Thurston County

Capital Improvement Program 2023-2028

Appendix G

Adopted: December 15, 2022

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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 it 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 2023-2028. 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 Services Building Reserve						$5,450,000	**$5,450,000**
Detention Sales Tax						$2,000,000	**$2,000,000**
Grants Committed	$5,466,000		$427,500	$5,980,000	$14,768,100	$900,000	**$27,541,600**
Other, Federal/State/Local Agency	$172,500				$16,555,395		**$16,727,895**
Parks Impact Fees	$2,445,650						**$2,445,650**
Real Estate Excise Tax	$7,643,250			$2,685,000	$21,468,011	$47,750,000	**$79,546,261**
Road Fund					$43,649,526	$100,000	**$43,749,526**
Solid Waste Tipping Fees, Rates and Charges		$29,717,645					**$29,717,645**
Stormwater Utility Rates			$5,984,500		$150,000		**$6,134,500**
Transportation Impact Fees					$3,079,927		**$3,079,927**
Trial Court Improvement Fund						$2,050,000	**$2,050,000**
Utility Revenue				$7,209,000			**$7,209,000**
Existing Revenues Totals	**$15,727,400**	**$29,717,645**	**$6,412,000**	**$15,874,000**	**$99,670,959**	**$58,250,000**	**$219,521,004**

Revenue Sources	Parks and Open Space	Solid Waste	Storm and Surface Water Utility	Water and Sewer Utility	Transportation	County Buildings	Totals by Revenue Source
Proposed New Revenues or Increased Rates							
Bonds - Future						$60,500,000	$60,500,000
Utility Loans/Grants							$0
Proposed Totals						**$60,500,000**	**$60,500,000**

REVENUE TOTALS	**$15,727,400**	**$29,717,645**	**$6,412,000**	**$15,874,000**	**$99,670,959**	**$118,750,000**	**$286,152,004**

Table 1-2 Summary by Division and Year

Divisions	2023	2024	2025	2026	2027	2028	Total	% of Total Cost (rounded)
Parks	$2,521,400	$1,479,800	$2,874,800	$4,955,400	$2,646,000	$1,250,000	$15,727,400	**5%**
Solid Waste	$10,955,000	$8,390,000	$9,122,645	$800,000	$300,000	$150,000	$29,717,645	**10%**
Storm & Surface Water	$985,000	$3,172,000	$1,140,000	$845,000	$145,000	$125,000	$6,412,000	**2%**
Transportation	$23,903,900	$31,796,971	$16,530,088	$9,290,000	$9,050,000	$9,100,000	$99,670,959	**35%**
Water & Sewer	$2,577,000	$6,509,000	$4,047,000	$1,336,000	$700,000	$705,000	$15,874,000	**6%**
General Government Facilities	$14,350,000	$18,050,000	$40,350,000	$21,000,000	$2,200,000	$22,800,000	$118,750,000	**42%**
Total	$55,292,300	$69,397,771	$74,064,533	$38,226,400	$15,041,000	$34,130,000	$286,152,004	**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	SE	155 Acres
Kenneydell	SW	18 Acres 22 Acres Addition
Burfoot	NW	60 Acres
Frye	NW	86 Acres
Guerin	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)
Chehalis Western (Vail Loop Trailhead)	*SE*	*Included in trail acreage*

Chambers Lake Trailhead	*NE*	*Included in trail acreage*
67th Ave. Trailhead	*NE*	*Included in trail acreage*
Fir Tree Road Trailhead	*SE*	*Included in trail acreage*
Smith Lake	*NE*	*Included in trail acreage*
Yelm – Tenino Trail	SE	400 Acres (14.5 trail miles)
Yelm Center Trailhead	*SE*	*Included in trail acreage*
Tenino Park Trailhead	*SW*	*Included in trail acreage*
Rainier Trailhead	*SE*	*Included in trail acreage*
Gate-Belmore Trail (unimproved)	NW-SW	243 Acres (14 trail miles)
Ralph Munro Trail	NW	- - (1.5 trail miles)
HISTORIC SITES		
Mima Cemetery	SW	2 Acres
Ft. 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

Parkland and trail improvement projects and associated facilities, totaling about $9.6 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 Open Space Project Funding

REVENUES FOR PROJECTS							
Fund Source	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**6-Yr. Total**
Real Estate Excise Tax	$1,464,250	$1,284,000	$1,242,500	$1,217,500	$1,217,500	$1,217,500	**$7,643,250**
Park Impact Fees	$917,730	$160,360	$888,180	$434,380	$22,500	$22,500	**$2,445,650**
Grants/Federal Appropriation	$16,920	$25,440	$734,120	$3,293,520	$1,396,000	$0	**$5,466,000**
Conservation Futures	$122,500	$10,000	$10,000	$10,000	$10,000	$10,000	**$172,500**
TOTALS	**$2,521,400**	**$1,479,800**	**$2,874,800**	**$4,955,400**	**$2,646,000**	**$1,250,000**	**$15,727,400**

EXPENDITURES FOR PROJECTS									
Project Name	**Fund Source**	**Urban Growth Area**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**6-Yr. Total**
Chehalis Western Trail - 41st Avenue NE Trailhead	PIF/REET	Rural Thurston County	$10,000						$10,000
Burfoot Park Restroom Replacement	PIF/REET	Rural Thurston County	$5,000						$5,000
Kenneydell Park - Restroom Replacement	PIF/REET	Rural Thurston County	$10,000						$10,000
Yelm-Rainier-Tenino Trail Restroom - City of Rainier	PIF/REET	Rural Thurston County	$740,000	$10,000					$750,000
Gate Belmore Trail 88th Ave SW to 66th Ave SW	PIF/RCO	Rural Thurston County	$56,400	$84,800	$1,246,800	$588,400			$1,976,400
Gate Belmore Trail 128th Ave SW to 88th Ave SW	Fed. Approp.	Rural Thurston County	$0	$0	$353,000	$3,117,000	$1,396,000		$4,866,000
Burfoot Trail System - Footbridge/Stairway	REET	Rural Thurston County	$5,000	$0					$5,000
Fir Tree Rd Trailhead Parking Access Improvements	PIF/REET	Rural Thurston County	$20,000						$20,000
Deschutes Falls Park - Parking Expansion	PIF/REET	Rural Thurston County	$55,000	$110,000					$165,000

67th Avenue SE Trailhead Restroom	PIF/REET	Rural Thurston County	$60,000						$60,000
Burfoot Park - Level and Grade Lawn Area	REET	Rural Thurston County	$25,000	$25,000	$25,000				$75,000
Frye Cove Park - Lawn Renovation	REET	Rural Thurston County	$25,000						$25,000
Yelm-Rainier-Tenino Trail - City of Rainier Recreational Courts Park Improvements	PIF		$10,000						$10,000
Trails Connectivity 2023 Program	REET	Countywide	$1,000,000						$1,000,000
Trails Connectivity 2024 - 2028 Program	REET	Countywide		$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$5,000,000
Trail Surface Rehabilitation 2023 Program	REET	Countywide	$100,000						$100,000
Trail Surface Rehabilitation 2024-2028 Program	REET	Countywide		$200,000	$200,000	$200,000	$200,000	$200,000	$1,000,000
Parks, Trails and Open Space Acquisition 2023 Program*	PIF/REET/CF	Countywide	$375,000	$0					$375,000
Parks, Trails and Open Space Acquisition 2024-2028 Program	PIF/CF	Countywide		$200,000	$200,000	$200,000	$200,000	$200,000	$1,000,000
Parks & Trails Improvements and Development 2023 Program	PIF/REET	Countywide	$25,000						$25,000
Parks & Trails Improvements and Development 2024-2028 Program	PIF/REET	Countywide		$25,000	$25,000	$25,000	$25,000	$25,000	$125,000
TOTALS			$2,521,400	$1,479,800	$2,874,800	$4,955,400	$2,646,000	$1,250,000	$15,727,400

Legend:	**Completed Projects:**
REET-Real Estate Excise Tax Second Quarter Funds	Deschutes Falls Park Walkway and View Point Improvements
PIF-Park Impact Fees	Burfoot Park Restroom Replacement
CF-Conservation Futures	Chehalis Western Trail – Culvert Replacement (near Latigo St.)

Light grey shading, normal font - closeout project	Kennydell Park - Restroom Replacement
Medium grey shading, bold font - construction project	
Black shading, white font - engineering project	

CHEHALIS WESTERN TRAIL – 41ST AVE NE TRAILHEAD



DESCRIPTION:
Project includes creating a ±21 stall parking area for the Chehalis Western Trail. Includes constructing an asphalt parking surface, drainage structure, and installation of informational signage.

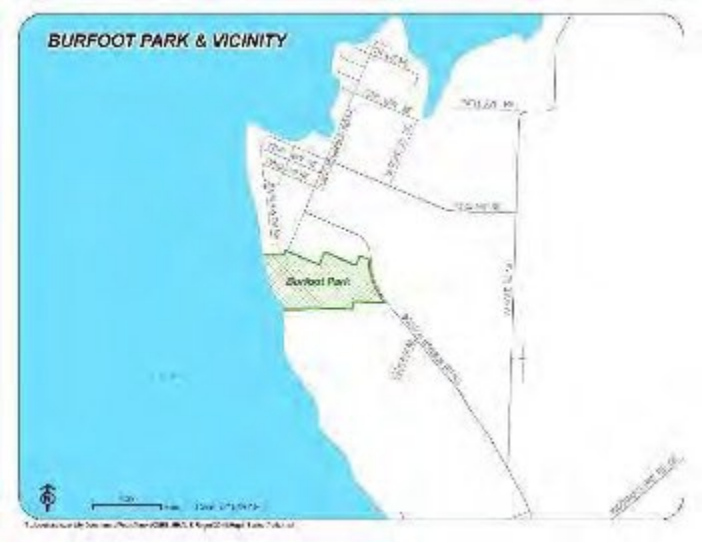
LOCATION:
Near the intersection of the Chehalis Western Trail and 41st Ave NE.

JUSTIFICATION (Need/Demand):
This project would allow for vehicles to park in a safe manner as opposed to parking adjacent to the right-of-way. Addresses the need to add designated parking areas for trail use.

IMPLICATION OF NOT DOING THE PROJECT(S):
Continued congestion with parking adjacent to the right-of-way.

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.

BURFOOT PARK RESTROOM REPLACEMENT



DESCRIPTION:
The existing restroom was built in 1977 and has exceeded is life expectancy. The project would include the removal of the existing restroom and replacing it with a larger, and more energy efficient building, and adding an additional restroom thereby increasing capacity and reducing the amount of required maintenance.

LOCATION:
6927 Boston Harbor Rd.

JUSTIFICATION (Need/Demand):
The existing restroom does not have the capacity to serve the current need.

IMPLICATION OF NOT DOING THE PROJECT(S):
Additional maintenance is required to keep the restroom operational. The park rents out picnic facilities which provides revenue. The restroom needs to be able to serve these uses or the risk of losing revenue.

LINKS TO OTHER PROJECTS OR FACILITIES:
Boston Harbor Boat Launch

KENNEYDELL PARK – RESTROOM REPLACEMENT



DESCRIPTION:
Project replaces the existing restroom located adjacent to the Lodge Building. The existing building was in place when the County purchased the property in 1988. The age of the structure is unknown but estimated to be approximately 50 years old.

LOCATION:
Kenneydell Park 6745 Fairview Rd SW.

JUSTIFICATION (Need/Demand):
The existing restroom is configured in a way that does not meet current ADA conditions. The building is essentially facing backwards now that its main function is to serve the lodge. General items such as toilets, sinks, stalls, heat, and plumbing are all beyond their life expectancy. The new restroom will address additional capacity with an additional number of stalls and will become ADA compliant.

IMPLICATION OF NOT DOING THE PROJECT:
A continuation in the degradation of the structure. Continue to be non-compliant with the ADA requirements

LINKS TO OTHER PROJECTS OR FACILITIES:
Will link with the currently un-developed Gate-Belmore Trail.

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.

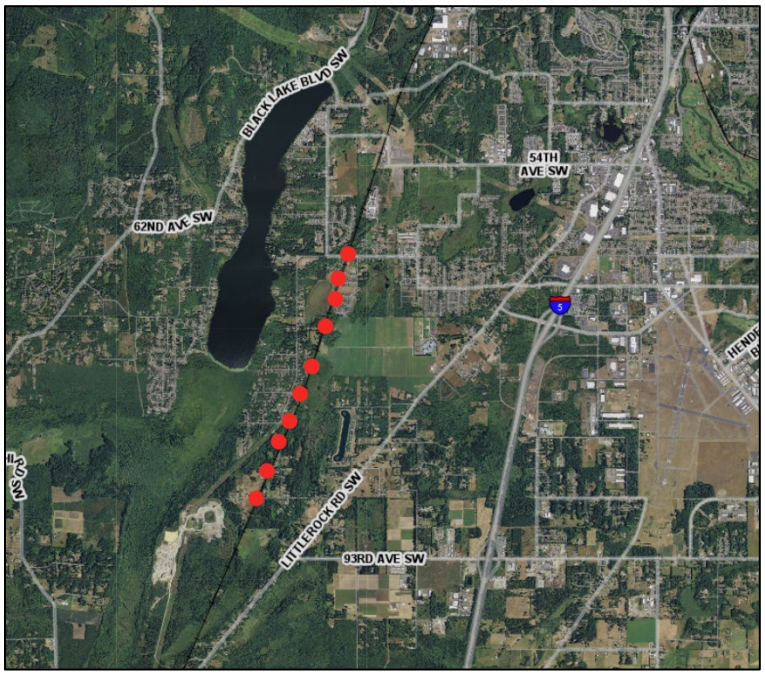
LOCATION:
City of Rainier.

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 14.5 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.

GATE-BELMORE TRAIL 88TH AVE SW TO 66TH AVE SW



DESCRIPTION:
Develop, re-purpose and improve unused rail corridor into a new regional trail linking southwestern Thurston County to Kenneydell Park.

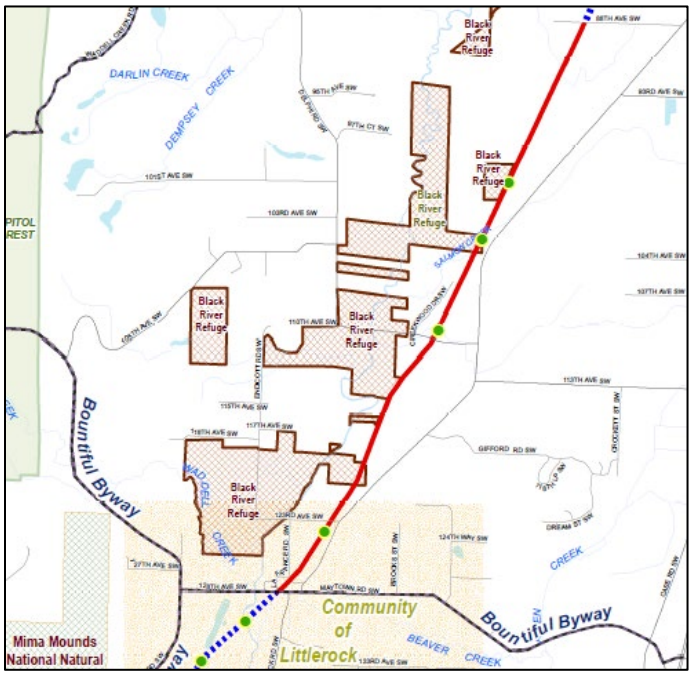
LOCATION:
Corridor runs from 88th Ave SW (south) to 66th Ave SW (north).

JUSTIFICATION:
2 miles of undeveloped rail corridor and degraded trestles would be upgraded to current standards and open to the public. Develops 1st leg of the Gate-Belmore Trail. Links southwest Thurston County to Kenneydell Park.

IMPLICATION OF NOT DOING THE PROJECT(S):
Continued degradation of the current trestles, causing potentially unsafe conditions. Trail maintenance increases as trail integrity degrades. No link from southwest Thurston County to Kenneydell Park.

LINKS TO OTHER PROJECTS OR FACILITIES:
Links southwest Thurston County to Kenneydell Park. Connects urban and rural communities, businesses, schools, residences, park facilities, and other valuable assets.

GATE-BELMORE TRAIL 128TH AVE SW TO 88TH AVE SW



DESCRIPTION:
Develop, repurpose and improve unused rail corridor into a new regional trail linking southwestern Thurston County to the community of Littlerock.

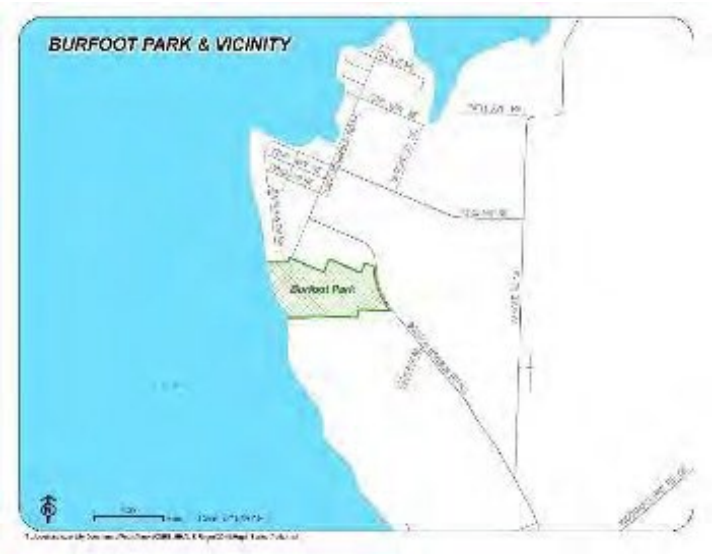
LOCATION:
Corridor runs from 128th Ave SW (south) to 88th Ave SW (north).

JUSTIFICATION:
4.5 miles of undeveloped rail corridor including four (4) deteriorated trestles would be upgraded to current standards and open to the public. In alignment with the 2025 Regional Transportation Plan this project develops Gate-Belmore Trail between south Tumwater and Littlerock to enhance opportunities for transportation alternatives and create community connections.

IMPLICATION OF NOT DOING THE PROJECT(S):
Continued degradation of the current trestles, causing potentially unsafe conditions. Trail maintenance increases as trail integrity degrades. No link from south Tumwater to Littlerock. Pedestrians and bicyclist will need to continue to utilize Littlerock Road SW, which is a high vehicular traffic roadway with speeds ranging for 25 to 50 miles per hour with limited shoulder widths.

LINKS TO OTHER PROJECTS OR FACILITIES:
Links south Tumwater to Littlerock. Connects urban and rural communities, businesses, schools, residences, park facilities, and other valuable assets including the Black River Unit of the Billy Frank Jr. Nisqually National Wildlife Refuge (NNWR).

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.

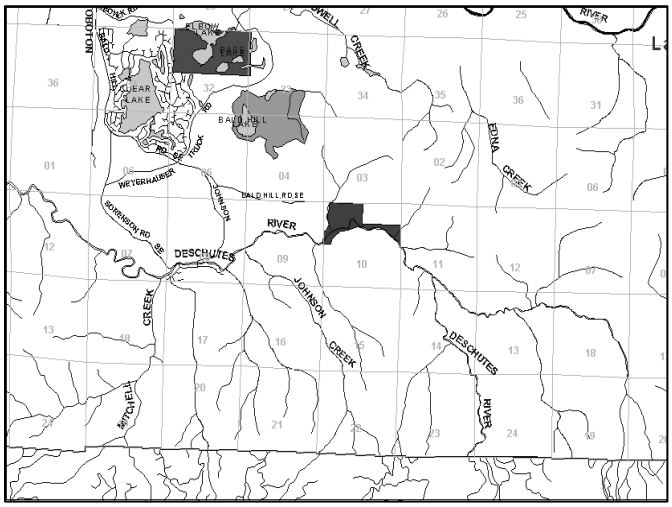
LOCATION:
6927 Boston Harbor Rd.

