

# City of Tumwater Commute Trip Reduction Four-Year Plan Update: 2025–2029

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## Benefits of CTR

### 1. Describe the local land use and transportation context and objectives.

- a. Describe the setting in the jurisdiction as it is today or will be in the near future.

Tumwater is a small city in southwestern Washington, located just south of the city of Olympia. The city had a population of 37,380 in 2023, and is projected to grow by 70 percent to over 46,000 by 2045. Tumwater’s economic and transportation conditions are highly interconnected with its neighboring cities of Olympia and Lacey – this tri-city metropolitan area has a collective population of close to 200,000 people.

Tumwater was founded in 1875, and is among the oldest cities in the state. It developed adjacent to the Deschutes River, which flows north into Puget Sound and supported the development of a local brewery industry that was the economic heart of the city for many years. The construction of Interstate-5 in the 1950s cut through the city’s historic downtown, bisecting the city’s residential and commercial areas. Today, the city has more than 27,000 jobs, a high proportion of which are tied to the state agencies headquartered in the city, with retail jobs concentrated along the old state highway route (Capitol Boulevard).

While most commute trips in Tumwater are made by vehicle, the city is well-served by transit and is working toward building out a more complete network of bicycle and pedestrian facilities, including through an emphasis on developing multiuse trails connecting the city’s parks. The city is likely to see residential development at higher densities as it accommodates planned growth, and a recent uptick in multifamily development is in line with its community vision to increase residential concentration in city centers and along urban corridors, as is the redevelopment of the Brewery District as a hub for brewing and distilling activities.

- b. Describe features of land use and transportation facilities and services that affect commuters.

Planning ahead for growth is vital in order to manage what kind of community is built. Transportation facility needs are affected by land use. Length of trips, convenient connections and mode choices are all affected by growth; which is in turn controlled by

land use plans. Tumwater's Land Use Plan divides the City into eight "neighborhood planning areas", each containing a variety of zoned uses. Serving those planning areas with adequate transportation facilities requires a Transportation Plan that is consistent with land uses allowed in each. Connectivity of the streets within and between the different land uses is an important aspect of the overall transportation system. Providing commuters with more options for ways to get places is a (via additional route options on roads, trails, etc) will help alleviate the congestion on Tumwater's roadways.

- c. Describe whether and how commuting patterns have changed in the past few years. COVID-19 has shifted lot of commutes to telecommute, most people are not driving as much as they used to before COVID-19. It is possible that teleworkers from the Central Puget Sound region may choose to move here, where the cost of housing is lower. Either way, demand on Tumwater streets seems likely to decrease during morning and evening peak commute times, and it may increase during off-peak times.
- d. List the most important land use and transportation objectives from your city or county's plans that commute trip reduction most directly affects. The Tumwater Transportation Plan details goals for the city's Multimodal Transportation System: most Tumwater residents drive cars through the city, however, a well-designed transportation system has to meet other kinds of travel needs as well. Many people, due to age, disability or other life circumstances, are not able to drive a car; others look to different travel modes as a matter of personal choice. Compact development patterns can make alternate modes of travel such as walking, biking and riding the bus feasible and affordable. Most of Tumwater was built at a time before bicycle and pedestrian infrastructure was required as part of roadways, so as the city expands and updates its roadways, new requirements accommodate not only automobiles, but pedestrians, bicyclists and the movement of freight as well.

The Tumwater Transportation Plan also addresses Barrier-Free Transportation: In keeping with the City of Tumwater's stated mission to be a "PEOPLE-friendly, PEOPLE-oriented community" the transportation system must support independent mobility for all users. Travel limitations that result from physical, economic or linguistic challenges can threaten dignity and self-reliance, and lead to an overall reduction in quality of living. A goal of the Transportation Plan is to maintain a system that supports diverse travel options and community outreach, increasing accessibility for those that might otherwise have a difficult time getting from one place to another. In support of this goal the city will continue to identify and install curb cuts that allow wheelchairs and walkers access to sidewalks throughout the city. Barrier-free enhancements will also be considered and incorporated as an element of the City's design requirements for "on-site" access and connections to city infrastructure including pedestrian walkways and transit stops, especially in the developing commercial areas.

