively impact the drop-box facility’s integrity and the County’s ability to meet permit requirements as well as maintain current level of service.

LINKS TO OTHER PROJECTS OR FACILITIES:

Future renovations and upgrades would not be needed should the County construct a second transfer station.

GENERAL FACILITIES RENOVATIONS AND UPGRADES PROGRAM



DESCRIPTION:

Renovations and upgrades to existing facilities and site to maintain current level of service.

PHASE: Various

LOCATION:

Thurston County Waste and Recovery Center, 2420 Hogum Bay Road

JUSTIFICATION (Need/Demand):

The facilities and site infrastructure are reaching the end of their useful operational life with much being constructed on closed landfill is subject to differential settlement. This situation will require prompt repair action in order to ensure

landfill integrity and stay within regulatory compliance.

IMPLICATION OF NOT DOING THE PROJECT(S):

Failure to maintain the facilities and infrastructure would negatively impact landfill integrity and the County’s ability to meet permit requirements as well as maintain current level of service.

LINKS TO OTHER PROJECTS OR FACILITIES:

None

CHAPTER 4 - STORMWATER UTILITY FACILITIES

Discharge of county's drainage systems to natural surface waters systems results in the county being subject to the federal Clean Water Act through the National Pollutant Discharge Elimination System (NPDES) Phase II permit program administered by Washington Department of Ecology. Chapter 7 of the Comprehensive Plan (Utilities) provides policy guidance related to stormwater management in Thurston County.

Existing Inventory

The County maintains an inventory of nearly 6,700 catchbasins, over 3,300 culverts and 1,100 miles of pipes, ditches and swales that are owned or operated by the County and an inventory of privately-owned or operated stormwater facilities including 760 unique inspection sites; 281 commercial and 479 residential. Mapped private assets include: over 4,500 catchbasins, 950 stormwater ponds, 1,200 culverts and 400 miles of pipes, ditches and swales. The Stormwater Utility maintains these inventories in VUEWorks the County's asset management software program.

Future Needs

In 2008, the Stormwater Management Utility was expanded countywide to address NPDES permitting and countywide basin planning. Projects for the area will be generated by the County basin characterizations, basin plans and GIS inventory. The capital projects intend to address emerging environmental or regulatory issues relating to flooding, water quality and/or habitat degradation.

The capital facility projects identified serve previously developed areas within the Stormwater Utility. Many of these areas have inadequate or failing legacy stormwater systems, which cause localized flooding, and in some cases affect or could affect water quality and freshwater and marine habitat.

New stormwater facilities constructed in association with new or re-development are subject to the requirements set forth by the current edition of the Thurston County Drainage Design and Erosion Control Manual (DDECM). These new facilities are funded entirely by the developer, and address potential flooding and water quality impacts, which are a direct result of the planned development.

Proposed Improvements

Stormwater Improvement projects totaling more than \$8 million are proposed over the six-year planning period as shown in table 4-1. These costs would be paid by stormwater utility fees and/or grants.

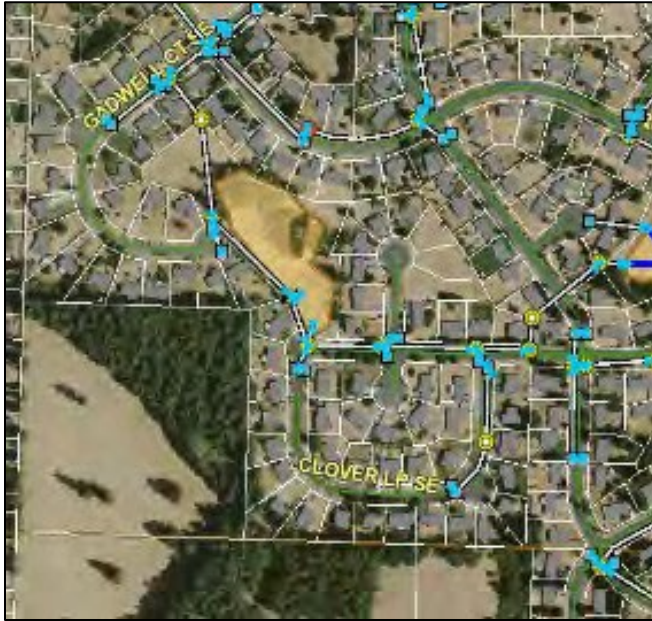
Table 4-1: Public Works Stormwater Utility Projects

REVENUES FOR PROJECTS							
Fund Source	2025	2026	2027	2028	2029	2030	6-Yr. Total
Stormwater Utility Rates	\$2,640,000	\$2,870,854	\$2,120,000	\$520,000	\$500,000	\$500,000	\$9,150,854
Grants	\$100,000	\$29,146	\$0	\$0	\$0	\$0	\$129,146
TOTALS	\$2,740,000	\$2,900,000	\$2,120,000	\$520,000	\$500,000	\$500,000	\$9,280,000

EXPENDITURES FOR PROJECTS															
Project Number (Accounting System)	Project Title	Project Phase*	Location	Funding Source	Prior Years Expenses**	2025	2026	2027	2028	2029	2030	6-Yr. Total	Future Years	Total Estimated Project Cost	Page Number
C70004	Meadows Subdivision Ponds Retrofit	Design	City of Lacey	SUR/Grant	\$307,958	\$100,000	\$1,210,000	\$0	\$0	\$0	\$0	\$1,310,000	\$507,958	\$1,817,958	42
C70001	Woodard Creek Retrofit - Site 4	Design	Rural Thurston County	SUR	\$170,127	\$2,000,000	\$10,000	\$0	\$0	\$0	\$0	\$2,010,000	\$320,127	\$2,330,127	43
C70007	WSDOT US101 Schneider Creek	Construction	Rural Thurston County	SUR	\$200,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$1,400,000	\$1,400,000	44
C70005	Littlerock Area Stormwater Retrofit	Predesign	Rural Thurston County	SUR		\$30,000	\$80,000	\$610,000	\$0	\$0	\$0	\$720,000	\$0	\$720,000	45
27W87	Cedar Shores Stormwater Retrofit	Predesign	Rural Thurston County	SUR		\$0	\$150,000	\$400,000	\$10,000	\$0	\$0	\$560,000	\$0	\$0	46
C70008	Sherwood Firs Stormwater Retrofit	Predesign	City of Lacey	SUR		\$50,000	\$750,000	\$10,000	\$0	\$0	\$0	\$810,000	\$0	\$810,000	47
	WSDOT SR8 Kennedy Creek	Predesign	Rural Thurston County	SUR		\$0	\$200,000	\$600,000	\$10,000	\$0	\$0	\$810,000	\$0	\$0	48
C73001	Stormwater Facility Improvement Program 2024-2025	Ongoing	Countywide	SUR		\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$600,000	49
	Stormwater Facility Improvement Program 2026-2030	Ongoing	Countywide	SUR		\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000	\$0	\$0	49
C74001	Stormwater Land Acquisition/Conservation Future Program 2024-2025	Ongoing	Countywide	SUR		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$100,000	50
	Stormwater Culvert Replacement Program 2025	Ongoing	Countywide	SUR		\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	51
	Stormwater Culvert Replacement Program 2026-2030	Ongoing	Countywide	SUR		\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000	\$0	\$0	51
TOTAL					\$678,085	\$2,740,000	\$2,900,000	\$2,120,000	\$520,000	\$500,000	\$500,000	\$9,280,000	\$2,578,085	\$7,788,085	

Legend:	Completed Projects:
SUR-Stormwater Utility Rates	Boston Harbor Road NE Stormwater Conveyance and Outfall Improvements
WSDOT-Washington State Department of Transportation	Madrona Beach Road NW Vicinity Retrofits
	Woodard Creek Retrofit - Site 1

MEADOWS SUBDIVISION POND RETROFIT



DESCRIPTION:

The project will retrofit the existing Meadows Subdivision Pond 4C by regrading the site and replacing inlet and outlet structures to meet current water quality treatment and flow control standards. Additionally, the project will upgrade/rehab legacy conveyance pipes reaching the end of their serviceable life.

PHASE: Design

LOCATION:

Meadows Subdivision between Clover Loop SE and Gadwell Ct. SE between Steilacoom Rd. SE and Pacific Hwy SE

JUSTIFICATION (Need/Demand):

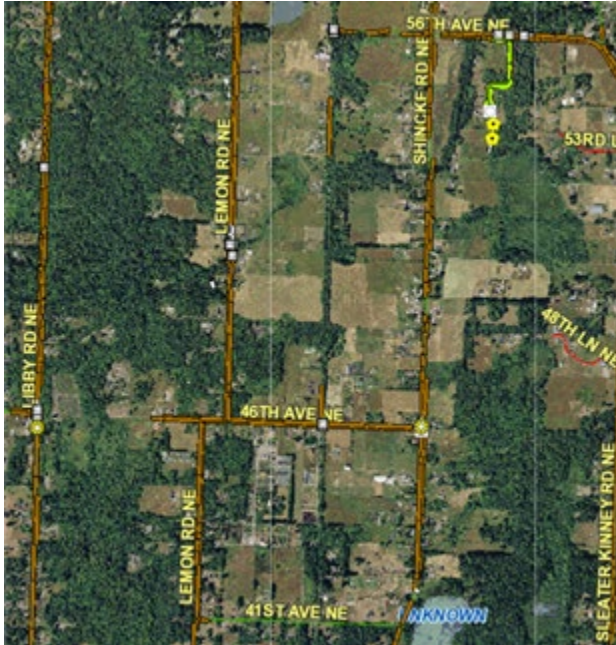
The subdivision and pond were built in the mid-1980's to the stormwater flow and treatment standards current at the time. These standards do not meet the current standards for water quality and flow control. This project will retrofit the pond and structures to incorporate a higher level of flow control level of service.

IMPLICATION OF NOT DOING THE PROJECT:

This system ultimately discharges to Little McAllister Creek. If the project is not completed, then high flows generated in larger storm events will continue to degrade Little McAllister Creek and McAllister Creek.

LINKS TO OTHER RELATED PROJECTS OR FACILITIES:

Mallard Pond, the most downstream pond in the system, was a previous CIP intended to provide flow control and water quality benefits.

WOODARD CREEK RETROFIT - SITE 4**DESCRIPTION:**

Install bioretention swales within the Thurston County road Right-of-Way to filter the water before discharging to a tributary of Woodard Creek and upgrade ditches and culverts along Lemon Road to alleviate flooding. This project was one of five projects identified in the 2014 Woodard Retrofit Study.

PHASE: Design**LOCATION:**

Along the south side of 46th Ave. NE between the westerly intersection of Lemon Rd NE and the Chehalis Western Trail. Sec. T19N - 01W
4924 Lemon Road NE

JUSTIFICATION (Need/Demand):

The project is located in the Woodard Creek Basin of the Henderson Inlet Watershed. In 2006 the Washington State Department of Ecology published the *Henderson Inlet Watershed Fecal Coliform Bacteria, Dissolved Oxygen, pH, and Temperature Total Daily Maximum Load Study*. The purpose of the proposed improvements is to improve the water quality of stormwater which is a possible source of bacteria in Woodard Creek, Woodard Bay, and Henderson Inlet. In addition, the *Henderson Inlet Watershed Fecal Coliform Water Quality Implementation Plan* identified needed reductions in fecal coliform bacteria in the Woodard Creek basin. The project will further Thurston County's efforts to comply with the TMDL requirements. Additionally, Lemon Rd experiences frequent flooding. This project would expand roadside ditches and replace undersized culverts in the system in attempt to alleviate flooding over Lemon Rd.

IMPLICATION OF NOT DOING THE PROJECT(S):

Further contamination of Woodard Creek with pollutants from stormwater and non-compliance with TMDL requirements. Lemon Road will continue to flood during heavy rain and water quality of Woodard Creek will not improve.

LINKS TO OTHER PROJECTS OR FACILITIES:

Henderson Inlet Watershed Fecal Coliform Bacteria, Dissolved Oxygen, pH, and Temperature Total Daily Maximum Load Study. Woodard Creek Basin Stormwater Retrofit Study (2014)

WSDOT US101 SCHNEIDER CREEK



DESCRIPTION:

Install biofiltration swales and vegetated filter strips on US101 to treat stormwater runoff discharging into Schneider Creek.

PHASE: Design

LOCATION:

US101 at its intersection with Steamboat Island Road

JUSTIFICATION (Need/Demand):

WSDOT's impervious surface stormwater fees "must be used for stormwater control facilities that directly reduce state highway runoff impacts." Schneider creek is on the 303(d) list for bacteria in the lower reach, and certain stretches of Schneider Creek have Benthic Index of Biotic Integrity (B-IBI) indexes of fair/poor. This project meets the WSDOT fee requirements and seeks to improve water quality in the lower reach of Schneider Creek. WSDOT will take ownership of these facilities post construction.

IMPLICATION OF NOT DOING THE PROJECT:

Schneider Creek's Water Quality concerns will continue unaddressed.

LINKS TO OTHER RELATED PROJECTS OR FACILITIES:

None

LITTLEROCK AREA STORMWATER RETROFIT



DESCRIPTION:

Install approximately 1,100 feet of biofiltration swales and bioretention areas around Littlerock Elementary School, 127 Ave SW, and 128th Ave SW to improve water quality before discharging to the Black River and Beaver Creek.

PHASE:

Predesign

LOCATION:

Along Littlerock Road SW, 127 Ave SW, and 128th Ave SW in the vicinity of Littlerock Elementary

JUSTIFICATION (Need/Demand):

Untreated stormwater runoff discharges directly to tributaries of the Black River and Beaver Creek from parking areas and roads. Chinook, Coho, Chum, and Steelhead Salmon use the Black River and Beaver Creek for spawning and rearing. Untreated stormwater runoff has been shown to be detrimental to aquatic organisms in general and these species in particular. Biofiltration is effective at removing pollutants from stormwater runoff and improving water quality.

IMPLICATION OF NOT DOING THE PROJECT:

Untreated stormwater runoff will continue to be discharged into the Black River and Beaver Creek and affect salmon species and other aquatic organisms.

LINKS TO OTHER RELATED PROJECTS OR FACILITIES:

None

CEDAR SHORES STORMWATER RETROFIT



DESCRIPTION:

Improve and expand existing stormwater pond to meet current standards for flow control and water quality treatment. Evaluate improvements to roadside swales to improve water quality treatment.

PHASE:

Predesign

LOCATION:

Steamboat Island vicinity. Cedar Shores Subdivision at 78th Avenue

NW and 78th Loop Northwest

JUSTIFICATION (Need/Demand):

Discharge from subdivision's stormwater pond is to a steep ravine discharging to Totten Inlet. The storm drainage pond was installed in the early 1980's as part of the Cedar Shores Subdivision. The pond is undersized and currently provides minimal flow control to prevent downstream erosion. Downstream erosion causes sediment transport to beaches of Totten Inlet and potentially future slide conditions and property damage including potential for damage to public roadway.

IMPLICATION OF NOT DOING THE PROJECT:

Damage to private property and beach due to deposition of sediments and pollutants. Pollutants discharging to Puget Sound (Totten Inlet) potentially adversely affecting shellfish beds and water quality. Continued erosion of steep ravine possibly resulting in slides and property damage to private property and public roads.

LINKS TO OTHER RELATED PROJECTS OR FACILITIES:

None

SHERWOOD FIRS STORMWATER RETROFIT



DESCRIPTION:

Retrofit / rehabilitate existing drywells near the end of their service life.

PHASE:

Pre-design

LOCATION:

Sherwood Firs Subdivision, Pamela Dr SE and Steilacoom Rd SE. Sec. 14, T18N - 01W

JUSTIFICATION (Need/Demand):

The storm drainage system installed in the 1970's as part of the Sherwood Firs Subdivision is no longer functioning as designed. Over the years the drywells and infiltration trenches have filled with fines and are no longer infiltrating effectively. This is a drainage facility that the county has ownership and maintenance responsibility for due to its age and previous work performed. Road Maintenance has brought this to the Stormwater Utility's attention since Operations staff frequently responds to localized road flooding.

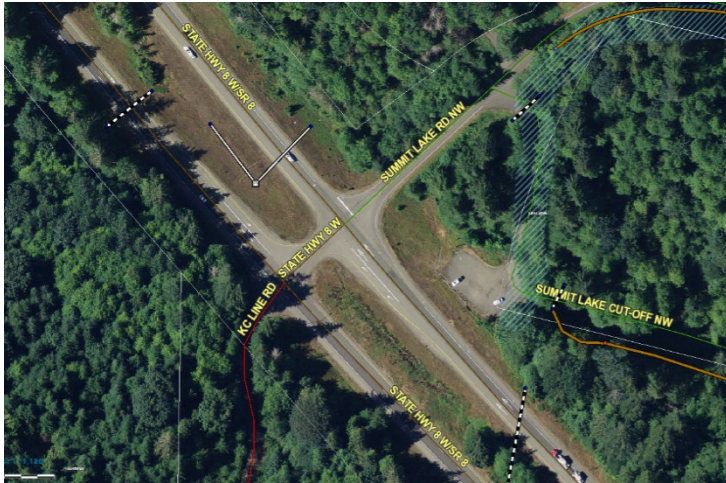
IMPLICATION OF NOT DOING THE PROJECT:

Damage to private property due to flooding.

LINKS TO OTHER RELATED PROJECTS OR FACILITIES:

N/A

WSDOT SR8 KENNEDY CREEK



DESCRIPTION:

Retrofit median, shoulders, and park-and-ride on State Route 8 to incorporate biofiltration swales and vegetated filter strips. Additionally, this project includes installing a bioretention basin in the Summit Lake Rd Park-and-Ride lot.

PHASE: Predesign

LOCATION:

State Route 8 at the Summit Lake Rd exit.

JUSTIFICATION (Need/Demand):

WSDOT's impervious surface stormwater fees "must be used for stormwater control facilities that directly reduce state highway runoff impacts." This project will help treat runoff from high traffic roadway (18,000 AADT), which flows to Kennedy Creek. Water quality monitoring at this location indicated water quality standard failures for fecal coliform.

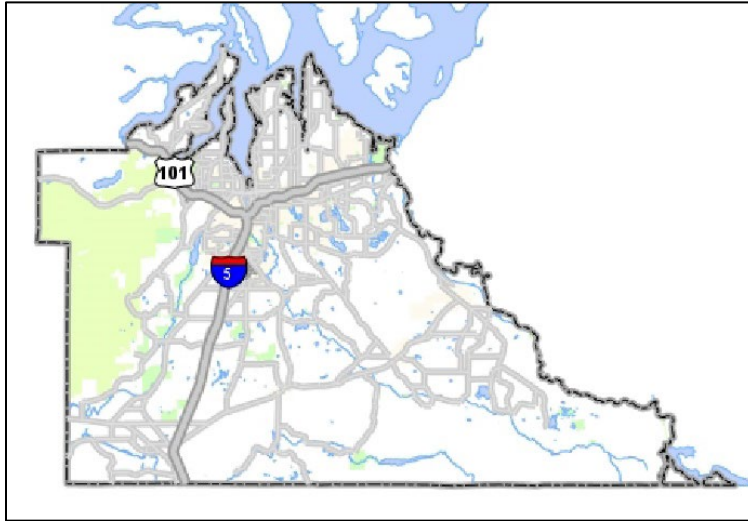
IMPLICATION OF NOT DOING THE PROJECT:

Adverse impacts to water quality within Kennedy Creek and downstream waters will remain.

LINKS TO OTHER RELATED PROJECTS OR FACILITIES:

N/A

STORMWATER FACILITY IMPROVEMENT PROGRAM



DESCRIPTION:

These funds are set aside every year so that stormwater staff has the authority to expend funds for unanticipated costs associated with capital repair or replacement.

PHASE: Ongoing

LOCATION:

Various locations throughout the county.

JUSTIFICATION (Need/Demand):

Provides a mechanism to respond to unanticipated capital expenditures on short notice.

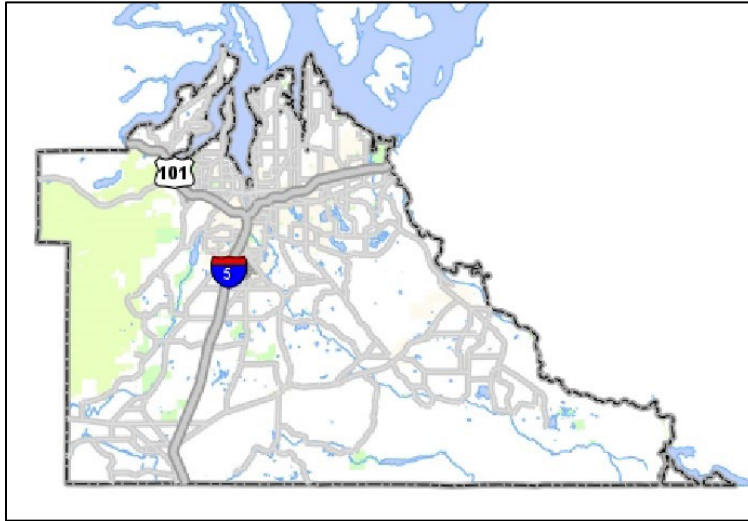
IMPLICATION OF NOT DOING THE PROJECT:

High priority/emergency repairs would need to wait for Board of County Commissioners approval.