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.

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.

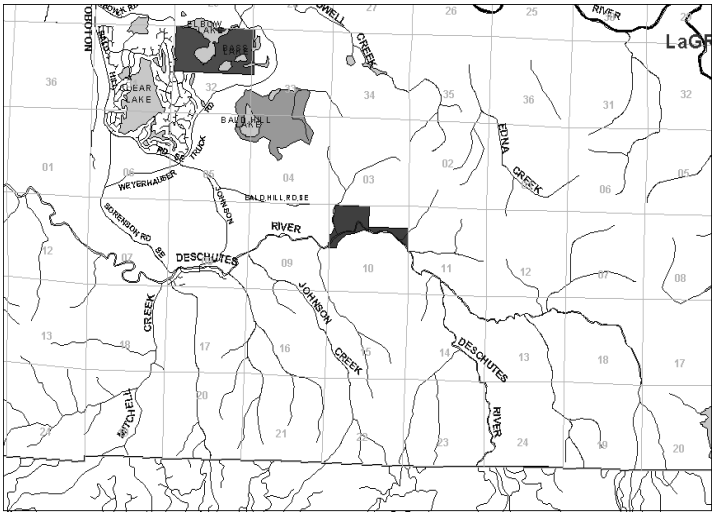
LOCATION:
Fir Tree Rd. Trailhead, Chehalis Western Trail.

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.

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.

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.

67TH AVE SE TRAILHEAD RESTROOM



DESCRIPTION:
Install a new restroom building at the 67th Ave SE Trailhead. The new restroom will serve Chehalis Western Trail users. There is no existing restroom at this facility.

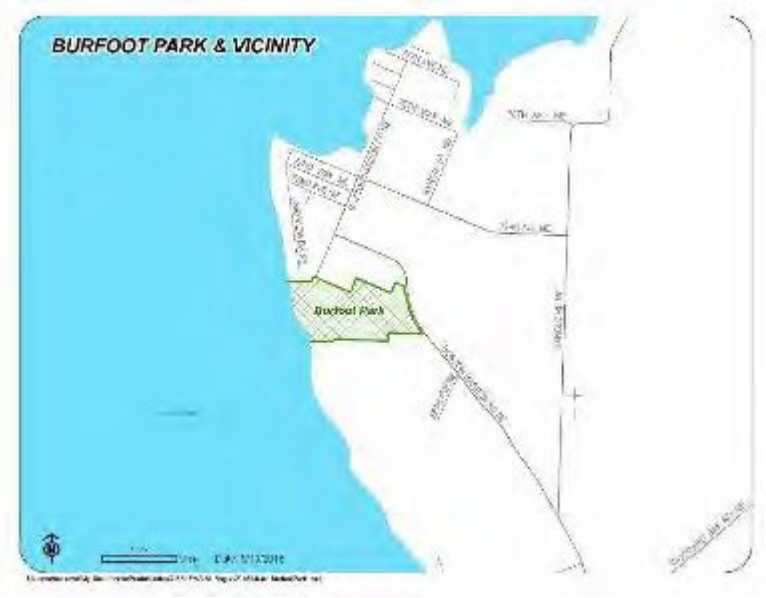
LOCATION:
67th Ave SE, Chehalis Western Trail.

JUSTIFICATION:
There is no existing restroom at this facility. The trailhead currently features 14 parking stalls, multiple picnic tables and benches. This is a heavily used trailhead for access to the Chehalis Western Trail in the south end of the urban corridor.

IMPLICATION OF NOT DOING THE PROJECT(S):
There is currently no restroom at one of our highest volume trailheads. 67th Ave trailhead sits at the south end of the urban corridor. User experience will continue to be negatively impacted.

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.

BURFOOT PARK – LEVEL AND GRADE LAWN AREA



DESCRIPTION:
Project includes the re-grading of a 3- acre lawn area. This project requires the need for a large volume of soil to be imported, grading, and re-seeding. It will also reduce the amount maintenance time needed and will make the area more usable for the public for recreational activities.

LOCATION:
6927 Boston Harbor Rd.

JUSTIFICATION (Need/Demand):
Burfoot Park is a very popular destination for the citizens and visitors to the region. The lawn was installed in 1977 and has settled into a series of depressions that increase the time required for maintenance of the site and lowers the life expectancy of the machinery.

IMPLICATION OF NOT DOING THE PROJECT:
Increased time to perform maintenance and higher replacement cost for machinery.

LINKS TO OTHER PROJECTS OR FACILITIES:
Boston Harbor Boat Launch.

FRYE COVE – 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.

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.

YELM–RAINIER-TENINO TRAIL/CITY OF RAINIER RECREATIONAL COURTS PARK IMPROVEMENTS



DESCRIPTION:
Install new recreational sport courts in Rainier near the City-owned Wilkowski Park. The new sport courts will serve both the Yelm-Rainier-Tenino Trail and Wilkowski Park users. The courts will be maintained by City of Rainier staff.

LOCATION:
City of Rainier.

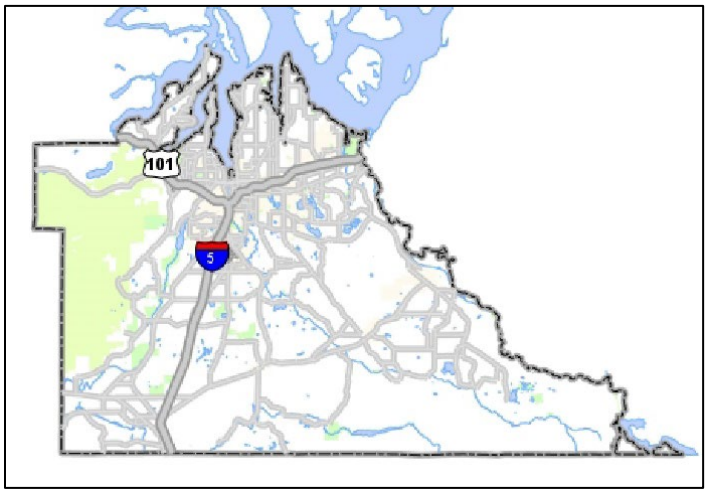
JUSTIFICATION:
The local recreational facilities consist of a small playground and basketball court. Installation of new sports courts would add more diverse options for recreation and fitness. Rainier is located half-way between Tenino and Yelm, making it a strategic location for Yelm-Rainier-Tenino trail and Wilkowski Park users.

IMPLICATION OF NOT DOING THE PROJECT(S):
Lack of diverse recreational and fitness options for citizens of Rainier and users of the Yelm-Rainier-Tenino trail.

LINKS TO OTHER PROJECTS OR FACILITIES:
Links to the Yelm-Rainier-Tenino Trail Restroom project and the Yelm-Rainier-Tenino trail, which connects the rural Cities of Yelm, Rainier, Tenino and Bucoda in the future. Connectivity to 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.

TRAIL SURFACE PRESERVATION 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.

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

JUSTIFICATION (Need/Demand):
Without a Trail Surface Preservation 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.

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.

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 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.

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.

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.

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:
Varies.

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 over $26.4 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

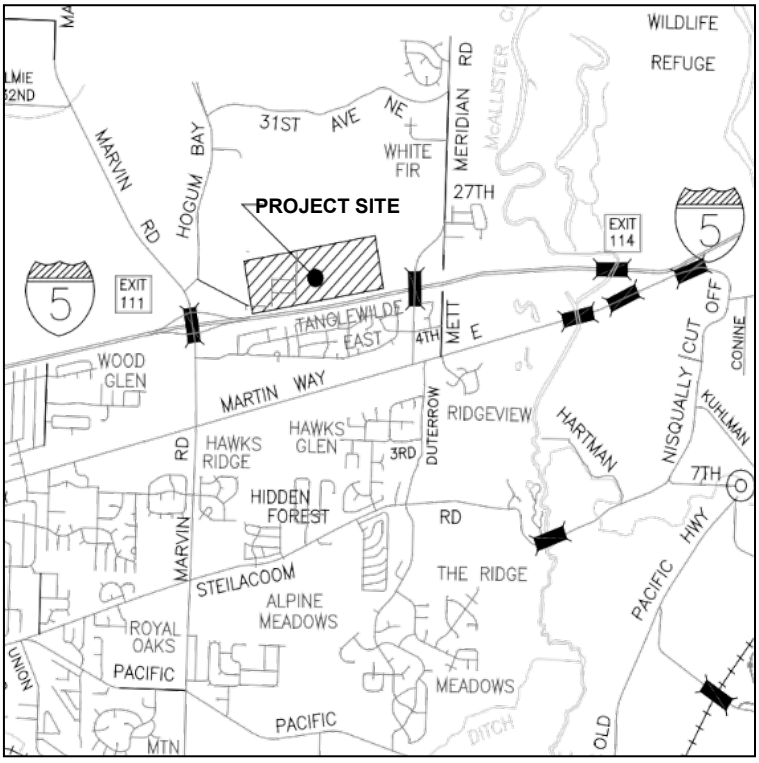
REVENUES FOR PROJECTS							
Fund Source	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**6-Yr. Total**
Solid Waste Tipping Fees, Rates and Charges	$10,955,000	$8,390,000	$9,122,645	$800,000	$300,000	$150,000	**$29,717,645**
TOTALS	**$10,955,000**	**$8,390,000**	**$9,122,645**	**$800,000**	**$300,000**	**$150,000**	**$29,717,645**

EXPENDITURES FOR PROJECTS									
Project Name	**Fund Source**	**Urban Growth Area**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**6-Yr. Total**
SCADA System Replacement	SWF	City of Lacey	$100,000						**$100,000**
Flare Station System Replacement	SWF	City of Lacey	$5,000						**$5,000**
Rochester Drop Box - Renovation, Security and Utility Upgrades, and Scale Installation	SWF	Rural Thurston County	$1,000,000	$250,000					**$1,250,000**
Rainier Drop Box - Renovation, Security and Utility Upgrades, and Scale Installation	SWF	City of Rainier	$1,000,000	$250,000					**$1,250,000**
Pumps Systems Upgrades and Improvements	SWF	City of Lacey	$3,600,000						**$3,600,000**
Security, Technology and Site Improvements	SWF	City of Lacey	$500,000						**$500,000**
Transfer Station Operations Facilities Upgrades and Improvements	SWF	City of Lacey	$100,000	$90,000			$50,000		**$240,000**
Transfer Station Compactor Overhaul and Maintenance	SWF	City of Lacey	$2,500,000						**$2,500,000**
WARC Site Reconfiguration: Public Tipping Area with New Scales/Scalehouses & Admin Ops Building	SWF	City of Lacey	***$1,500,000***	$7,000,000	$3,750,000				**$12,250,000**

Transfer Station Facility - Second Location	SWF	TBD	***$300,000***	**$700,000**	$5,272,645				**$6,272,645**
Site Differential Settlement Repairs	SWF	City of Lacey	$250,000			$700,000	$150,000		**$1,100,000**
Rainier & Rochester Facilities Renovations and Upgrades Program '23-'28	SWF	City of Lacey / Rural						$50,000	**$50,000**
General Facilities Renovations and Upgrades Program 2023	SWF	City of Lacey / Rural	$100,000						**$100,000**
General Facilities Renovations and Upgrades Program '24-'28	SWF	City of Lacey / Rural		$100,000	$100,000	$100,000	$100,000	$100,000	**$500,000**
TOTALS			**$10,955,000**	**$8,390,000**	**$9,122,645**	**$800,000**	**$300,000**	**$150,000**	**$29,717,645**

Legend:	**Completed Projects:**
SWF - Solid Waste Tipping Fees, Rates, and Charges	Flare Station System Replacement (2022 closeout)
Light grey shading, normal font - closeout project	SCADA System Replacement (2023 closeout)
Medium grey shading, bold font - construction project	Exterior Lighting Improvements
Black shading, white font - engineering project	Water Tower Demolition and Removal
	Revised Project Timing:
	Rainier & Rochester Drop-Box Site Improvements
	Pump System Upgrades and Improvements
	WARC Site Reconfiguration
	Transfer Station Facility - Second Location

SCADA SYSTEM REPLACEMENT



DESCRIPTION:
Replacement of the closed landfill's electronic control system (SCADA).

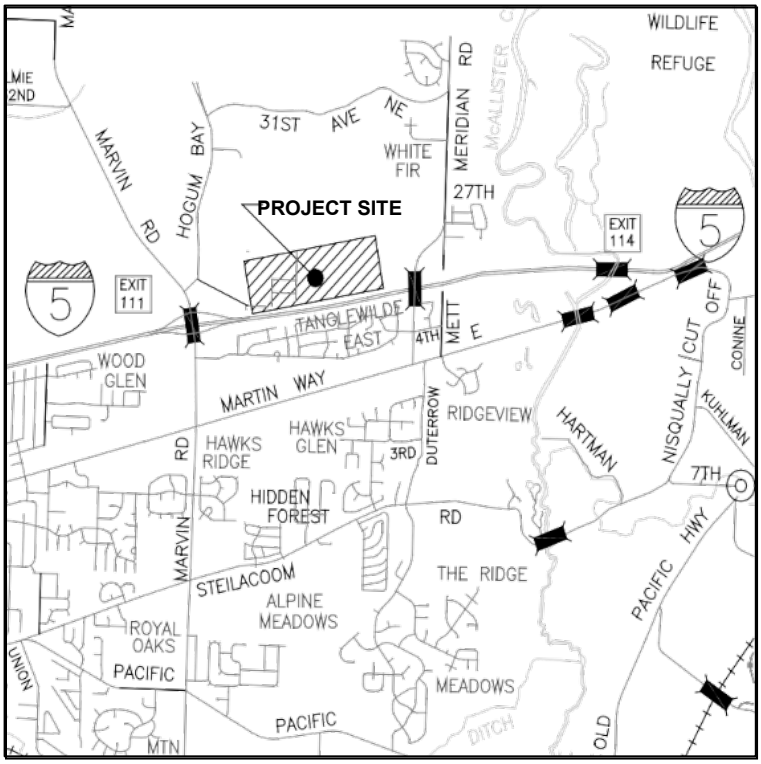
LOCATION:
Thurston County Waste and Recovery Center, 2420 Hogum Bay Road, Lacey

JUSTIFICATION:
The controlling electronic system (SCADA) and associated software that supports the flare and other environmental monitoring systems has failed and must be replaced.

IMPLICATION OF NOT DOING THE PROJECT(S):
Operation of the existing flare station will fail to meet permit requirements for treatment of methane gas and migration control. Critical site infrastructure and systems will not be able to be comprehensively monitored or problems addressed remotely.

LINKS TO OTHER PROJECTS OR FACILITIES:
The closed landfill's SCADA system has failed due to an aged software platform. All environmental systems and pump stations at the site must tie into this platform in order to maintain electronic control and alarm capability. Design and replacement of the SCADA system must be accomplished in parallel with repair and upgrade of these other systems and pump stations.

CLOSED LANDFILL–FLARE STATION



DESCRIPTION:
Replacement of the closed landfill's Flare Station which is required for methane gas treatment and migration control.

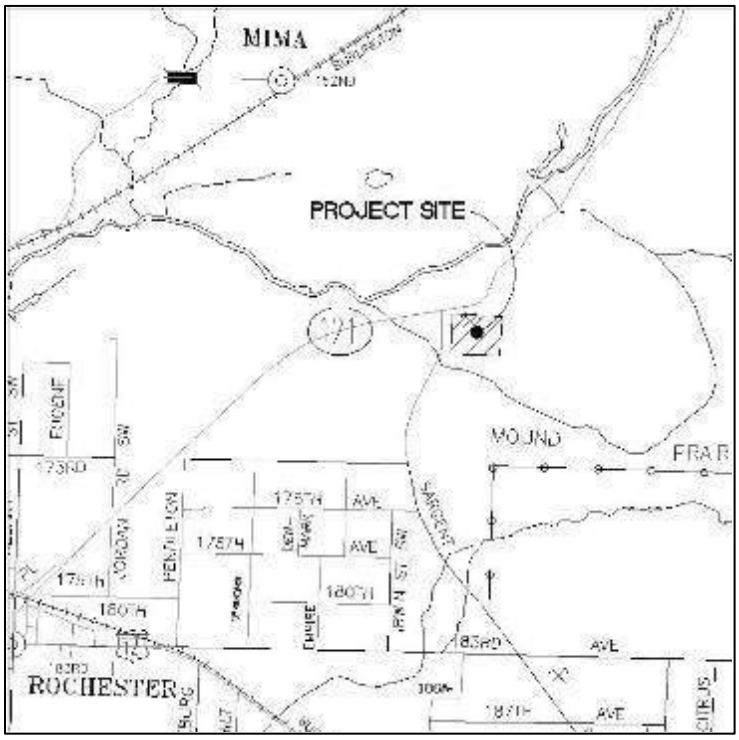
LOCATION:
Thurston County Waste and Recovery Center, 2420 Hogum Bay Road, Lacey

JUSTIFICATION:
The current flare station is oversized, and replacement is required in order to operate at current and projected levels of methane gas within the closed landfill.

IMPLICATION OF NOT DOING THE PROJECT (S):
Operation of the existing flare station will fail to meet permit requirements for treatment of methane gas and migration control.

LINKS TO OTHER PROJECTS OR FACILITIES:
The closed landfill's SCADA system has failed due to an aged software platform. All environmental systems and pump stations at the site must tie into this platform in order to maintain electronic control and alarm capability. Design and replacement of the SCADA system must be accomplished in parallel with repair and upgrade of these other systems and pump stations.

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.

LOCATION:
16500 Sargent Road, Rochester

JUSTIFICATION:
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.

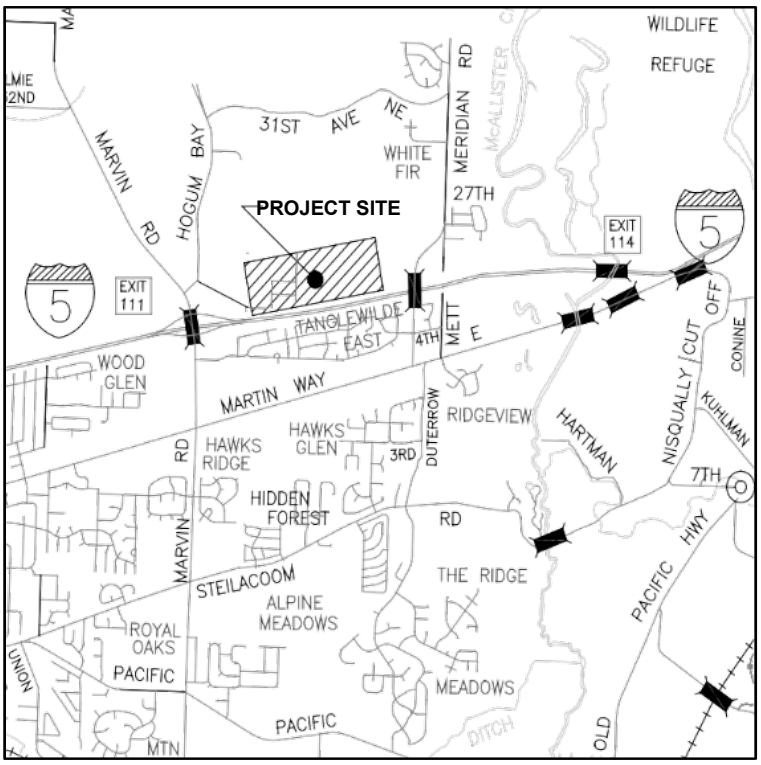
LOCATION:
13010 Rainier Acres Road SE, Rainier

JUSTIFICATION:
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.