Travel Demand Management: Goal: Increase overall operating efficiency of the transportation system through the effective use of measures that reduce the need to drive alone at peak periods.

Public Transportation: Goal: Provide an appropriate level of reliable, effective public transportation options commensurate with the region's evolving needs. Public transportation plays more than one very important role in the Tumwater transportation network; not only does it serve a need for urban mobility both within Tumwater and between Tumwater and nearby communities, but also the need for connecting youth, elderly and disabled residents to community services and activities.

Bicycling: Goal: Increase the share of all trips made safely and conveniently by biking. The Tumwater Transportation Plan addresses the need for safe bicycling facilities; including roadway shoulder enhancements where bike lanes are not provided and, in some areas, creating separate bike lanes on designated bicycle corridors and provisions for employers to offer and promote secure bicycle parking. The Tumwater Development Guide includes a recommended system of bicycle routes. As projects develop, they are required to provide for bike lanes along those corridors that have been identified. As the Development Guide is updated, the system map should be expanded to include all of the arterial and collector roadways that have been recently annexed into the City. Bike lanes are also included as a component of Capital Facilities Plan projects undertaken by the City. The identified system of on-street bike routes is complemented by the City's existing and proposed system of off-street multipurpose trails. This trail system, included in the City's Parks and Recreation Plan, has been envisioned to link major environmental assets, park and recreational facilities, community centers, and historical features in Tumwater. As this plan is implemented, connections to transit systems and other multimodal systems allowing access to trail opportunities should be pursued.

- e. Describe critical aspects of land use and transportation that should be sustained and key changes that should be considered to improve commute trip reduction's contribution to the land use and transportation objectives you reference.

Land use zoning calls for grouping various types of destinations in order that drivers can access a number of services and activities in a minimum number of trips. Once they reach the destination area, though, there must be adequate facilities to support safe pedestrian travel from one location to another. Each of the eight planning areas defined by the Tumwater Comprehensive Plan has its own groupings of land use zoning; some combine office space with public services while others combine retail and consumer services. One factor they share in common is the need to provide safe pedestrian travel opportunities such as well-maintained sidewalks, highly visible crosswalks and adequate lighting; as well as enforcement of vehicle speed zones and use of roadway features that serve as traffic calming devices. As Tumwater continues to update and grow its footprint, it will invest in that important connecting bicycle and pedestrian infrastructure.

Additionally, the city has a list of projects in its [Six Year Transportation Improvement Program](#) that will make more multimodal connections for commuters.

- Deschutes Valley Trail, Segments A-D
- Mottman Rd Improvements
- Multimodal Improvements and Traffic Calming throughout Tumwater
- 2nd Ave Pedestrian Improvements

- Rural Rd Shoulder Improvements
- Israel Rd and Linderson Way Pedestrian and Bicycle Improvements

**2. Describe how the CTR program will help achieve the jurisdiction's land use and transportation objectives.**

- a. Describe how and to what extent your CTR program will help your city or county achieve the land use and transportation objectives referenced in question 1.

The CTR program will help achieve the jurisdiction's land use and transportation objectives by providing resources and education on commute options, gathering commute data and information by conducting the CTR survey and compiling Program Reports for the worksites. The CTR program will reduce demand on the city's transportation system, allowing the city to maximize infrastructure investments by reducing cars on the roadways. By collaborating on CTR and encouraging worksite density in the urban core, it makes the area more walkable, bikeable, and transit friendly. The CTR program encourages dynamic parking pricing, reducing the need to build parking, increasing density and allowing the city to build less infrastructure to support cars.

**3. Describe how the CTR program will help achieve the jurisdiction's environmental objectives.**

- a. Describe how the CTR program will support jurisdiction greenhouse gas emission reduction efforts.

City of Tumwater has a goal to reduce communitywide greenhouse gas emissions 45 percent below 2015 levels by 2030 and 85 percent below 2015 levels by 2050 to ensure that local communities do their part to keep the global average temperature from rising more than 2°C. The city also strives to minimize transportation impacts on the natural environment and the people who live and work in the City and its UGA.