LINKS TO OTHER RELATED PROJECTS OR FACILITIES:

N/A

STORMWATER LAND ACQUISITION/CONSERVATION FUTURES PROGRAM



DESCRIPTION:

This is a legacy fund that was established for when capital projects have a property acquisition component. Staff is currently evaluating looping property acquisition budgets into individual project budgets. In addition, this fund may continue to stay for future stream/habitat restoration efforts, which are on the list for Water Resources to evaluate.

PHASE: Ongoing

LOCATION:

Various locations throughout the county.

JUSTIFICATION (Need/Demand):

Provides a mechanism to respond to unanticipated acquisition opportunities or capital project needs on short notice.

IMPLICATION OF NOT DOING THE PROJECT:

Emerging opportunities may be missed due to process and timeline for amending the Capital Improvement Program.

LINKS TO OTHER RELATED PROJECTS OR FACILITIES:

N/A

STORMWATER CULVERT REPLACEMENT PROGRAM



DESCRIPTION:

This program provides for the programmatic replacement of culverts through a project prioritization process. These culverts would not otherwise be replaced as part of regular maintenance and operations due to degree of difficulty, cost or other factors.

PHASE: Ongoing

LOCATION:

Various locations throughout the county.

JUSTIFICATION (Need/Demand):

Provides for the programmatic replacement of culverts to maintain proper stormwater conveyance and protection of County roads.

IMPLICATION OF NOT DOING THE PROJECT:

High priority/emergency repairs would need to wait for Board of County Commissioners approval.

LINKS TO OTHER RELATED PROJECTS OR FACILITIES:

N/A

CHAPTER 5 – TRANSPORTATION

Thurston County is responsible for maintaining over 1,000 miles of roads and associated facilities and 150 bridges. The capital facilities program attempts to meet the demands as the population grows.

Existing Inventory

Thurston County’s roadway network is principally made up of County roads as well as state highways, such as I-5, SR 101, SR 8, SR 12, and SR 507, which provide intercity and interstate connections. Table 5-1 depicts the inventory of County roadways by functional classification.

Table 5-1 Existing Transportation Facilities

Facility Name	Location	Capacity or size (miles)
Rural Minor Arterial	County-Wide	14.467
Rural Major Collector	County-Wide	225.549
Rural Minor Collector	County-Wide	53.630
Urban Principal Arterial	County-Wide	7.308
Urban Minor Arterial	County-Wide	34.667
Urban Collector	County-Wide	17.901
Bridges	County-Wide	147
Bike Lanes – As upgrades are made to any road above local access, paved shoulders are added which provide space for pedestrian and bicycle use.		

The County Public Works Transportation Division also maintains the following inventories:

- Traffic Sign Inventory
- Guardrail Inventory
- Bridge Index (summary of bridge conditions)
- Pavement Management Program (pavement condition survey)
- Thurston County Barrier Culvert Inventory (fish passage)

Future Needs

The Chapter 5 Transportation of the Thurston County Comprehensive Plan sets level of service (LOS) standards for county roads and associated facilities. The Six-Year Transportation Improvement Program (TIP) specifies the transportation capital program in accordance with the adopted Comprehensive Plan and provides descriptions of each project.

Proposed Improvement Projects

The county plans to expend approximately \$89 million on transportation projects over the next six-year planning period. These projects are improvements or additions to transportation facilities such as roads, bridges, sidewalks, bike lanes, and other roadway features that have been prioritized to meet population demands and within the county budget. The categories below describe the types of projects to be completed. The TIP provides more details about each proposed project and can be found on the Public Works website.

Bridge projects are typically selected by using the State of Washington Inventory of Bridges and Structures (SWIBS) database and other considerations to identify the highest priority bridges. The criteria includes the structural adequacy and safety of the bridge, its serviceability and functional obsolescence, and how essential it is for public use. The State Bridge Committee selects bridges based on the SWIBS criteria for available federal funding.

Culvert Projects include those culverts in need of repair and/or replacement based upon condition, maintenance history and other criteria.

Design Standard provides greater lane width, improve roadway curves, slope flattening or increase load carrying capacity on new road construction projects. These do not typically add lanes except as needed for safety or capacity at certain intersections.

Fish Passage Enhancement projects are fish passage barriers or deteriorating culverts are ranked in their order of benefits to salmonid using the Salmon and Steelhead Enhancement and Restoration (SSHEAR) metrology developed by Washington Department of Fish and Wildlife (WDFW). Other priority methods may be used to secure funding depending on the funding opportunities.

Non-Motorized Improvements: Includes the construction of new sidewalks, crosswalks, safe routes to school, and accessibility improvements.

Roadway Capacity improvements are those that assure transportation infrastructure is available to meet demand created by new development as required by the Growth Management Act. County concurrency projects include those not addressed by developers and primarily consist of projects identified as regional needs in the Thurston Regional Transportation Plan, 20-year Transportation Project List contained herein.

Road Preservation considers the inventory of visual pavement distress/cracking, traffic volumes

and other factors to rate the pavement. Asphalt overlays are considered a restoration to the roadway versus routine maintenance such as patching or liquid asphalt sealing of the pavement surface.

Safety Improvements includes a variety of investments that are intended to support the goals outlined in the Washington State Strategic Highway Safety Plan, Target Zero. These could include spot improvements such as turn lanes at an intersection or systemic investments made throughout the roadway network. This category also includes repair of compromised roadways where it is determined unsafe to use due to natural disaster, such as floods, mudslides, bank erosion.

Programs include miscellaneous projects, studies, culverts and small bridge improvements and other more minor improvements.

Table 5-2 Transportation Proposed Projects and Funding

REVENUES FOR PROJECTS							
Fund Source	2025	2026	2027	2028	2029	2030	6-Yr. Total
County Roads Fund	\$5,384,469	\$6,911,995	\$372,000	\$6,215,000	\$250,000	\$5,400,000	\$24,533,464
Transportation Improvement Board	\$1,510,000	\$0	\$0	\$0	\$0	\$0	\$1,510,000
Transportation Impact Fees	\$837,372	\$1,200,000	\$150,000	\$0	\$0	\$0	\$2,187,372
Surface Transportation Program / Surface Transportation Block Grant Program	\$3,689,506	\$2,543,000	\$0	\$0	\$0	\$0	\$6,232,506
Safe Routes to School Grant	\$1,040,897	\$0	\$0	\$0	\$0	\$0	\$1,040,897
Highway Safety Improvement Program	\$2,965,000	\$0	\$0	\$0	\$0	\$0	\$2,965,000
Rural Arterial Program	\$699,610	\$2,775,590	\$8,000	\$270,000	\$2,655,000	\$0	\$6,408,200
State Grant/Appropriation	\$110,000	\$8,383,590	\$10,000	\$0	\$0	\$0	\$8,503,590
Federal Salmon Recovery	\$0	\$0	\$0	\$0	\$0	\$0	\$0
National Highway Safety Grant	\$170,000	\$2,840,000	\$10,000	\$0	\$0	\$0	\$3,020,000
National Highway Freight Program Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Direct Appropriation	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000
Federal Protect Grant	\$3,190,000	\$0	\$0	\$0	\$0	\$0	\$3,190,000
American Rescue Plan Act	\$1,137,293	\$0	\$0	\$0	\$0	\$0	\$1,137,293
Real Estate Excise Tax	\$3,486,910	\$2,350,000	\$4,000,000	\$2,000,000	\$4,000,000	\$2,000,000	\$17,836,910
Other (Developer, other agency, or bond)	\$1,937,000	\$0	\$0	\$0	\$0	\$0	\$1,937,000
TOTALS	\$26,358,057	\$27,004,175	\$4,550,000	\$8,485,000	\$6,905,000	\$7,400,000	\$80,702,232

EXPENDITURES FOR PROJECTS															
Project Number (Accounting System)	Project Title	Project Phase*	Location	Funding Source	Prior Years Expenses**	2025	2026	2027	2028	2029	2030	6-Yr. Total	Future Years	Total Estimated Project Cost	Page Number
48310	Rochester Main Street Improvements (US 12)		Rural Thurston County	CRF	\$186,797	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$186,797	\$0	59
C61161	Evergreen Pkwy & Mud Bay Rd Interchange Improvements	PreDesign	Olympia	TIF	\$0	\$0	\$150,000	\$150,000	\$0	\$0	\$0	\$300,000	\$1,223,634	\$420,000	60
61309	Yelm Hwy SE Bridge Replacement (O-12)		Rural Thurston County	CRF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	61
C61317	Tilley Rd S-Old Hwy 99 SW to Goddard Road SW (formerly Old Hwy 99 & Tilley Rd Intersection Improvements)	Design	Rural Thurston County	CRF/TIF/RAP/STBG	\$129,998	\$327,349	\$3,185,000	\$10,000	\$0	\$0	\$0	\$3,522,349	\$337,251	\$4,094,475	62
C61320	Littlerock Road & 113th Ave SW Bridge and Intersection Improvements	ROW	Rural Thurston County	TIF/STBG/CRF	\$224,243	\$2,013,818	\$7,000	\$0	\$0	\$0	\$0	\$2,020,818	\$1,566,094	\$2,995,061	63
C61348	183rd Ave Phase 1 - (US 12 to Sargent	Design	Rural	RAP/CRF	\$155,816	\$450,000	\$1,769,600	\$10,000	\$0	\$0	\$0	\$2,229,600	\$0	\$3,336,600	64

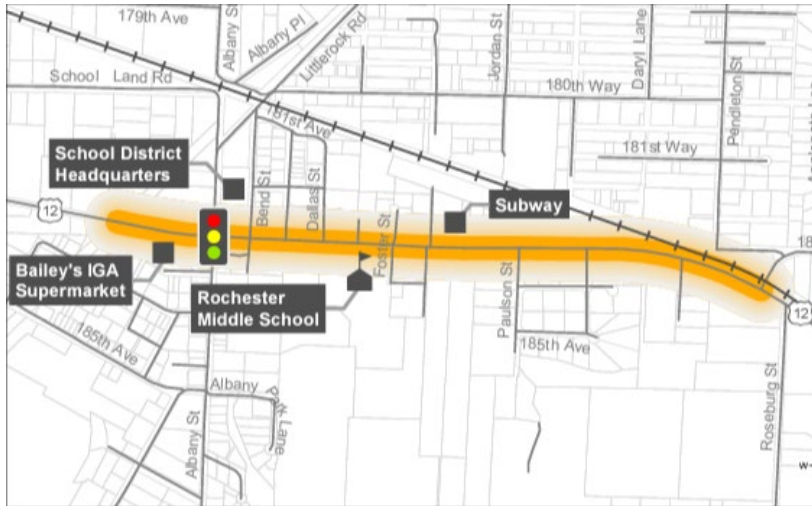
	Rd)		Thurston County												
C61364	Johnson Point Rd & Hawks Prairie Rd Intersection Improvements	Construction	Rural Thurston County	TIF/Dev/STBG	\$600,113	\$2,700,000	\$7,000	\$0	\$0	\$0	\$0	\$2,707,000	\$4,102,669	\$4,521,733	65
61461	Steilacoom Rd Improvements Phase 1 (Pacific Ave NE to SR 510)	Design	Lacey	CRF	\$5,871,941	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$6,705,216	\$0	66
C61478	Marvin Rd Upgrade Phase 1 (22nd Ave to Union Mills Rd)	Construction	Lacey	TIB/TIF/Dev/CRF	\$2,614,307	\$4,851,078	\$15,000	\$0	\$0	\$0	\$0	\$4,866,078	\$0	\$11,575,294	67
C61507	Sargent Rd SW - US12 to Old Hwy 99 SW (South Grand Mound UGA Improvements)	PreDesign	Grand Mound	TIF/CRF	\$37,755	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$974,243	\$450,403	68
61509	Pedestrian & Bicycle Program	PreDesign	Countywide	CRF	\$6,122,379	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$4,514,733	\$0	69
61513	Bridge Program	PreDesign	Countywide	CRF	\$2,538,061	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$572,126	\$0	70
C61523	Pleasant Glade Elementary Pedestrian Improvements (SRTS)	Design	Lacey	CRF/SRTS	\$36,036	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$2,820,000	\$1,605,000	71
C61525	Yelm Hwy and Spurgeon Creek Rd SE Intersection Improvements	PreDesign	Rural Thurston County	CRF/TIF	\$472,125	\$1,149,994	\$10,000	\$0	\$0	\$0	\$0	\$1,159,994	\$120,000	\$400,000	72
C61544	Carpenter Road Pedestrian Improvements - Affordable Housing	PreDesign	Rural Thurston County	REET	\$355,000	\$100,000	\$100,000	\$0	\$0	\$0	\$0	\$200,000	\$440,403	\$350,000	73
C61545	Marvin Rd Upgrade Phase 2 (Mullen Rd Intersection)	Closeout	Lacey	Dev/CRF	\$115,000	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000	\$943,467	\$191,797	74
C61546	2024 County Road Safety (HSIP)	Design	Countywide	HSIP	\$250,403	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000	\$1,107,000	\$2,880,000	75
61547	Tilley Rd Bridge Replacement (T-2)	PreDesign	Rural Thurston County	CRF	\$595,038	\$1,580,000	\$0	\$0	\$0	\$0	\$0	\$1,580,000	\$1,150,000	\$0	76
C61548	Old Hwy 99 at Intersections of Sargent Rd and 201st Ave	ROW	Grand Mound	STBG/CRF	\$300,000	\$0	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$200,000	\$3,890,452	77
C61550	Countywide Electrical Services Project (HSIP)	Design	Countywide	HSIP/CRF	\$184,000	\$140,000	\$2,756,985	\$50,000	\$0	\$0	\$0	\$2,946,985	\$150,000	\$1,600,000	78
C61552	Marvin RD Upgrade Phase 3 (Union Mills RD to Pacific AVE)	Design	Lacey	CRF		\$1,510,000	\$0	\$0	\$0	\$0	\$0	\$1,510,000	\$0	\$0	79
C61553	Old Pacific Ave and Kuhlman Intersection	PreDesign	Rural Thurston County	CRF/TIF		\$150,000	\$50,000	\$0	\$50,000	\$0	\$0	\$250,000	\$0	\$160,000	80
C61554	Cooper RD SW at Mox Chehalis Creek Culvert Replacement	Construction	Rural Thurston County	CRF	\$50,946	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$667,517	81
C61564	196th Ave SW - Sargent Rd to Elderberry ST SW	PreDesign	Grand Mound	CRF	\$50,000	\$566,571	\$10,000	\$0	\$0	\$0	\$0	\$576,571	\$90,000	\$10,000	82
C61566	SR507 & Vail Rd Roundabout	PreDesign	Rural Thurston County	WSDOT	\$1,400,000	\$0	\$10,000	\$0	\$0	\$0	\$0	\$10,000	\$407,714	\$7,000,000	83
C63001	Fish Passage Enhancement Program 2024 - 2025	PreDesign	Countywide	REET	\$14,276,874	\$110,000	\$6,430,000	\$10,000	\$0	\$0	\$0	\$6,550,000	\$0	\$1,228,634	84
C63001	Fish Passage Enhancement Program 2026 - 2030	PreDesign	Countywide	REET		\$246,410	\$0	\$0	\$0	\$0	\$0	\$246,410	\$0	\$0	84
C66001	Culvert Program 2025	Design	Countywide	CRF	\$90,000	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$10,000,000	\$0	\$0	85
C66001	Culvert Program 2026 - 2030	Design	Countywide	CRF		\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000			85
C63023	Green Cove Creek Fish Barrier Removal Ph 1	Construction	Rural Thurston County	REET/CRF/SSWU/PWB	\$860,780		\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000	\$0	\$9,452,532	86
C63024	Shawn DR SW at UNT to Dempsey Creek Fish Passage	Design	Rural Thurston	REET/RCO		\$3,487,500	\$10,000	\$0	\$0	\$0	\$0	\$3,497,500	\$0	\$1,901,251	87

			County												
C63025	Thompson Creek RD at Thompson Creek Fish Passage	Construction	Rural Thurston County	REET/RCO		\$1,554,000	\$10,000	\$0	\$0	\$0	\$0	\$1,564,000	\$0	\$2,282,431	88
C63026	Green Cove Creek Fish Barrier Removal Ph 2	Construction	Rural Thurston County	REET/RCO		\$716,337	\$0	\$0	\$0	\$0	\$0	\$716,337	\$0	\$625,299	89
C64001	Americans with Disabilities Act (ADA) Improvements 2024 - 2025	PreDesign	Countywide	Dev/CRF	\$313,373	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	\$40,714	\$457,714	90
C64004	Complete Streets ADA Program 1- Pedestrian Crossing Improvements	Design	Olympia	TIB	\$7,228	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$90,000	\$100,000	91
C65002	Pavement Preservation Program 2024 - 2025	Construction	Countywide	REET/CRF	\$3,567,535	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$11,000,000	92
C98408	Pacific Ave SE Pavement Preservation - (Lacey City Limits to Union Mills Rd SE)	Construction	Lacey	NHS/REET	\$367,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,370,000	93
C98409	Yelm Hwy SE Pavement Preservation - (Rich Rd SE to Lacey City Limits)	Construction	Olympia	NHS/REET	\$250,000	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$4,112,669	94
C60002	Mud Bay Pavement Preservation (US101 to Evergreen Parkway)	PreDesign	Rural Thurston County	NHS		\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	95
	Americans with Disabilities Act (ADA) Improvements 2026 - 2030	PreDesign	Countywide	CRF		\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$0	90
	Pavement Preservation Program 2026 - 2030	PreDesign	Countywide	REET/CRF		\$150,000	\$2,930,000	\$10,000	\$0	\$0	\$0	\$3,090,000	\$0	\$0	93
	61st Ave NW at Frye Cove Tributary Fish Passage	Design	Rural Thurston County	REET/Grant		\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000	\$0	\$0	96
	Morris Rd SE (143rd Ave SE to 133rd Ave SE)		Rural Thurston County	CRF/RAP		\$0	\$5,000,000	\$2,000,000	\$5,000,000	\$2,000,000	\$5,000,000	\$19,000,000	\$0	\$0	97
	113th Ave SE (SR 121/Tilley Rd S to McCorkle Rd SE)	PreDesign	Rural Thurston County	CRF		\$0	\$1,953,590	\$0	\$0	\$0	\$0	\$1,953,590	\$0	\$0	98
	McCorkle Rd SE (113th Ave SE to Old Hwy 99)	PreDesign	Rural Thurston County	CRF		\$0	\$0	\$10,000	\$1,185,000	\$2,655,000	\$0	\$3,850,000	\$0	\$0	99
	County Road Safety Improvement Program	PreDesign	Countywide	CRF		\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$0	\$0	100
				TOTAL		\$29,533,918	\$26,358,057	\$27,004,175	\$4,550,000	\$8,485,000	\$6,905,000	\$7,400,000	\$80,702,232	\$80,678,862	

Legend:	Completed Projects:
Bic-Ped – Federal Highway Bicycle-Pedestrian Grant	Yelm Highway and Meridian Rd Intersection Improvements
CRF – County Roads Fund	Vail Rd SE Improvements Phase 2 (138th Ave SE to 153rd Ave SE)
HSIP – Highway Safety Improvement Program	Black Lake Belmore RD Bridge Approach Repair
Dev – Developer	Steamboat Island RD Bridge Rail and Pile Cap Repair
FSR - Federal Salmon Recovery	
NHS – National Highway Safety Grant	Revised Project Timing:
NHFP – National Highway Freight Program Grant	Evergreen Pkwy & Mud Bay Rd Interchange Improvements
PWB - Public Works Board Loan	
RAP – Rural Arterial Program	Removed Projects:

REET – Real Estate Excise Tax Second Quarter	US 12 Urban Improvements Phase 1 (Old Hwy 99 SW to W UGA Boundary)
SSWU – Storm & Surface Water Utility Rates	
SRTS – Safe Routes to School Grant	New Projects:
STBG – Surface Transportation Block Grant	Culver Program
STP – Surface Transportation Program	61st Ave NW at Frye Cove Tributary Fish Passage
TIB – Transportation Improvement Board	Morris Rd SE (143rd Ave SE to 133rd Ave SE)
TIF – Transportation Impact Fees	
WSDOT – WA Dept. of Transportation Direct Appropriation	

ROCHESTER MAIN STREET IMPROVEMENTS (US 12)



DESCRIPTION:

Reconstruct roadway to provide 2 to 3 lanes with intersection improvements, bike lanes, pedestrian refuge islands, planter strips, medians, sidewalks, lighting, and drainage.

