



## Economic Development Tool Box

### Background

Historically, there is a strong link between state-level actions and local economic development. The policies and programs that the state sets in place underpin local job growth.

**Problem** The current economic situation puts critical programs at risk. The very tools that can bring about economic recovery are threatened in the state budget.

In partnership with the State, efforts to promote agritourism will be beneficial to many of the longtime agricultural operators, and will also encourage new projects and attract new tourists to our region. Agritourism is a proven rural economic development strategy being implemented across the country.

State agency decisions about land use and transportation and siting of facilities impact the Thurston Region. For example, WSDOT Olympic Region purchased land in Lacey to build a new headquarters, however construction funding is not available. This leaves their current aging facility at a prime Tumwater location. Redevelopment of this property could improve economic development potential on a key corridor.

## State Legislative Solution

Help bring living wage jobs, community revitalization and private investment to Washington State.

- Fully fund and preserve
  - Public Works Trust Fund
  - Other tools, such as: Community Economic Revitalization Board (CERB), Local Infrastructure Financing Tool (LIFT), and Local Revitalization Finance (LRF)
  - Vital State Programs: Innovative Partnership Zones, Governor's Strategic Reserve Fund, Jobs Skills and Customized Training Programs
- Support South County Economic Development Strategy focused on route way finding signage and marketing.
- Maintain key tax policies: Business & Occupation tax credits and aerospace incentives

Support WSDOT's proposed Facility Replacement Account to collect monies from the sale of surplus WSDOT properties and hold them for WSDOT facilities projects, such as relocating the Olympic Region headquarters.

### PARTNERS:

Thurston County Chamber of Commerce • Thurston Economic Development Council • City of Lacey • City of Olympia • City of Tumwater • Thurston County • Port of Olympia • LOTT Clean Water Alliance • Thurston Regional Planning Council

### CONTACT:

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# General Economic Development Toolbox

Washington state, through efforts of the Department of Commerce, Community Economic Revitalization Board (CERB), and Community and Technical Colleges, has historically supported economic and community development. The State recognizes that the local economic development efforts serve as a precursor to job growth, job expansion and retention.

Innovation, business retention, and business recruitment ultimately happen at the local level through strong collaborative partnerships between towns, cities, counties, ports, chambers of commerce, and economic development councils. Thurston County has uniquely crafted relationships that build on the premise that through collective effort, economic development and community development will occur and positively impact the economic vitality of the region.

Thurston County's partnership is committed to finding solutions to recruit jobs and private investment into the county, the region and the state. To assist lawmakers with these goals, the Thurston County shared legislative partnership has identified the following as legislative priorities for 2013. These priorities focus on the most crucial actions that lawmakers can take to bring living-wage jobs, community revitalization, and private investment to Washington State.

## **Infrastructure Financing Tools**

Washington lags behind other states that have more aggressive infrastructure financing tools. Therefore, it is essential that Washington fully fund and continue to preserve the few tools that we have, including the Community Economic Revitalization Board (CERB), Local Infrastructure Financing Tool (LIFT), Local Revitalization Finance (LRF), and the Public Works Trust Fund - programs that support job creation through financing infrastructure.

## **Maintain Vital State Job Programs**

Washington has a few programs that significantly contribute to job recruitment, retention, placement and expansion. These essential programs — including Innovative Partnership Zones (PZs), the Governor's Strategic Reserve Fund, the Job Skills Program and the Customized Training Program — should be fully funded and held harmless from budgetary cuts. Joint Base Lewis-McChord (JBLM) and associated personnel represent a unique asset to the state's economy. We encourage you to create and retain job development programs that link existing employers with personnel resources at JBLM.

## **Tax Policy**

Washington has some key tax policies that lead to job recruitment, retention and expansion including Business and Occupation (B&O) tax credits and aerospace incentives. Maintain these key tax policies.