When we mention environmental protection in connection with transportation, perhaps the most common thought that follows is "vehicles cause pollution". While this is true, and pollution has proven to have negative natural and human health effects, it is far from the only issue worth consideration. Additional considerations include mitigation of impacts on air and water quality, natural habitats and natural resources, as well as minimizing effects to local neighborhoods. Tumwater and the surrounding jurisdictions share a common feature in that large portions of their transportation systems extend into low density rural areas. This rural nature is not conducive to bike and pedestrian modes of travel – and that translates to a high reliance on automobiles.

- b. Describe how the CTR program will support jurisdiction environmental objectives in addition to greenhouse gas emission reductions.

The city of Tumwater strives to minimize transportation impacts on the natural environment and the people who live and work in the city. Part of the city's focus on density encourages infill development that will increase energy efficiency, reduce environmental impacts, and minimize greenhouse gas emissions that contribute to climate change. Further density in the city will also allow the surrounding area to maintain more green space so the community can support local farming and agriculture uses.

**4. Describe how your CTR program will help achieve regional and state objectives.**

- a. Summarize the local, regional, and state benefits that would be gained if you achieve your CTR targets.  
CTR strategies are well incorporated into the city's Transportation Plan. The goals listed below for the City of Tumwater relate closely to the objectives noted in the State CTR Draft Plan.

### **Tumwater Transportation Plan**

#### Goals:

- Transportation and Land Use Consistency Goal: Ensure the design and function of transportation facilities are consistent with and support healthy urban, suburban, and rural communities.
- Multimodal Transportation System Goal: Work toward an integrated multimodal transportation system that supports adopted land use plans, increases travel options, and reduces overall need to drive alone.
- Barrier-Free Transportation Goal: Ensure transportation system investments support the special travel needs of youth; elders; persons with disabilities, literacy or language barriers; and those with low incomes.
- Travel Demand Management Goal: Increase overall operating efficiency of the transportation system through the effective use of measures that reduce the need to drive alone at peak periods.
- Transportation Technologies Goal: Use technology-based approaches to address transportation congestion, safety, efficiency, and operations.
- Streets, Roads, and Bridges Goal: Establish a street and road network that provides for the safe and efficient movement of people and goods while supporting adopted land use goals.
- Public Transportation Goal: Provide an appropriate level of reliable, effective public transportation options commensurate with the region's evolving needs.
- Bicycling Goal: Increase the share of all trips made safely and conveniently by biking.
- Walking Goal: Increase the share of all trips made safely and conveniently by walking.
- Rail Goal: Ensure the long-term viability and continued use of existing rail lines in the region for freight and passenger rail travel.

### **State CTR Draft Plan**

#### Objectives:

- Improve delivery of CTR programs.
- Produce more useful transportation behavior data.
- Respond to shifting mobility patterns.
- Reduce greenhouse gas emissions.

#### Summary of mutual benefits:

- Improve delivery of CTR programs: The emphasis on working toward an integrated multimodal transportation system will help make commute options besides a vehicle more feasible. This in turn will make all the CTR actions more productive and easier to deliver. This benefit aligns with the region and state's

- CTR goals.
  - Produce more useful transportation behavior data: Tumwater’s focus on transportation technologies, as well as TRPCs usage of the WSDOT CTR Survey Tool helps produce data the city and region can use to change transportation behavior.
  - Respond to shifting mobility patterns: Tumwater’s barrier free transportation goal and travel demand management goal align with this objective.
  - Reduce greenhouse gas emissions: The state and region both have the goal of reducing greenhouse gas emissions. Each commute trip that is shifted to a non-drive alone mode through the city’s CTR program reduces greenhouse gas emissions.
  
- b. List adjacent CTR-affected cities and counties.  
Thurston County, City of Olympia, City of Lacey
  
- c. Describe the top few cross-border and regional transportation issues that affect your jurisdiction.
  - Travel to and from JBLM
  - Lack of HOV system in Thurston County
  - Few choices of high-capacity transit into Thurston County
  
- d. Describe the strategies you, adjacent cities and counties, and your region have agreed to use to address the top issues described in the previous bullet.
  - High level of collaboration with Pierce County
  - Robust vanpool program in Thurston and Pierce County to serve our region’s commuters
  - Discussed the benefit of HOV lane with regional transportation officials
  - Collaborated with TRPC and IT to encourage more high-capacity options in our city and region