PHASE: Predesign

LOCATION:

US 12 through Rochester, from

the IGA supermarket to 183rd Ave SW

JUSTIFICATION (Need/Demand):

Rochester area residents requested the County to address safety and mobility concerns, infrastructure needs, and to improve the economic vitality of the corridor while strengthening Rochester's identity.

IMPLICATION OF NOT DOING THE PROJECT:

No change to current conditions.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

EVERGREEN PKWY & MUD BAY RD INTERCHANGE IMPROVEMENTS



DESCRIPTION:

Construct two roundabouts at the intersections of Mud Bay Rd NW and the Evergreen Parkway NW off-ramps.

PHASE: Predesign

LOCATION:

Mud Bay Rd NW and Evergreen Parkway NW Intersections

JUSTIFICATION (Need/Demand):

The left turning movements from

the NB Evergreen Pkwy off-ramp and SB Evergreen Pkwy off-ramp are currently performing at a level of service (LOS) of E and D respectively. This LOS is at or below the acceptable level mandated by the Growth Management Act. Project will also improve pedestrian, bicycle, and ADA facilities.

IMPLICATION OF NOT DOING THE PROJECT:

Increased traffic delays during peak hours could lead to concurrency issues that would impact future development.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

YELM HWY SE BRIDGE REPLACEMENT (O-12)



DESCRIPTION:

Replace existing functionally obsolete bridge with a 4-5 lane bridge with bike lanes and sidewalks. Yelm Hwy SE approaches will be widened to 4-5 lanes with bike lanes and sidewalks.

PHASE: Design

LOCATION:

Yelm Hwy SE just west of Balustrade Blvd. Near the Amtrak station

JUSTIFICATION (Need/Demand):

The existing bridge is functionally obsolete because it has a narrow roadway width and no longer provides the capacity for the daily traffic volumes crossing it. The bridge has also recently been weight restricted which prohibits certain trucks from crossing.

IMPLICATION OF NOT DOING THE PROJECT:

As the surrounding area continues developing this bridge will not be able to handle the traffic volumes. This will potentially cause large travel time delays and potential impacts to development if concurrency falls below acceptable levels.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

TILLEY RD S – OLD HIGHWAY 99 SW TO GODDARD RD SW (formerly Old Hwy 99)



DESCRIPTION:

Widen and reconstruct roadway, provide additional turn lanes at the intersection of Tilley and Old Hwy 99, replace deteriorated pavement, and add illumination and drainage improvements.

PHASE: Design

LOCATION:

Old Hwy 99 S and Tilley Rd SE Intersection

JUSTIFICATION (Need/Demand): Enhance driver safety at the intersection of Old Hwy 99 and Tilley Rd by providing a separation

between turning vehicles and through traffic.

IMPLICATION OF NOT DOING THE PROJECT:

Continued safety, capacity and preservation needs will not be met, leading to more expensive improvements in the future.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

LITTLEROCK RD & 113TH AVE SW BRIDGE AND INTERSECTION IMPROVEMENTS



DESCRIPTION:

Replace Littlerock Rd. Bridge over Blooms Ditch (L-5) and improve intersection conditions at the intersection of 113th Ave. and Littlerock Rd.

PHASE: ROW

LOCATION:

Littlerock Rd SW, 113th Ave SW to Blooms Ditch

JUSTIFICATION (Need/Demand):

A left-hand turn lane is needed to improve the safety and operations of the Littlerock Rd and 113th Ave Intersection. The L-5 bridge is similar in construction to another bridge on Littlerock Rd (L-4, Salmon Crk) that failed and needs to be replaced.

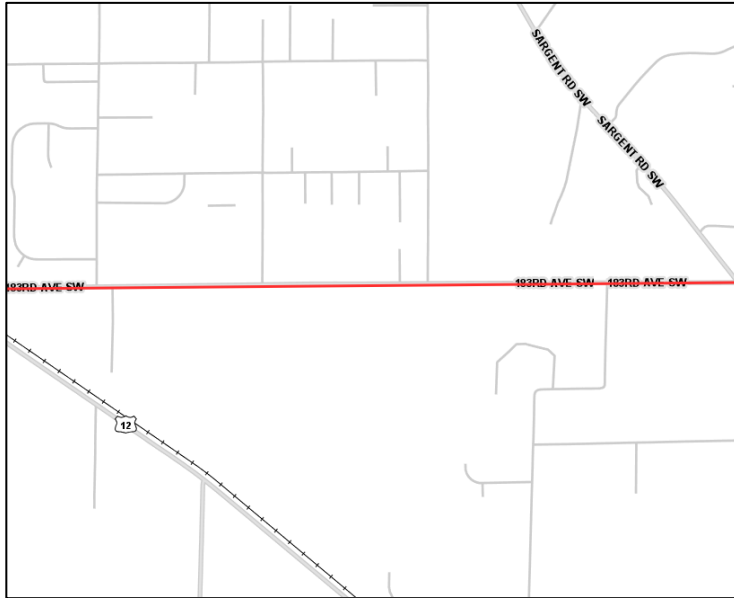
IMPLICATION OF NOT DOING THE PROJECT:

Continued safety, capacity and preservation needs will not be met, leading to more expensive improvements in the future.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

183RD AVE SW PHASE 1 – (US 12 TO SARGENT RD)



DESCRIPTION:

Widen and rehabilitate pavement, pave and widen shoulders, remove obstructions in the clear zone and replace bridge approach guardrail.

PHASE: Design

LOCATION:

183rd Ave SW, US 12 to Sargent Rd SW

JUSTIFICATION (Need/Demand):

This project will address pavement preservation and improve the roadway to meet design guidelines for safety, mobility and stormwater.

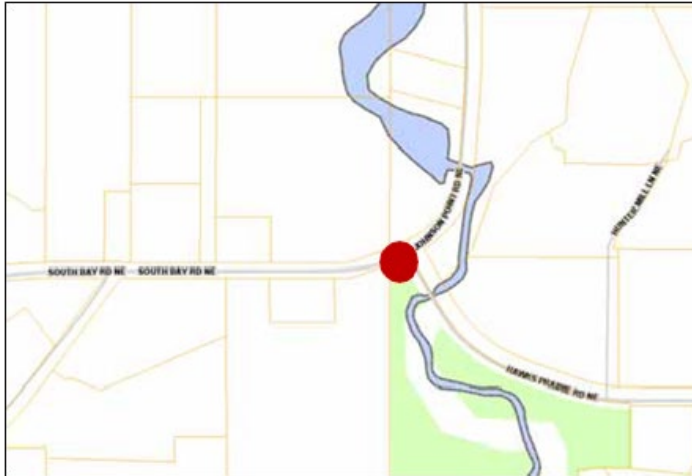
IMPLICATION OF NOT DOING THE PROJECT:

Continued safety, capacity and preservation needs will not be met, leading to more expensive improvements in the future.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

JOHNSON POINT RD AT HAWKS PRAIRIE RD INTERSECTION IMPROVEMENTS



DESCRIPTION:

Construct a roundabout at the intersection of Johnson Point Rd, Hawks Prairie Rd and South Bay Rd.

PHASE: Construction

LOCATION:

Lacey UGA – Johnson Point Rd NE, South Bay Rd NE & Hawks Prairie Rd NE Intersection

JUSTIFICATION (Need/Demand): Traffic has increased, and new development continues to add more traffic. The roundabout will provide for safer and more efficient turning movements as traffic increases.

IMPLICATION OF NOT DOING THE PROJECT:

Continued safety, capacity and preservation needs will not be met, leading to more expensive improvements in the future.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

STEILACOOM RD IMPROVEMENTS PHASE 1 (PACIFIC AVE NE TO SR 510)



DESCRIPTION:

Widen and rehabilitate pavement, provide bike lanes and sidewalks on both sides of the road, improve lighting, drainage, and pedestrian safety. Sustainable features such as rain gardens will be incorporated.

PHASE: Design

LOCATION: Steilacoom Rd from Pacific Ave to SR 510

JUSTIFICATION (Need/Demand):

This section of Steilacoom Rd has limited shoulders and pedestrian accommodations. Nisqually Middle School is at the east end of this project and sees a lot of pedestrian use.

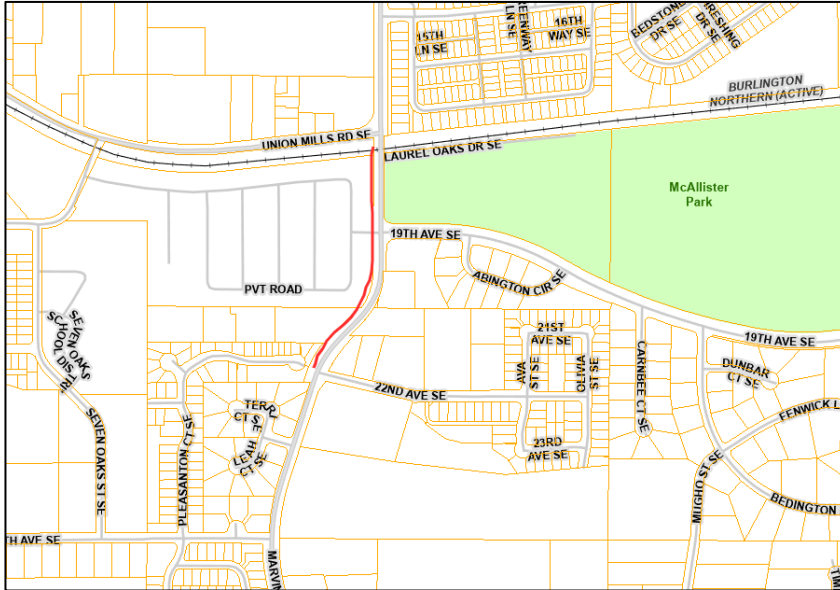
IMPLICATION OF NOT DOING THE PROJECT:

No change to current conditions.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

MARVIN RD UPGRADE PHASE 1 (22ND AVE TO UNION MILLS RD)



DESCRIPTION:

Reconstruct roadway to provide 2 to 3 lanes, bike lanes, pedestrian refuge islands, planter strips, medians, sidewalks, lighting and drainage. Intersection improvements include a roundabout at 19th Ave and access control at Union Mills Rd.

PHASE: Construction

LOCATION:

Marvin Rd from 22nd Ave to Union Mills Rd SE

JUSTIFICATION (Need/Demand):

This project is needed to improve the safety and mobility for the Marvin Rd corridor. Current operations do not meet adopted Level of Service requirements.

IMPLICATION OF NOT DOING THE PROJECT:

Increase in congestion and, due to concurrency requirements, new development may not be allowed.

LINKS TO OTHER PROJECTS OR FACILITIES:

Marvin RD Upgrade Phase 3 (Union Mills RD to Pacific AVE)

PEDESTRIAN AND BICYCLE PROGRAM



DESCRIPTION:

Projects in this program seek to improve conditions for biking and walking, and to protect and preserve community environment and character.

PHASE: Ongoing

LOCATION:

Countywide

JUSTIFICATION (Need/Demand):

Improves multi-modal use and access to the county roadway system. Increased multi-modal use decreases need to widen roadways and other costly roadway work and enhances healthy travel options.

IMPLICATION OF NOT DOING THE PROJECT:

No change in existing conditions.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

BRIDGE PROGRAM



DESCRIPTION:

Projects in this program keep bridges open and safe for public use. Projects include bridge installment, enhancement, and replacement. An annual Bridge Index Report is required.

PHASE Ongoing

LOCATION:

Countywide

JUSTIFICATION (Need/Demand):

The program preserves, maintains, and replaces county bridges.

IMPLICATION OF NOT DOING THE PROJECT:

Reduction in the movement of goods, services, and people throughout the county, impairing economic development and potentially hindering emergency response.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

PLEASANT GLADE ELEMENTARY PEDESTRIAN IMPROVEMENTS (SRTS)



DESCRIPTION:

Construct new sidewalk, ADA ramps, and other features that will improve safety for children who walk to school.

PHASE: Design

LOCATION:

Abernathy Rd between 15th Ave NE and 20th Way NE

JUSTIFICATION (Need/Demand):

Pleasant Glade Elementary has been identified (by citizens, North

Thurston School District and TCPW) as an area that would benefit from the Safe Routes to School Program. Abernathy Rd. currently lacks any sidewalk between 15th Ave. and the school. Improvements will enhance pedestrian safety along the walking routes children use to reach Pleasant Glade Elementary. A section of this route also has noted ADA deficiencies.

IMPLICATION OF NOT DOING THE PROJECT:

No change to current conditions. No ADA improvements.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

YELM HWY AND SPURGEON CREEK RD SE INTERSECTION IMPROVEMENTS



DESCRIPTION:

Construct a roundabout at the intersection of Yelm Hwy SE and Spurgeon Creek Rd SE.

PHASE: Predesign

LOCATION:

At the intersection of Yelm Hwy SE and Spurgeon Creek Rd SE

JUSTIFICATION (Need/Demand):

As traffic increases, this intersection is experiencing congestion problems and an increase in crashes. A

roundabout will improve efficiency and safety on this busy portion of the County road network.

IMPLICATION OF NOT DOING THE PROJECT:

Continued safety, capacity and preservation needs will not be met, leading to more expensive improvements in the future and potentially impacting development if concurrency drops below acceptable levels.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

CARPENTER ROAD PEDESTRIAN IMPROVEMENTS – AFFORDABLE HOUSING

DESCRIPTION:

This project addresses pedestrian improvements from Martin Way on Carpenter Road to a County owned property. This will provide an ADA compliant sidewalk and improve future site accessibility and usability.

PHASE: Predesign

LOCATION:

Carpenter Road-Martin Way to County property

JUSTIFICATION (Need/Demand):

Improves pedestrian and bicycle facilities for all users.

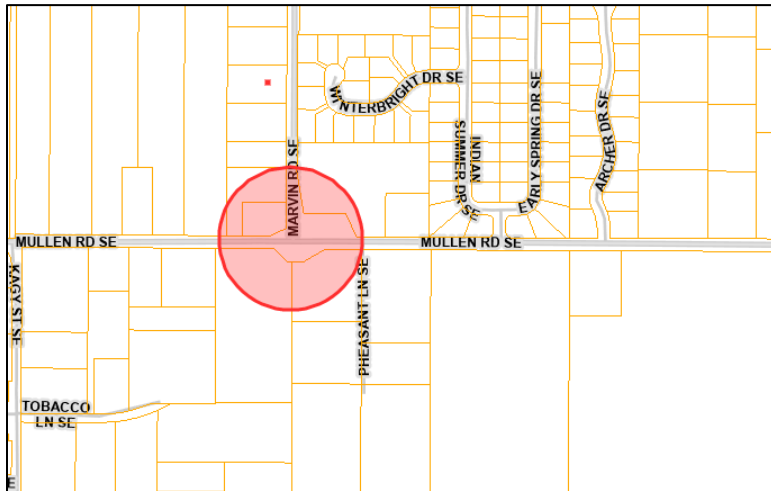
IMPLICATION OF NOT DOING THE PROJECT:

No change to current conditions. No pedestrian or ADA improvements would be completed.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

MARVIN RD UPGRADE PHASE 2 (MULLEN RD INTERSECTION)



DESCRIPTION:

Construct a roundabout at the intersection of Marvin Rd and Mullen Rd.

PHASE: Closeout

LOCATION:

Marvin Rd SE & Mullen Rd SE Intersection

JUSTIFICATION (Need/Demand):

This project is needed to improve the safety and mobility for the intersection of Marvin Rd and Mullen Rd. Current operations do not meet adopted Level of Service requirements. This will be built by developers to accommodate private development in the area.

IMPLICATION OF NOT DOING THE PROJECT:

Increase in congestion and, due to concurrency requirements, new development may not be allowed.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

2024 COUNTY ROAD SAFETY (HSIP)



DESCRIPTION:

Install improvements including signing, placement markings, guardrails and lighting. This aligns with the Washington State Target Zero plan to reduce fatal and serious injuries collisions to zero by the year 2030.

PHASE: Design

LOCATION:
Countywide

JUSTIFICATION (Need/Demand):

Improve safety and performance of the transportation system. Meet the requirements of WSDPT's Target Zero plan.

IMPLICATION OF NOT DOING THE PROJECT:

No improvement in safety features on County roads will occur..

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

TILLEY RD BRIDGE REPLACEMENT (T-2)



DESCRIPTION:

Replace existing functionally obsolete Tilley Rd Bridge (T-2) over Beaver Creek with concrete voided slab girder bridge.

PHASE: Predesign

LOCATION:

Tilley Rd over Beaver Creek, Approx. 400 ft North of 140th Ave SW

JUSTIFICATION (Need/Demand):

Tilley Rd Bridge (T-2) over Beaver Creek is a functionally obsolete

structure with a sufficiency rating of 62.22. Timber bridge components have significantly deteriorated and reach the end of their life span.

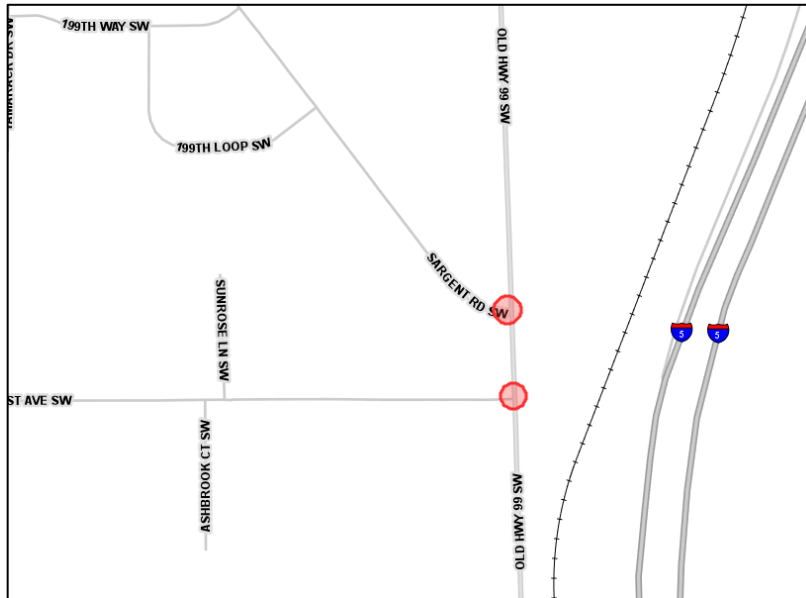
IMPLICATION OF NOT DOING THE PROJECT:

This route is an emergency detour route when incidents occur on 1-5 between Grand Mound (Exit 88) and Maytown (Exit 95) interchanges. If weight restrictions prevent emergency vehicles from crossing the bridge, emergency response times will be affected and can increase detour routes for the traveling public.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

OLD HWY 99 AT INTERSECTIONS OF SARGENT RD AND 201ST AVE



DESCRIPTION:

Construct a roundabout at the intersection of Old Hwy 99 and 201st Ave. Construct a right-in right-out intersection treatment at the intersection of Old Hwy 99 and Sargent Rd.

PHASE: Design

LOCATION:

Old Highway 99 at Sargent Rd and 201st Ave Intersections

JUSTIFICATION (Need/Demand):

This will improve traffic circulation and accommodate the additional traffic coming from the new US12 and Sargent Road access safely and efficiently.

IMPLICATION OF NOT DOING THE PROJECT:

No improvement to traffic circulation or safety.

LINKS TO OTHER PROJECTS OR FACILITIES:

Sargent Rd SW – US 12 to Old Hwy 99 SW (South Grand Mound UGA Improvements) and US 12 and Sargent Road Roundabout

COUNTYWIDE ELECTRICAL SERVICES PROJECT (HSIP)



DESCRIPTION:

Provide street lighting and channelization improvements at several locations throughout the county.

PHASE: Construction

LOCATION:

Countywide

JUSTIFICATION (Need/Demand):

This project will install lighting at intersections and provide for other safety features on roads throughout the County.

IMPLICATION OF NOT DOING THE PROJECT:

No improvement in safety features on County roads will occur.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

MARVIN RD UPGRADE PHASE 3- (UNION MILLS RD TO PACIFIC AVE)



DESCRIPTION:

Reconstruct roadway to provide 2 to 3 lanes, bike lanes, pedestrian refuge islands, planter strips, medians, sidewalks, lighting and drainage.