## **WSDOT Facility Replacement Account**

The redevelopment of the current Washington State Department of Transportation (WSDOT) Olympic Region headquarters on Capitol Boulevard in Tumwater is a critical opportunity in the overall strategy for this prime corridor. WSDOT planned to move to a new location in Lacey to reduce maintenance costs, upgrade facilities, and improve accessibility to the entire district but they lack construction funding.

To fund this and other major facility maintenance programs in the state, WSDOT proposed creation of a facility replacement account that would collect monies from the sale of surplus WSDOT properties and hold them for facilities projects, giving these projects a dedicated funding source.

Facilitating the move of WSDOT out of the congested Capitol Boulevard Corridor would allow the 10-acre site to support a mix of residential and commercial uses in close proximity to transit and major employers. The site is large enough to serve as a redevelopment lynchpin - a critical opportunity for achieving the regional vision for more compact urban development.

The partnership supports creation of a WSDOT Facility Replacemet Account.

WSDOT Contact: Maintenance Operations Director, Chris Christopher, 360.705.7851, [christc@wsdot.wa.gov](mailto:christc@wsdot.wa.gov)



## Prioritized Local Transportation Projects

### Background

Along with the necessary improvements that are required along the I-5 corridor, the local street and road system, which is critical to the movement of goods and services through the Thurston region, needs serious attention and improvements. State funding and a strong partnership will be the key to moving these important local projects forward.

## Problem

As the population of the Thurston region continues to grow and the need for improvements, maintenance and repair of local streets and roadways become high priorities for local government. A well-functioning and efficient local transportation system is the keystone to a jurisdiction's economic growth and overall health. As the communities are faced with the reality of limited resources and growing need, they turn to the state for a partnership to better serve the public.

## State Legislative Solution

We ask the Thurston region's Legislators to support funding of these prioritized local transportation projects. The attached lists of priority transportation projects have been approved by each jurisdiction and are supported by the members of the Thurston Shared Legislative Partnership.

- The Jurisdictions of Tumwater, Olympia, Lacey and Thurston County, along with the Port of Olympia have vetted these projects and present the following as their priority local transportation needs.

### PARTNERS:

Thurston County Chamber of Commerce • Thurston Economic Development Council • City of Lacey • City of Olympia • City of Tumwater • Thurston County • Port of Olympia • LOTT Clean Water Alliance • Thurston Regional Planning Council

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## Olympia Regional Legislative Projects

### *Projects currently under design (if being shovel-ready sooner is criteria)*

**1. State Avenue Overlay, \$2.4M, construction planned 2014.**

Paves State Avenue from Central to Plum, one of the busiest arterials leading into downtown. The project also includes ADA ramp upgrades and bulb-outs at intersections to improve pedestrian crossing safety.

Legislative funding would allow City Street Repair/Reconstruction funds (\$2.4M) to be re-allocated to other needed street preservation and paving projects.

**2. Boulevard/Morse-Merryman Roundabout, \$4.4M, construction planned 2016/2017.**

Installs roundabout at intersection including bicycle facilities, pedestrian crossings, and sidewalks.

Partial funding is secured from a Thurston Regional Planning Council (TRPC) federal grant, but a funding gap remains for right-of-way and construction.

Legislative funding would allow re-distribution of a future TRPC federal grant allocation for other priority projects.

### *Priority large projects currently unfunded*

**1. Fones Road Reconstruction, \$15.5M.**

Reconstructs Fones Road from Pacific to 17<sup>th</sup> including needed “complete street” upgrades such as bicycle lanes, sidewalks, landscaping, and storm water improvements.

Legislative funding would fully fund a high priority project that includes failing pavement repair and multi-modal improvements.

**2. Mottman Road Improvements, \$5.7M.**

Paves Mottman Road from South Puget Sound Community College to Mottman Court. The project also includes bike lanes on both sides of the road as well as sidewalks, landscaping, and street lights on one side of the road.

Legislative funding would fully fund a high priority project that includes failing pavement repair and multi-modal improvements.