## Performance targets

5. **List your jurisdiction’s CTR performance target(s).**
  - a. List performance targets that reflect only CTR-affected worksites.  
Current Drive Alone Rate is 47% (baseline) TRPC recommends a 4.0 percentage point reduction (equivalent to 8.5% reduction) to 43.0% DAR.
  - b. List any additional performance targets.
6. **List the base value you’ll use for each performance target.**
  - a. For each performance target, provide the number you’ll use as the baseline (or starting number). You’ll measure the difference between this number and your results to report performance. 47% baseline.
7. **Describe the method you used to determine the base value for each target.**
  - a. Provide the source for each base value listed.  
The source is the CTR Survey.
8. **Describe how you’ll measure progress toward each target.**
  - a. List the method you’ll use to measure progress for each target.

CTR Survey.

**9. List your jurisdiction's CTR-affected worksites.**

a. List all your CTR-affected sites.

Worksite Name	Address	Zip	Zip 4	Jurisdiction	Status
City of Tumwater - City Hall Campus	555 Israel Rd SW	98501		Tumwater	Affected
Law Enforcement Officers and Fire Fighters Plan 2 Retirement Board - Olympia Headquarters	955 Malin Ln. SW	98501		Tumwater	Affected
Secretary of State Elections Division - Tumwater	243 Israel Rd. Floor 4	98501		Tumwater	Affected
South Puget Sound Community College - Craft Brewing and Distilling	4200 Capitol Blvd. SE	98501		Tumwater	Affected
Washington State Department of Agriculture - Cleveland Lab	3939 Cleveland Ave SE	98501		Tumwater	Affected
Washington State Department of Agriculture - Metrology Lab	2747 29th Ave SW	98512		Tumwater	Affected
Washington State Department of Corrections - ELG Building - HQ	7345 Linderson Way SW	98501		Tumwater	Affected
Washington State Department of Corrections - Division of Correctional Industries	801 88th Ave SE	98501		Tumwater	Affected
Washington State Department of Employment Security - WorkSource Thurston County	1570 Irving St SW	98501		Tumwater	Affected
Washington State Department of Employment Security - ESD Distribution Center	926 79th Ave SE	98501		Tumwater	Affected
Washington State Department of Enterprise Services - 7511 New Market St	7511 New Market St	98512		Tumwater	Affected
Washington State Department of Enterprise Services - Printing	7580 New Market St SW	98512	1004	Tumwater	Affected
Washington State Department of Environmental and Land Use Hearings Office - Olympia Headquarters	1111 Israel Rd SW, Suite 301	98501		Tumwater	Affected
Washington State Department of Financial Institutions - Point Plaza West	150 Israel Rd SW	98501		Tumwater	Affected

Worksite Name	Address	Zip	Zip 4	Jurisdiction	Status
Washington State Department of Fish & Wildlife - Cleveland Warehouse	3939 Cleveland Ave	98501		Tumwater	Affected
Washington State Department of Fish & Wildlife - Lathrop Rd	9628 Lathrop Rd	98501		Tumwater	Affected
Washington State Department of Health - Tumwater Headquarters	101 Israel Rd	98501		Tumwater	Affected
Washington State Department of Labor & Industries - Headquarters	7273 Linderson Way SW	98512		Tumwater	Affected
Washington State Department of Labor & Industries - Towne Center	243 Israel Rd SE	98512		Tumwater	Affected
Washington State Department of Labor & Industries - Warehouse	7827-B Arab Dr	98501		Tumwater	Affected
Washington State Department of Licensing - Tumwater Warehouse	8005 River Dr	98501		Tumwater	Affected
Washington State Department of Natural Resources - Tumwater Compound	801 88th Ave SE	98501		Tumwater	Affected
Washington State Department of Natural Resources - State Agency Flight Operations	7613 Old Hwy 99	98501		Tumwater	Affected
Washington State Department of Retirement Systems - Point Plaza West	6635/6737/6639/6835 Capitol Blvd SW; 150 Israel Rd	98501		Tumwater	Affected
Washington State Department of Revenue - Information Services	6300 Linderson Way SW	98512		Tumwater	Affected
Washington State Department of Revenue - Tumwater Headquarters	6500 Linderson Way SW	98501		Tumwater	Affected
Washington State Department of Revenue - Linderson Building	6400 Linderson Way SW	98501		Tumwater	Affected
Washington State Department of Social and Health Services - Point Plaza East - Olympia Community Service Office	6860 Capitol Blvd	98501		Tumwater	Affected