PHASE: Design

LOCATION:

Marvin Rd SE, Union Mills SE to Pacific Ave SE

JUSTIFICATION (Need/Demand):

This project is needed to improve the safety and mobility for the Marvin Rd corridor. Current operations do not meet adopted Level of Service requirements.

IMPLICATION OF NOT DOING THE PROJECT:

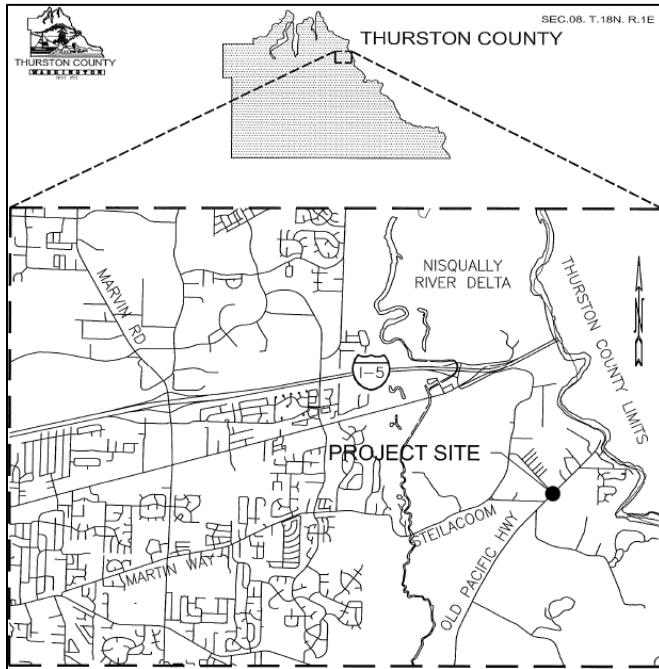
Increase in congestion and, due to concurrency requirements, new development may not be allowed.

LINKS TO OTHER PROJECTS OR FACILITIES:

Marvin Rd Upgrade Phase 1 (22nd Ave to Union Mills Rd)

N/A

OLD PACIFIC AVE AND KUHLMAN INTERSECTION



DESCRIPTION:

Improve the intersection of Old Pacific Hwy Se and Kuhlman Rd SE. Old Pacific Hwy is a popular route to access I-5 for the Yelm, Rainier and Lacey communities, and traffic volumes continue to increase as development grows in those areas. Several alternatives are being considered including a roundabout, traffic signal, and pedestrian safety enhancements.

PHASE: Predesign

LOCATION:

Intersection of Old Pacific Hwy Se and Kuhlman Rd SE (near Pierce County line)

JUSTIFICATION (Need/Demand):

As traffic increases, this intersection is experiencing congestion problems and an increase in crashes. A roundabout will improve efficiency and safety on this busy portion of the County road network.

IMPLICATION OF NOT DOING THE PROJECT:

Continued safety, capacity and preservation needs will not be met, leading to more expensive improvements in the future and potentially impacting development if concurrency drops below acceptable levels.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

COOPER RD SW AT MOX CHEHALIS CREEK CULVERT REPLACEMENT



DESCRIPTION:

Replace a culvert that previously failed. An emergency road closure was implemented in January 2022 to protect the public. A new structure is needed that meets current fish passage requirements and will re-establish road access.

PHASE: Construction

LOCATION:

Cooper Rd SW over Mox Chehalis Creek, South of intersection of Cooper Rd SW and Hwy 8

JUSTIFICATION (Need/Demand):

Two 48" corrugated metal pipe (CMP) culverts on Cooper Rd SW were damaged beyond repair in the January 2022 flood event. A temporary bridge borrowed from Mason County has been used to open the road, but a permanent fix is needed.

IMPLICATION OF NOT DOING THE PROJECT:

Access to Capitol Forest and the ORV Park could be closed if the temporary bridge is returned. Access to state owned forest lands and Grays Harbor County property will severely impact safety and economic uses (including logging and ORV park operations and activities).

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

196TH AVE SW – SARGENT RD TO ELDERBERRY ST SW



DESCRIPTION:

The corridor of 196th Ave between Sargent Rd and Elderberry St was identified in the Grand Mound Transportation Action Plan as one of the key improvement areas needed to continue to accommodate growth in the Grand Mound. This corridor

is expected to see more traffic once the roundabout is constructed at the US 12 and Sargent Rd intersection, with an expected completion date in 2023. The predesign phase is expected to finish in 2024, after which grant funding will be pursued.

PHASE: Predesign

LOCATION:

Sec. 11, T15N, R3W. 196th Ave – Sargent Rd SW to Elderberry St SW.

JUSTIFICATION (Need/Demand):

Grand Mound is developing quickly, and population quickly. Population and employment forecasts indicate Grand Mound will continue to grow significantly over the next 20 years. Transportation corridors and intersections must be improved to facilitate this growth to alleviate capacity concerns and increase safety for road users.

IMPLICATION OF NOT DOING THE PROJECT:

Not planning for infrastructure improvements does not support the County's Strategic Plan Initiative #2 "Improve the community health, wellness and safety" of Thurston County, as well as Initiative #8, "Support robust and well-maintained infrastructure system for a thriving community." Economic development in the Grand Mound community may be affected by inadequate infrastructure.

LINKS TO OTHER PROJECTS OR FACILITIES:

Grand Mound Subarea Plan
Grand Mound Transportation Plan

SR507 & VAIL RD SE ROUNDABOUT**DESCRIPTION:**

The state legislature allocated \$21M in the 2023 budget to local agencies for the design and construction of three roundabouts. The funding source is Move Ahead Washington. The other two roundabouts will be constructed by the City of Yelm (SR 507 & Bald Hills Rd) and Pierce County (SR 507 & 702). The predesign phase was already completed by WSDOT. A single-lane, compact roundabout was identified as the preferred alternative. The County will re-evaluate the predesign work for feasibility once preliminary engineering begins. Construction is anticipated to start by 2026.

PHASE: Predesign

LOCATION:

Intersection of State Route 507 and Vail Rd SE, outside of City of Yelm UGA, 1,000 feet from Pierce County border

JUSTIFICATION (Need/Demand):

This single-lane roundabout was identified as part of a WSDOT safety plan to manage travel speeds and reduce conflict points at rural intersections. It also serves as an alternate route for travelers when I-5 is congested and provides secondary access to Joint Base Lewis-McCord. It is one of three roundabouts along the SR507 corridor that will be constructed by local agencies in the next 3-4 years. The roundabouts were identified as an element of the WSDOT Target Zero strategic highway safety plan with a goal to reduce serious and fatal crashes on state highways to zero by the year 2030.

IMPLICATION OF NOT DOING THE PROJECT:

Two fatalities and 58 separate collisions have been reported at this intersection over the last ten years. Due to increasing traffic and the fact that it is an alternate route for I-5, this intersection improvement is needed to increase capacity and reduce the risk for severe crashes.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

FISH PASSAGE ENHANCEMENT PROGRAM



DESCRIPTION:

Improve fish passage conditions by installing larger culverts and bridges, removing fish barriers and restoring access to fish habitat.

PHASE: Predesign

LOCATION:

Countywide

JUSTIFICATION (Need/Demand):

There are over 300 existing road crossings located within Thurston County that have been identified as fish barriers by WDFW. This program installs improvements that correct fish barriers and supports the statewide initiatives for fish passage.

IMPLICATION OF NOT DOING THE PROJECT:

Fish barriers will continue to block the passage of anadromous fish and restrict passage of materials such as sediment and large woody debris that supports the healthy ecosystem of waterways.

LINKS TO OTHER PROJECTS OR FACILITIES:

Shawn Dr SW at UNT to Dempsey Creek Fish Passage
Thompson Creek Rd SE at Thompson Creek Fish Passage

CULVERT PROGRAM



DESCRIPTION:

Projects in this program include culvert improvement projects designed to install, enhance, or rehabilitate county culverts.

PHASE: Ongoing

LOCATION:

Countywide

JUSTIFICATION (Need/Demand):

Minimize roadway flooding by

improving the condition of county culverts.

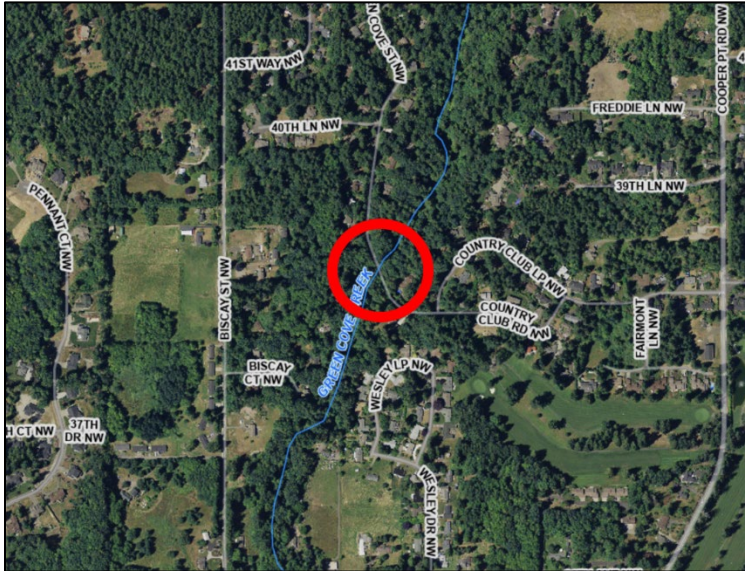
IMPLICATION OF NOT DOING THE PROJECT:

Roadway flooding, impaired drainage, and damage to roadways.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

Green Cove Fish Barrier Removal, Phase 1



DESCRIPTION:

Replace a failing, undersized culvert with a structure that meets current fish passage requirements and repairs to the road required by the culvert replacement.

PHASE: Design and ROW

LOCATION:

Country Club Road NW at Green Cove Creek

JUSTIFICATION (Need/Demand):

The culvert under the roadway failed in 2022 and a smaller pipe was sliplined through the already undersized culvert. It does not meet fish passage needs and is not able to adequately pass stream flows, especially during high rainfall times. This compromises fish runs and creates potential roadway stability issues. The Washington State Department of Fish and Wildlife (WDFW) has required replacement of the undersized pipe with an approved fish passage opening by 2024.

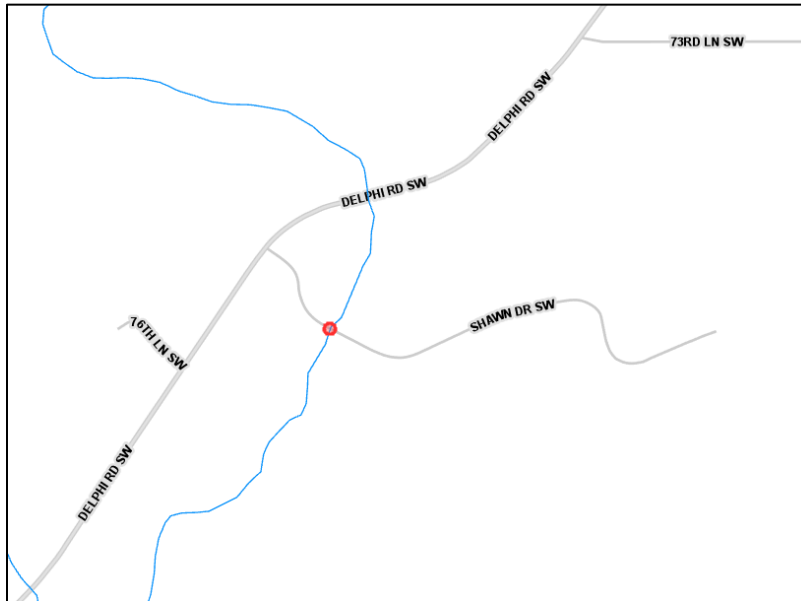
IMPLICATION OF NOT DOING THE PROJECT:

Continued degradation of the culvert, jeopardizing the integrity of the road and continued lack of accessibility for fish passage as well as violating WDFW permit requirements.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

SHAWN DR SW AT UNNAMED TRIBUTARY TO DEMPSEY CREEK FISH PASSAGE



DESCRIPTION:

This project will remove a fish passage barrier along a unnamed tributary to Dempsey Creek at the crossing of Shawn Drive. The existing 36" culvert is considered a barrier to fish and will need to be replaced to enhance fish passage.

PHASE: Design

LOCATION:

Shawn Dr SW, 0.1 mile SE of Delphi Rd SW

JUSTIFICATION (Need/Demand):

This enhancement would open roughly three quarters of a mile of salmon habitat. An alternative analysis has been performed and the replacement culvert will meet current fish passage criteria. Dempsey Creek is an important stream for fish habitat and this project will open up access to important habitat.

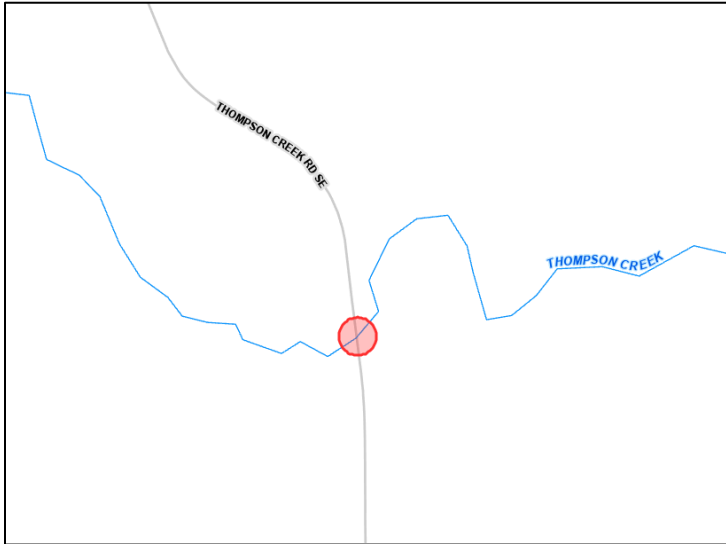
IMPLICATION OF NOT DOING THE PROJECT:

Fish barriers will continue to block the passage of anadromous fish and restrict passage of materials such as sediment and large woody debris that supports the healthy ecosystem of waterways.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

THOMPSON CREEK RD AT THOMPSON CREEK FISH PASSAGE



DESCRIPTION:

This project will remove a fish passage barrier along Thompson Creek at the crossing of Thompson Creek Road SW. The existing 11-foot culvert is considered a barrier to fish and will need to be replaced to enhance fish passage.

PHASE: Design

LOCATION:

Thompson Creek Road SW, 0.28 mile N of Lewis County border

JUSTIFICATION (NEED/DEMAND):

The existing culvert has been identified as a fish barrier by WDFW. An alternative analysis recommended the replacement structure be a 70-ft bridge to provide enhanced fish passage. The new bridge will open access to more than 10 miles of habitat.

IMPLICATION OF NOT DOING THE PROJECT

Fish barriers will continue to block the passage of anadromous fish and restrict passage of materials such as sediment and large woody debris that supports the healthy ecosystem of waterways.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

GREEN COVE CREEK FISH BARRIER REMOVAL, PHASE 2



DESCRIPTION:

This project will determine the preferred alternative to replace two partial fish barrier sites. The first location is at 36th Ave NW where there are two 5-foot diameter, fish barrier culverts. The second location is at Kaiser Rd NW where there are two 4.25-foot elliptical, fish barrier culverts. The eventual construction of the preferred alternative would open 1.3 miles of habitat.

PHASE: Predesign

LOCATION:

WRIA 13
Green Cove Creek at 36th Ave NW (outside

Olympia UGA) & Kaiser Rd NW (inside UGA)

JUSTIFICATION (Need/Demand):

The County is committed to performing the study as a condition of the federal Culvert Aquatic Organism Passage (AOP) grant award.

IMPLICATION OF NOT DOING THE PROJECT:

Green Cove Creek (GCC) is a 3.74 square mile (sq. mi.) watershed located in northwest Thurston County, WA. Restoring fish passage within this watershed is a local and regional priority. These locations are the key barriers to restore fish access in this watershed. If this study is not preformed, the scope and cost for constructing this project will still remain unknown.

LINKS TO OTHER RELATED PROJECTS OR FACILITIES:

The County commitment to this objective as part of a collaborative with regional stakeholders (e.g. Squaxin Island Tribe). There is a phase 1 (CP #63023) project located downstream of this project.

AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENTS



DESCRIPTION:

Projects in this program make curb ramp and sidewalk improvements to align with the Americans with Disabilities Act (ADA).

PHASE: Ongoing

LOCATION:

Countywide

JUSTIFICATION (Need/Demand):

Improves pedestrian and bicyclist

facilities for all users. Improvements are identified in the ADA Transition Plan – PW supplement.

IMPLICATION OF NOT DOING THE PROJECT:

Thurston County will not be compliant with federal ADA requirements or with the recently completed local TCPW supplement of the ADA Transition Plan. This could result in the loss of future federal funding for public works projects. Not pursuing this effort will be inconsistent with the County’s Strategic Plan initiative of improving the community health, wellness and safety of Thurston County.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

COMPLETE STREETS ADA PROGRAM 1 – PEDESTRIAN CROSSING IMPROVEMENTS



DESCRIPTION:

Construct ADA accessible crossings through the installation of pedestrian refuge islands, by improving curb ramps and improving sidewalks along Yelm Highway SE and Martin Way E.

PHASE: Design

LOCATION:

Multiple points along Yelm Hwy and Martin Way

JUSTIFICATION (Need/Demand):

Martin Way and Yelm Highway are busy, multi-modal streets with many pedestrians. To facilitate pedestrians with varying mobility abilities, this project will install ADA compliant crossings at key points so that pedestrians can more easily and safely travel to their destinations.

IMPLICATION OF NOT DOING THE PROJECT:

Pedestrians will not benefit from improved pedestrian facilities, and it may even limit some pedestrians from being able to get to their destinations.

LINKS TO OTHER PROJECTS OR FACILITIES:

These ramps and crossings are part of an overall program to improve accessibility and mobility across the County.

PAVEMENT PRESERVATION PROGRAM



DESCRIPTION:

Perform preservation and minor rehabilitation of various roadway surfaces to extend the life of road sections 10-20 years.

PHASE: Construction

LOCATION:

Countywide

JUSTIFICATION (Need/Demand):

Roadway preservation techniques and minor rehabilitation continuously maintain road surface conditions in compliance with WAC 136-70-010.

IMPLICATION OF NOT DOING THE PROJECT:

Continued deterioration of roadway infrastructure and increased maintenance costs.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

PACIFIC AVE SE PAVEMENT PRESERVATION - (LACEY CITY LIMITS TO UNION MILLS RD SE)



DESCRIPTION:

Replace the top layer of existing pavement with fiber reinforced asphalt and upgrade the existing pedestrian facilities to ADA requirements.

PHASE: Construction

LOCATION:

Pacific Ave SE, Lacey City Limits to Union Mills Rd.

JUSTIFICATION (Need/Demand):

This portion of Pacific Ave needs pavement rehabilitation and ADA improvements. Continued deterioration will lead to a much more costly full reconstruction project.

IMPLICATION OF NOT DOING THE PROJECT:

Continued pavement deterioration will require much more expensive work in the future. Pedestrian facilities won't meet ADA requirements.

LINKS TO OTHER PROJECTS OR FACILITIES: N/A

YELM HWY SE PAVEMENT PRESERVATION – (RICH RD SE TO LACEY CITY LIMITS)



DESCRIPTION:

Replace the top layer of existing pavement with fiber reinforced asphalt and upgrade the existing pedestrian facilities to ADA requirements.

PHASE: Construction

LOCATION:

Yelm Highway SE, Rich Rd SE to Lacey City Limits.

JUSTIFICATION (Need/Demand):

This portion of Yelm Hwy needs pavement rehabilitation and ADA improvements. Continued deterioration will lead to a much more costly full reconstruction project.

IMPLICATION OF NOT DOING THE PROJECT:

Continued pavement deterioration will require much more expensive work in the future. Pedestrian facilities won't meet ADA requirements.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

MUD BAY PAVEMENT PRESERVATION (US101 TO EVERGREEN PARKWAY)



DESCRIPTION:

Perform preservation and overlay with asphalt Mud Bay RD from US101 to Evergreen Parkway.

PHASE: Predesign

LOCATION:

Mud Bay

JUSTIFICATION (Need/Demand):

This is a busy arterial on the National Highway System route (NHS) that is in need of maintenance through an

overlay in order to preserve the roadway and keep the driving surface acceptable to the many vehicles that travel on it daily.