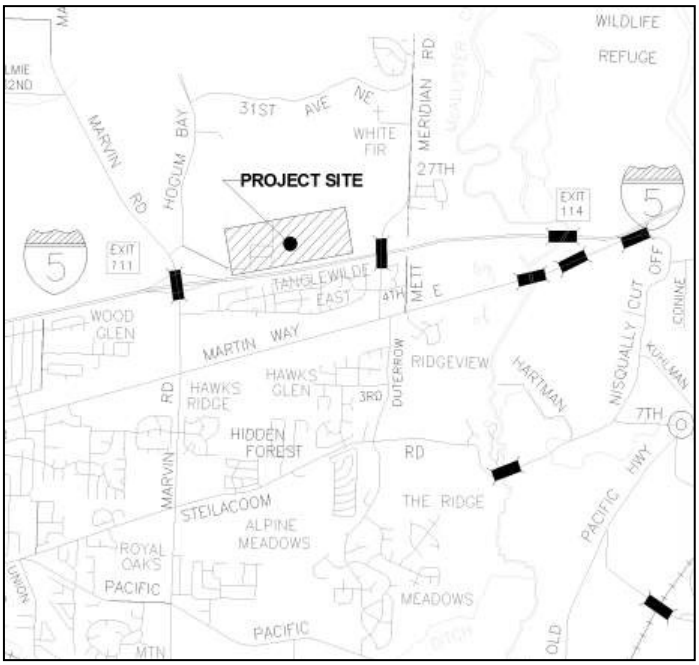
LOCATION:
Thurston County Waste and Recovery Center, 2420 Hogum Bay Road, Lacey

JUSTIFICATION:
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.

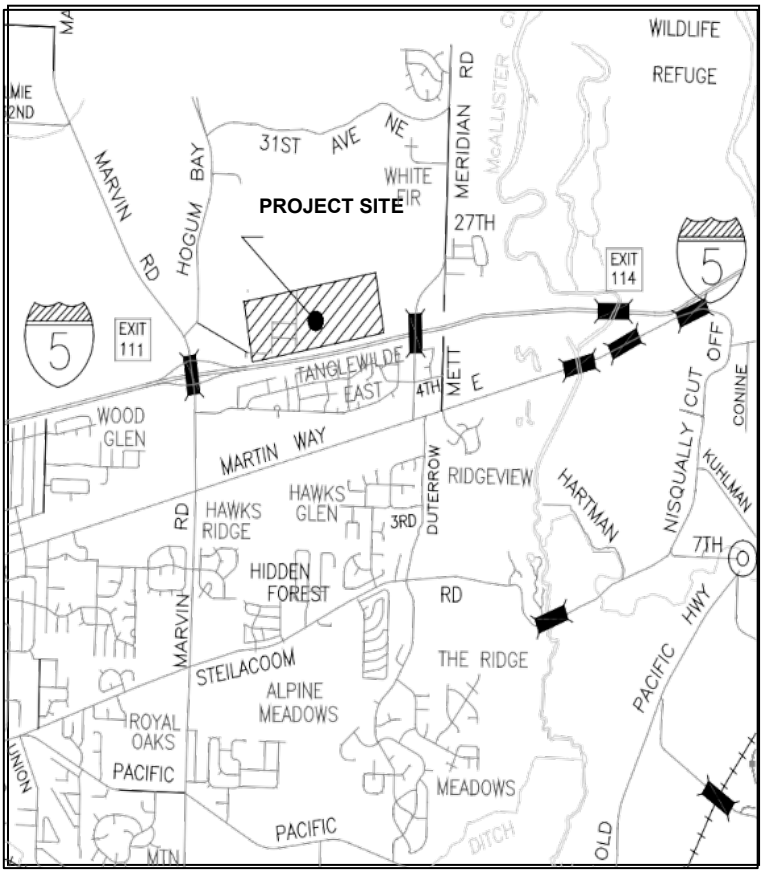
LOCATION:
Thurston County Waste and Recovery Center, 2420 Hogum Bay Road, Lacey

JUSTIFICATION:
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.

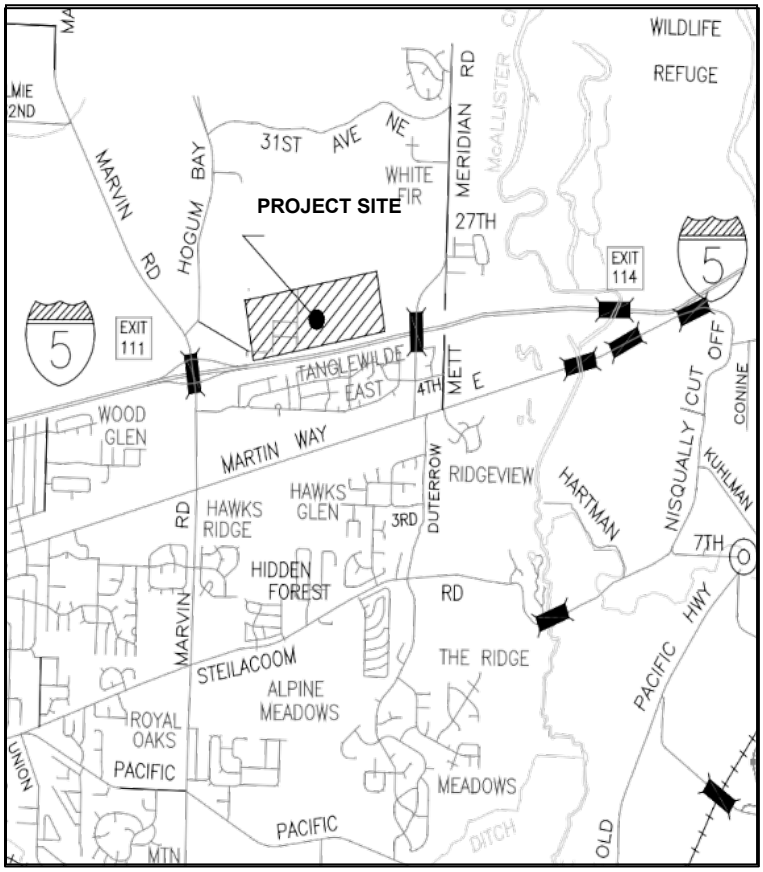
LOCATION:
Thurston County Waste and Recovery Center, 2420 Hogum Bay Road, Lacey

JUSTIFICATION:
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 OVERHAUL AND MAINTENANCE



DESCRIPTION:
Overhaul and maintenance of the transfer station compactor, which is used to load solid waste in rail containers for transportation to the landfill for disposal

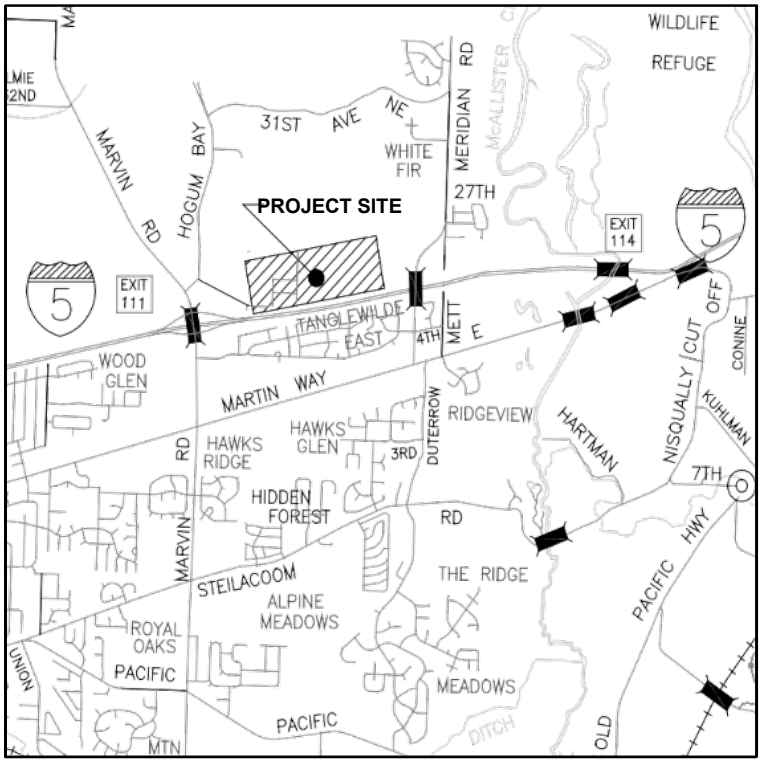
LOCATION:
Thurston County Waste and Recovery Center, 2420 Hogum Bay Road, Lacey

JUSTIFICATION:
Capacity of the transfer station is limited by the load-out rate of the single compactor. Transfer station compactor must be overhauled and routinely maintained through 2030 to ensure uninterrupted operation. (Compactor replacement anticipated in 2031.)

IMPLICATION OF NOT DOING THE PROJECT(S):
Maintenance of the compactor is required in order 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.

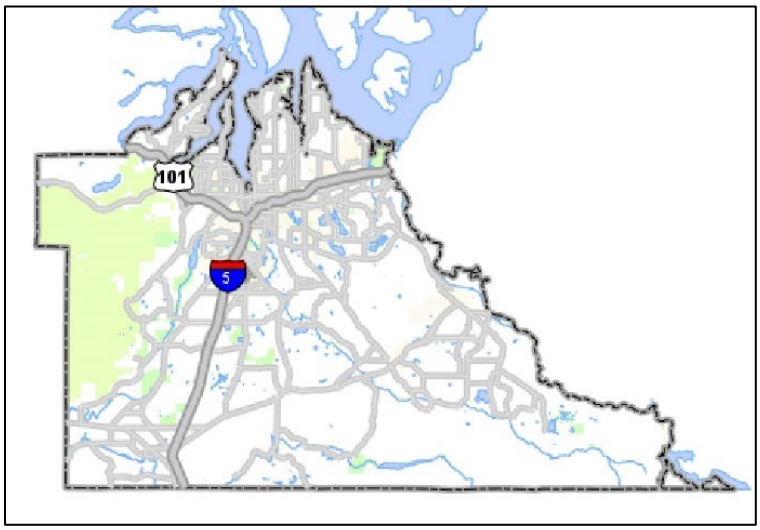
LOCATION:
Thurston County Waste and Recovery Center, 2420 Hogum Bay Road, Lacey

JUSTIFICATION:
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.

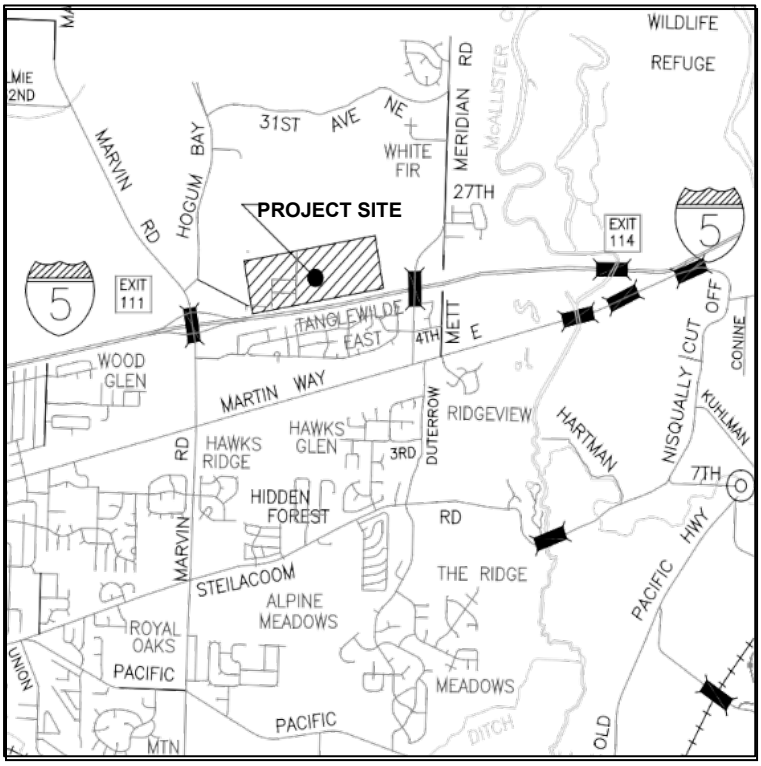
LOCATION:
South Thurston County

JUSTIFICATION:
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.

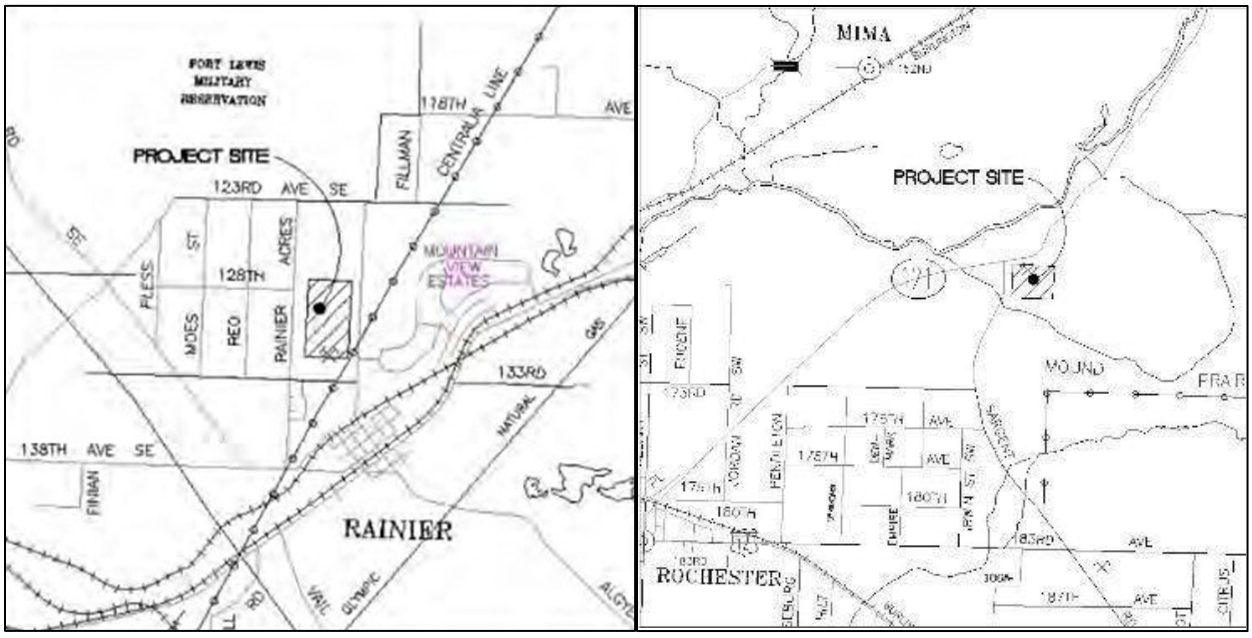
LOCATION:
Thurston County Waste and Recovery Center, 2420 Hogum Bay Road, Lacey

JUSTIFICATION:
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.

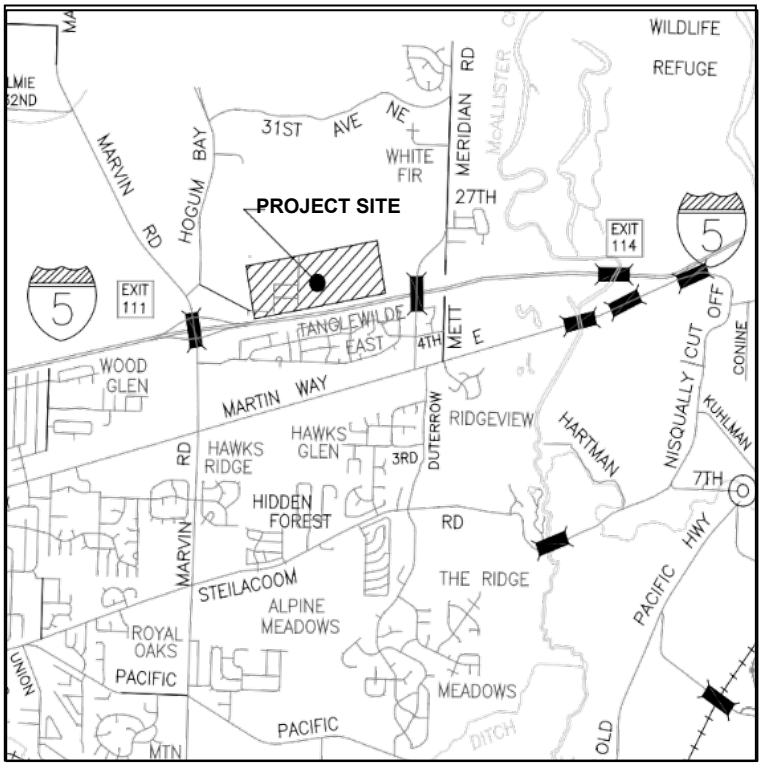
LOCATION:
13010 Rainier Acres Road SE, Rainier, WA
16500 Sargent Road, Rochester, WA

JUSTIFICATION:
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.