Worksite Name	Address	Zip	Zip 4	Jurisdiction	Status
Washington State Department of Social and Health Services - Disability Determinations Services	6737 Capitol Blvd S, Bldg 2	98507		Tumwater	Affected
Washington State Department of Social and Health Services - Arab Drive Building	7821 Arab Dr SE Building C	98501		Tumwater	Affected
Washington State Department of Social and Health Services - Division of Vocational Rehabilitation - Point Plaza West	6639 Capitol Blvd SW, Point Plaza West, FL1	98501		Tumwater	Affected
Washington State Department of Social and Health Services - Division of Child Support	243 Israel Rd SE	98501		Tumwater	Affected
Washington State Department of Transportation - Mottman - ESO	2214 R W Johnson Rd	98512		Tumwater	Affected
Washington State Department of Transportation - Tumwater PEO	821 Airport Court SE	98504	7447	Tumwater	Affected
Washington State Department of Transportation - Materials Lab	1655 S 2nd Ave	98512		Tumwater	Affected
Washington State Department of Transportation - Headquarters - ELG Building	7345 Linderson Way SW	98501	7430	Tumwater	Affected
Washington State Economic and Revenue Forecast Council - Tumwater Headquarters	6400 Linderson Way SW, Suite 238	98501		Tumwater	Affected
Washington State Office of the Attorney General - Tumwater Building	7141 Cleanwater Lane SW	98501	0122	Tumwater	Affected
Washington State Office of the Attorney General - Tumwater Annex Building	818 79th Avenue Suite D SE	98504		Tumwater	Affected
Washington State Office of the Insurance Commissioner - Ins. 5000 Capitol Blvd.	5000 Capitol Blvd, SE	98501		Tumwater	Affected
Washington State Office of the Insurance Commissioner - Special Investigations Unit	1520 Irving St, Suite C	98512		Tumwater	Affected

Worksite Name	Address	Zip	Zip 4	Jurisdiction	Status
Washington State Office of the Secretary of State - Point Plaza East	6880 Capitol Blvd SE	98501		Tumwater	Affected
Washington State Office of the Secretary of State - Archives Records Center	7590 New Market St SW	98501		Tumwater	Affected
Washington State Parks and Recreation Commission - Headquarters	1111 Israel Rd SW	98501		Tumwater	Affected
Washington State Patrol - Collision Records Section	7345 Linderson Way SW	98501		Tumwater	Affected
Washington State Patrol - Armstrong Complex	8543/8611/8623 Armstrong Rd SW	98512		Tumwater	Affected
Washington State Patrol - Aviation Section	7525 Old Highway 99 E	98579		Tumwater	Affected
Washington State Patrol - Tumwater Square	321/403/411 Cleveland Ave & 3310/3312 Capitol Blvd	98501		Tumwater	Affected

**10. List a performance target for each CTR-affected worksite.**

- a. For any performance targets tied to the CTR survey, indicate that you'll establish performance targets during the 2023-2025 survey cycle.  
We will use the jurisdictional target for all the worksites.

**11. List the base value you'll use for each site.**

- a. For any performance targets tied to the CTR survey, indicate that you'll establish a base value during the 2023-2025 survey cycle.  
The baseline value has already been established in 2023.

**Services and strategies**

**12. Describe the services and strategies your jurisdiction will use to achieve CTR targets.**

Examples of active TDM strategies in Tumwater include urban, bicycle and pedestrian facilities described above, as well as public transportation alternatives like buses and vanpools, and the shelters and park-and-ride lots associated with their use. Other TDM measures include employers that allow for condensed work weeks or allow employees to telecommute. These TDM efforts not only reduce the numbers of vehicle trips, but also tend to spread commute times away from peak hours, reducing volumes during times of typically high travel demand.

The City of Tumwater is an active member of the regional Commute Trip Reduction program run by TRPC. As such, the City helps affected employers achieve reductions in single occupancy vehicle rates. TRPC promotes cooperative efforts between Intercity Transit, employers, WSDOT, and others to improve commute options available, such as biking, walking, transit, and carpools.