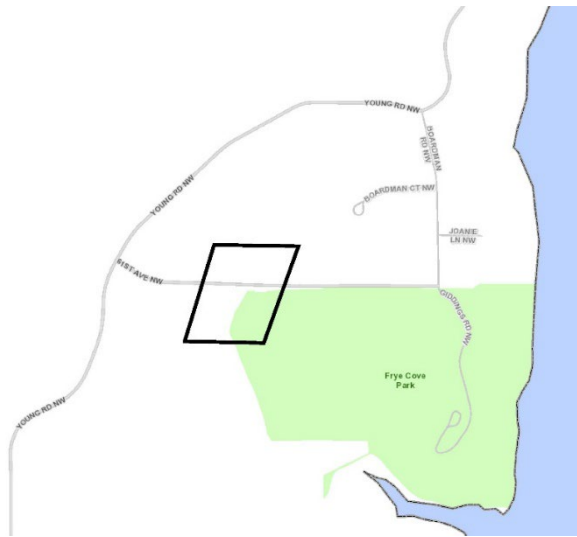
IMPLICATION OF NOT DOING THE PROJECT:

Continued deterioration of roadway infrastructure and increased maintenance costs.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

61ST AVE NW AT FRYE COVE TRIBUTARY FISH PASSAGE



DESCRIPTION:

This project will remove a fish passage barrier along a tributary to Eld Inlet at the crossing of 61st Ave NW.

PHASE: Design

LOCATION:

Approximately 1,500-ft east of the intersection of Young Rd NW and 61st Ave. NW near Frye Cove County Park.

JUSTIFICATION (Need/Demand):

The existing 72" diameter culvert is considered 0% passable by WDFW because of excessive slope and will need to be replaced to enhance fish passage. This project scored in the top 10 of fish projects.

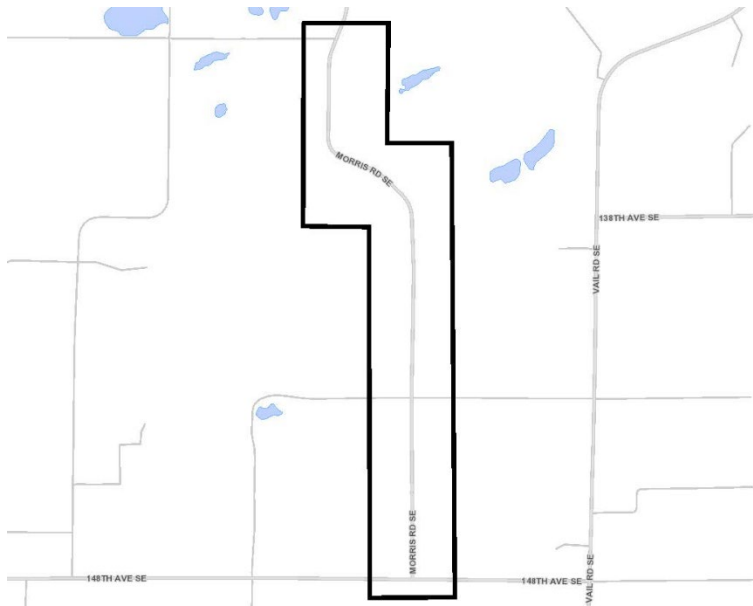
IMPLICATION OF NOT DOING THE PROJECT:

The fish barrier will continue to limit the passage of anadromous fish and other aquatic and terrestrial species. Transport of sediment and large woody debris will be limited, increasing maintenance costs over the life of the culvert. The culvert limits riparian management zone function (i.e. tree growth) shade for cooler water temps.

LINKS TO OTHER RELATED PROJECTS OR FACILITIES:

N/A

MORRIS RD SE (143RD AVE SE TO 133RD AVE SE)



DESCRIPTION:

This project was identified by the Pavement Preservation Program

PHASE: Predesign

LOCATION:

Morris Rd SE between 133rd Ave SE and 143rd Ave SE

JUSTIFICATION (Need/Demand):

A total of 37 work orders are logged within Thurston County Viewworks along Morris Road between 133rd Ave SE and 143rd Ave SE since 2017. Two collisions have occurred at this

section of roadway within the last 10 years per WSDOT Multimodal Planning & Data Division, and the current roadway does not allow for errant vehicles to safely recover.

IMPLICATION OF NOT DOING THE PROJECT:

The pavement conditions of Morris Road SE will worsen beyond the point of preventative maintenance, resulting in more costly road rehab projects and larger disruptions. Errant vehicles and collisions will continue if road conditions do not improve (i.e. widening, lighting, surface repair, etc.). This is not consistent with the State’s Target Zero Program or the County’s Strategic Plan.

LINKS TO OTHER RELATED PROJECTS OR FACILITIES:

N/A

113TH AVE SE (SR 121/TILLEY RD S TO MCCORKLE RD SE)



DESCRIPTION:

Widen and rehabilitate pavement, construct bicycle lanes and sidewalks, improve drainage, lighting and pedestrian safety. Incorporates sustainable features such as rain gardens.

PHASE: Predesign

LOCATION:

113th Ave SE, Tilley Rd S to McCorkle Rd SE.

JUSTIFICATION (Need/Demand):

This project will address pavement preservation and improve the roadway to meet design guidelines for safety, mobility and stormwater.

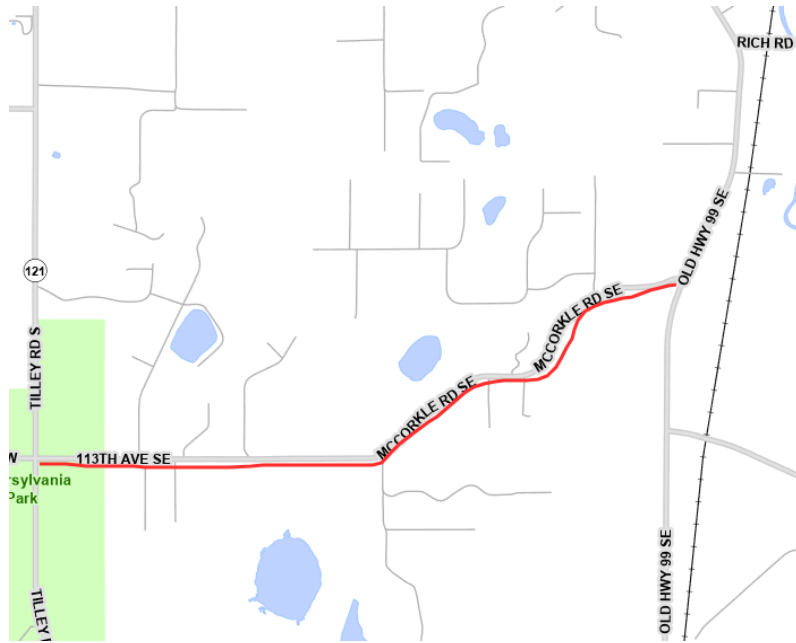
IMPLICATION OF NOT DOING THE PROJECT:

Continued preservation needs.

LINKS TO OTHER PROJECTS OR FACILITIES:

McCorkle Rd SE (113th Ave SE to Old Hwy 99)

MCCORKLE RD SE (113TH AVE SE TO OLD HWY 99)



DESCRIPTION:

Widen and rehabilitate pavement, construct bicycle lanes and sidewalks, improve drainage, lighting and pedestrian safety. Incorporates sustainable features such as rain gardens.

PHASE: Predesign

LOCATION:

McCorkle Rd SE, 113th Ave to Old Hwy 99 SE.

JUSTIFICATION (Need/Demand):

This project will address pavement preservation and also

improve the roadway to meet design guidelines for safety, mobility and stormwater.

IMPLICATION OF NOT DOING THE PROJECT:

Continued preservation needs.

LINKS TO OTHER PROJECTS OR FACILITIES:

113th Ave SE (SR 121/Tilley Rd S to McCorkle Rd SE)

COUNTY ROAD SAFETY IMPROVEMENT PROGRAM



DESCRIPTION:

Projects in this program seek to improve conditions for county road safety, and to protect and preserve community environment and character.

PHASE: Predesign

LOCATION:

Countywide

JUSTIFICATION (Need/Demand):

Improves safety for vehicle users and multi-modal users of the County roadway system.

IMPLICATION OF NOT DOING THE PROJECT:

No change in existing conditions.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

CHAPTER 6 – COUNTY OWNED WATER AND SEWER SYSTEMS

The county owns three water systems (Boston Harbor, Grand Mound, and Tamoshan) and 5 sewer systems (Grand Mound, Boston Harbor, Tamoshan/Beverly Beach, Olympic View, and Woodland Creek Estates). The Woodland Creek Estates Sanitary Sewer System is located within the City of Lacey Urban Growth Area and is maintained by the City of Lacey.

Table 6-1 Existing County Water and Sewer Inventory

Utility Name	Location	# of Connections ¹
Grand Mound	Southwest	408
Boston Harbor	North	278
Tamoshan / Beverly Beach	Cooper Point	115
Olympic View	NW	28

¹ One connection to a system can represent more than one Equivalent Residential Unit (ERU). Numbers do not include pending connections.

Future Needs

A sewer system level of service standard of capacity to provide sewer collection and wastewater treatment services and a water system level of service standard of capacity to provide domestic water and fire flow services for residential, commercial, and industrial uses measured in Equivalent Residential Units (ERU). Additionally, sewer systems shall meet federal, state, and local permit requirements for receiving water standards, and water systems shall meet federal, state, and local drinking water standards.

Based on projected population growth, several new infrastructure improvement projects in the Grand Mound service areas are proposed as well as multiple additional projects across all service areas to maintain the required level of service.

Proposed Projects

Improvement projects and associated facilities, totaling more than \$16.6 million, are proposed over the six-year planning period to meet or maintain level of service. These costs would be paid for by utility revenue, Real Estate Excise Tax, American Rescue Plan Act (ARPA) funds, and loans as shown in Table 6-2.

Table 6-2 Water and Sewer Proposed Capital Projects and Funding

REVENUES FOR PROJECTS							
Fund Source	2025	2026	2027	2028	2029	2030	6-Yr. Total
Water & Sewer Utility Rates	\$1,318,061	\$2,790,000	\$1,545,000	\$1,544,000	\$705,000	\$705,000	\$8,607,061
Real Estate Excise Tax	\$676,679	\$2,300,000	\$0	\$0	\$0	\$0	\$2,976,679
American Rescue Plan Act Grant	\$5,190,000	\$0	\$0	\$0	\$0	\$0	\$5,190,000
TOTALS	\$7,184,740	\$5,090,000	\$1,545,000	\$1,544,000	\$705,000	\$705,000	\$16,773,740

EXPENDITURES FOR PROJECTS															
Project Number (Accounting System)	Project Title	Project Phase*	Location	Funding Source	Prior Years Expenses**	2025	2026	2027	2028	2029	2030	6-Yr. Total	Future Years	Total Estimated Project Cost	Page Number
C80101	SCADA Control System Evaluation/Upgrades	Construction	Rural Thurston County	WSUR	\$186,667	\$85,000	\$0	\$0	\$0	\$0	\$0	\$85,000	\$106,666	\$191,666	104
C80701	Tamoshan Water Treatment Unit Process Assessment/Upgrade	Construction	Rural Thurston County	REET	\$220,000	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000	\$155,156	\$225,156	105
CA053A/CA51 1A	Tamoshan Water & Sewer Main Replacements	Construction	Rural Thurston County	ARPA	\$650,000	\$2,415,000	\$0	\$0	\$0	\$0	\$0	\$2,415,000	\$440,000	\$2,780,000	106
C88001	Tamoshan 2024-2025 Water Infrastructure Improvement Program	Various	Rural Thurston County	WSUR		\$135,000	\$0	\$0	\$0	\$0	\$0	\$135,000	\$80,000	\$215,000	107
	Tamoshan 2026-2030 Water Infrastructure Improvement Program	Various	Rural Thurston County	WSUR		\$0	\$190,000	\$190,000	\$129,000	\$190,000	\$190,000	\$889,000	\$0	\$0	107
C87001	Tamoshan 2024-2025 Sewer Infrastructure Improvement Program	Various	Rural Thurston County	WSUR		\$180,000	\$0	\$0	\$0	\$0	\$0	\$180,000	\$110,000	\$290,000	107
	Tamoshan 2026-2030 Sewer Infrastructure Improvement Program	Various	Rural Thurston County	WSUR		\$0	\$120,000	\$120,000	\$135,000	\$120,000	\$120,000	\$615,000	\$0	\$0	107
CA053B/CA51 1B	Boston Harbor Water Main Replacements & I/I Reduction	Design	Rural Thurston County	ARPA	\$650,000	\$3,075,000	\$0	\$0	\$0	\$0	\$0	\$3,075,000	\$500,000	\$3,500,000	108
C84001	Boston Harbor 2024-2025 Water Infrastructure Improvement Program	Various	Rural Thurston County	WSUR		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$85,000	\$135,000	109
	Boston Harbor 2026-2030 Water Infrastructure Improvement Program	Various	Rural Thurston County	WSUR		\$0	\$50,000	\$50,000	\$55,000	\$50,000	\$50,000	\$255,000	\$0	\$0	109
C83001	Boston Harbor 2024-2025 Sewer Infrastructure Improvement Program	Various	Rural Thurston County	WSUR		\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000	\$119,756	\$189,756	109
	Boston Harbor 2026-2030 Sewer Infrastructure Improvement Program	Various	Rural Thurston County	WSUR		\$0	\$130,000	\$130,000	\$85,000	\$130,000	\$130,000	\$605,000	\$0	\$0	109

C89001	Olympic View 2024-2025 Sewer Infrastructure Improvement Program	Various	Rural Thurston County	WSUR		\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	\$9,000	\$10,000	110	
	Olympic View 2026-2030 Sewer Infrastructure Improvement Program	Various	Rural Thurston County	WSUR		\$0	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000	\$0	\$0	110	
C80402	Grand Mound Clarifier No. 2 Rebuild and Recoating	Design	Grand Mound	WSUR	\$11,261	\$8,740	\$110,000	\$0	\$0	\$0	\$0	\$118,740	\$16,260	\$135,000	111	
C80501	Grand Mound New Water Sources	PreDesign	Grand Mound	WSUR		\$50,000	\$200,000	\$840,000	\$839,000	\$0	\$0	\$1,929,000	\$0	\$1,929,000	112	
C80401	Grand Mound Wastewater Treatment Plant Phase 1 Improvements	Design	Grand Mound	REET/WSUR		\$675,000	\$4,075,000	\$0	\$0	\$0	\$0	\$4,750,000	\$100,000	\$4,850,000	113	
C86001	Grand Mound 2024-2025 Water Infrastructure Improvement Program	Various	Grand Mound	WSUR		\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$850,000	\$900,000	114	
	Grand Mound 2026-2030 Water Infrastructure Improvement Program	Various	Grand Mound	WSUR		\$0	\$110,000	\$110,000	\$76,000	\$110,000	\$110,000	\$516,000	\$0	\$0	114	
C85001	Grand Mound 2024-2025 Sewer Infrastructure Improvement Program	Various	Grand Mound	WSUR		\$320,000	\$0	\$0	\$0	\$0	\$0	\$320,000	\$300,000	\$620,000	114	
	Grand Mound 2026-2030 Sewer Infrastructure Improvement Program	Various	Grand Mound	WSUR		\$0	\$100,000	\$100,000	\$220,000	\$100,000	\$100,000	\$620,000	\$0	\$0	114	
TOTAL						\$1,717,928	\$7,184,740	\$5,090,000	\$1,545,000	\$1,544,000	\$705,000	\$705,000	\$16,773,740	\$0	\$15,970,578	

Legend:	Completed:
WSUR - Water & Sewer Utility Rates	Boston Harbor Wastewater Treatment Plant Generator Replacement
REET-Real Estate Excise Tax Second Quarter Funds	
ARPA - American Rescue Plan Act Grant	Removed Projects:
	Grand Mound Wastewater Treatment Plant Expansion for Class A Reclamation

SCADA CONTROL SYSTEM EVALUATION/UPGRADES



DESCRIPTION:

The Supervisory Control and Data Acquisition (SCADA) system provides control and operator notification for the County’s water and sewer utilities and is in need of upgrade and replacement due to communication issues and equipment age. The Radio/Cellular SCADA system will be updated to allow

continued operation and compliance and will aid in ongoing system optimization. Without proper communication and controls the system will not operate properly and system reliability is compromised

PHASE: Ongoing

LOCATION:

Multiple. 20248 Grand Mound Way; 2349 63rd Ave. NW.; 7126 Boston Harbor Road NE

JUSTIFICATION (Need/Demand):

Without proper communication and controls the system will not operate properly. Upgrades will allow for greater remote access and reduce the demand for staff to physically report to all alarms. The upgrades will also reduce the response time to upset conditions at County water and sewer facilities.

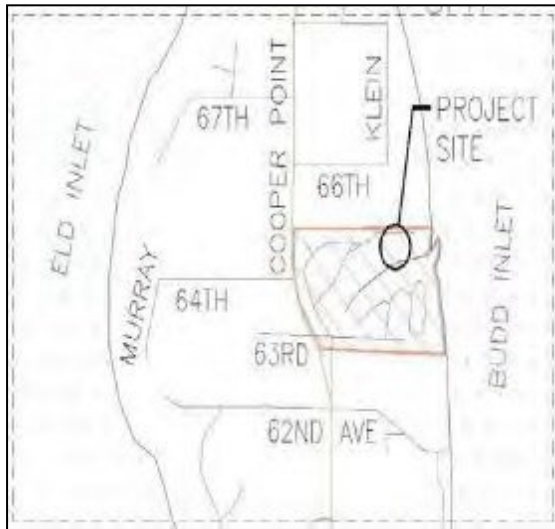
IMPLICATION OF NOT DOING THE PROJECT(S):

The regulatory agencies may impose operational violations, fines, or a moratorium on growth within a service area if the county does not take steps to maintain the current level of service and comply with the operational permits.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

TAMOSHAN WATER TREATMENT UNIT PROCESS ASSESSMENT/UPGRADE



DESCRIPTION:

Provide a new well to eliminate ongoing water quality concerns.

PHASE: Construction

LOCATION:

2349 63rd Ave NW

JUSTIFICATION (Need/Demand):

The existing Tamoshan well draws from an aquifer with elevated levels of organics. These organics react with chlorine to form disinfection byproducts.

The new well will replace the existing well to provide source water with lower organics and a lower propensity to form disinfection byproducts, improving water quality and reducing the risk of violating drinking water quality standards.

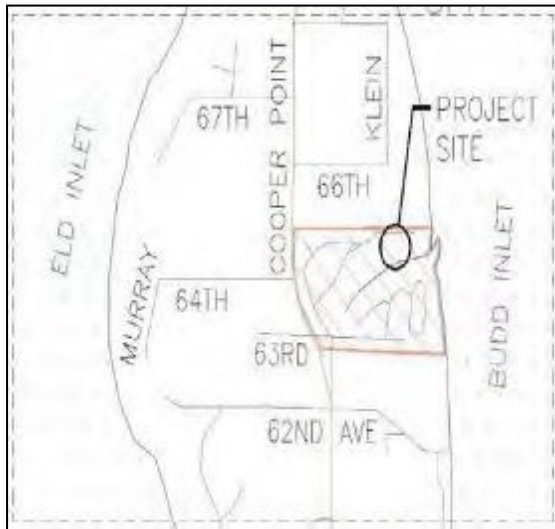
IMPLICATION OF NOT DOING THE PROJECT(S):

Continue distributing water that violates drinking water quality standards. Regulatory agency may levy violations, fines, and impose additional conditions to the operating permit.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

TAMOSHAN WATER & SEWER INFRASTRUCTURE WATER & SEWER MAIN REPLACEMENTS



DESCRIPTION:

There are Inflow and Infiltration (I&I) risks of the Tamoshan gravity sewer collection system, which could threaten our treatment plant's ability to treat wastewater to regulatory standards. Prior to design of gravity sewer collection system replacements, a full condition assessment is recommended. A survey and closed-circuit television (CCTV) effort has been used to verify which sections of the collection system requires replacement. Sections in poor condition will be prioritized for replacement. This priority-based process will reduce the extent of sewer replacement, which would directly reduce the project cost. Similarly, water system

replacements will be made based on known condition and criticality of the infrastructure. Much of the water system was installed with unreliable thrust restraint methods and outdated pipe material (in some places). In addition, several water mains are assembled with outdated technology or potentially even have small leaks. This project will be funded as part of the American Rescue Plan Act (ARPA).

PHASE: Design

LOCATION:

Tamoshan Service Area

JUSTIFICATION (Need/Demand):

There are Inflow and Infiltration (I&I) risks associated with the gravity sewer collection system, which could threaten the treatment plant's ability to treat wastewater to regulatory standards. Furthermore, much of the water system is outdated and has small leaks. Much of the water and sewer system is reaching its life expectancy.