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

JUSTIFICATION:
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 UTILITIY 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) 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 6,745 catchbasins, 3,406 culverts and 1,138 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 743 unique inspection sites; 281 commercial and 464 residential. Mapped private assets include: 4,362 catchbasins, 943 stormwater ponds, 1,034 culverts and over 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 pre-existing 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 parcel 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 $6.3 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	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**6-Yr. Total**
Stormwater Utility Rates	$865,000	$2,872,000	$1,132,500	$845,000	$145,000	$125,000	**$5,984,500**
Grants	$120,000	$300,000	$7,500	$0	$0	$0	**$427,500**
TOTALS	**$985,000**	**$3,172,000**	**$1,140,000**	**$845,000**	**$145,000**	**$125,000**	**$6,412,000**

EXPENDITURES FOR PROJECTS									
Project Name	**Fund Source**	**Urban Growth Area**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**6-Yr. Total**
Boston Harbor Road NE Stormwater Conveyance and Outfall Improvements	SUR	Rural Thurston County	$15,000						**$15,000**
Woodard Creek Retrofit - Site 4	SUR	Rural Thurston County	**$250,000**	**1,325,000**	15,000				**$1,590,000**
Manzanita Road Conveyance		Rural Thurston County	$10,000						**$10,000**
Woodard Creek Retrofit - Site 1	SUR/Grant	City of Olympia	$10,000						**$10,000**
Meadows Subdivision Pond 4C Retrofit	SUR/Grant	City of Lacey	**$150,000**	**$400,000**	10,000				**$560,000**
Madrona Beach Road NW Vicinity Retrofits	SUR	Rural Thurston County	**$150,000**	10,000					**$160,000**
Lemon Road Pond	SUR	City of Lacey	**$100,000**	**$672,000**					**$772,000**
Littlerock Area Stormwater Retrofit	SUR	Rural Thurston County		$110,000	$400,000	$10,000			**$520,000**
WSDOT US101 Sneider Creek	SUR/WSDOT	Rural Thurston County	**$200,000**	**$450,000**	$10,000				**$660,000**
Cedar Shores Stormwater Retrofit	SUR	Rural Thurston County		**$80,000**	**$350,000**	$10,000			**$440,000**
Sherwood Firs Stormwater Retrofit	SUR	City of Lacey			**$30,000**	**$100,000**	$10,000		**$140,000**
WSDOT SR8 Kennedy Creek	SUR/WSDOT	Rural Thurston County			**$200,000**	**$600,000**	$10,000		**$810,000**

Stormwater Facility Improvement Program 2022-2023	SUR	Countywide	$50,000						**$50,000**
Stormwater Facility Improvement Program 2023-2028	SUR	Countywide		$75,000	$75,000	$75,000	$75,000	$75,000	**$375,000**
Stormwater Land Acquisition/Conservation Future Program 2022-2023	SUR	Countywide	$50,000						**$50,000**
Stormwater Land Acquisition/Conservation Future Program 2024-2028	SUR	Countywide		$50,000	$50,000	$50,000	$50,000	$50,000	**$250,000**
TOTALS			**$985,000**	**$3,172,000**	**$1,140,000**	**$845,000**	**$145,000**	**$125,000**	**$6,412,000**

Legend:	
SUR-Stormwater Utility Rates	
WSDOT-Washington State Department of Transportation	
Light grey shading, normal font - closeout project	
Medium grey shading, bold font - construction project	
Black shading, white font - engineering project	

BOSTON HARBOR ROAD NE STORMWATER CONVEYANCE AND OUTFALL IMPROVEMENTS



DESCRIPTION:
Repair/replace failing outfall on Boston Harbor Road, upgrade ditches along Boston Harbor Road, and add a culvert under Boston Harbor Road to reduce flooding.

LOCATION:
Boston Harbor Rd NE and 73rd Ave NE.

JUSTIFICATION (Need/Demand):
The outfall on Boston Harbor Road NE is failing and needs to be repaired or replaced. The failure is causing damage to driveway and yard at 7325 Boston Harbor Road NE. In addition, the roadside ditches are too small and cannot handle the flows in large rain events nor do they provide treatment to meet today's stormwater standards. This project would replace the failing outfall, install a culvert under Boston Harbor Road connecting to the new outfall to reroute flows, replace undersized driveway culverts, and upgrade ditches to meet current county standards. This will alleviate flooding that occurs when the water fills the ditch and goes over the road and floods driveways and yards before flowing into the Sound.

IMPLICATION OF NOT DOING THE PROJECT:
Water will continue to erode the yard and driveway at 7325 Boston Harbor Road NE. Flooding will continue along Boston Harbor Road.

LINKS TO OTHER RELATED PROJECTS OR FACILITIES:
None.

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.

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

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, project would expand roadside ditches and replace undersized culverts in attempt to alleviate flooding during smaller storm events along the roadway.

IMPLICATION OF NOT DOING THE PROJECT(S):
Further contamination of Woodard Creek with pollutants from stormwater and non-compliance with TMDL requirements

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).

WOODARD CREEK RETROFIT - SITE 1



DESCRIPTION:
Install a bioretention swale and two filter vaults within the Thurston County Road Right-of-Way, before discharging directly into Woodard Creek. This project was one of 5 projects identified in the 2014 Woodard Retrofit Study.

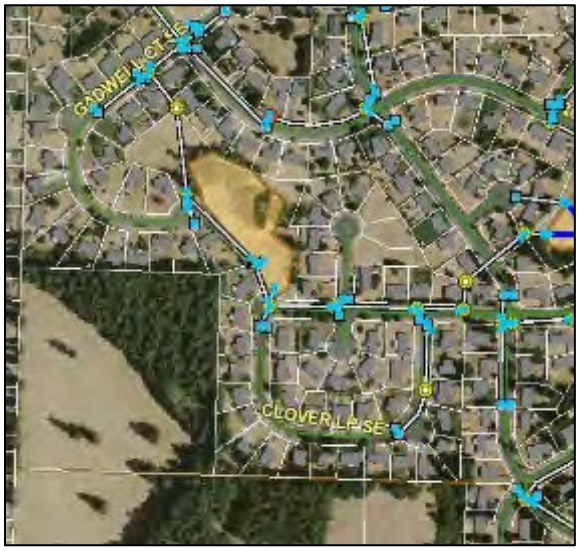
LOCATION:
Along South Bay Road NE near the intersection of 26th Ave. NE. Sec. 06, T18N - 01W.

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.

IMPLICATION OF NOT DOING THE PROJECT(S):
Further contamination of Woodard Creek with pollutants from stormwater and non-compliance with TMDL requirements

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).

MEADOWS SUBDIVISION POND 4C 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.

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 improve water quality and add flow control to meet current standards, i.e., Core Requirements #6 and #7.

IMPLICATION OF NOT DOING THE PROJECT:
This system eventually discharges to Little McAllister Creek. If the project is not completed, then high flows of untreated stormwater will continue to degrade Little McAllister Creek and McAllister Creek.

LINKS TO OTHER RELATED PROJECTS OR FACILITIES:
This pond is the first pond in a string of ponds that serve the Meadows subdivision including Mallard Pond a former county CFP project. Future retrofit projects will address the downstream ponds.

MADRONA BEACH ROAD NW VICINITY RETROFITS



DESCRIPTION:
Fix five locations along Madrona Beach Road NW where the stormwater infrastructure is failing or inadequate to handle stormwater flows.

LOCATION:
Madrona Beach Road NW between Sexton Ave NW and 1330 Madrona Beach Road NW.

JUSTIFICATION (Need/Demand):
The stormwater infrastructure at these five locations are either undersized or failing which causes flooding and damage to the roadway or driveways. The damage causes erosion which washes sediment and pollutants into Mud Bay and Eld Inlet.

IMPLICATION OF NOT DOING THE PROJECT:
Flooding and damage to the road and driveways and sediment deposition to Eld Inlet will continue.

LINKS TO OTHER RELATED PROJECTS OR FACILITIES:
None.

LEMON ROAD POND



DESCRIPTION:
Construct a constructed wetland/detention pond to provide water quality treatment and stormwater storage.

LOCATION:
4924 Lemon Road NE, Olympia, WA. ***Lat:*** 47° 6' 9.90027" N ***Lon:*** 122° 51' 7.26454" W

JUSTIFICATION (Need/Demand):
Lemon Road floods during heavy rains and becomes impassable. Woodard Creek has a TMDL for bacteria. This project will construct a constructed wetland to
provide water quality treatment and storage to improve water quality before discharging to Woodard Creek and relieve flooding on Lemon Road.

IMPLICATION OF NOT DOING THE PROJECT:
Lemon Road will continue to flood during heavy rain and water quality of Woodard Creek will not improve.

LINKS TO OTHER RELATED PROJECTS OR FACILITIES:
Woodard Creek Site 4 Retrofit Project.

COMPREHENSIVE PLAN AND FUNCTIONAL PLAN(S) CITATIONS:
Comprehensive Plan: Capital Facilities, Goal 1, Objective 1C, Policies 1-9; Natural Environment, Goal C, Objective 1, Policies 1-13; Natural Environment, Objective 3; Natural Environment, Goal E, Policies 9&10; Natural Environment, Goal G, Objective 1, Policies 1-8, Objective 2, Policies 2,3,4,9; This will help to address the Woodard Creek TMDL

LOCATION:
Rural NE

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.

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.

WSDOT US101 SNEIDER CREEK



DESCRIPTION:
Install compost-amended biofiltration swales on US101 to treat stormwater runoff discharging into Schneider Creek.

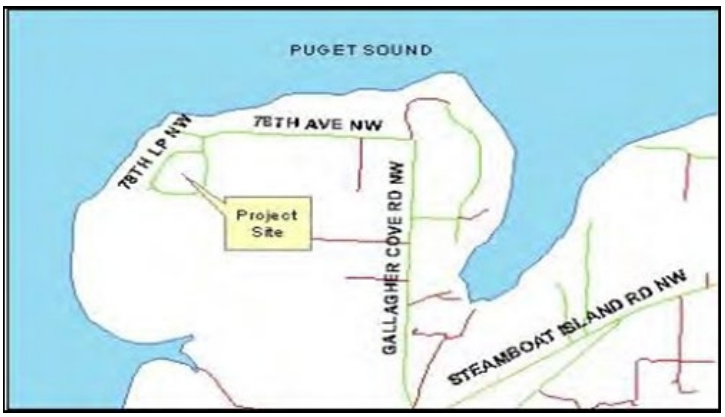
LOCATION:
US101 and Steamboat Island Road.

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.

IMPLICATION OF NOT DOING THE PROJECT:
Schneider Creek's Water Quality concerns will continue unaddressed.

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.

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 has deteriorated to the point where limited flow control is provided to prevent downstream erosion. Downstream erosion of steep channels is causing sediment transport to beaches of Totten Inlet and potentially future slide conditions and property damage including potential for damage to public roadway. This is a drainage facility that the county likely has ownership and maintenance responsibility for due to its age.

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; determine if conveyance system is in need of being upgraded.

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 and previous rates. This is a drainage facility that the county has ownership and maintenance responsibility for due to its age and previous work and repairs made in the past to. Road Maintenance has brought this to the SSWU attention since staff is called out on a frequent basis to deal with 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.

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.

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.

STORMWATER LAND ACQUISITION/CONSERVATION FUTURE 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.

Location:
Various locations throughout the county.

Justification (Need/Demand):
Provides a mechanism to respond to unanticipated capital expenditures on short notice.

CHAPTER 5 – TRANSPORTATION

Thurston County is responsible for maintaining over 1,000 miles of roads and associated facilities and 147 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 6-1 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 $90.6 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	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**6-Yr. Total**
County Roads Fund	$6,928,448	$10,032,940	$8,256,138	$6,282,000	$6,050,000	$6,100,000	**$43,649,526**
Storm & Surface Water Utility Rates	$150,000	$0	$0	$0	$0	$0	**$150,000**
Public Works Trust Fund Loan	$0	$4,350,000	$0	$0	$0	$0	**$4,350,000**
Transportation Improvement Board	$1,506,680	$2,093,320	$0	$0	$0	$0	**$3,600,000**
Transportation Impact Fees	$2,104,268	$975,659	$0	$0	$0	$0	**$3,079,927**
Surface Transportation Program / Surface Transportation Block Grant Program	$2,155,308	$3,097,292	$2,162,500	$0	$0	$0	**$7,415,100**
Federal Bridge Replacement Fund (BRAC)	$0	$0	$0	$0	$0	$0	**$0**
Local City	$0	$0	$0	$0	$0	$0	**$0**
Safe Routes to School Grant	$335,000	$1,105,000	$0	$0	$0	$0	**$1,440,000**
National Highway Freight Program Grant	$303,000	$0	$0	$0	$0	$0	**$303,000**
Highway Safety Improvement Program	$265,000	$3,341,000	$465,000	$0	$0	$0	**$4,071,000**
Rural Arterial Program	$135,000	$501,300	$2,646,450	$8,000	$0	$0	**$3,290,750**
State Grant	$0	$50,000	$0	$0	$0	$0	**$50,000**
Real Estate Excise Tax	$5,468,011	$4,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	**$21,468,011**
Other (Developer, other agency, or bond)	$1,049,993	$193,652	$0	$0	$0	$0	**$1,243,645**
Park Impact Fees	$0	$0	$0	$0	$0	$0	**$0**
National Highway Safety Grant	$3,503,192	$2,056,808	$0	$0	$0	$0	**$5,560,000**
Federal Highway Bicycle/Pedestrian Grant	$0	$0	$0	$0	$0	$0	**$0**
TOTALS	**$23,903,900**	**$31,796,971**	**$16,530,088**	**$9,290,000**	**$9,050,000**	**$9,100,000**	**$99,670,959**

EXPENDITURES FOR PROJECTS									
Project Name	**Fund Source**	**Urban Growth Area**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**6-Yr. Total**
Yelm Highway and Meridian Rd Intersection Improvements	STP/TIF/CRF	Lacey	$10,000						**$10,000**
Vail Rd SE Improvements Phase 2 (138th Ave SE to 153rd Ave SE)	RAP/CRF	Rural Thurston County	$5,000						**$5,000**
Marvin Rd Upgrade Phase 2 (Mullen Rd Intersection)	Dev/CRF	Lacey	$5,000						**$5,000**
Pacific Avenue Safety	STP/HSIP/CRF	Lacey	$15,000						**$15,000**

Fish Passage Enhancement Program (2022 - 2023)	REET	Countywide	**$1,618,011**						**$1,618,011**
Road Preservation & Rehabilitation Program (2022 - 2023)	REET/CRF	Countywide	**$3,000,000**						**$3,000,000**
Pacific Ave SE Pavement Preservation - (Lacey City Limits to Union Mills Rd SE)	NHS/REET	Lacey	**$1,724,823**	$1,621,435					**$3,346,258**
Yelm Hwy SE Pavement Preservation - (Rich Rd SE to Lacey City Limits)	NHS/REET		**$1,778,369**	$2,094,300					**$3,872,669**
Americans with Disabilities Act (ADA) Improvements (2022 - 2023)	Dev/CRF	Countywide	**$50,000**						**$50,000**
Marvin Rd Upgrade Phase 1 (22nd Ave to Union Mills Rd)	TIB/TIF/Dev/ CRF	Lacey	**$3,181,941**	$3,855,848	$15,000				**$7,052,789**
Marvin RD Upgrade Phase 3 (Union Mills RD to Pacific AVE)	TIB/CRF	Lacey				$50,000			**$50,000**
Black Lake Belmore RD Bridge Approach Repair	REET/CRF	Tumwater	**$2,910,000**						**$2,910,000**
US 12 Urban Improvements Phase 1 (Old Hwy 99 SW to W UGA Boundary)	REET/TIF/Dev /CRF	Grand Mound	**$3,467,000**						**$3,467,000**
Littlerock Road & 113th Ave SW Bridge and Intersection Improvements	TIF/STBG/CRF	Rural Thurston County	**$2,280,718**	$450,000	$7,000				**$2,737,718**
Johnson Point Rd & Hawks Prairie Rd Intersection Improvements	TIF/Dev/STBG	Rural Thurston County	**$240,000**	$3,374,962	$7,000				**$3,621,962**
Old Hwy 99 & Tilley Rd Intersection Improvements (HSIP)	CRF/TIF/RAP	Rural Thurston County	**$176,000**	$189,000	$1,312,500	$10,000			**$1,687,500**
2024 County Road Safety (HSIP)	HSIP	Countywide	**$165,000**	$2,465,000	$60,000				**$2,690,000**
Evergreen Pkwy & Mud Bay Rd Interchange Improvements	CRF	Olympia	**$60,000**						**$60,000**
Sargent Rd SW - US12 to Old Hwy 99 SW (South Grand Mound UGA Improvements)	TIF/CRF	Grand Mound	$10,000						**$10,000**
Old Hwy 99 at Intersections of Sargent Rd and 201st Ave	STBG/CRF	Grand Mound	**$435,038**	$445,426	$2,839,988	$10,000			**$3,730,452**

183rd Ave Phase 1 - (US 12 to Sargent Rd)	RAP/CRF	Rural Thurston County	**$200,000**	$807,000	$2,219,600	$10,000			**$3,236,600**
Steamboat Island RD Bridge Rail and Pile Cap Repair	CRF	Rural Thurston County	**$10,000**						**$10,000**
Countywide Electrical Services Project (HSIP)	HSIP/CRF	Countywide	**$100,000**	$966,000	$450,000				**$1,516,000**
Carpenter Road Pedestrian Improvements - Regional Transition Center	REET		**$350,000**						**$350,000**
Country Club Road at Green Cove Culvert Replacement	REET/CRF/SSWU/PWTF	Rural Thurston County	$650,000	$7,690,000	$10,000				**$8,350,000**
Fish Passage Enhancement Program (2024 - 2028)	REET	Countywide		$930,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	**$8,930,000**
Complete Streets ADA Program 1-Pedestrian Crossing Improvements	TIB	Olympia	$100,000	$500,000				$0	**$600,000**
Road Preservation & Rehabilitation Program (2024 - 2028)	REET/CRF	Countywide		$5,000,000	$6,000,000	$7,000,000	$7,000,000	$7,000,000	**$32,000,000**
Americans with Disabilities Act (ADA) Improvements (2024 - 2028)	CRF	Countywide		$50,000	$50,000	$50,000	$50,000	$50,000	**$250,000**
113th Ave SE (SR 121/Tilley Rd S to McCorkle Rd SE)	CRF	Rural Thurston County						$10,000	**$10,000**
McCorkle Rd SE _(113th Ave SE to Old Hwy 99)	CRF	Rural Thurston County						$10,000	**$10,000**
Bridge Program	CRF	Countywide						$10,000	**$10,000**
Culvert Program	CRF	Countywide						$10,000	**$10,000**
Pedestrian & Bicycle Program	CRF	Countywide						$10,000	**$10,000**
Shawn DR SW at UNT to Dempsey Creek Fish Passage	REET	Rural Thurston County		$120,000	$1,554,000	$10,000			**$1,684,000**
Thompson Creek RD at Thompson Creek Fish Passage	REET	Rural Thurston County							**$0**
Tilley Rd Bridge Replacement (T-2)	CRF/NHFP		$350,000						**$350,000**
Cooper RD SW at Mox Chehalis Creek Culvert Replacement	CRF		$640,000	$10,000					**$650,000**
Pleasant Glade Elementary Pedestrian Improvements (SRTS)	CRF/SRTS		$372,000	$1,228,000	$5,000				**$1,605,000**

Rochester Main Street Improvements (US 12)	CRF					$50,000			**$50,000**
Yelm Hwy SE Bridge Replacement (O-12)	CRF					$50,000			**$50,000**
Steilacoom Rd Improvements Phase 1 (Pacific Ave NE to SR 510)	CRF					$50,000			**$50,000**
TOTALS			**$23,903,900**	**$31,796,971**	**$16,530,088**	**$9,290,000**	**$9,050,000**	**$9,100,000**	**$99,670,959**

Legend:	**Completed Projects:**
Bic-Ped - Federal Highway Bicycle-Pedestrian Grant	Yelm Hwy & Meridian Rd SE
CRF - County Roads Fund	Vail Rd SE Improvements Phase 2 (138th Ave SE to 153rd Ave SE)
HSIP - Highway Safety Improvement Program	Latigo St at Spurgeon Creek & Chehalis Western Trail
Dev - Developer	Pacific Ave Safety
NHS - National Highway Safety Grant	Steamboat Island RD Bridge Rail and Pile Cap Repair
NHFP - National Highway Freight Program Grant	Americans with Disabilities Act (ADA) Improvements - Martin Way
PWTF - Public Works Trust Fund Loan	Houston Fish Passage
RAP - Rural Arterial Program	Littlerock Fish Passage
REET - Real Estate Excise Tax Second Quarter	
SSWU - Storm & Surface Water Utility Rates	
SRTS - Safe Routes to School Grant	**Dropped Projects:**
STBG - Surface Transportation Block Grant	Draham ST at Woodland Creek Fish Passage
STP - Surface Transportation Program	61st Ave at Frye Cove Tributary Fish Passage
TIB - Transportation Improvement Board	
TIF - Transportation Impact Fees	
WSDOT - WA Dept. of Transportation Direct Appropriation	
Light grey shading, normal font - closeout project	
Medium grey shading, bold font - construction project	
Black shading, white font - engineering project	

YELM HIGHWAY AND MERIDIAN RD

INTERSECTION IMPROVEMENTS



DESCRIPTION:
Construct a roundabout at the intersection of Yelm Highway and Meridian Rd.