### *General street repair and maintenance*

Need Transportation funding measure for ongoing street repair and maintenance to address City’s \$42M backlog of needed street repairs. This would include measures such as City Council approval of Transportation Benefit District fee increases and direct allocation of gas tax/state funding to local municipalities.

All of these projects are included in our Six-Year Regional Transportation Improvement Program (RTIP). Please let me know if you need additional information.



**CITY COUNCIL**  
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**CITY MANAGER**  
SCOTT SPENCE

## **Lacey Regional Legislative Projects**

**1. Exit 109 – Martin Way Interchange**

Estimated cost: approximately \$25 million.

**2. Exit 111 – Marvin Road Interchange**

Estimated cost: approximately \$72 million.



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## Tumwater Regional Legislative Projects

### 1. WSDOT Facility Location

See *Economic Development Tool Box*

### 2. E Street Extension

The E Street Extension is necessary to improve regional access to I-5, improve mobility to and around the brewery, and create a major east-west corridor through the City of Tumwater. The road would begin at E Street on Capitol Boulevard and extend over the Deschutes River and spur railroad line before rising in elevation to meet Cleveland Street; a direct connection to Yelm Highway. The E Street Extension would significantly relieve traffic congestion on Custer Way. Approximately, 70% of the traffic on the Custer Way corridor originates east of Tumwater in Lacey, Olympia, and Thurston County. The project would include surface improvements to coordinate with the I-5 off-ramp at Deschutes Parkway, reconfiguration of Deschutes Parkway, improvements to the E Street/Capitol Boulevard intersection, address environmental issues associated with the Deschutes River, and the crossing of the railroad tracks. Because of the capacity that is created in surrounding streets, the E Street Extension is critical to the redevelopment of the former brewery property.

Estimated cost: \$25 million. Total funding is State, Federal and Local Impact Fees. Legislative request is \$12.5 million.

### 3. Capitol Boulevard Improvements

Capitol Boulevard revitalization is one segment of a regional (Thurston County) adopted strategy to concentrate development, create mixed-use districts, reduce reliance on the automobile, and improve utilization of transit. The Tumwater segment includes modifications to the existing road section to safely accommodate bicycle and pedestrian travel. Roundabouts would replace traffic signals and facilitate access to both sides of the street. Land use policies and regulations that encourage redevelopment would result in private investment for housing, office, and commercial activity. Innovative incentives to encourage investment would help speed up the conversion of this segment of "Old Hwy 99" to an active and vibrant corridor.

Estimated cost: \$15 million. Total funding is State, Federal, Local Impact Fees, and developer contributions. Legislative request is \$11 million.



COUNTY COMMISSIONERS

Cathy Wolfe  
District One

Sandra Romero  
District Two

Karen Valenzuela  
District Three

**BOARD OF COUNTY COMMISSIONERS**

## 2013 Thurston County Regional Legislative Projects

### 1. Countywide Restoration & Resurfacing Project – Phase 1

In recent years, traffic volumes have dramatically increased while contracting costs for repairs have simultaneously sky rocketed. These factors have strained the county's pavement management program, which now desperately needs assistance. This project includes restoration of the existing pavement surfaces for various county roads and includes centerline/shoulder rumble strips, safety edges and guardrail delineation as applicable to the given roadway. Inflationary pressures include:

- Portions of Old Hwy 99 and Old Pacific Hwy recently became classified as T2 routes.
- Traffic volumes on portions of Old Hwy 99 and Old Pacific Hwy have increased upwards of 70% from 2003 to 2010.
- The contracting costs for resurfacing work have increased 500% since 2003.
- Pavement ratings on portions of Old Hwy 99 have decreased by almost 70% since 2007 (note that this pavement deterioration coincides with the use of pit J-149 for I-5 widening).

Thurston County asks consideration for fully funding this project proposal, however, lesser funding options are available. Each segment selected for 2R work is prioritized below. The table has estimated local match, STP funding request, total cost and cumulative cost. For a partial funding award, Thurston County asks for awards in order of the priority as below, and for the full funding amount provided for each segment.