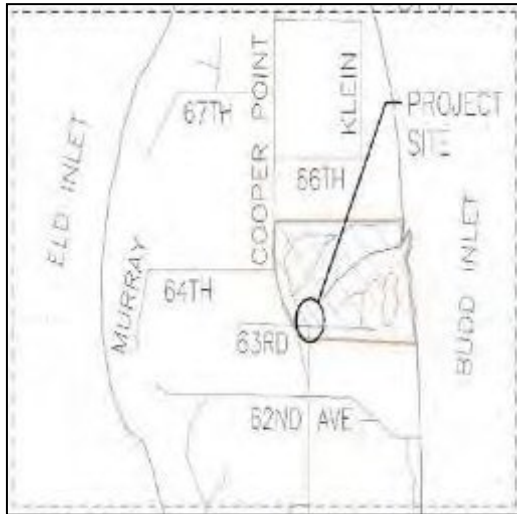
IMPLICATION OF NOT DOING THE PROJECTS:

Infrastructure will continue to degrade and leak over time if not repaired, and/or replaced. This could lead to disruption of service to customers of the water and sewer system, decreased capacity and efficiency, and potential violation of operating permits.

LINKS TO OTHER PROJECTS OR FACILITIES:

Boston Harbor Water Main Replacements & I/I Reduction Project

TAMOSHAN WATER AND SEWER INFRASTRUCTURE IMPROVEMENT PROGRAM



DESCRIPTION:

Develop a sewer and water infrastructure program to maintain, repair, and replace failed and aging infrastructure.

PHASE: Various

LOCATION:

Tamoshan Service Area

JUSTIFICATION (Need/Demand):

The existing infrastructure was constructed over 20 years ago and is reaching its life expectancy.

IMPLICATION OF NOT DOING THE PROJECT(S):

The water and sewer system may experience periodic disruptions in service to customers, decreased treatment capacity and efficiency, and potential violations of operating permits, if infrastructure is not adequately maintained, repaired, and/or replaced prior to critical failure.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

BOSTON HARBOR WATER MAIN REPLACEMENTS & INFLOW/INFILTRATION REDUCTION PROJECT



DESCRIPTION:

This project will evaluate Boston Harbor's water lines to target funding towards the areas of the distribution system with the greatest deficiencies. This project includes evaluation of as-built records to determine portions of the water system with the highest risk of failure to target improvements to deficient portions of the distribution system. The proposed sewer improvements include evaluation and replacement/rehabilitation of County owned STEP tanks located on private property. The goal of this effort is to reduce infiltration and inflow into the sewer system and improve serviceability of County owned STEP tanks. This project will be funded as part of the American Rescue Plan Act (ARPA).

PHASE: Design

LOCATION:

Boston Harbor Service Area

JUSTIFICATION (Need/Demand):

There are Inflow and Infiltration (I&I) risks associated with the STEP collection system, which could threaten the treatment plant's ability to treat wastewater to regulatory standards. Furthermore, portions of the water system are outdated and have small leaks. Portions of the water and sewer system are reaching their life expectancy.

IMPLICATION OF NOT DOING THE PROJECTS:

Infrastructure will continue to accept surface (stormwater) flows and stress the treatment plant. This could lead to decreased capacity and efficiency, and potential violation of operating permits.

LINKS TO OTHER PROJECTS OR FACILITIES:

Tamoshan Water & Sewer Infrastructure Rehabilitation and Replacement Project

BOSTON HARBOR WATER AND SEWER INFRASTRUCTURE IMPROVEMENT PROGRAM



DESCRIPTION:

Develop a sewer and water infrastructure program to maintain, repair, and replace failed and aging infrastructure.

PHASE: Various

LOCATION:

Boston Harbor Service Area

JUSTIFICATION (Need/Demand):

Existing infrastructure is approaching its life expectancy.

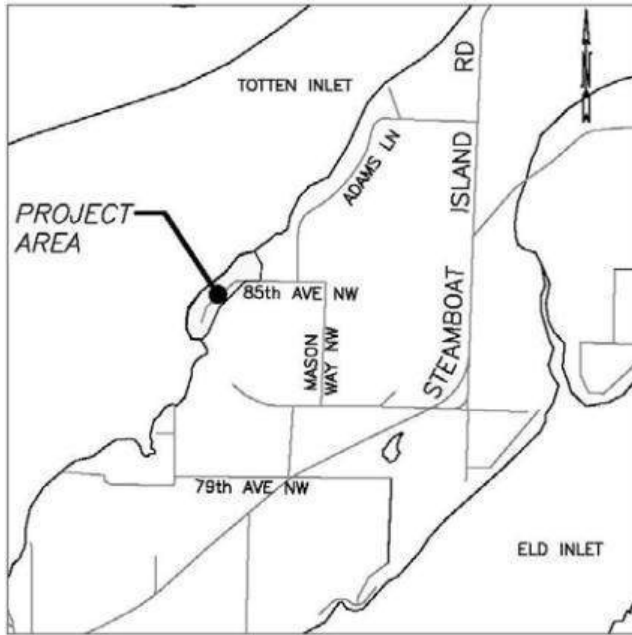
IMPLICATION OF NOT DOING THE PROJECT(S):

The water and sewer system may experience periodic disruptions in service, decreased treatment capacity and efficiency, and potential violations of operating permits if infrastructure is not adequately maintained, repaired, and/or replaced prior to critical failure.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

OLYMPIC VIEW SEWER INFRASTRUCTURE IMPROVEMENT PROGRAM



DESCRIPTION:

Improve the community drainfield, modernize STEP tank pumps and control boxes, replace lids, and construct new covers over electrical components.

PHASE: Various

LOCATION:

Olympic View community, located on 85th Ave. NW.

JUSTIFICATION (Need/Demand):

The existing STEP systems were installed over 25 years ago. Portions of the collection system may need to be replaced due to the age and type of original pipe materials used.

The drainfield soils and design are not ideal and would not be approved today. The County may be required to bring the drainfield up to current standards to meet DOH permit requirements.

IMPLICATION OF NOT DOING THE PROJECT(S):

Increased cost to operate and maintain the Olympic View Utility

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

GRAND MOUND CLARIFIER NO. 2 REBUILD AND RECOATING



DESCRIPTION:

Clarifier #2 at the Grand Mound Wastewater Treatment Plant is over 20 years old and requires refurbishment and repairs. Clarifier #1 was previously refurbished and now the same is needed for Clarifier #2. This is necessary to keep the Wastewater Treatment Plant operational with full and reliable redundancy for the clarifier system. This project will be completed at the same time as the Grand Mound Wastewater Treatment Plant Phase 1 Improvement Project.

PHASE: Predesign

LOCATION:

20248 Grand Mound Way

JUSTIFICATION (Need/Demand):

This project is a routine repair and refurbishment which will allow the Grand Mound Wastewater Treatment Plant to provide reliable treatment of sewerage from the Grand Mound Community.

IMPLICATION OF NOT DOING THE PROJECT(S): If this is not funded there is increased risk of a failure of Clarifier #2 and loss of redundant clarifier capacity at the Grand Mound Wastewater Treatment Plant until such time as repairs are made.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

GRAND MOUND WASTEWATER TREATMENT PLANT PHASE 1 IMPROVEMENT PROJECTS



DESCRIPTION:

Design and construct improvements to the Grand Mound WWTP, including upgrades to the existing oxidation ditch, solids handling equipment, and UV disinfection equipment. These improvements will help increase the capacity of the existing WWTP.

PHASE: Predesign

LOCATION:

20248 Grand Mound Way

JUSTIFICATION (Need/Demand):

The Grand Mound WWTP must be upgraded to serve growth expected within the Grand Mound UGA, and to maintain compliance

with NPDES Permit No. WA0042099.

IMPLICATION OF NOT DOING THE PROJECT(S):

The Department of Ecology may levy violations, fines, and may impose a moratorium on growth to the area if the County does not comply with the National Pollution and Discharge Elimination System (NPDES) permit. Specifically, this permit requires planning and scheduling for capital improvements to maintain capacity and achieve the effluent limitations of the NPDES permit.

LINKS TO OTHER PROJECTS OR FACILITIES:

Grand Mound Wastewater Treatment Plant Expansion for Class A Reclamation
Grand Mound Sewer Infrastructure Improvement Program

CHAPTER 7 - GENERAL COUNTY GOVERNMENT FACILITIES

The 2019 inventory of the general government facilities that serves the county is 852,333 sq. ft. This inventory is shown below.

Table 7-1 Existing Inventory

Facility Name	Location	Capacity or size
Tilley Block Building	Tilley Rd	N/A
Tilley Sand Shed	Tilley Rd	3,363 sq ft
Tilley Bldg A-Administration	Tilley Rd	21,767 sq ft
Tilley Bldg B-Traffic	Tilley Rd	12,619 sq ft
Tilley Bldg C-Public Works	Tilley Rd	24,070 sq ft
Tilley Bldg D-Storage	Tilley Rd	11,400 sq ft
Tilley Bldg E-EOC	Tilley Rd	11,619 sq ft
Roads Littlerock Equip. Bldg.	Littlerock	936 sq. ft.
Roads Rainier Equip. Bldg.	Rainier	2,100 sq. ft.
Roads Rochester Equip. Bldg.	Rochester	2,100 sq. ft.
Heritage Hall	Fairground	9,120 sq. ft
Benoschek Building	Fairground	4,392 sq. ft
Deck Building	Fairground	2,560 sq. ft
Fir Building	Fairground	2,528 sq. ft
Sharp Building	Fairground	2,528 sq. ft

Facility Name	Location	Capacity or size
Craft and Hobby	Fairground	6,216 sq. ft
Lake Building	Fairground	3,200 sq. ft
Food Court	Fairground	2,800 sq. ft
Deschutes Grange	Fairground	912 sq. ft
Restroom Buildings	Fairground	1,702 sq. ft
Caretakers Residence	Fairground	840 sq. ft.
Exposition Hall	Fairground	7,000 sq. ft.
All sheds and booths	Fairground	3,271 sq. ft.
All Barns	Fairground	48,600 sq. ft.
Courthouse Bldg. 1	Olympia	45,421 sq. ft.
Courthouse Bldg. 2	Olympia	35,914 sq. ft. Superior Ct.: 6 Ctrms.
Courthouse Bldg. 3	Olympia	74,471 sq. ft. Jail: 266 beds Dist. Ct.: 3 Ctrms
Courthouse Bldg. 4	Olympia	17,622 sq. ft.
Courthouse Bldg. 5	Olympia	22,000 sq. ft.
Courthouse Bldg. 6	Olympia	9,050 sq.ft
Ferguson-Triage	Tumwater	10,800 sq. ft.
Ferguson-Work Release	Tumwater	10,945 sq. ft.
Juvenile Justice Center	Tumwater	82,000 sq. ft. in 4 Ctrms.; Detention: 80 beds; Day Detention: 40-80
Emergency Services Center	Olympia	17,997 sq. ft

Facility Name	Location	Capacity or size
Public Health and Social Service Building	Olympia	25,836 sq. ft.
Coroner Facility	Tumwater	6,950 sq. ft.
Thurston County Corrections Facility	Tumwater	100,000 sq. ft.
Courthouse Bldg. 7	Olympia	\$4,616 sq. ft.
Records Center	Tumwater	10,000 sq. ft.
Drug Court / Bristol Court	Olympia	5,008 sq. ft.
Family Support Center	Olympia	1,000 sq. ft.
Sheriff Storage-New Market	Tumwater	28,860 sq. ft.
Mottman Complex	Tumwater	54,000 sq. ft.
2500 Mottman Facilities Shop/Storage	Olympia	11,200 sq. ft.
Atrium	Olympia	90,000 sq. ft.

Future Needs

Chapter 6 of the Thurston County Comprehensive Plan does not contain level of service standards for general government facilities. Maintenance and Space Needs Assessment Plans inform the projects needed and prioritization, based on goals and policies supportive of providing safe, secure, accessible, and functional County facilities.

Proposed Improvements

Improvement and maintenance projects on general government facilities and sites over the six-year planning period total approximately \$148 million as shown in table 7-2. General descriptions and location of the proposed projects can be found on pages below.

Table 7-2 General County Government Proposed Project Funding

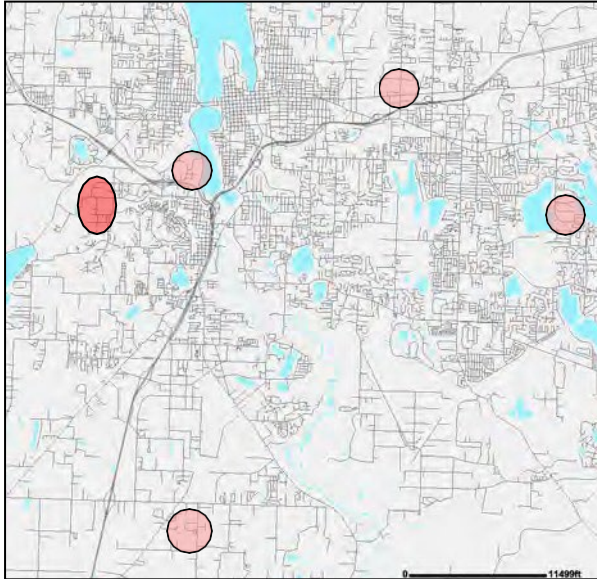
REVENUES FOR PROJECTS							
Fund Source	2025	2026	2027	2028	2029	2030	6-Yr. Total
Bond	\$50,413,980	\$20,005,000	\$9,006,520	\$17,850,000	\$1,575,000	\$0	\$98,850,500
Real Estate Excise Tax	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Central Service Building Reserve	\$5,844,000	\$470,000	\$4,240,000	\$2,360,000	\$380,000	\$400,000	\$13,694,000
Trial Court Improvement Fund	\$0	\$450,000	\$0	\$2,000,000	\$0	\$0	\$2,450,000
Grant	\$250,000	\$300,000	\$2,100,000	\$1,100,000	\$4,700,000	\$4,700,000	\$13,150,000
PHSS	\$100,000	\$100,000	\$0	\$0	\$0	\$0	\$200,000
Detention Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS	\$56,607,980	\$21,325,000	\$15,496,520	\$23,310,000	\$6,655,000	\$5,100,000	\$128,494,500

EXPENDITURES FOR PROJECTS															
Project Number (Accounting System)	Project Title	Project Phase*	Location	Funding Source	Prior Years Expenses**	2025	2026	2027	2028	2029	2030	6-Yr. Total	Future Years	Total Estimated Project Cost	Page Number
	County Wide Solar Energy System Installations	Planning / Design	Olympia	Grant	\$0		\$200,000	\$1,500,000				\$1,700,000	\$0	\$1,700,000	120
25571	County Wide Security Improvements	Construction	Olympia	CSRF	\$781,520	\$1,020,000						\$1,020,000	\$781,520	\$1,801,520	121
25620	County Wide Electric Vehicle Charging Stations	Planning / Design	Various	Grant/CSRF	\$150,000	\$300,000						\$300,000	\$150,000	\$450,000	122
25610	Thurston County Infrastructure Upgrades	Construction	Tumwater	Bond (REET)	\$6,243,480	\$20,000,000	\$20,000,000	\$3,756,520				\$43,756,520	\$6,243,480	\$50,000,000	123
25632	Courthouse Roof Repair / Replacement	Planning / Design	Olympia	CSRF	\$1,000	\$999,000		\$3,000,000	\$1,000,000			\$4,999,000	\$1,000	\$5,000,000	124
25622	Courthouse Mansard Roof Repair / Replacement	Planning / Design	Olympia	CSRF	\$0			\$100,000	\$900,000			\$1,000,000	\$0	\$1,000,000	125
25617	Mottman 1 - Ballot Processing Center	Design / Construction	Tumwater	CSRF/Bond (PSST)	\$313,731	\$9,905,000	\$5,000					\$9,910,000	\$313,731	\$10,223,731	126
	Mottman Complex Remodel	Planning / Design / Construction	Tumwater	CSRF	\$0	\$100,000	\$100,000					\$200,000	\$0	\$200,000	127
25619	Tilley Campus Skybridge Repairs	Design / Construction	Rural	CSRF	\$23,578	\$400,000						\$400,000	\$23,578	\$423,578	128
25633	FJC Security System Console Replacement	Construction	Tumwater	Bond (PSST)	\$12,020	\$1,658,980						\$1,658,980	\$12,020	\$1,671,000	129
25633	FJC Security Upgrades	Planning / Design	Tumwater	TCIF	\$0		\$400,000					\$400,000	\$0	\$400,000	130
25F07	FJC Improvements	Planning / Design	Tumwater	TCIF	\$0		\$50,000		\$2,000,000			\$2,050,000	\$0	\$2,050,000	131
25628	FJC Exterior Improvements	Planning / Design	Tumwater	CSRF	\$0			\$400,000				\$400,000	\$0	\$400,000	132
25629	Coroner's Office Interior Upgrades	Design / Construction	Tumwater	CSRF	\$25,000	\$75,000						\$75,000	\$25,000	\$100,000	133
	Coroner's Office Reconfiguration Remodel	Planning / Design	Tumwater	Grant	\$0		\$100,000	\$600,000				\$700,000	\$0	\$700,000	134
25635	New Sheriff's Office Land	Property	Tumwater	Bond (PSST)	\$150,000	\$18,850,000						\$18,850,000	\$150,000	\$19,000,000	135

	Acquisition and Renovation	Acquisition / Planning													
40035	PHSS Office Reconfiguration Remodel	Design / Construction	Olympia	PHSS	\$0	\$100,000	\$100,000					\$200,000	\$0	\$200,000	136
25F10	TCCF Camera System Upgrade	Construction	Tumwater	CSRF	\$138,471	\$2,100,000						\$2,100,000	\$138,471	\$2,238,471	137
	Bldg 2 Dry Fire Sprinkler System Repairs	Construction	Olympia	CSRF	\$0	\$300,000						\$300,000	\$0	\$300,000	138
25585	Emergency Services Center Roof Replacement	Design / Construction	Olympia	CSRF	\$0		\$50,000	\$350,000				\$400,000	\$0	\$400,000	139
25613	Bldg 4 Sewer Repair	Planning	Olympia	CSRF	\$0			\$50,000	\$100,000			\$150,000	\$0	\$150,000	140
25560	Fairgrounds Bldg Infrastructure Improvements	Planning	Lacey	Grant	\$0				\$1,100,000	\$4,700,000	\$4,700,000	\$10,500,000	\$0	\$10,500,000	141
25FLX	TCCF Expansion (25FLX)	Planning	Tumwater	Bond (Future – TBD)	\$0			\$5,250,000	\$17,850,000	\$1,575,000		\$24,675,000	\$0	\$24,675,000	142
25F04	Affordable Housing	Planning	Lacey	REET	\$0			\$150,000				\$150,000	\$0	\$150,000	143
25999	Major Maintenance	Design / Construction	Various	CSRF	\$0	\$800,000	\$320,000	\$340,000	\$360,000	\$380,000	\$400,000	\$2,600,000	\$0	\$2,600,000	144
TOTAL					\$8,338,800	\$56,607,980	\$21,325,000	\$15,496,520	\$23,310,000	\$6,655,000	\$5,100,000	\$128,494,500	\$8,338,800	\$136,833,300	

Legend:	Completed:
ARPA: American Rescue Plan Act Grant	
DST: Detention Sales Tax	
CRF: County Road Fund	
CSRF: Central Service Building Reserve	
REET: Real Estate Excise Tax	
BF: Bond Future	
TCIF: Trial Court Improvement Fund	
PSST: Public Safety Sales Tax	

COUNTY WIDE SOLAR ENERGY SYSTEM INSTALLATIONS



DESCRIPTION:

This project is to add solar panels and associated electrical conversion equipment at County Buildings.

PHASE: Planning / Design

LOCATION:

Various Locations

JUSTIFICATION (Need/Demand):

Project Scope – The Solar Energy Program is supported by the Climate Action Community and the Board of County Commissioners. Grant opportunities may become available.

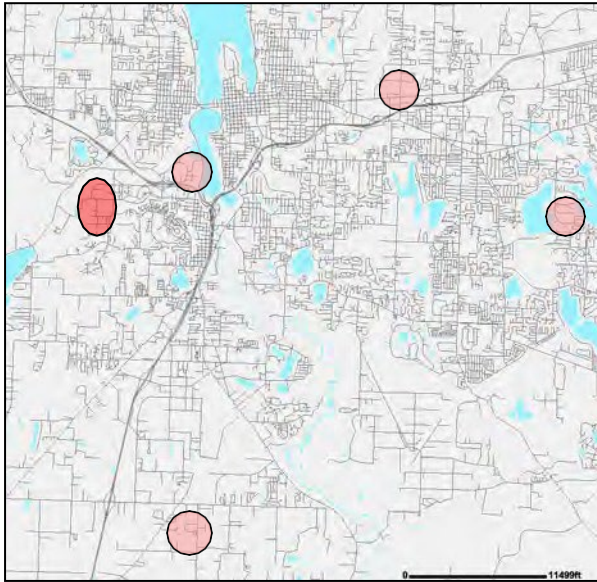
IMPLICATION OF NOT DOING THE PROJECT(S):

The buildings will not solar energy capability installed.