Long-term TDM strategies include planning efforts to condense land uses and encourage alternatives to driving alone. Identifying and adopting TDM strategies as part of the city's transportation plan can provide cost-effective alternatives to construction of new/expanded facilities, and by reducing road use, increase the life cycle of existing facilities as well.

Other strategies will include (from Transportation Plan Goals/Policies):

- Encourage mixed-use buildings to increase density and walkability
- Invest in public improvements to streets and other public spaces
- Support new developments or redevelopments that happen in or near the city center
- Encourage housing to be near transportation hubs, jobs, and other daily activities
- Promote mixed-use urban developments that reduce the need for auto travel, including financial and other incentives to encourage transportation-efficient development and redevelopment
- Improve access to public transportation, ridesharing, bicycling, and walking.
- Promote private and public sector transportation demand management programs and services that encourage employees to commute to work by means other than driving alone or to change commuting patterns through teleworking, flex-time, or compressed work weeks
- Develop park-and-ride lots throughout the region, including shared use of underutilized parking lots at businesses and other facilities
- Encourage the use of technologies that enable people to participate in activities or meet their needs without having to travel
- Use travel demand management techniques to provide alternatives during temporary congestion resulting from major construction projects
- Support design and construction of multimodal streets and roads
- Encourage new regional connections for cross-town or cross-region travel that provide more direct routes and reduce vehicle miles traveled, where those connections do not promote sprawl or otherwise undermine adopted land use plans
- Limit the addition of travel lanes to those areas that can demonstrate long-term benefit, and where an increase is determined to be the best alternative
- Avoid widening any local arterial or collector to more than two through lanes in each direction and an auxiliary turn lane where warranted (five lanes, maximum) to preserve an acceptable community scale for the Thurston region, and minimize transportation impacts on adjacent land uses
- Develop an interconnected grid of local streets and roads to increase individual travel options and neighborhood connectivity while improving efficient use of the overall regional network
- Support implementation of Intercity Transit's "The Route Ahead" long-range regional transit plan, which emphasizes trunk and primary routes serving core areas and designated strategy corridors
- Increase the share of all trips made by public transportation
- Invest in the commuter vanpool program to provide cost-effective, flexible alternatives to driving
- Develop inter-regional transit partnerships for long-distance commute trips to and from destinations outside Thurston County

- Provide safe, convenient, and cost-effective transportation service to youth, elders, people with disabilities, or other people with special needs
- Increase awareness of public transportation and how to use it through expanded education and public information tailored for various age groups and interests
- Consider a broad range of public transportation programs and services, including but not limited to local street trolleys, bus rapid transit, flex car programs, commuter rail, and high-speed passenger rail to ensure a full mix of options for meeting transportation needs as they evolve
- Develop a continuous, safe, and convenient regional bicycle network that functions as an integral part of the overall transportation system
- Provide safe and convenient bicycle routes to all schools in the region
- Invest in a regional network of contiguous and connected north-south and east-west dedicated corridors to serve as the backbone of the non-motorized system
- Provide bicycle parking facilities at existing and future transit centers, park-and-ride locations, train stations, and other multimodal facilities
- Encourage provision of short- and long-term bicycle parking and other supporting facilities at schools, employment sites, and major activity centers
- Develop an education program for bicyclists to increase understanding of bicycling laws and encourage appropriate riding behavior
- Consider long-term strategies for funding bicycle facilities and services
- Provide a direct, safe, interconnected pedestrian network that supports existing and desired land uses
- Construct safe sidewalks and effective crosswalks within an appropriate radius of every school in the region
- Provide frequent pedestrian crossings, especially in urban areas, along primary transit routes, and near activity centers
- Develop direct, "cut-through" connections for pedestrian and bike travel within and among neighborhoods and destinations such as major transit routes, schools, activity centers, and other destinations where pedestrian travel is anticipated
- Require pedestrian-friendly building design in areas where foot travel is likely and encouraged, such as city centers and regional activity centers
- Provide street lighting, trees, benches, and other elements that make walking safe and pleasant
- Support appropriate short- and long-term opportunities for the potential shared use of freight rail lines for commuter rail or other passenger rail opportunities

**13. Describe how jurisdiction services and strategies will support CTR-affected employers.**

The variety of CTR friendly policies laid out in the goals section of the Transportation Plan help set the city up to have a great future transportation system that supports active transportation modes, and prioritizes transit and vanpool travel. These infrastructure investments allow employers to encourage their employees to use CTR modes when they are available.