LOCATION:
Lacey UGA – Yelm Highway SE and Meridian Rd SE Intersection

JUSTIFICATION (Need/Demand):
This project is needed to improve the safety and mobility for the Yelm Hwy and Meridian Rd intersection. Current operations do not meet adopted Level of Service requirements.

IMPLICATION OF NOT DOING THE PROJECT:
Increased traffic delays and no change to other conditions.

LINKS TO OTHER PROJECTS OR FACILITIES:
N/A

VAIL RD SE IMPROVEMENTS PHASE 2

(138TH AVE SE TO 153RD AVE SE)



DESCRIPTION:

Install paved shoulders, recoverable roadside slopes in adjacent swales, turn lanes, lighting at the Vail Rd and 153rd intersection and pavement upgrades.

LOCATION:

Vail Rd SE, 138th Ave SE to 153rd Ave SE

JUSTIFICATION (Need/Demand):

Improve roadway pavement conditions and ensuring the road meets current design standards and accommodating for future traffic demand.

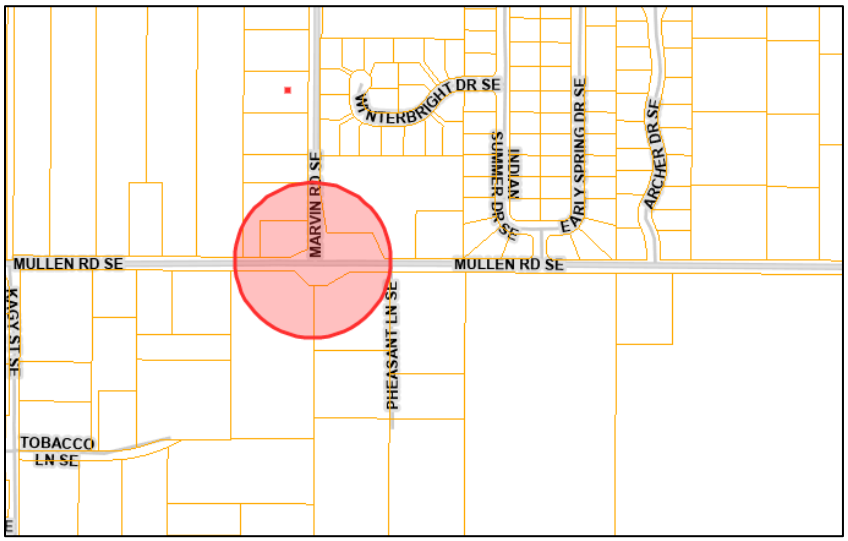
IMPLICATION OF NOT DOING THE PROJECT:

No shoulder for increasing number of pedestrian and bicyclists to use. Continued pavement deterioration.

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.

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.

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

PACIFIC AVE SAFETY



DESCRIPTION:
Construct ADA accessible crossings through the installation of pedestrian refuge islands, by improving curb ramps and improving sidewalks.

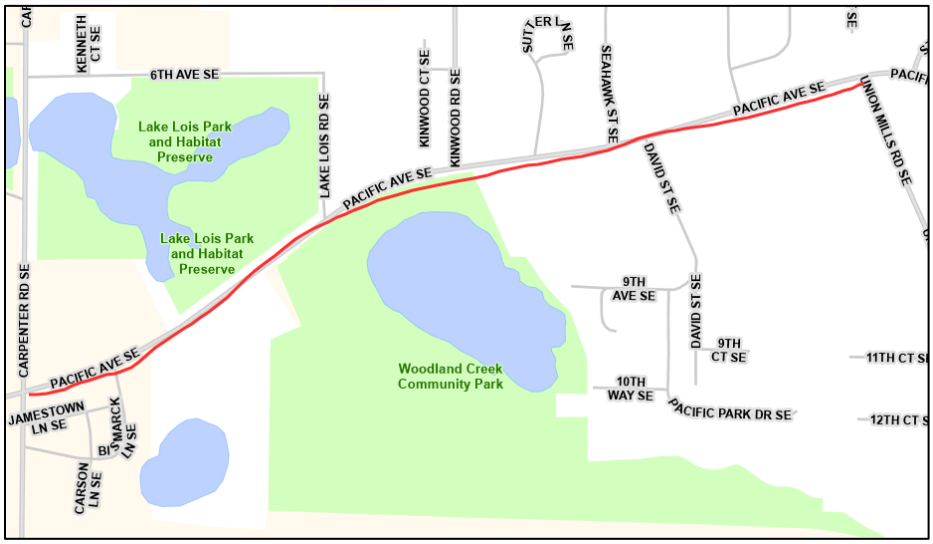
LOCATION:
Pacific Ave SE, Carpenter Rd SE to Union Mills Rd SE

JUSTIFICATION (Need/Demand):
To install ADA compliant pedestrian crossings and to improve safety for all users.

IMPLICATION OF NOT DOING THE PROJECT:
Pedestrian and bicycle facilities at these locations will not accommodate the needs of all users.

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.

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:
Much more expensive project 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.

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:
Much more expensive project in the future. Pedestrian facilities won't meet ADA requirements.

LINKS TO OTHER PROJECTS OR FACILITIES:
N/A

AMERICAN WITH DISABILITIES ACT (ADA) IMPROVEMENTS



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

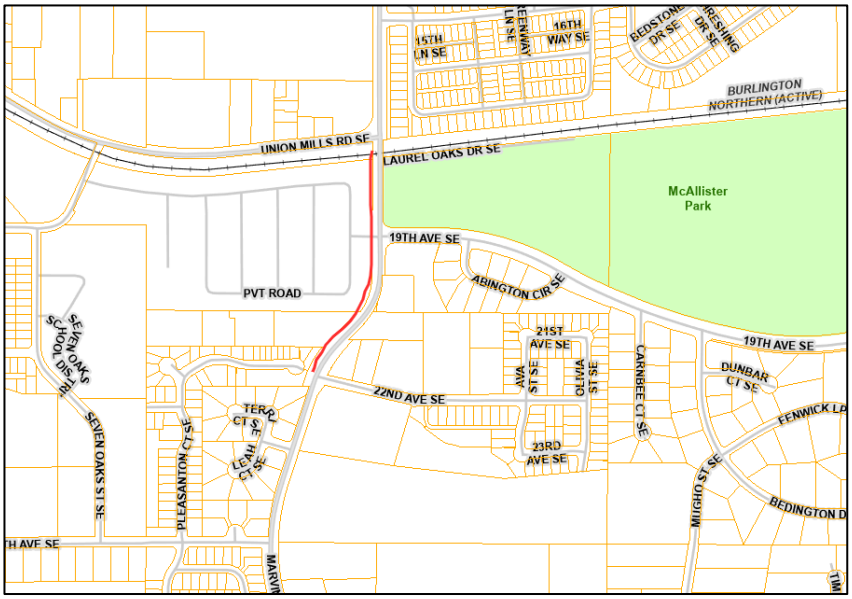
LOCATION:
Countywide

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

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.

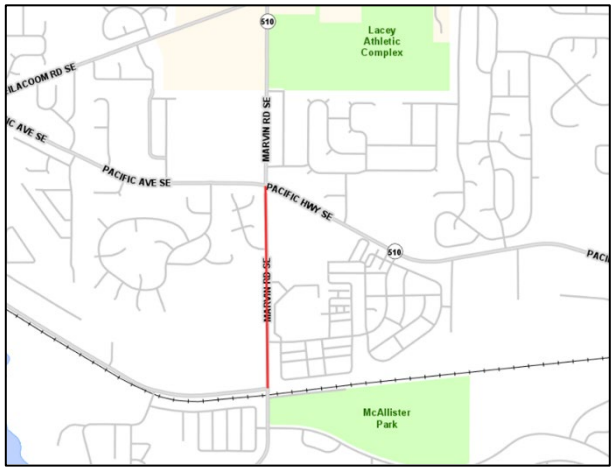
LOCATION:
Marvin Rd from 22nd Ave to Union Mills Rd SE

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:
N/A

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



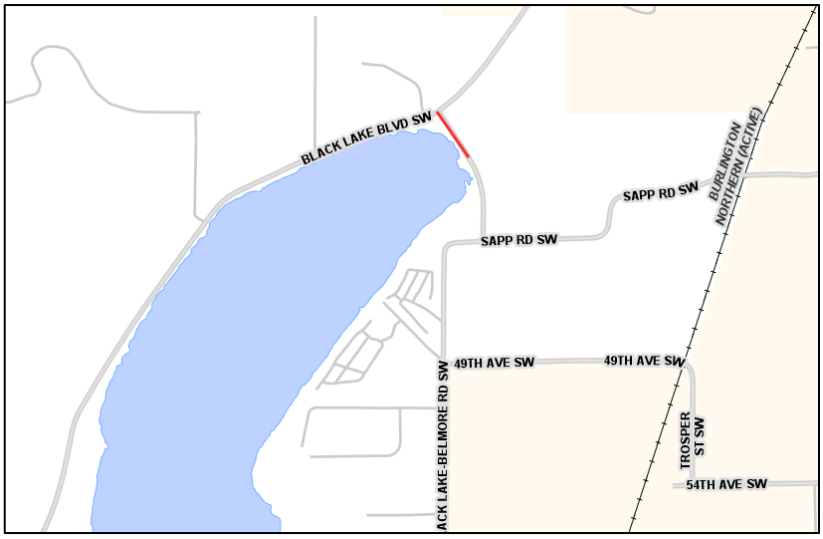
DESCRIPTION:
Reconstruct roadway to provide 2 to 3 lanes, bike lanes, pedestrian refuge islands, planter strips, medians, sidewalks, lighting and drainage.

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.

BLACK LAKE BELMORE RD BRIDGE APPROACH REPAIR



DESCRIPTION:
Construct a timber pile embankment to support roadway and bridge approach slabs from future settlement.

LOCATION:
Black Lake-Belmore Rd SW over Black Lake Ditch

JUSTIFICATION (Need/Demand):
Improve safety for all users at this location. These approaches will continue to settle, and operations crew routinely need to install asphalt to provide a drivable and safe surface. This adds weight which leads to further settlement.

IMPLICATION OF NOT DOING THE PROJECT:
Not improving the safety to the Thurston County community.

US 12 URBAN IMPROVEMENTS PHASE 1

(OLD HWY 99 TO W UGA BOUNDARY)



DESCRIPTION:
Construct a single lane roundabout at the intersection of US 12 and Sargent Rd. Designed with the ability to expand in the future to two lanes on the east and west approaches.

LOCATION:
US 12 & Sargent Rd SW Intersection

JUSTIFICATION (Need/Demand):
Adding an access to US 12 in Grand Mound at Sargent Rd will improve traffic circulation and relieve traffic congestion at US 12, Old Hwy 99 and Elderberry intersection.

IMPLICATION OF NOT DOING THE PROJECT:
Increased congestion at the intersection of Old Highway 99, Elderberry and US 12 which could impact development and safety.

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.

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.

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.

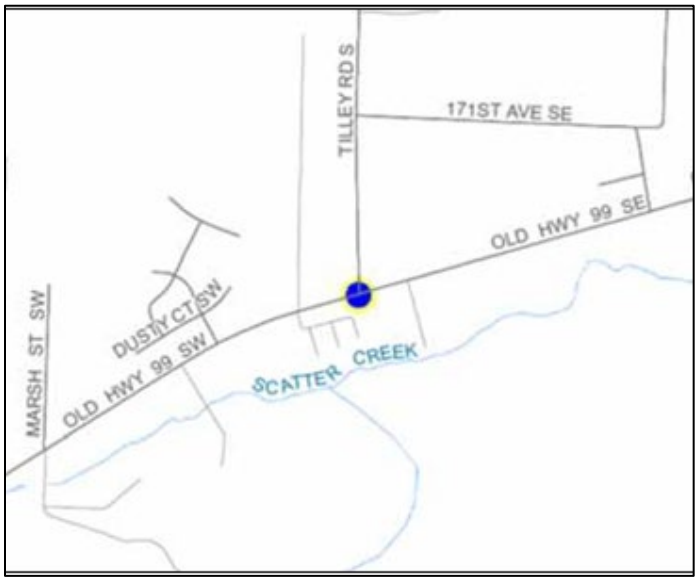
LOCATION:
Lacey UGA - Johnson Point Rd NE, South Bay Rd NE & Hawks Prairie Rd NE Intersection

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: N/A

OLD HWY 99 & TILLEY RD

INTERSECTION IMPROVEMENTS (HSIP)



DESCRIPTION:
Widen and reconstruct roadway to provide additional turn lanes, illumination and drainage.

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: Will not improve the safety for left turning drivers on Old Hwy 99 SE.

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.

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 Thurston County roadway safety and no reduction in fatal and serious crash rates.

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.

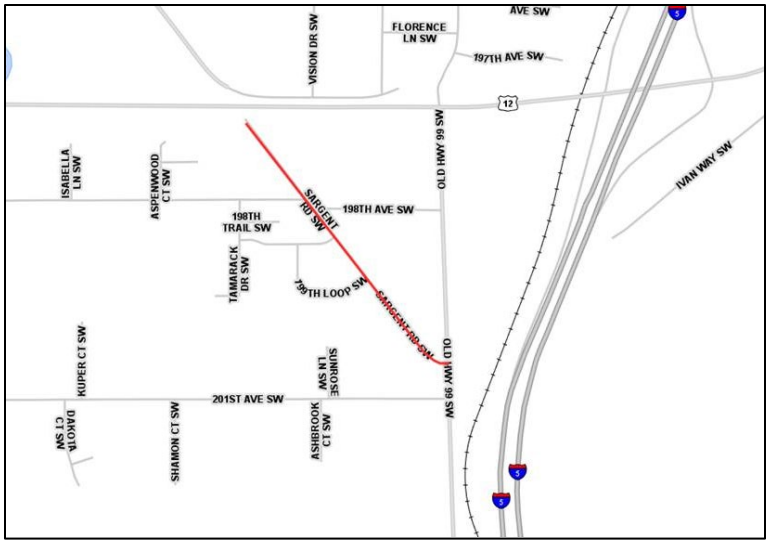
LOCATION:
Mud Bay Rd NW and Evergreen Parkway NW Intersections

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.

SARGENT RD SW - US 12 TO OLD HWY 99

(SOUTH GRAND MOUND UGA IMPROVEMENTS)



DESCRIPTION:

Widen and rehabilitate existing roadway, construct urban improvements such as lighting, sidewalks and bike lanes.

LOCATION:

Sargent Rd SW, Old Hwy 99 S to US 12

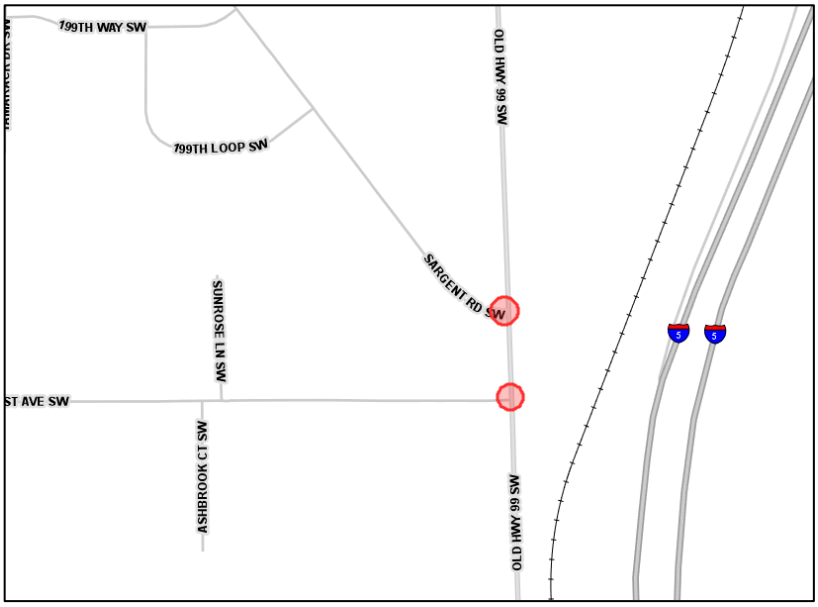
JUSTIFICATION (Need/Demand):

With the upcoming installation of a roundabout at US 12 and Sargent this portion of roadway will see a significant increase in traffic between US 12 and Sargent Rd.

IMPLICATION OF NOT DOING THE PROJECT:

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.

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:
Increased congestion at the intersection of Old Highway 99 with 201st Ave and Sargent Road.

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.

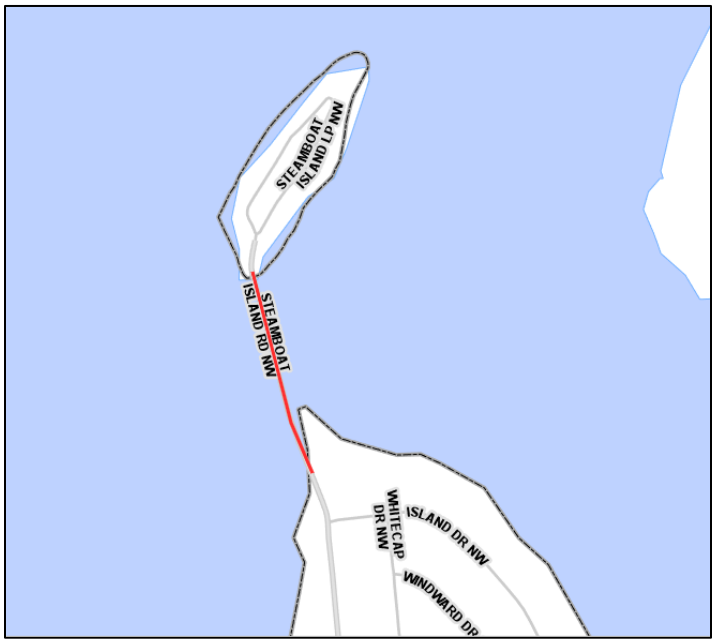
LOCATION:
183rd Ave SW, US 12 to Sargent Rd SW

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:
Preservation and safety project. Widen shoulders to reduce run-off road collisions.

LINKS TO OTHER PROJECTS OR FACILITIES:
N/A

STEAMBOAT ISLAND RD BRIDGE GUARDRAIL AND PILE CAP REPAIR



DESCRIPTION:
Replace guardrail and rehab pile caps.

LOCATION:
Steamboat Island Rd NW over Puget Sound

JUSTIFICATION (Need/Demand):
The problem above creates a concern for the safety of users of this bridge. As the guardrail continues to corrode, it's structural integrity lowers, offering less protection to vehicles that may run off the traveled way. The spalling and cracking on the concrete pile caps create a structural concern for the bridge as it continues.

IMPLICATION OF NOT DOING THE PROJECT:
As the guardrail continues to corrode, it's structural integrity lowers, offering less protection to vehicles that may run off the traveled way. The spalling and cracking on the concrete pile caps creates a structural concern for the bridge as it continues to age.