LINKS TO OTHER PROJECTS OR FACILITIES:

Depends upon Grants that the County may receive.

COUNTY-WIDE SECURITY IMPROVEMENTS



DESCRIPTION:

Develop a plan and projects to assess, improve and standardize critical security infrastructure throughout County facilities for workplace and public safety.

Project Scope:

Conduct the planning, design, installation, and configuration of standardized security systems and supporting infrastructure in order to meet needs of tenants. Conduct a needs assessment and develop a plan for proposed improvements. Identify viable funding resources. Determine sequence and timeline for improvements. Phase 1 was completed in 2024 which includes Building 5, Coroner's Office and the Emergency

Services Center. Future phases would include other County facilities. Project components may, but not be limited to include:

- Door Access Control/Card Key Systems
- Duress Alarms & Mass Notification Systems
- Security Camera Systems
- Intrusion Detection Systems
- Minor Structural Modifications to Enhance Physical Security.

PHASE: Construction

LOCATION:

Various County facilities.

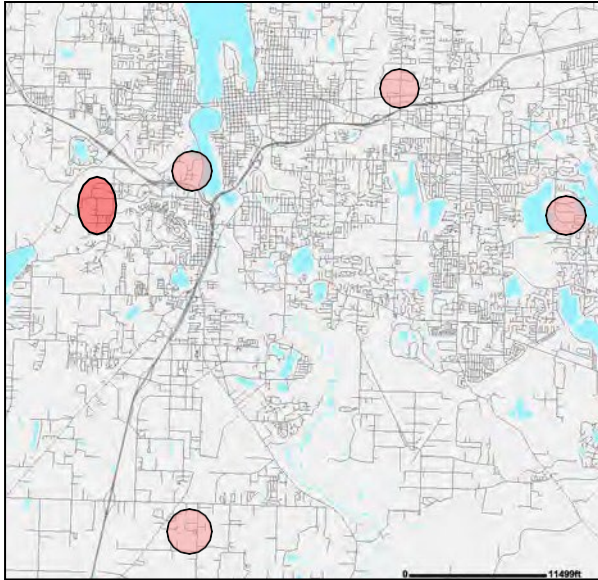
JUSTIFICATION (Need/Demand):

County facilities security systems and infrastructure have been added ad hoc as resources could be identified. The result is an inconsistent and incomplete patchwork of aging systems, equipment, and technologies that fail to meet contemporary security needs. Security incidents and drills have shown the need for better security systems and infrastructure. A plan to deploy more integrated and standardized security tools across County facilities is needed to assure public and employee safety. In 2015, the County completed a study to evaluate security vulnerabilities of certain Courthouse buildings and recommend operational and/or system improvements.

IMPLICATION OF NOT DOING THE PROJECT:

Continuing risk of injury to employees and the public; continued financial losses and service disruptions due to thefts and vandalism.

25620 COUNTY-WIDE ELECTRIC VEHICLE CHARGING STATIONS



DESCRIPTION:

Develop a plan and projects to install electric vehicle charging stations.

PHASE: Planning / Design / Construction

LOCATION:

Various County facilities

Project Scope:

Conduct the planning, design, and installation of vehicle charging stations at various County owned buildings.

JUSTIFICATION (Need/Demand):

Project Scope – The Electric Vehicle Program is supported by the Climate Action Community and the Board of County Commissioners. Grant opportunities may become available.

IMPLICATION OF NOT DOING THE PROJECT:

Not developing County infrastructure will limit the ability to add EVs to the County fleet as vehicles suitable for the County's use become available.

25610 THURSTON COUNTY INFRASTRUCTURE UPGRADES



DESCRIPTION:

The Building Condition Assessment completed by MENG analysis identified structure, equipment and systems that have exceeded their lifespan. They require major repair or replacement. This project will include but not limited to HVAC, Fire System, Electrical, Structural improvements along with reconfiguration of any county building as needed to meet the counties future needs.

PHASE: Construction

LOCATION:

Olympia / Lacey / Tumwater Urban Area, Rural Thurston County

JUSTIFICATION (Need/Demand):

Project Scope – This project is needed to allow safe and continuous occupancy of the site, along with meeting the space needs of county departments. It also will assure that current safety rules and standards are met along with providing systems that allow for the buildings to continue to be occupied.

IMPLICATION OF NOT DOING THE PROJECT(S):

Not doing this project will leave both staff and the public in a potentially unsafe and stressful environment lacking adequate office space needs. It also leaves the building systems at risk of catastrophic failure, which may make the buildings unusable until the systems are repaired.

LINKS TO OTHER PROJECTS OR FACILITIES: N/A

COURTHOUSE ROOF REPAIR/REPLACEMENT



DESCRIPTION:

This project is for the roof repair or replacement of buildings at the Courthouse campus, to includes buildings 1-7.

PHASE: Planning / Design

LOCATION: 2000 Lakeridge Dr. SW

JUSTIFICATION (Need/Demand):

The Courthouse Campus was built in 1978. Some of the roofs are past their useful life and need repairs and or replacement.

IMPLICATION OF NOT DOING THE PROJECT(S):

Not doing the project would leave the building roofs at the Courthouse Complex to potentially allow water intrusion, which could cause further damage to the interiors and systems of the building.

LINKS TO OTHER PROJECTS OR FACILITIES: Thurston Courthouse Infrastructure Upgrades, Thurston County Mansard Roof Repair Replacement

COURTHOUSE MANSARD ROOF REPAIR/REPLACEMENT



DESCRIPTION:

This project is for the cleaning, repair, painting, or replacement of the public-facing portions of the mansard roofs on the Courthouse campus to protect against rust and safety risks.

PHASE: Planning / Design

LOCATION:

2000 Lakeridge Dr. SW, Olympia, WA 98502

Project Scope:

Hire a contractor to clean, repair, paint or replace the mansard roofs on Courthouse Buildings 1, 2, and 3. The mansard roofs are primarily decorative in function.

JUSTIFICATION (Need/Demand):

The Courthouse Campus was built in 1978. The mansard roofs are one of the most noticeable features on the Courthouse campus, and flaking paint and moss build up have taken its toll on the roofing and on the public's perception on how well the site is maintained.

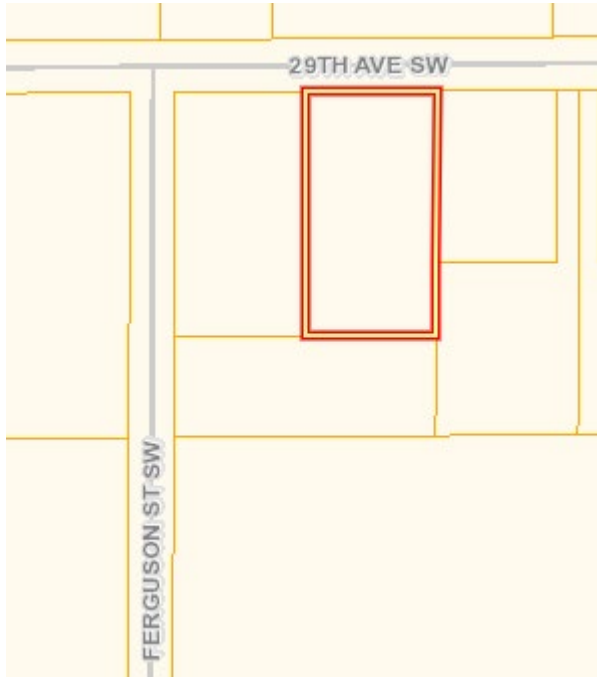
IMPLICATION OF NOT DOING THE PROJECT(S):

Not doing the project would leave the site in a substandard condition and shorten the life of the roofing.

LINKS TO OTHER PROJECTS OR FACILITIES:

Thurston Courthouse Infrastructure Upgrades

25617 MOTTMAN 1 – BALLOT PROCESSING CENTER



DESCRIPTION:

This project would remodel space at the existing Ballot Process Center to meet current operational needs including security.

PHASE: Construction

LOCATION:

2905 29th Avenue SW

JUSTIFICATION (Need/Demand):

The Auditor Elections division of the Auditors office has needed more space with which to run elections. The Presidential elections cycle and the increase in voter involvement in recent elections has created a need for more space to run operations and make sure that the County has a safe and secure elections. Along with

providing them with the area for additional equipment.

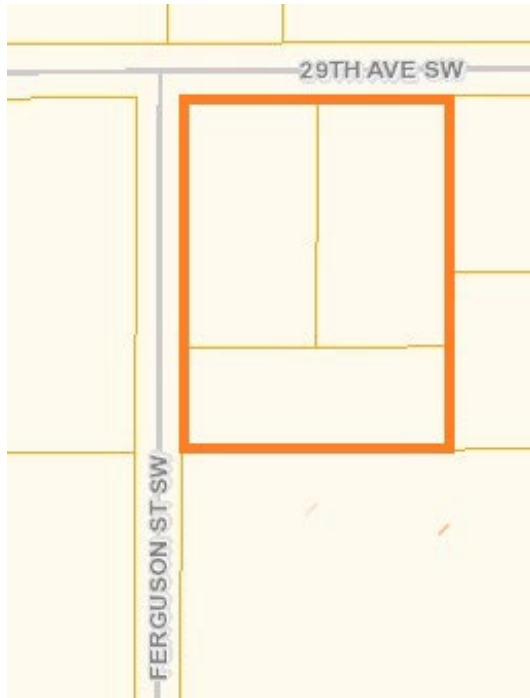
IMPLICATION OF NOT DOING THE PROJECT(S):

If not done, Auditor Elections will not have sufficient space to properly run the next Presidential election in a safe and secure manor.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

MOTTMAN COMPLEX REMODEL



DESCRIPTION:

This project would expand the current usable space for Records, Facilities and other County agencies including renovation at the complex to provide required space needs.

PHASE: Planning / Design / Construction

LOCATION:

2905 29th Avenue SW, 2915 29th Avenue SW, and 2918 Fergusons Street SW

JUSTIFICATION (Need/Demand):

It would also allow Records to move out of leased space and provide expansion for other County agencies.

IMPLICATION OF NOT DOING THE PROJECT(S):

If not done, Records will also not have the space needed to efficiently operate.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

TILLEY CAMPUS SKYBRIDGE REPAIRS



DESCRIPTION:

This project will consist of cleaning the concrete walkways on the current skybridges, repainting the current metal on the structure and repair minor structural deterioration.

PHASE: Design / Construction

LOCATION:

9605 Tilley Road South

JUSTIFICATION (Need/Demand):

Project Scope-The metal supports and the handrailing for the structure have begun to rust.

IMPLICATION OF NOT DOING THE PROJECT:

Not completing this project will allow the elements to continue damage to the current skybridges. Creating safety issues and the structure continues to deteriorate.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

FAMILY AND JUVENILE COURT SECURITY SYSTEM CONSOLE REPLACEMENT



DESCRIPTION:

This project will include replacement of the security system console due to the failure of the existing system.

JUSTIFICATION (Need/Demand):

Due to recent complete failure of the console control system, the cameras, intercoms and doors to holding cells / secure areas are non-functional or need to be manually operated. Safety upgrades are needed to make the site more secure and safe for the employees and tenants.

PHASE: Construction

LOCATION:

2801 32nd Avenue SW

IMPLICATION OF NOT DOING THE PROJECT(S):

Not doing this project may result in making the public and/or staff being put it risk situations when at the site.

LINKS TO OTHER PROJECTS OR FACILITIES: family and juvenile court improvements, family and juvenile court exterior improvements, family and juvenile court security improvements.

FAMILY AND JUVENILE COURT SECURITY UPGRADES



DESCRIPTION:

This project will include upgrades to the facility due to safety concerns.

JUSTIFICATION (Need/Demand):

Due to recent issues at the facility, safety concerns were raised. Safety upgrades are needed to make the site more secure and safe for the employees and tenants.

PHASE: Planning / Design

LOCATION: 2801 32nd Avenue SW

IMPLICATION OF NOT DOING THE PROJECT(S):

Not doing this project may result in further damage to the facility, along with making the public and/or staff feel unsafe when at the site.

LINKS TO OTHER PROJECTS OR FACILITIES: family and juvenile court improvements, family and juvenile court exterior improvements,

FAMILY AND JUVENILE COURT IMPROVEMENTS



DESCRIPTION:

This project will potentially remodel the Family and Juvenile Justice Center for Tenants who occupy portions of the building. Superior Court is needing additional space. The Clerk and Prosecuting attorney are needing possible reconfigurations of space to better fit their needs.

PHASE: Planning / Design

LOCATION:

2801 32nd Avenue SW

JUSTIFICATION (Need/Demand):

Changes in operations will require evaluation of existing spaces to ensure the space available for emerging program needs. This is to provide funding for preliminary design to determine if existing space can accommodate those need.

IMPLICATION OF NOT DOING THE PROJECT(S):

Not doing this project may result in programs not operating as efficiently and safely as may be needed.

LINKS TO OTHER PROJECTS OR FACILITIES:

Family and Juvenile Court Exterior Improvements

FAMILY AND JUVENILE COURT EXTERIOR IMPROVEMENTS



DESCRIPTION:

This project will include painting and other exterior improvements to the Family and Juvenile Justice Center for Tenants who occupy the building.

PHASE: Planning / Design

LOCATION:

2801 32Nd Avenue SW

JUSTIFICATION (Need/Demand):

The current paint on the detention portion of the site has begun to peel. It has reached the life expectancy of the material.

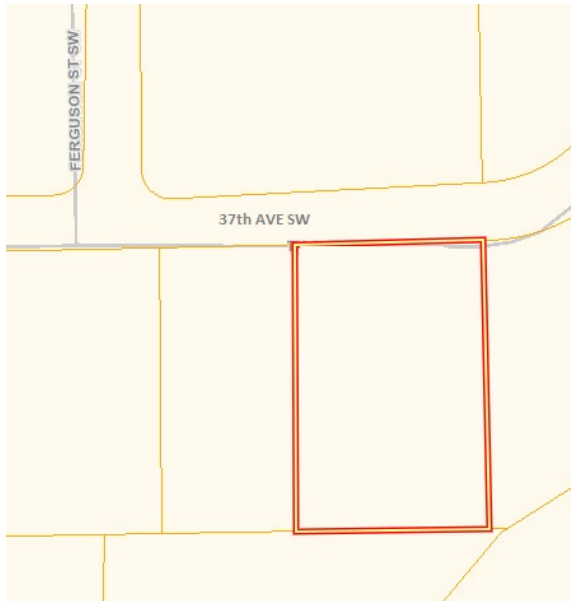
IMPLICATION OF NOT DOING THE PROJECT(S):

Not doing this project may result in water damage to the building, resulting in other costly repairs to the facility.

LINKS TO OTHER PROJECTS OR FACILITIES:

Family and Juvenile Court Improvements

CORONER'S OFFICE INTERIOR UPGRADES



DESCRIPTION:

This project will include upgrading the interior finishes and current layout of the Coroner's Office.

PHASE: Design / Construction

LOCATION:

2925 37th Ave SW

JUSTIFICATION (Need/Demand):

Project Scope – The Coroner's building is nearing the age where many interior finishes are at the end of their lifespan. Replacement is needed to provide a clean, safe workspace for staff.

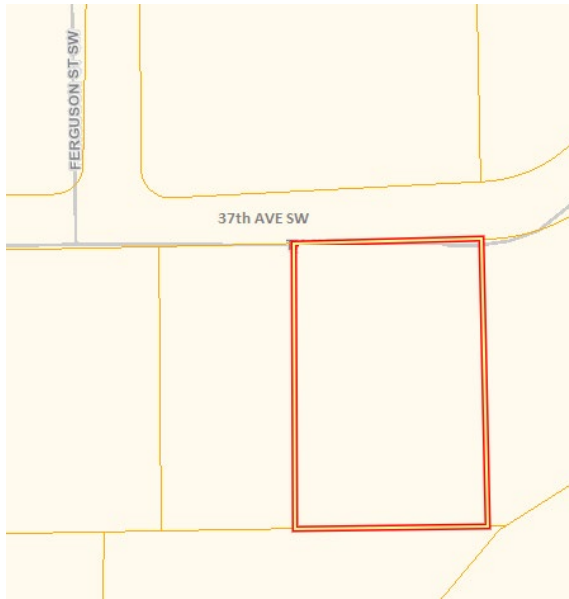
IMPLICATION OF NOT DOING THE PROJECT(S):

Not doing this project will limit the timeliness and levels of service that the Coroner's office provides the public and would potentially leave both staff and the public in a potentially unsafe and stressful environment.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

CORONER'S OFFICE RECONFIGURATION REMODEL



DESCRIPTION:

This project will include renovating the current layout of the Coroner's Office to provide better utilization of the available space including expansion for new staff.

PHASE: Planning / Design

LOCATION:

2925 37th Ave SW

JUSTIFICATION (Need/Demand):

Project Scope – Expanded services require the reconfiguration of space to accommodate new staff and operations.

IMPLICATION OF NOT DOING THE PROJECT(S):

Not doing this project will limit the timeliness and levels of service that the Coroner's office provides the public and would potentially leave both staff and the public in a potentially unsafe and stressful environment.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

NEW SHERIFF'S OFFICE LAND ACQUISITION AND RENOVATION



DESCRIPTION:

This project will identify and acquire land and/or buildings for a new Sheriff's Office. Additionally, it will provide expanded office space, parking, vehicle impound, and other facilities required for the Sheriff's Office operations.

PHASE: Property Acquisition, Design and Construction

LOCATION:

TBD

JUSTIFICATION (Need/Demand):

Project Scope – The Sheriff's Office will be significantly expanding operations and staff with the approval of the recent new Safety Tax. Their present operations are housed in three different locations and this new facility will provide space for all the services to be consolidated into one location. This new space is needed to provide a clean, safe workspace for staff. To appropriately expand their operations, there may be a need for additional land/buildings acquisition.

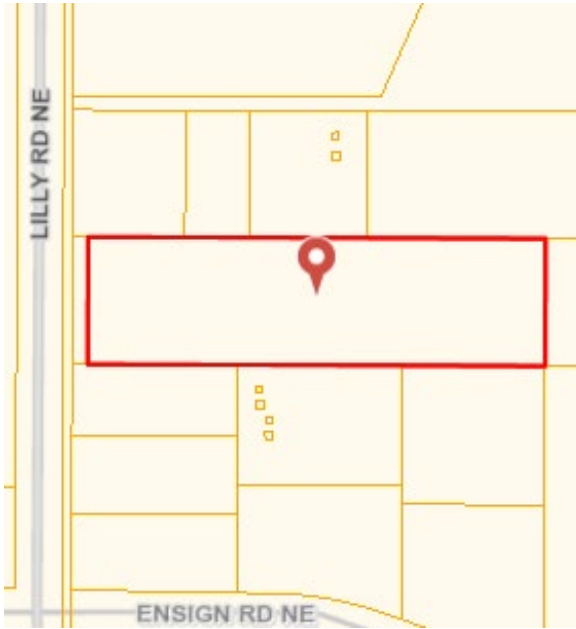
IMPLICATION OF NOT DOING THE PROJECT(S):

Not doing this project will limit the timeliness and levels of service that the Sheriff's Office provides the public and would potentially leave both staff and the public in a potentially unsafe and stressful environment.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

PHSS OFFICE RECONFIGURATION REMODEL



DESCRIPTION:

This project is to renovate space to add more workstations.

PHASE: Design / Construction

LOCATION:

412 Lilly Rd

JUSTIFICATION (Need/Demand):

Project Scope – Public Health and Social Services anticipates the need for additional staff to meet the demands for services as the County population continues to grow.

IMPLICATION OF NOT DOING THE PROJECT(S):

Not doing this project will limit the timeliness and levels of service that the PHSS office provides the public and would potentially leave both staff and the public in a potentially unsafe and stressful environment.

LINKS TO OTHER PROJECTS OR FACILITIES:

PHSS Solar Energy project

TCCF CAMERA SYSTEM UPGRADE



DESCRIPTION:

This project would replace the current analog camera system with a new IP based camera system.

PHASE: Construction

LOCATION:

3491 Ferguson St. SW

JUSTIFICATION (Need/Demand):

The current camera system is at the end of its lifespan. Procuring cameras and support for the current system has proven to be difficult. The camera system is an important piece to the operation of the facility, along with providing safety for the staff and inmates.