Additionally, Tumwater School District, a traffic generator for the city but not CTR affected, is encouraged to evaluate measures that might help address traffic congestion, such as staggered start times, parking management, more use of public transit, sharing of school bus fleets, and other measures as appropriate to reduce traffic demand during peak commute hours.

**14. Describe barriers your jurisdiction must address to achieve CTR targets.**

- a. Describe how you'll address these barriers.
  - The city prefers to not to fine businesses for non-compliance with the CTR but that is currently written into city code. It will be advantageous to the city to explore options for recourse other than a fine.
  - Some people don't feel safe walking, biking, and taking transit. The city is working on infrastructure improvements for pedestrians and bicyclists, and working with IT on rider safety. The city is working with IT on transportation safety messaging to provide passengers with timely education on safely using the system. The city police force is increasing traffic safety enforcement.

**15. Describe the transportation demand management technologies your jurisdiction plans to use to deliver CTR services and strategies.**

TRPC provides information and uses the Rideshareonline.com platform for Tumwater CTR worksites.

TRPC uses the State CTR survey tool for surveying and program reports.

**16. Transcribe or link to your local CTR ordinance.**

<https://www.codepublishing.com/WA/Tumwater/html/Tumwater16/Tumwater1634.html>

**17. Describe your financial plan.**

- a. Describe the estimated average annual costs of your plan.

City of Tumwater has an agreement with TRPC to implement the CTR program.
- b. Describe likely funding sources, public and private, to implement your plan.

Currently the City of Tumwater does not have a dedicated funding source for implementing the projects identified in question one. Without a dedicated funding source, project implementation will rely on grant funding or larger roadway resurfacing or capital projects that could incorporate one or more of the projects previously listed. There are a variety of funding mechanisms that are either currently available or could be put in place to fund implementation.

  - Local Funding Mechanisms:
    - Transportation Improvement Program
    - Local Tax Levy
    - Bond Measure
  - Existing Local Funding Sources:
    - Impact Fees
    - Utility taxes
    - City of Tumwater Transportation Benefit District (TBD)
    - City of Tumwater Real Estate Excise Tax (REET)
    - Arterial Street Gas Tax
    - Federal Grants
    - TIB Grants
    - Legislative appropriations
    - SEPA mitigation fees from private developers

**18. Describe your implementation structure.**

- a. Describe who will conduct the activities listed in your plan.

Thurston Regional Planning Council administers the CTR Program on behalf of the City of Tumwater.
- b. Indicate who will monitor progress on your plan. List job title, department, and name.

Veronica Jarvis, Senior TDM Planner at TRPC administers the program for the region and monitors progress.

**19. List your implementation schedule.**

- a. Provide the timeline for anticipated projects. The projects listed in this plan are part of the 6 year TIP, so 2024-2029, as funding becomes available.
- b. For implementation of CTR related activities, TRPC, who implements the program on behalf of the jurisdiction, carries out these activities on behalf of Tumwater:
  - i. Tasks listed in the WSDOT CTR Administrative Workplan.
  - ii. Biennial Commute Trip Reduction Survey.
  - iii. Biennial Program reporting.
  - iv. Quarterly networking sessions.
  - v. Promotions such as the Bicycle Community Challenge, Switch Your Trips WA, Ride Transit Month, etc.
- c.

**20. Describe the CTR plan for jurisdiction employees.**

- a. Describe the services, programs, information, and other actions your city or county put in place to help its employees reduce their drive alone commute trips.
- b. The City has an internal CTR policy that compliments the CTR Ordinance. Existing and new staff are made aware of the CTR program and incentives therein. This includes upon onboarding, at health fairs, and via email and internal newsletters. The CTR Policy incentivizes transit, walking, biking, and other forms of transportation.

**21. Describe how the CTR plan for jurisdiction employees contributes to the success of the overall plan.**

- a. Describe how the plan for jurisdiction employees reinforces the success of the jurisdiction plan?
- b. The CTR plan contributes to the success of the overall plan because it encourages and incentivizes Tumwater employees to consider their mode of transportation to work and incentivizes modes other than single-occupancy vehicles. By explicitly calling out transit, biking, walking, vanpooling, carpooling etc. and clearly stating the incentives, this helps employees understand transportation options in the community and set an example for other CTR worksites.