LINKS TO OTHER PROJECTS OR FACILITIES:
N/A

COUNTYWIDE ELECTRICAL SERVICES PROJECT (HSIP)



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

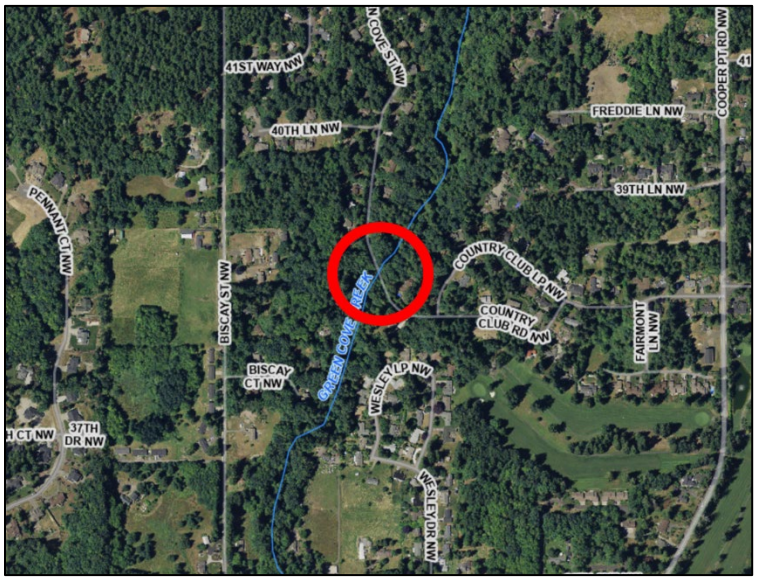
LOCATION:
Countywide

JUSTIFICATION (Need/Demand):
The program preserves, maintains, and replaces county bridges.

IMPLICATION OF NOT DOING THE PROJECT:
Addressing fatal and serious injury collisions supports the County's Strategic Plan initiative of improving the community health, wellness and safety of Thurston County. Not addressing this issue could affect County liability in the event these collisions continue.

LINKS TO OTHER PROJECTS OR FACILITIES:
N/A

COUNTRY CLUB ROAD NW AT GREEN COVE CREEK CULVERT REPLACEMENT



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.

LOCATION:
Country Club Road NW at Green Cove Creek

JUSTIFICATION (Need/Demand):
The culvert under the roadway is undersized and in failing condition.

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.

LINKS TO OTHER PROJECTS OR FACILITIES:
N/A

FISH PASSAGE ENHANCEMENT PROGRAM



DESCRIPTION:
Improve fish passage conditions by installing larger culverts, remove fish barriers and enhance aquatic environment.

LOCATION:
Countywide

JUSTIFICATION (Need/Demand):
There are over 300 existing culverts located within Thurston County that have been identified as fish barriers by WDFW.

IMPLICATION OF NOT DOING THE PROJECT:
Fish barriers will continue to block the passage of anadromous fish and other materials such as sediment and large woody debris unless addressed. There is also potential litigation concerns similar to the 2013 state injunction.

ROAD PRESERVATION PROGRAM & REHABILITATION PROGRAM



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

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

AMERICANS WITH DISABILITIES ACT (ADA) IMPROVEMENTS



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

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

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.

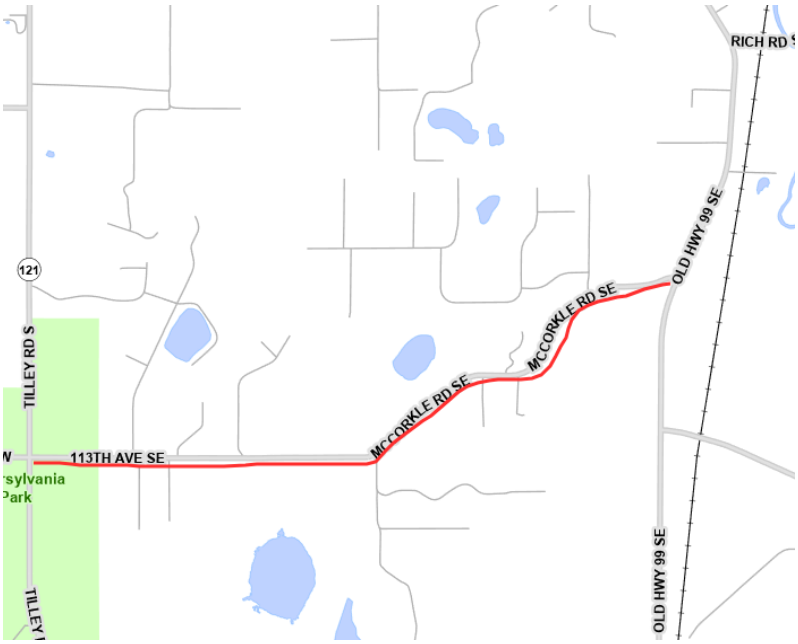
LOCATION:
113th Ave SE, Tilley Rd S to McCorkle Rd SE.

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:
N/A

MCCORKLE RD SE 113TH AVE 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.

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:
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.

LOCATION:
Countywide

JUSTIFICATION (Need/Demand):
The program preserves, maintains, and replaces county bridges.

IMPLICATION OF NOT DOING THE PROJECT:
Reduce movement of goods, services, and people throughout the county, impairing economic development.

LINKS TO OTHER PROJECTS OR FACILITIES:
N/A

CULVERT PROGRAM



DESCRIPTION:
Project in this program includes culvert improvement projects designed to install, enhance, or rehabilitate county culverts.

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

THURSTON COUNTY 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.

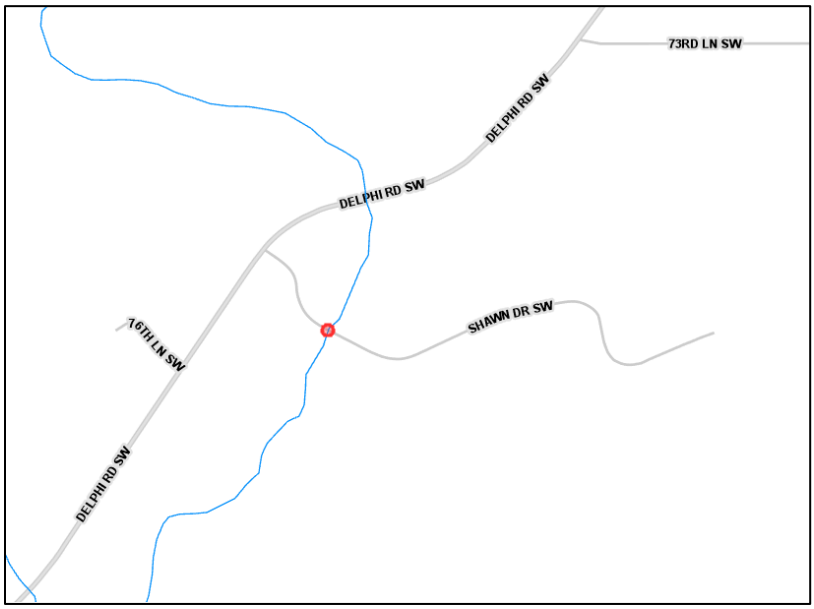
LOCATION:
Countywide

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.

IMPLICATION OF NOT DOING THE PROJECT:
No change in existing conditions.

LINKS TO OTHER PROJECTS OR FACILITIES:
N/A

SHAWN DR SW AT UNT TO DEMPSEY CREEK FISH PASSAGE



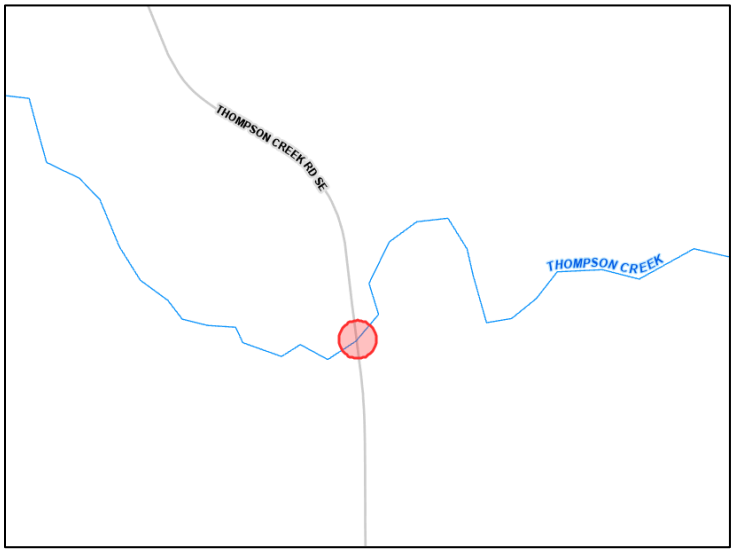
DESCRIPTION:
This project will be for the removal of a fish passage barrier along a tributary to Dempsey Creek at the crossing of Shawn Drive. The existing 36" culvert is considered a barrier to fish and will need to be replaced to enhance fish passage.

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 will be performed to determine the best crossing structure. This section of road has an ADT of 240. The neighbor stated he has seen fish in the stream every year since moving in years ago. It is anticipated that the design and construction phases of this project will be funded through REET.

IMPLICATION OF NOT DOING THE PROJECT:
Will continue to limit the passage of anadromous fish and other aquatic species, as well as terrestrial species. Will continue to limit sediment transport, negating a healthy stream. Will continue to present a blockage for large woody debris, which will increase maintenance costs over the life of the culvert. Will continue to limit riparian management zone function (including tree growth because the velocity of the water doesn't allow for tree establishment), limiting shade for cooler water temps. Potential litigation by the tribes, similar to the WSDOT injunction.

THOMPSON CREEK RD SE AT THOMPSON CREEK FISH PASSAGE



DESCRIPTION:

This project will be for the removal of 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.

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.

IMPLICATION OF NOT DOING THE PROJECT:
The fish barrier will continue to block the passage of anadromous fish and other materials such as sediment and large woody debris unless addressed. There is also potential litigation concerns similar to the 2013 state injunction.

YELM HWY AND SPURGEON CRK RD SE

INTERSECTION IMPROVEMENTS



DESCRIPTION:

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

LOCATION:

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

JUSTIFICATION (Need/Demand):

An intersection improvement project at Yelm Hwy SE and Spurgeon Creek Rd SE is the highest ranked project in the safety priority array without a completed study. Twelve collisions have occurred at this intersection in the last 5 years. This portion of Yelm Hwy SE is part of the National Highway System (NHS), has a posted speed limit of 50 mph and is used by more than 7,500 vehicles per day. Most of the operational delays are experienced by NB left turning drivers from Spurgeon Creek Rd because of the lack of gaps in Yelm Hwy through traffic, especially in peak hours. Lighting is also limited at this intersection.

IMPLICATION OF NOT DOING THE PROJECT:

Not addressing mobility or collision concerns at this location could affect county liability. This study is also needed to evaluate the intersection operations to confirm growth management requirements are continued to be met.

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.

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.

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.

LOCATION:
Multiple points along Yelm Hwy and Martin Way

JUSTIFICATION (Need/Demand):
Section 504 of the Rehabilitation Act and the Americans with Disabilities Act of 1990 (ADA) requires government agencies to design, construct, retrofit, and maintain infrastructure that allows access for persons with disabilities or limited mobility. Title II of the ADA, Section 28 CFR Part 35.150 states that a public entity should create an ADA Transition Plan which, in part, will identify curb ramps and sidewalks that do not meet ADA and create a plan to address these non-compliant fixtures.

The TCPW supplement of the ADA Transition Plan was completed in Dec. 2020. This plan includes two priority lists, one for curb ramps and one for sidewalks. Thurston County currently has 1,862 ADA non-compliant curb ramps and 1,512 ADA non- compliant sidewalk segments.

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.

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**.**

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. The road remains closed to traffic.

IMPLICATION OF NOT DOING THE PROJECT:
Access to Capitol Forest and the ORV Park remains closed until the road can be repaired. Logging operations and recreational activies in this area of the County will be severely impacted in the meantime. Grays Harbor County operates the ORV Park and is a major project stakeholder.

PLEASANT GLADE ELEMENTARY PEDESTRIAN IMPROVEMENTS (SRTS)



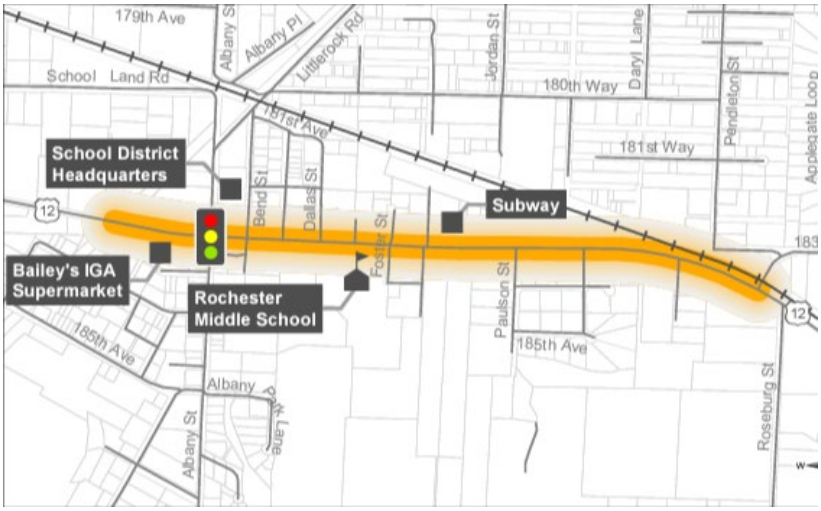
DESCRIPTION:
Construct new sidewalk, ADA ramps, and other features that will improve safety concerns for children who walk to school.

LOCATION:
Abernethy 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.

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.

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:
Main Street Rochester: Project Plan

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.

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.

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.

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.

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). Woodland Creek Estates Sanitary Sewer 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

Facility Name	Location	# of Connections [1]
SEWER SYSTEMS		
Grand Mound	Southwest	350
Boston Harbor	North	264
Tamoshan / Beverly Beach	Cooper Point	117
Olympic View	NW	27
WATER SYSTEMS		
Grand Mound	Southwest	388
Boston Harbor	North	280
Tamoshan	Cooper Point	95

[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). The minimum ERU for rural is 900 cf/mo and urban is 700 cf/mo. 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 project population growth several new infrastructure improvement projects in the Boston Harbor, Tamoshan and Grand Mound service areas are proposed as well as multiple additional projects to maintain the required level of service.

Proposed Projects

Improvement projects and associated facilities, totaling more than $9.7 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, and loans as shown in Table 6-2.

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

REVENUES FOR PROJECTS							
Fund Source	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**6-Yr. Total**
Water & Sewer Utility Rates	$892,000	$2,019,000	$1,557,000	$1,336,000	$700,000	$705,000	**$7,209,000**
Real Estate Excise Tax	$685,000	$2,000,000	$0	$0	$0	$0	**$2,685,000**
American Rescue Plan Act Grant	$1,000,000	$2,490,000	$2,490,000	$0	$0	$0	**$5,980,000**
TOTALS	**$2,577,000**	**$6,509,000**	**$4,047,000**	**$1,336,000**	**$700,000**	**$705,000**	**$15,874,000**

EXPENDITURES FOR PROJECTS									
Project Name	**Fund Source**	**Urban Growth Area**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**6-Yr. Total**
SCADA Control System Evaluation/Upgrades	WSUR	Rural Thurston County	$5,000						**$5,000**
Tamoshan Water Treatment Unit Process Assessment/Upgrade	REET	Rural Thurston County	$185,000						**$185,000**
Tamoshan Water & Sewer Main Replacements	ARPA	Rural Thurston County	$500,000	$1,065,000	$1,065,000				**$2,630,000**
Tamoshan 2023 Water Infrastructure Improvement Program	WSUR	Rural Thurston County	$30,000						**$30,000**
Tamoshan 2024-2028 Water Infrastructure Improvement Program	WSUR	Rural Thurston County		$30,000	$135,000	$190,000	$190,000	$129,000	**$674,000**
Tamoshan 2023 Sewer Infrastructure Improvement Program	WSUR	Rural Thurston County	$40,000						**$40,000**
Tamoshan 2024-2028 Sewer Infrastructure Improvement Program	WSUR	Rural Thurston County		$110,000	$180,000	$120,000	$120,000	$135,000	**$665,000**
Boston Harbor Wastewater Treatment Plant Generator Replacement	REET/WSUR	Rural Thurston County	$60,000						**$60,000**
Boston Harbor Water Main Replacements & I/I Reduction	ARPA	Rural Thurston County	$500,000	$1,425,000	$1,425,000				**$3,350,000**
Boston Harbor 2023 Water Infrastructure Improvement Program	WSUR	Rural Thurston County	$185,000						**$185,000**
Boston Harbor 2024-2028 Water Infrastructure Improvement Program	WSUR	Rural Thurston County		$85,000	$50,000	$50,000	$50,000	$55,000	**$290,000**

Boston Harbor 2023 Sewer Infrastructure Improvement Program	WSUR	Rural Thurston County	$60,000						**$60,000**
Boston Harbor 2024-2028 Sewer Infrastructure Improvement Program	WSUR	Rural Thurston County		$30,000	$70,000	$130,000	$130,000	$85,000	**$445,000**
Olympic View 2023 Sewer Infrastructure Improvement Program	WSUR	Rural Thurston County	$1,000						**$1,000**
Olympic View 2024-2028 Sewer Infrastructure Improvement Program	WSUR	Rural Thurston County		$10,000				$5,000	**$15,000**
Grand Mound Clarifier No. 2 Rebuild and Recoating	WSUR	Grand Mound	$100,000						**$100,000**
Grand Mound Wastewater Treatment Plant Expansion for Class A Reclamation	REET	Grand Mound	**$250,000**	$1,750,000					**$2,000,000**
Grand Mound New Water Sources	WSUR	Grand Mound	**$156,000**	**$354,000**	$752,000	$636,000			**$1,898,000**
Grand Mound Wastewater Treatment Plant Second Oxidation Ditch	REET/WSUR	Grand Mound	**$250,000**	$1,300,000					**$1,550,000**
Grand Mound 2023 Water Infrastructure Improvement Program	WSUR	Grand Mound	$50,000						**$50,000**
Grand Mound 2024-2028 Water Infrastructure Improvement Program	WSUR	Grand Mound		$50,000	$50,000	$110,000	$110,000	$76,000	**$396,000**
Grand Mound 2023 Sewer Infrastructure Improvement Program	WSUR	Grand Mound	$205,000						**$205,000**
Grand Mound 2024-2028 Sewer Infrastructure Improvement Program	WSUR	Grand Mound		$300,000	$320,000	$100,000	$100,000	$220,000	**$1,040,000**
TOTALS			**$2,577,000**	**$6,509,000**	**$4,047,000**	**$1,336,000**	**$700,000**	**$705,000**	**$15,874,000**

Legend:	**Completed:**
WSUR - Water & Sewer Utility Rates	Boston Harbor Wastewater Plant Electrical Upgrade
REET-Real Estate Excise Tax Second Quarter Funds	SCADA Control System Evaluation/Upgrades
ARPA - American Rescue Plan Act Grant	
Light grey shading, normal font - closeout project	
Medium grey shading, bold font - construction project	
Black shading, white font - engineering project	
WSUR - Water & Sewer Utility Rates	

SCADA CONTROL SYSTEM EVALUATION/UPGRADES



DESCRIPTION:
Supervisory Control and Data Acquisition (SCADA) system needs to be upgraded due to communication issues and equipment age. The Radio 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.