IMPLICATION OF NOT DOING THE PROJECT(S):

Not completing this project puts the operations & staff at a major risk if the current system fails and is not repairable.

LINKS TO OTHER PROJECTS OR FACILITIES:

TCCF Expansion Project

BUILDING 2 DRY FIRE SPRINKLER SYSTEM REPAIRS



DESCRIPTION:

This project will include repairing the dry fire sprinkler system at Building 2.

PHASE: Construction

LOCATION:

2000 Lakeridge Dr. SW

JUSTIFICATION (Need/Demand):

The piping is deteriorating resulting in excessive air leakage.

IMPLICATION OF NOT DOING THE PROJECT(S):

Not doing this project may result in a further deteriorating leading to fire sprinkler pipes breaking causing water damage and no fire protection for the perimeter of the building.

LINKS TO OTHER PROJECTS OR FACILITIES:

Thurston County Infrastructure Upgrades

EMERGENCY SERVICES CENTER ROOF REPLACEMENT



DESCRIPTION:

This project would replace the roof at the facility housing TCOMM-911 and Medic One.

PHASE: Design

LOCATION:

2703 Pacific Avenue SE

JUSTIFICATION (Need/Demand):

Project Scope -The intent is to replace an asphalt shingle roof with another asphalt shingle roof. Recommendations from a roofing consultant will determine any sheeting repairs and type of shingle to be specified.

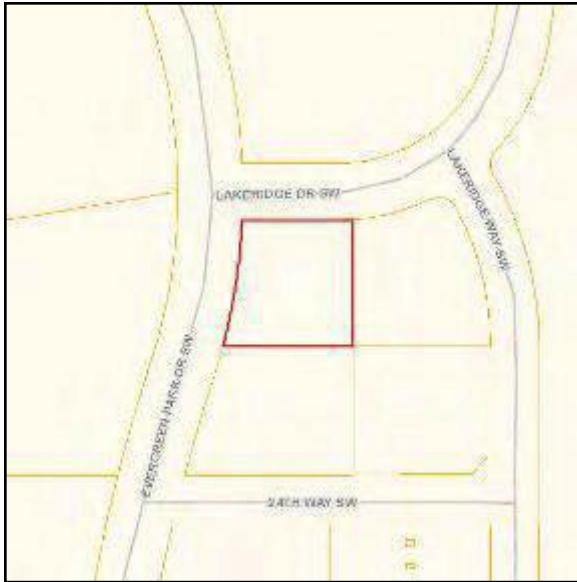
IMPLICATION OF NOT DOING THE PROJECT(S):

Not doing this project results in a high risk of the roof failing which could seriously compromise critical emergency services.

LINKS TO OTHER PROJECTS OR FACILITIES:

Emergency Services UPS Upgrade

COURTHOUSE BUILDING #4 SEWER IMPROVEMENT



DESCRIPTION:

This project will replace the existing incoming sewer line, with a new line to the current facility.

PHASE: Planning

LOCATION:

929 Lakeridge Dr. SW

JUSTIFICATION (Need/Demand):

Project Scope – The existing sewer line is partially collapsed. Causing sewage to back up at times.

IMPLICATION OF NOT DOING THE PROJECT(S):

Not doing this project will lead to failure of the current sewer line. When this occurs, there will be

no bathroom facilities available for use on the site therefore not allowing the building to be occupied.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

FAIRGROUNDS BUILDING INFRASTRUCTURE IMPROVEMENTS PHASE II



DESCRIPTION:

This project will make building infrastructure improvements at the Thurston County Fairgrounds and Events Center.

PHASE: Planning

LOCATION: 3054 Carpenter Road SE

JUSTIFICATION (Need/Demand):

Project Scope- Some Fairgrounds and Events Center buildings, structures, and amenities are aging and/or limited in their usability. The County and Fair Boards intend to make capital improvements which may include an Agri Plex

that will enhance the ability of the site to host more events and increase overall revenue.

IMPLICATION OF NOT DOING THE PROJECT(S):

The Fairgrounds would not have an improvement to the site which would improve its operations and usage, as well as its ability to generate revenue.

LINKS TO OTHER PROJECTS OR FACILITIES: N/A

TCCF EXPANSION (25FLX)**DESCRIPTION:**

The Thurston County Corrections Facility (TCCF) was planned and designed to be built in phases as detention capacity needs increased over time. This project will address current needs for adult detention space in the County by adding 100-130 high/medium security beds.

Project Scope: Estimated size of the detention expansion is roughly 20,000 square feet, north of the current high-security cell block. Specific detention priorities are flexible housing for female inmates (low- medium-high security); flexible housing for inmates experiencing mental health

and/or substance abuse issues; and housing for additional male inmates (high- security). The project will also address needs for onsite courtroom space. Estimated size of this addition is roughly 3,000-5,000 square feet depending on the number of courtrooms feasible. This is not expected to affect portions of the site projected for future further expansion. The project will also address storm water management system improvements needed to support the expansion and to meet current regulatory requirements.

PHASE: Planning

LOCATION: 3491 Ferguson St. SW

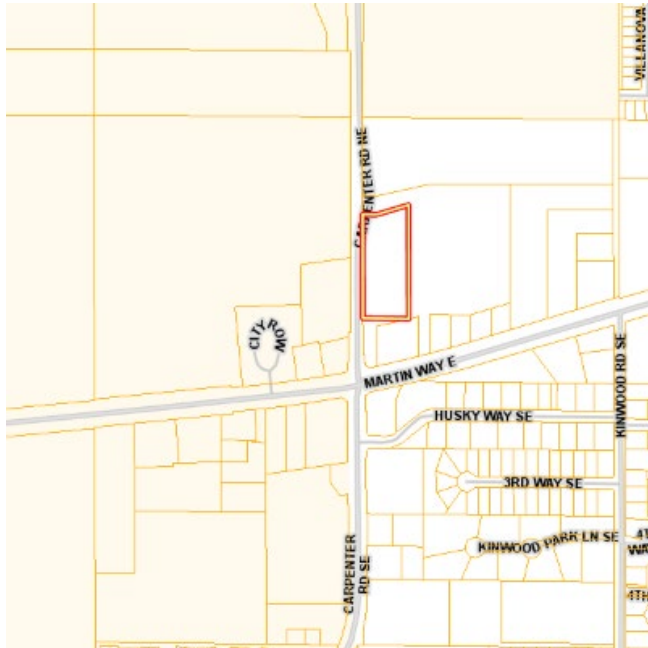
JUSTIFICATION (Need/Demand): The TCCF was built as part of long-range plans to relieve overcrowding at the Courthouse Jail. Phase 1 was completed in 2010 to house 350 inmates. However, the current inmate population sometimes exceeds that capacity. Although initiatives are underway to stem the growth in incarceration rates, inmate populations are still expected to grow over time and additional capacity is needed. In addition, it is important to effectively address specialized population needs and needed courtroom space at the facility.

Due to changing weather patterns and rising ground water table, the site's site storm water system is not infiltrating as expected or to current regulatory standards. One of the three existing storm-water galleries is not performing to design standards. A storm water solution is necessary for gaining permits to expand the TCCF or any other additions to the site.

IMPLICATION OF NOT DOING THE PROJECT(S): While efforts continue to reduce the jail population growth rate, at some point the ability to operate the TCCF efficiently may be compromised, and population management may become more difficult and costlier. This also puts the County at increasing risk of costly litigation over jail conditions.

LINKS TO OTHER PROJECTS OR FACILITIES: TCCF IT Room AC Upgrades, TCCF Camera Upgrade, TCCF Secure Parking, TCCF Video Court Booths

AFFORDABLE HOUSING



DESCRIPTION:

Provide site, planning, design, construction for affordable housing.

PHASE: Planning

LOCATION:

440 Carpenter Rd SE or other available sites.

JUSTIFICATION (Need/Demand):

Project Scope – Thurston County needs affordable housing to help low-income renters have a safe place to live.

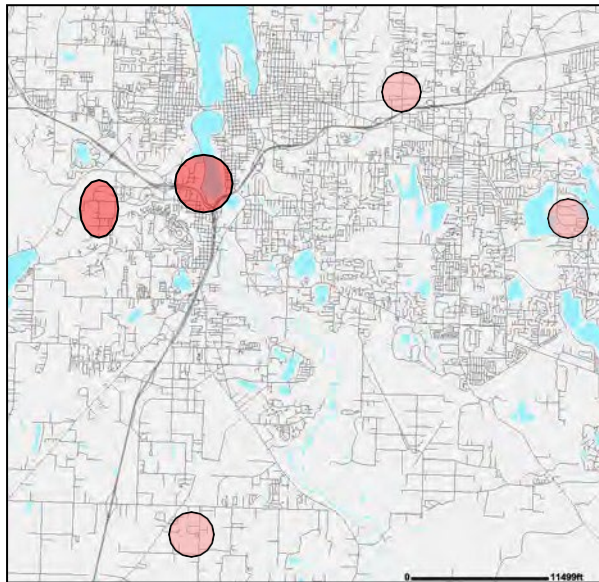
IMPLICATION OF NOT DOING THE PROJECT(S):

Not doing this project will limit the abilities the County has to help with the low-income population in the county.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

MAJOR MAINTENANCE - SPECIAL PROJECTS



DESCRIPTION:

Plan and conduct miscellaneous facilities maintenance and repair projects in response to emergent life safety and operational needs or regulatory obligations. Upgrade or replace systems, structures, and equipment as the need arises to maintain current levels of use.

PHASE: Design / Construction

LOCATION:

County facilities at 2000 Lakeridge Drive, 2400 Evergreen Park Drive, 926 24th Way, 2703 Pacific Avenue, and 412 Lilly Road in Olympia, 3054 Carpenter Road in Lacey, 2801 32nd Avenue in Tumwater, and 9605 Tilley Road in

rural Thurston County and other buildings as necessary.

JUSTIFICATION (Need/Demand):

The 2016 Building Condition Assessment completed by MENG Analysis identified numerous systems, structures, and equipment at County facilities that have exceeded their useful life and will require repair and/or replacement due to debilitated condition. Many components are exhibiting some level of failure and are requiring stopgap repairs or replacement if stop-gap repairs are not successful.

IMPLICATION OF NOT DOING THE PROJECT:

Not including special projects in the plan would limit the County’s ability to address emergent, foreseeable needs, potentially disrupting vital County business operations. Failing to maintain buildings will cause accelerated decay and the eventual need for replacement. Failure to repair and renovate as well as failure to accommodate accessibility issues can place staff and the public at risk.

LINKS TO OTHER PROJECTS OR FACILITIES:

N/A

CHAPTER 8 – FACILITIES OF OTHER PUBLIC ENTITIES

Public facilities provided by other public entities in this section is provided for information only. The adopted capital facilities plans of these jurisdictions, as amended, are incorporated in the Thurston County CIP by reference as required by the Growth Management Act. Information is requested annually by Thurston County. Each public entity's capital facilities plan is considered the most accurate and up-to-date source of information.

Table 8-1 includes the major public facility improvements planned by school districts, fire districts/authorities, port districts and transit entities that responded to Thurston County's request for information.

Table 8-1 Facilities of Other Public Entities

Projects (Name and Location of Each Capital Project)		6 Year Costs	Funding Source (For 6 year projects)
Project Name	Location		
Rainier School District #307			
Construction/modernizations	207 Centre St.	\$1,000,000	TBD
Mechanical/Lighting Upgrades at High School	308 Second St.	\$800,000	TBD
Rainier School District Total		\$1,800,000	
North Thurston School District #3			
River Ridge High School Modernizations/New Construction	350 River Ridge Dr	\$180,000,000	6 Year Construction Bonds & Impact Fees
Raj Manhas Activity Center Improvements	200 Sleater-Kinney Rd	\$17,000,000	Capital Funds/Impact Fees
Safety and Security, Building and Site Improvements	Various Sites	\$61,000,000	6 Year Construction Bonds/State Construction Assistance/Impact Fees
Growth Management and Asset Preservation Construction Projects	Various Sites	\$5,000,000	Capital Funds/Impact Fees/Grants
Young child & Family Center	425 Marvin Road	\$70,000,000	Capital Funds

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North Thurston School District Total		\$333,000,000	
Olympia School District			
Avanti High School Modernization & Relocation of District Administrative Center	1113 Legion Way SE	\$17,000,000	Bond Financing impact/ mitigation fees
Small Works Roster Projects	Various	\$8,000,000	Secured local bonds and levy, impact / mitigation fees, and state match revenue
Olympia School District Total		\$25,000,000	
Rochester School District #401			
Construction/Modernization/ Expansion	Rochester High School	\$52,000,000	Proposed bonds and state
Site acquisition and development	Various sites	\$3,000,000	Proposed bonds and impact fees
Temporary Classrooms & Safety Upgrades	Various sites	\$8,000,000	Mitigation and impact fees and capital project funds
Rochester School District Total		\$63,000,000	
Tumwater School District #33			
New Elementary School #7	To Be Determined	\$75,161,000	Proposed bonds/state grant, impact fees
New Market Skills Center – Major Renovations	7299 New Market St. SW	\$46,000,000	State grants and NMSC Capital Investment Funds
Bush Middle School Renovations	2120 83rd Avenue SW	\$39,100,000	Proposed bonds/state grant
Tumwater Middle School Renovations	6335 Littlerock Rd. SW	\$45,000,000	Proposed bonds/state grant
Tumwater High School Renovations	700 Israel Rd. SW	\$8,000,000	Secured and proposed bonds
Black Hills High School Renovations	7741 Littlerock Rd. SW	\$8,000,000	Secured and proposed bonds
Various Small Projects	Various Locations	\$48,780,000	Secured bonds and capital levy; impact fees, grants

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Tumwater School District Total		\$270,041,000	
Yelm Community Schools District #2			
Southworth Elementary Replacement		\$2,463,000	Bond revenue/State Match
Yelm Middle School Replacement		\$5,773,000	Bond revenue/State Match
SSI 2 (Safety/Security)		\$1,646,000	State Match
McKenna Elementary Re-Roof		\$550,000	General Fund or Impact Fees
Security Alarm Panel Upgrade YHS (N750)		\$100,000	General Fund or Impact Fees
Scheduled Building Painting		\$1,725,000	General Fund or Impact Fees
District Wide Asphalt Repairs		\$675,000	General Fund or Impact Fees
YHS Re-Roof 100/200		\$650,000	General Fund or Impact Fees
YHS Re-Roof 300		\$450,000	General Fund or Impact Fees
District Office / Extension School Re-Roof		\$450,000	General Fund or Impact Fees
Lackamas Floor Refinish		\$50,000	General Fund or Impact Fees
Relocate Yelm Extension School		\$1,500,000	General Fund or Impact Fees
Renovation of YCS Administrative Offices		\$1,500,000	General Fund or Impact Fees
Yelm Community Schools Total		\$17,532,000	
Griffin School District #324			
Perimeter Fencing for School	6530 33rd Ave. NW	\$50,000	Capital Projects Fund
Griffin School District Total		\$50,000	

West Thurston Regional Fire Authority			
No Capital Projects Reported			
South East Thurston Fire Authority			
Station #21 Remodel	708 Mill Road	\$1,000,000	Bond
Station #22 Remodel	17213 153rd Ave. SE	\$3,500,000	Impact Fees/Bond
Station #41 Upgrade	12506 133rd St. Rainier	\$3,500,000	Impact Fees/Bond
South East Thurston Fire Authority Total		\$8,000,000	
Fire District #9 McLane Black Lake Fire Department			
Fuel Tank, Pump and Auxiliary tank replacement	Station 91- 125 Delphi Rd NW, Olympia	\$340,000	Maintenance & Operations Levy
Heating System Zone Revision	Station 91- 125 Delphi Rd NW, Olympia on 91	\$40,000	Maintenance & Operations Levy
Asphalt Re-Seal	Station 91- 125 Delphi Rd NW, Olympia	\$21,000	Maintenance & Operations Levy
Phone System Upgrade	Station 91- 125 Delphi Rd NW, Olympia	\$40,000	Maintenance & Operations Levy
Exterior Painting	Station 91- 125 Delphi Rd NW, Olympia	\$40,000	Maintenance & Operations Levy
HVAC System Installation	Station 92 -3204 36th Ave NW, Olympia	\$30,000	Maintenance & Operations Levy
Asphalt Re-Seal	Station 93 – 2815 Summit Lake Shore	\$21,000	Maintenance & Operations Levy
Concrete Apron Installation	Station 95 – 5911 Black Lake Blvd. SW, Olympia	\$45,000	Maintenance & Operations Levy
Waterline Repair & Extension	Station 95 – 5911 Black Lake Blvd. SW, Olympia	\$50,000	Maintenance & Operations Levy
Structural Roof Repair & Water Mitigation	Station 95 – 5911 Black Lake Blvd. SW, Olympia	\$1,000,000	Maintenance & Operations Levy
Asphalt Re-Seal Station 95	Station 95 – 5911 Black Lake Blvd. SW, Olympia	\$21,000	Maintenance & Operations Levy

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Exterior Painting	Station 95 – 5911 Black Lake Blvd. SW, Olympia	\$40,000	Maintenance & Operations Levy
Sub-Station Structural Repair & Roof	6605 Delphi Rd., SW Olympia	\$45,000	Maintenance & Operations Levy
New Sub-Station	N. Cooper Pt. Rd	\$5,000,000	Maintenance & Operations Levy
McLane Black Lake Fire Department Thurston County Fire District 9		\$6,733,000	
Fire District #3 Lacey Fire Department			
Station 33 Addition	6500 Mullen Rd SE	\$1,500,000	Bonds
Repair Facility Additions	8447 Steilacoom Rd SE	\$3,500,000	Bonds
Fire District #3 Lacey Fire Department		\$5,000,000	
East Olympia Fire District #6			
Upgrade Fire Station #64 Training Facility	9530 Old Hwy 99	\$367,000	Bond
Fire District #6 Total		\$367,000	
Fire District #8, South Bay			
District Training Center Phase III	3349 South Bay Rd NE	\$25,000	Capital Facilities Revolving Account
Station 8-3 remodel	5046 Boston Harbor Rd NE	TBD	TBD
District resident program housing and Station 8-2 replacement	5501 63rd Ave NE	TBD	TBD
Fire District #8 Total		\$25,000	
Fire District #12			
New Station 12-1	TBD	\$6,000,000	Bond
Remodel Station 12-2	21249 Bucoda Hwy SE, Centralia	\$50,000	Bond

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Remodel Station 12-4	5405 Skookumchuck Rd SE, Tenino	\$100,000	Bond
Fire District #12 Total		\$6,150,000	
Fire District #16, Rochester			
No Capital Projects Reported			
Fire District #17, Bald Hills(Last updated in 2021)			
Station 17-1 Remodel	16306 Bald Hill Rd. SE	\$300,000	To be Determined
Station 17-2 Upgrades	17701 Lawrence Lake Rd. SE	To be Determined	To be Determined
New Station	To be Determined	\$3,000,000	To be Determined
Fire District #17 Total		\$3,300,000	
Port of Olympia			
Airport District	Olympia Regional Airport	\$7,259,000	Port, Federal & State Grants, Local Funds, FAA
Swantown District	Swantown Marina & Boatworks	\$6,265,000	Port, Federal & State Grants, Local Funds
Marine Terminal Projects - Berth 1, Paving, Maintenance Shop, Zero-Emissions	Port Marine Terminal-Seaport	\$16,141,000	Port, Federal & State Grants, Local Funds, PIDP + FMSIB
Environmental Program-Budd Inlet, SL Rise,Stormwater, Zero Emissions	Various Port Properties	\$63,000,000	Port, Federal & State Grants, Local Funds, FMSIB
General Projects-New Market Industrial District	Various Port Properties	\$900,000	Local Funds & Third Party Reimbursements
Properties - Public Amenities	Various Port Properties	\$2,512,000	Port, Federal & State Grants, Local Funds
Cascade Pole Groundwater Treatment Plant	Cascade Pole Site, Port Peninsula	\$500,000	Federal & State Grants, Local Funds
Non-Ops (IT, Infrastructure)	Port-wide	\$468,000	Federal & State Grants, Local Funds
Port of Olympia Total		\$97,045,000	
Intercity Transit			
New vehicles, enhancement, access, maintenance, equipment (2024-2029)	Service District	\$180,287,003	Secured and Estimated Federal Funding Sources

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Intercity Transit Total		\$180,287,003	
Public Utility District #1			
Water System Mainline Replacement	Tanglewilde Thompson Place 600	\$10,000,000	Public Works Funding
Multiple Water System Upgrades and Facility Replacements	Unincorporated Thurston County	\$19,959,519	Capital Project Fund and DWSRF Funding
Total Public Utility District #1		\$29,959,519	