## **Alignment with plans**

**22. List the transit agencies that provide service in your jurisdiction.**

Intercity Transit, Lewis County Transit, Rural Transit

**23. List the transit plans you reviewed while developing this plan.**

Intercity Transit 2024-2029 Strategic Plan

**24. Describe how this CTR plan supports the transit plans.**

Intercity Transit is the municipal corporation providing public transportation service within Thurston County. IT currently operates four routes serving the City. Intercity Transit buses can be seen carrying passengers throughout Tumwater on a daily basis. When the words 'public transportation' are mentioned, the first thought that often comes to mind is those very buses. Public transportation plays more than one very important role in the Tumwater transportation network; not only does it serve a need for urban mobility both within Tumwater and between

Tumwater and nearby communities, but also the need for connecting youth, elderly and disabled citizens to community services and activities.

Public transportation in Tumwater, however, is not only provided by bus. Tumwater is surrounded by many isolated, low-density residential areas which would be a challenge to serve with traditional transit operations. Many local commuters rely on van pools as an alternative to driving alone, making park-and-ride facilities a valuable feature of our public transportation network. The Dial-a-Lift service is an example of individualized public transportation available for those unable to access more traditional transit services. Finding ways to continue to increase the share of travelers who use public transportation is an ongoing effort; providing various options for reliable public transportation is critical to efficient and successful operation of our transportation system.

**25. Describe any comprehensive plan updates that are needed and when they will be made.**

The City of Tumwater is currently undergoing their Comprehensive Plan update and will be making changes to the transportation chapter that incorporates more TDM strategies city-wide.

## **Engagement**

**26. Describe stakeholder engagement.**

a. Who did you talk to?

The City of Tumwater's worksites are primarily state agencies, so TRPC initiated outreach with both the Employee Transportation Coordinator network and the Business Resource Groups at state agencies that represent vulnerable populations at state agencies. This outreach was done in spring and summer of 2024

• City of Tumwater

Stakeholder organization:

- Intercity Transit
- Thurston EDC (presentation)
- Thurston Chamber of Commerce (presentation)
- Rural Transit
- Thurston Thrives (Public health)
- Local Tribes
- State DEI council
- State Employee Black community
- State Employee Veteran Community
- State Employee LGBTQ
- State Employee Latinos
- State Employee Disability inclusion network
- State Employee immigrants
- State Employee Hawaiians, Asians, Pacific Islanders

b. When did you talk to them? Spring and Summer 2024.

May 2024 via a Transportation Options Survey, more focused outreach was done in August of 2024 in neighborhoods with CTR worksites and environmental health disparities. Outreach was done via NextDoor, TRPC social media, and targeted flyers with QR codes to a survey to community based organizations and businesses.

- c. What did they have to say?
  - i. People want safer, more reliable transportation options that are not cars. See attachment for rollup of feedback.
- d. How did what they said influence the plan?

The feedback from stakeholders is in alignment with the City of Tumwater's upcoming transportation investments.

**27. Describe vulnerable populations considered. (as noted above, these are the state Business Resource Groups)**

- State Employee Black community
- State Employee veteran community
- State Employee LGBTQ
- State Employee Latinos
- State Employee Disability inclusion network
- State Employee immigrants
- State Employee Hawaiians, Asians, Pacific Islanders
- Additional targeted outreach was done using the Environmental Health Disparities map provided by WSDOT. See attached summary of outreach from that work.

**28. Describe engagement focused on vulnerable populations.**

- a. Who did you talk to?
  - See attached appendices for engagement with vulnerable populations.

**29. List employers' suggestions to make CTR more effective.**

- a. See attached rollups of stakeholder feedback and suggestions.

**30. Describe results of engagement focused on vulnerable populations that will be provided for use in comprehensive plan and transit plan updates.**

- a. See attached rollups of stakeholder feedback and suggestions.

**Regional transportation planning organization CTR plan review**

**RTPO comments**

TRPC certifies that this CTR Plan is consistent with the regional CTR plan and the Regional Transportation Plan's Goals and Policies.