Priority	Road Name	Road Number	Approx Length	Local Match	STP Amount	Total Cost	Cumulative cost
1	Old Hwy 99	13765	0.86	60,000	380,000	440,000	440,000
2	Old Hwy 99	13765	1.40	91,000	580,000	671,000	1,111,000
3	Old Hwy 99	13765	1.24	80,000	510,000	590,000	1,701,000
4	Old Hwy 99	13765	2.03	82,000	520,000	602,000	2,303,000
5	Old Hwy 99	13765	1.34	132,000	840,000	972,000	3,275,000
6	Old Pacific Hwy	13755	1.64	107,000	680,000	787,000	4,062,000
7	Old Pacific Hwy	13755	1.72	111,000	710,000	821,000	4,883,000
8	93rd Ave SW	17010	1.43	78,000	500,000	578,000	5,461,000
9	Bald Hill Rd	10241	0.97	53,000	340,000	393,000	5,854,000
10	Spurgeon Creek Rd SE	14770	1.18	64,000	410,000	474,000	6,328,000
11	143rd Ave SE	15955	1.58	83,000	530,000	613,000	6,941,000
			15.39	941,000	6,000,000	6,941,000	

**2. Gate Belmore Trail, Design Phase 1**

The proposal is to develop the design and obtain permits for a construction-ready 12.5 mile trail project. The county owns the Gate Belmore Trail right-of-way and would provide a multi-user shared path and safe north/south bicycle corridor on the west side of Thurston County for recreational and commuter cyclists. Currently walkers and bicyclists have to share narrow shoulders (where they exist) on 50 MPH roads with automobiles. The trail would provide a safe and scenic experience for all users regardless of age and skill level. Once developed, the trail would be a catalyst for the development of future trails and bicycle and pedestrian infrastructure within the cities and the county. The trail would provide an opportunity for all county residents to experience the rich beauty of this scenic corridor with beautiful vistas, abundant habitats and wildlife viewing along the Black River and elsewhere. Completion of designs and permits for this project would take less than one year.

Estimated Cost: \$2 million

**3. Kinwood Street between Pacific Avenue and Martin Way Restoration Project**

Kinwood Street received considerable damage partly due to increased traffic during the reconstruction of Carpenter Road. We have applied for a State Transportation Improvement Board grant for roadway improvements, but grants are highly competitive. Without a grant, we need to pulverize the existing pavement and provide at least two layers of asphalt to restore the existing driving surface.

Estimated Cost: \$500,000

**4. Littlerock Road/113th Ave SW Intersection/Bridge over Blooms Ditch**

With SEPA developer mitigation funds we completed design, right of way acquisition and permits to add turn lanes at the intersection of Littlerock Road/113th Ave SW including bridge replacement/widening over adjacent Blooms Ditch.

The bridge replacement is the majority of this project cost. When we prepared the design in 2006, we anticipated that the Federal Highway Administration would change their policy and participate in the cost of the bridge replacement. The existing bridge is slightly less than 20 feet long and a bridge under current federal criteria needs to be over 20 feet long to be eligible for federal bridge replacement funds. The proposed bridge is 50 feet long to address fish passage criteria and much wider to accommodate the turn lane at the adjacent intersection. New permits would have to be obtained and the contract documents would have to be updated, which may take 6-9 months.

Estimated Cost: \$1.9 million

**5. Grand Mound (Sargent Road right in and right out access at US 12)**

We have some preliminary design layouts of this project. The Chehalis Tribe owns the right of way south of US 12, and we have permission for WSDOT for this type of an improvement. The project could be built in phases with the access to US 12 from the south on the Tribe's property first. Access with any significant development in the Grand Mound area would make access improvements to US 12 needed. If we had funding, we could get to construction in less than one year.

Estimated Cost: 3.2 million