LOCATION:
Multiple. 20248 Grand Mound Way, Grand Mound WA, 2349 63rd NW.,

JUSIFICATION (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.

IMPLICATION OF NOT DOING THE PROJECT(S):
The regulatory agencies may impose operational violations, fines, and could impose a moratorium on growth to the area if the county does not take steps to maintain current level of service and comply with the operational permits.

LINKS TO OTHER PROJECTS OR FACILITIES:

TAMOSHAN WATER TREATMENT UNIT PROCESS ASSESSMENT/UPGRADE



DESCRIPTION:
Provide filtration treatment to the current water system to meet DOH requirements.

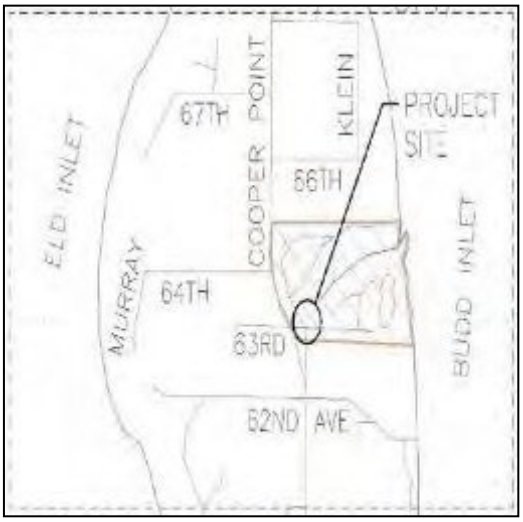
LOCATION:
2349 63rd Ave NW.

JUSIFICATION (Need/Demand):
The Tamoshan water treatment does not currently use filtration. Installation of a filtration system will ensure full year-round compliance with primary and secondary treatment standards.

IMPLICATION OF NOT DOING THE PROJECT(S):
Continue distributing water that may approach allowable limits for primary and secondary treatment limits. Regulatory agency may levy violations, fines, and impose additional conditions to the operating permit.

LINKS TO OTHER PROJECTS OR FACILITIES:

TAMOSHAN SEWER AND WATER INFRASTRUCTURE IMPROVEMENT PROGRAM



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

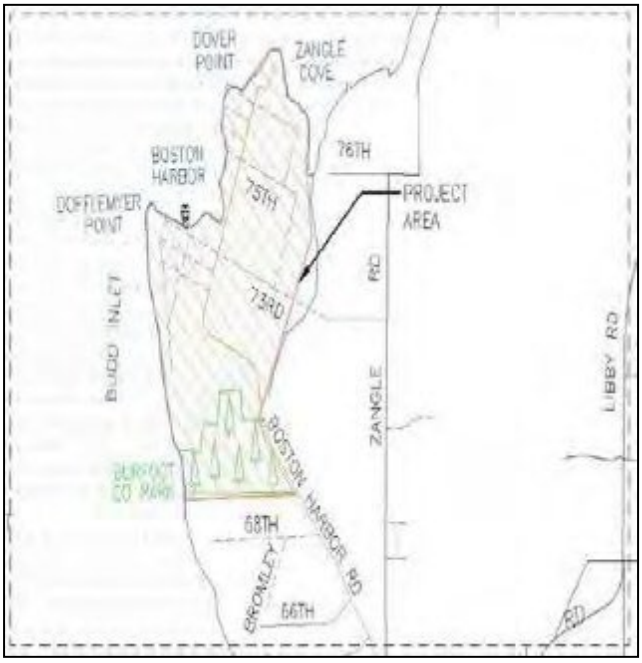
LOCATION:
Tamoshan Service Area

JUSIFICATION (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, a decreased treatment capacity and efficiency, and potential violations of the operating permits, if infrastructure is not adequately maintained, repaired, and/or replaced prior to critical failure.

LINKS TO OTHER PROJECTS OR FACILITIES:

BOSTON HARBOR WASTEWATER TREATMENT PLANT GENERATOR REPLACEMENT



DESCRIPTION:
The existing generator was purchased used and is outdated, parts are difficult to find, repairs are more frequent and costly, and the unit is not efficient compared with newer units.

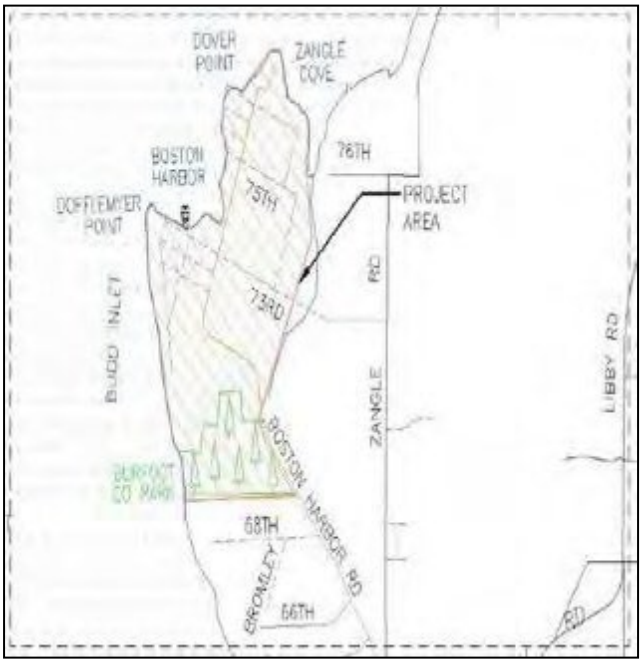
LOCATION:
7126 Boston Harbor Rd NE, Olympia, 98506

JUSIFICATION (Need/Demand):
This project will ensure reliable emergency backup equipment for our Wastewater Treatment Plant ensuring that a power failure does not result in loss of sewer service or possible impacts to residents of Boston Harbor.

IMPLICATION OF NOT DOING THE PROJECT(S):
The emergency generator at Boston Harbor may fail during a power outage resulting in loss of sewer service and impacts to health and safety of residents.

LINKS TO OTHER PROJECTS OR FACILITIES:

BOSTON HARBOR SEWER & WATER INFRASTRUCTURE IMPROVEMENT PROGRAM



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

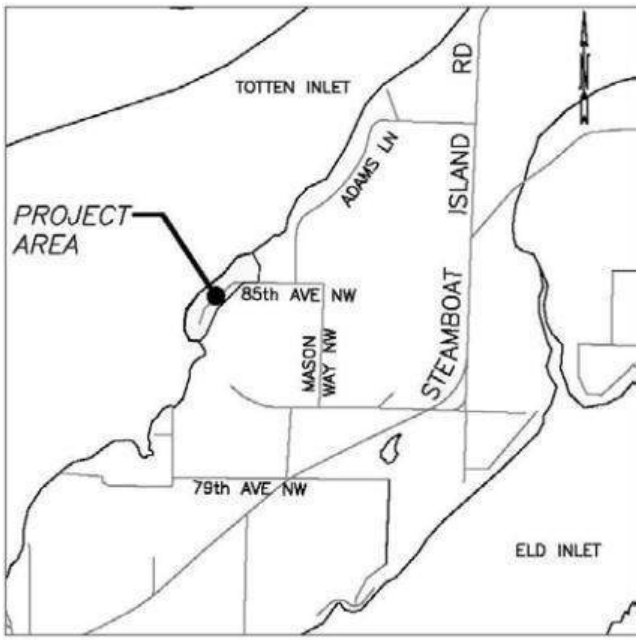
LOCATION:
Boston Harbor Service Area

JUSIFICATION (Need/Demand):
The existing infrastructure was constructed is reaching or is already beyond its life expectancy.

IMPLICATION OF NOT DOING THE PROJECT(S):
The water and sewer system may experience periodic disruptions in service, a decreased treatment capacity and efficiency, and potential violations of the operating permits if infrastructure is not adequately maintained, repaired, and/or replaced prior to critical failure.

LINKS TO OTHER PROJECTS OR FACILITIES:

OLYMPIC VIEW SEWER INFRASTRUCTURE IMPROVEMENT PROGRAM



DESCRIPTION:
Improve and expand community drainfield, modernize STEP Tank Pumps, Control Boxes, replace lids and construct new cover over electrical components.

LOCATION:
Olympic View community, located on 85th AVE NW.

JUSIFICATION (Need/Demand):
The existing STEP systems were installed over 15 years ago. Portions of the collection system 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. May be required to bring drainfield up to current standards to meet DOH permit.

IMPLICATION OF NOT DOING THE PROJECT(S):
Increased cost to operate and maintain the Olympic View Utility

LINKS TO OTHER PROJECTS OR FACILITIES:

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 refurbished several years ago and now the same is needed for Clarifier #2. This is necessary to keep the Wastewater Treatment Plan operational at full capacity and to prevent an unanticipated failure of the system that could impact water quality and compliance with the plants National Pollution Discharge Elimination System (NPDES) permit requirements.

LOCATION:
20248 Grand Mound Way, Grand Mound, WA

JUSIFICATION (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 reduced capacity of the Grand Mound Wastewater Treatment Plant until such time as repairs are made. This could require shutting off sewer service to large customers in the Grand Mound area until repairs are made curtailing business and services.

LINKS TO OTHER PROJECTS OR FACILITIES:

GRAND MOUND WASTEWATER TREATMENT PLANT EXPANSION FOR CLASS A RECLAMATION



DESCRIPTION:
Expand plan capacity to produce Class A reclaimed water. This was a condition of water rights acquisition. The timing of the improvements is dependent on the use of the water rights.

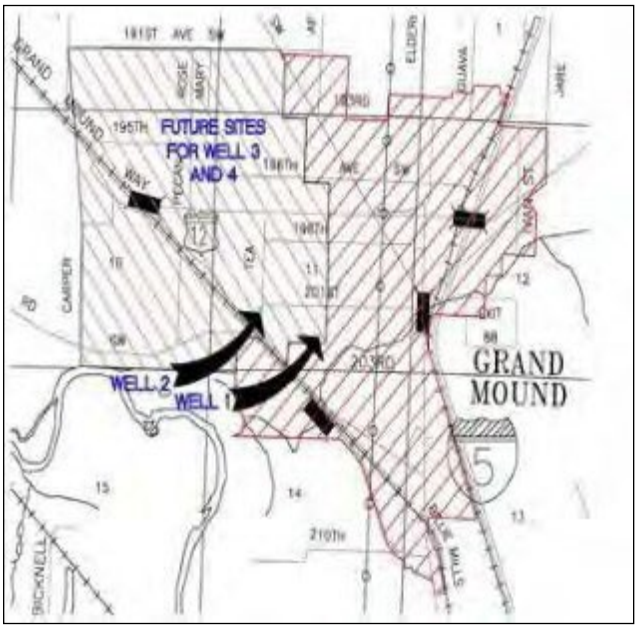
LOCATION:
20248 Grand Mound Way, Grand Mound, WA

JUSTIFICATION (Need/Demand):
Department of Ecology condition required as part of water rights acquisition.

IMPLICATION OF NOT DOING THE PROJECT(S):
Department of Ecology may issue violations, and levy fines. The County may lose water rights for the Grand Mound Area.

LINKS TO OTHER PROJECTS OR FACILITIES:
Grand Mound Waste Water Treatment Plant Second Oxidation Ditch.

GRAND MOUND NEW WATER SOURCES



DESCRIPTION:
Evaluation, land acquisition, and installation of future Wells #3 and #4 as new water sources.

LOCATION:
To be decided as part of final well siting evaluation.

JUSIFICATION (Need/Demand):
This well site is required to meet water system demand for the twenty- year planning horizon.

IMPLICATION OF NOT DOING THE PROJECT(S):
Inadequate pump capacity to meet demand. Reduced economic activity in the Grand Mound.

LINKS TO OTHER PROJECTS OR FACILITIES: Grand Mound Highway 99 to Highway 9 Sewer main extension/Grand Mound Water Main Extension.

GRAND MOUND WASTEWATER TREATMENT PLANT SECOND OXIDATION DITCH



DESCRIPTION:
Design and construct new oxidation ditch, new disinfection equipment, and related components.

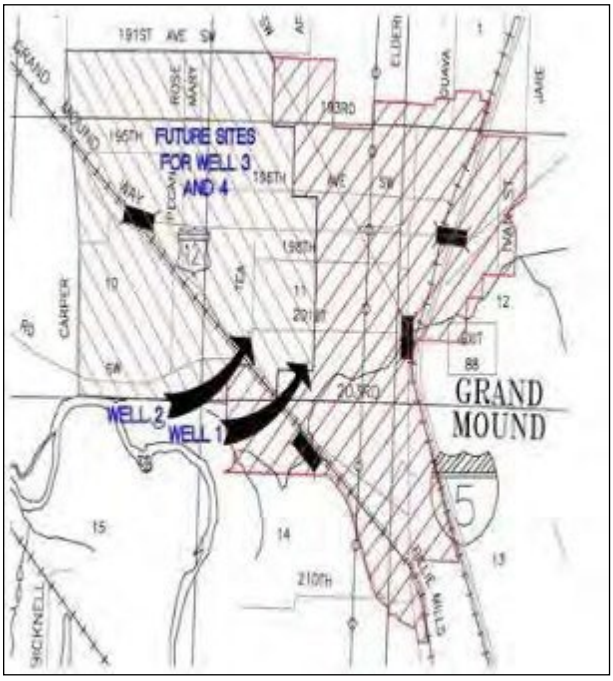
LOCATION:
20248 Grand Mound Way, Grand Mound, WA

JUSIFICATION (Need/Demand):
The Grand Mound WWTP must be expanded in order to serve growth expected within the Grand Mound UGA, and to achieve compliance with regulatory compliance NPDES 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 of planning and scheduling for capital improvements to maintain capacity and achieve the effluent limitation of the NPDES permit.

LINKS TO OTHER PROJECTS OR FACILITIES:
Grand Mound Wastewater Treatment Plant Expansion for Class A Reclamation

GRAND MOUND SEWER AND WATER INFRASTRUCTURE IMPROVEMENT PROGRAM



DESCRIPTION:
Development of a program to maintain and improve the existing water and sewer infrastructure (wells, pumps, piping, equipment, etc.).

LOCATION:
Grand Mound Service Area

JUSIFICATION (Need/Demand):
Increased demand and regulatory compliance NPDES No. WA0042099. Continued growth in the Grand Mound UGA and due to the age of the system.

IMPLICATION OF NOT DOING THE PROJECT(S):
Department of Ecology may levy violations, fines, or impose a moratorium on growth if compliance with the NPDES permit is not maintained.

LINKS TO OTHER PROJECTS OR FACILITIES:

TAMOSHAN 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 plants' ability to treat wastewater to the regulatory standards. Prior to design of a full replacement of the gravity sewer collection system, a full condition assessment is recommended. A survey and closed-circuit television (CCTV) effort will be used to verify whether the entire collection system needs replacement, or just a few select sections of the system. This priority-based process may reduce the extent of sewer replacement, which would directly reduce the project cost. A need for a full replacement of the water distribution system is anticipated, due to unreliable thrust restraint methods and outdated pipe material (in some places). In addition, several water line pipes are either (a) undersized, (b) assembled with outdated technology or potentially even (c) have small leaks (to confirm via leak detection efforts). This project will be funded as part of the American Rescue Plan Act (ARPA).

LOCATION:
Tamoshan Service Area

JUSTIFICATION (NEED/DEMAND):
There are Inflow and Infiltration (I&I) risks of the gravity sewer collection system, which could threaten our treatment plants' ability to treat wastewater to the regulatory standards. Several water lines are outdated and have small leaks. The water and sewer infrastructure are 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 water and sewer systems, decreased capacity and efficiency, and potential violation of the operating permits.

BOSTON HARBOR WATER MAIN REPLACEMENTS & I/I REDUCTION

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 would evaluate as-built records to determine portions of the water system with the highest risk of failure and perform a leak detection study to target improvements to deficient portions of the distribution system. The scope of the proposed sewer improvements would be modified to exclude collection system replacement since the existing collection system is pressurized and non-contributory to infiltration and inflow. To better address infiltration and inflow, the proposed scope includes work to seal STEP tanks located on private property. An inventory of existing STEP tanks and review of any existing maintenance agreements for these facilities will be conducted. This project will be funded as part of the American Rescue Plan Act (ARPA).

LOCATION:
Boston Harbor Service Area

JUSTIFICATION (NEED/DEMAND):
There are Inflow and Infiltration (I&I) risks of the gravity sewer collection system, which could threaten our treatment plants' ability to treat wastewater to the regulatory standards. Several water lines are outdated and have small leaks. The water and sewer infrastructure are reaching its 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 the operating permits.

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	.4616
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 polices 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 $118 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	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**6-Yr. Total**
Bond	$8,500,000	$17,000,000	$35,000,000	$0	$0	$0	**$60,500,000**
Real Estate Excise Tax	$1,750,000	$0	$5,000,000	$17,000,000	$1,500,000	$22,500,000	**$47,750,000**
Central Service Building Reserve	$2,650,000	$1,050,000	$350,000	$400,000	$700,000	$300,000	**$5,450,000**
Trial Court Improvement Fund	$50,000	$0	$0	$2,000,000	$0	$0	**$2,050,000**
Grant	$0	$0	$0	$0	$0	$0	**$0**
Road Fund	$100,000	$0	$0	$0	$0	$0	**$100,000**
ARPA	$900,000	$0	$0	$0	$0	$0	**$900,000**
Detention Sales Tax	$400,000	$0	$0	$1,600,000	$0	$0	**$2,000,000**
TOTALS	**$14,350,000**	**$18,050,000**	**$40,350,000**	**$21,000,000**	**$2,200,000**	**$22,800,000**	**$118,750,000**

EXPENDITURES FOR PROJECTS									
Project Name	**Fund Source**	**Urban Growth Area**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**6-Yr. Total**
TCCF Secure Parking	CSRF	Tumwater	$200,000						**$200,000**
TCCF Video Court Booths	ARPA	Tumwater	$900,000						**$900,000**
PHSS Fire Sprinkler Repairs	CSRF	Olympia	$175,000						**$175,000**
Emergency Services UPS Upgrades	CSRF	Olympia	$500,000						**$500,000**
Fairgrounds Bld Infrastructure Improvements	REET	Lacey	$500,000					$2,500,000	**$3,000,000**
Tilley Skybridge Repairs	CSRF	Rural Thurston County	$125,000						**$125,000**
Tilley Pump House Improvements	CSRF	Rural Thurston County	$150,000						**$150,000**
Mottman Complex Remodel	BF	Tumwater	$3,000,000	$7,000,000					**$10,000,000**

County Wide Vehicle Charging Stations	CSRF	Rural Thurston County	$150,000						**$150,000**
Thurston County Infrastructure Upgrades	BF	Rural Thurston County	$5,500,000	$10,000,000	$35,000,000				**$50,500,000**
County Wide Security Improvements	REET	Rural Thurston County	$1,100,000						**$1,100,000**
TCCF IT Room AC Upgrades	CSRF	Tumwater	$50,000	$250,000					**$300,000**
Family and Juvenile Court Improvements	TCIF	Tumwater	$50,000			$2,000,000			**$2,050,000**
Courthouse Mansard Roof Repair Replacement	CSRF	Olympia	$1,000,000						**$1,000,000**
Tilley Main Campus Generator Improvements	CRF	Rural Thurston County	$100,000						**$100,000**
Coroner Interior Upgrades	CSRF	Tumwater		$100,000					**$100,000**
Emergency Services Center Roof Replacement	CSRF	Olympia		$400,000					**$400,000**
Bldg 4 Sewer Repair	CSRF	Olympia			$50,000	$100,000			**$150,000**
TCCF Camera Upgrade	DST	Tumwater	$400,000			$1,600,000			**$2,000,000**
Jail Flex Unit Construction	REET	Tumwater			$5,000,000	$17,000,000	$1,500,000		**$23,500,000**
Family and Juvenile Court Exterior Improvements	CSRF	Tumwater					$400,000		**$400,000**
Regional Transition Center Infrastructure	REET	Lacey	$150,000						**$150,000**
Land Acquisition	REET	LOT UGA/Rural						$20,000,000	**$20,000,000**
Major Maintenance	CSRF	LOT UGA/Rural	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	**$1,800,000**
TOTALS			**$14,350,000**	**$18,050,000**	**$40,350,000**	**$21,000,000**	**$2,200,000**	**$22,800,000**	**$118,750,000**

Legend:	
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	
Light grey shading, normal font - closeout project	
Medium grey shading, bold font - construction project	
Black shading, white font - engineering project	

TCCF VIDEO COURT BOOTHS



DESCRIPTION:
This project would add video court booths the individual dorms.

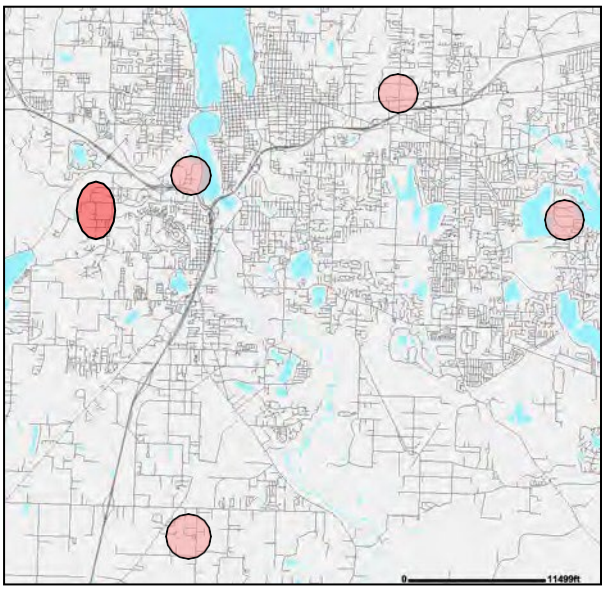
LOCATION:
3491 Ferguson St. SW, Tumwater, WA 98512

JUSTIFICATION (Need/Demand):
Project Scope – The current layout does not provide private areas in each dorm for court hearings. The installation of the booths would provide efficiency 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 risk. It also takes away from staff efficiency as inmates but be escorted to a central location to attend hearing.

LINKS TO OTHER PROJECTS OR FACILITIES:
TCCF Expansion Project, TCCF IT Room Upgrades, TCCF Camera System Upgrade, TCCF Secure Parking.

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 at the following facilities in priority order: Courthouse Buildings 5 and 6; Emergency Services Center; Public Health Building; Family Justice Center; Fairgrounds, Coroner; Tilley Campus Buildings A through E. Conduct a needs assessment and develop a plan for proposed improvements. Identify viable funding resources. Determine sequence and timeline for improvements. Advise County leaders in reviewing and/or establishing supporting operational policies and procedures. Project components may 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.

LOCATION: County facilities at 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.

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. This has informed projects in 2016-18 to improve security for Buildings 1-4 at the Courthouse and will inform other County-wide security improvements.

IMPLICATION OF NOT DOING THE PROJECT: Continuing risk of injury or possible loss of life to employees and the public; continued financial losses and service disruptions due to thefts and vandalism.

FAIRGROUNDS BUILDING INFRASTRUCTURE IMPROVEMENTS



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

LOCATION:
3054 Carpenter Road SE, Lacey,
WA 98503

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 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

CORONER INTERIOR UPGRADES



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

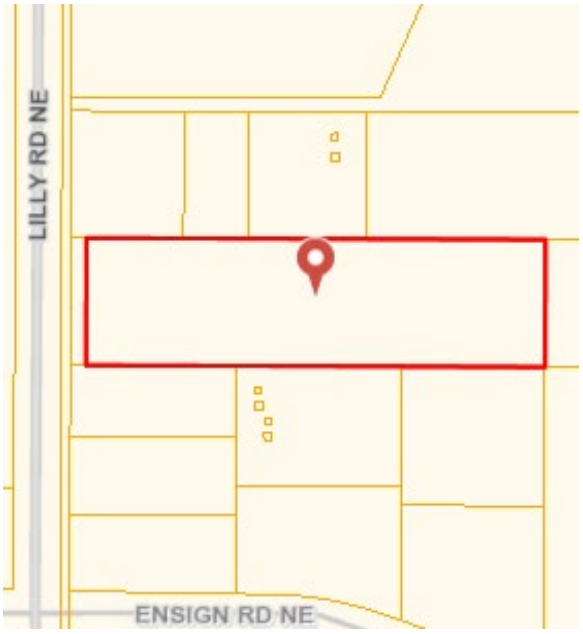
LOCATION:
2925 37th Ave SW, Tumwater, WA 98512

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

PUBLIC HEALTH FIRE SPRINKLER REPAIRS



DESCRIPTION:
This project is the repairs of the existing fire sprinkler system**.**

LOCATION:
412 Lilly Rd, Olympia, WA 98506

JUSTIFICATION (Need/Demand):
Project Scope – This project would modify piping of the current fire sprinkler system and make other necessary repairs that are needed to be in compliance with current code.

IMPLICATION OF NOT DOING THE PROJECT(S):
Not doing this project will put the facility in danger possible issues in the event of a fire.

LINKS TO OTHER PROJECTS OR FACILITIES:
N/A

THURSTON COUNTY CORRECTION FACILITY (TCCF) SECURE PARKING



DESCRIPTION:
The Thurston County Correction Facility (TCCF) does not have a secure parking area for correctional staff.

LOCATION:
3491 Ferguson St. SW, Tumwater, WA 98512

JUSTIFICATION (Need/Demand):
Project Scope – This project would create a fenced and secure area for staff to park.

IMPLICATION OF NOT DOING THE PROJECT(S):
Without doing the project there are safety concerns for staff. Current parking for staff can be accessed by the public at any time. Due to recent protests that have taken place at the facility in the last year there is great concern.

LINKS TO OTHER PROJECTS OR FACILITIES:
TCCF Expansion Project, TCCF IT Room Upgrades, TCCF Camera Upgrade, TCCF Video Court Booths

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.

LOCATION:
2801 32Nd Avenue SW, Tumwater, WA 98512

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

TILLEY CAMPUS SKYBRIDGE REPAIRS



DESCRIPTION:
This project will consist of sealing the concrete on the current skybridges. It will involve removal of the current paint and the resurfacing of the current metal on the structure.

LOCATION:
9605 Tilley Road South, Olympia, WA 98512.

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:
Tilley Pump House, Tilley Generator Upgrades

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.

LOCATION: 3491 Ferguson St. SW, Tumwater, WA 98512

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

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.

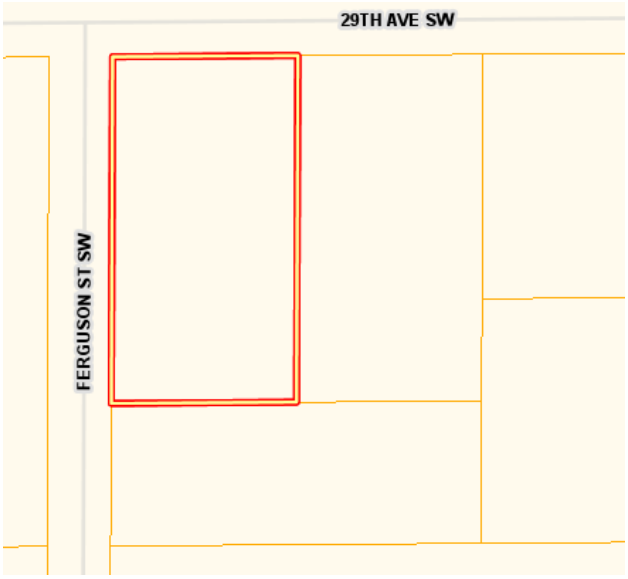
LOCATION: Olympia / Lacey / Tumwater Urban Area, Rural Thurston County

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. 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

MOTTMAN COMPLEX REMODEL



DESCRIPTION:
This project would expand the current usable space for Auditor Elections. It would also remodel space at the complex to fit the needs of Facilities and Records.

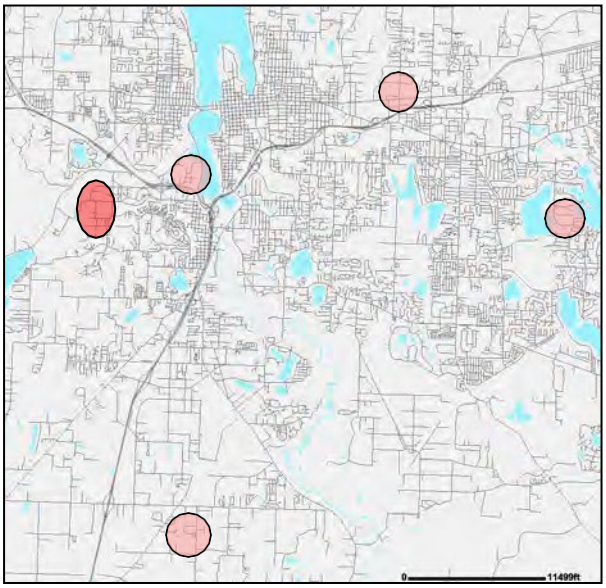
LOCATION:
2905 29th Avenue SW, 2915 29th Avenue SW, and 2918 Fergusons Street SW, Tumwater, Washington, 98512.

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. It would also allow Facilities and Records to move out of leased space.

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. Facilities and Records will also not have the space needed to efficiently operate from.

LINKS TO OTHER PROJECTS OR FACILITIES:
N/A

COUNTY-WIDE INFRASTRUCTURE FOR CHARGING VEHICLES



DESCRIPTION:
Develop a plan and project to install electric vehicle charging stations at County Buildings.

LOCATION:
County facilities at 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.

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

JUSTIFICATION (Need/Demand):
Current Capacity allows for one additional electrical vehicle at the Courthouse and 2 additional electrical vehicles at Tilley.

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 are available.

THURSTON COUNTY CORRECTION FACILITY (TCCF) IT ROOM AC UPGRADES



DESCRIPTION:
The project would include the replacement of the current cooling system for the date room.

LOCATION:
3491 Ferguson St. SW, Tumwater, WA 98512

JUSTIFICATION (Need/Demand):
Project Scope – The current cooling system is at the end of its useful life and facing imminent failure.

IMPLICATION OF NOT DOING THE PROJECT(S):
Failure to proceed with this project will lead to failure of the current cooling system. This will cause the IT equipment located in the room to overheat and fail. If failure of the equipment occurs, systems at the facility will be inoperable.

LINKS TO OTHER PROJECTS OR FACILITIES:
TCCF Expansion Project, ,, TCCF Camera Upgrade, TCCF Secure Parking, TCCF Video Court Booths

COURTHOUSE BUILDING #4 SEWER IMPROVEMENT



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

LOCATION:
929 Lakeridge Dr. SW, Olympia, WA 98502

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

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.

LOCATION:
2000 Lakeridge Dr. SW, Olympia, WA 98502

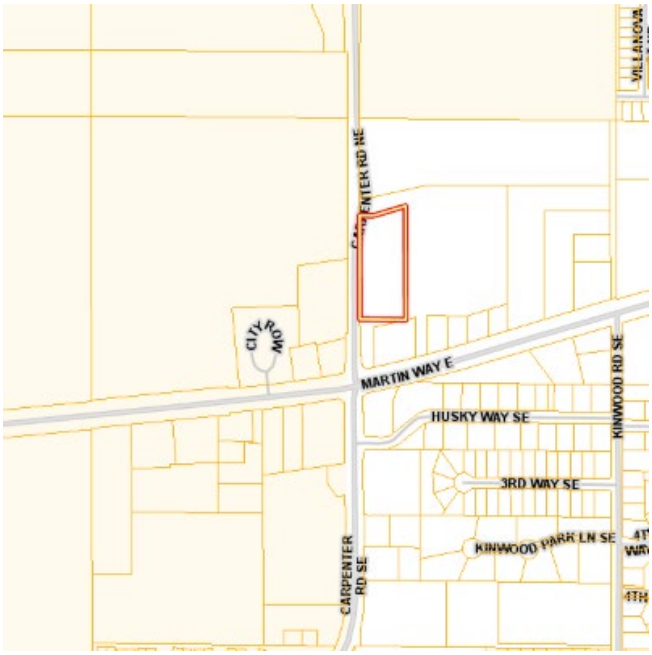
Project Scope:
Hire a contractor to clean, repair, paint or replace the mansard roofs on Courthouse Buildings 1, 2, and 3. The mansard roofs are primarily decorative in function.

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

CARPENTER ROAD TRANSITION CENTER SITE DEVELOPMENT



DESCRIPTION:
Conduct the planning, design, and construction of infrastructure improvements to the site.

LOCATION:
440 Carpenter Rd SE, Lacey, WA 98503

JUSTIFICATION (Need/Demand):
Project Scope – Thurston County needs a safe and secure site for individuals, to help transition back into everyday society

IMPLICATION OF NOT DOING THE PROJECT(S):
Not doing this project will limit the abilities the county has to help with the homeless population in the county.

LINKS TO OTHER PROJECTS OR FACILITIES:
N/A

TILLEY MAIN CAMPUS GENERATOR IMPROVEMENTS



DESCRIPTION:
This project will consist of planning, design and reworking the electrical system at the Main Campus to allow portions of the heating system and lighting to operate in the event of a power outage.

LOCATION:
9605 Tilley Road South, Olympia, WA 98512.

JUSTIFICATION (Need/Demand):
Project Scope-Public Work's operates their emergency services 24 hours a day, 365 days a year. Currently there is no heating or lighting in portions of the buildings during a power outage, making it impossible for staff to maintain operations.

IMPLICATION OF NOT DOING THE PROJECT:
Not proceeding will limit the ability of the Public Works to operate efficiently and maintain needed operations for citizens of Thurston County in the event of an extended power outage.

LINKS TO OTHER PROJECTS OR FACILITIES:
Tilley Campus Pump House, Tilley Skybridge Repairs

TCCF CAMERA SYSTEM UPGRADE



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

LOCATION:
3491 Ferguson St. SW, Tumwater, WA 98512

JUSTIFICATION (Need/Demand):
Project Scope – 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, TCCF IT Room Upgrades, TCCF Secure Parking, TCCF Video Court Booths

FAMILY JUSTICE CENTER SPACE 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.

LOCATION:
2801 32nd Avenue SW, Tumwater, WA 98512

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

EMERGENCY SERVICES CENTER UPS UPGRADE



DESCRIPTION:
This project would modify the current Uninterruptable Power Supply. Adding additional reliability to TCOMM's current System.

LOCATION: 2703 Pacific Avenue SE, Olympia

Project Scope:
The project will consist of reworking the current back up power supply for TCOMM. Backup power is essential for a facility that functions 24 hours a day 365 days a year. This may include equipment replacement and any necessary modifications to the design of the current system to ensure the greatest efficiency and reliability.

JUSTIFICATION (Need/Demand):
The UPS system serving this critical emergency services facility is aging and additional capacity may need to be added to keep compliant with current standards.

IMPLICATION OF NOT DOING THE PROJECT(S):
Not doing this project could result in a system failure that would seriously compromise critical emergency services.

LINKS TO OTHER PROJECTS OR FACILITIES:
Emergency Services Center Roof Replacement

EMERGENCY SERVICES CENTER ROOF REPLACEMENT



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

LOCATION:
2703 Pacific Avenue SE, Olympia, WA

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

LAND ACQUISITION



DESCRIPTION:
Purchase of property in Thurston County

LOCATION:
Thurston County

JUSTIFICATION (Need/Demand):
Project Scope – This project represents the purchase of property in Thurston County. This allows for the future expansion of current county departments as needed for courts or other departments.

IMPLICATION OF NOT DOING THE PROJECT(S):
Not doing this project will limit the ability for growth of the county departments. The current county sites are limiting the services capable of being supplied to the public.

LINKS TO OTHER PROJECTS OR FACILITIES:
Thurston County Courthouse Infrastructure Improvements.

TILLEY PUMP HOUSE IMPROVEMENTS



DESCRIPTION:
Design and install new equipment in the wellhouse that provides domestic water for activities on the Public Work site and must meet onsite operational need.
Project Scope – This project will design and install new pumps, pressure tanks, and metering to ensure continued operation of the well.
The project is not scoped to drilling a new well or improving the existing wellhouse.

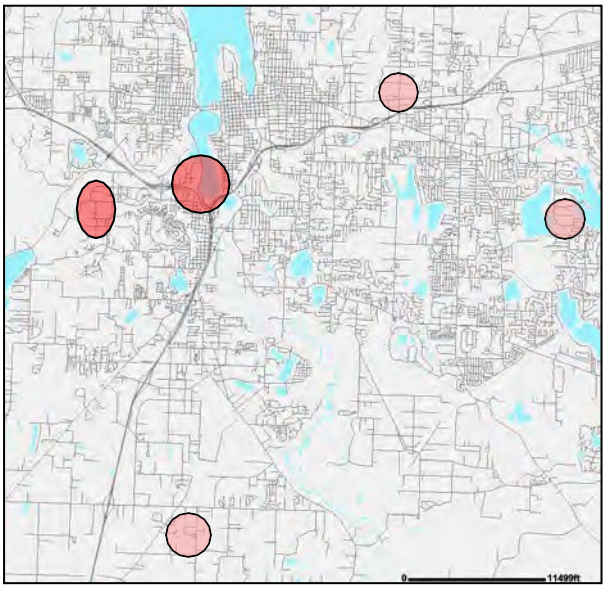
LOCATION:
9605 Tilley Road S, Olympia, WA 98502

JUSTIFICATION (Need/Demand):
The current equipment is in excess of 25 years old. The industry standard for replacement of this type of equipment is 15 to 20 years. Regular maintenance is performed on this equipment, but there are already indications of failure of the pressure tanks contained within the wellhouse.

IMPLICATION OF NOT DOING THE PROJECT:
If a planned project isn't performed, it is likely one or more aspects of this equipment will fail at a time when it would significantly impact the operation of the Tilley Campus. It would be difficult to operate the Tilley Campus without a reliable source of domestic water.

LINKS TO OTHER PROJECTS OR FACILITIES:
Tilley Skybridge Repairs, Tilley Main Campus Generator Improvements

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.

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/Komachin Middle School Modernizations/New Construction	350 River Ridge Dr & 3650 College Street	$230,000,000	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	$71,000,000	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
North Thurston School District Total		**$323,000,000**	

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	$60,856,000	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	$12,100,000	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
Tumwater School District Total		**$222,836,000**	

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
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
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 (2023-2028)	Service District	$180,287,003	Secured and Estimated Federal Funding Sources
Intercity Transit Total		**$180,287,003**	

Public Utility District #1			
Multiple Water System Upgrades and Facility Replacements	Unincorporated Thurston County	$10,416,630	Capital Project Fund
Total Public Utility District #1		**$10,416,630**	