



Capital Facilities Plan

2021-2026 Financial Plan



Adopted December 15, 2020
City of Olympia's Comprehensive Plan - Volume II

The City wishes to acknowledge the many individuals who contributed to the preparation of this document. In addition to the required review by the Planning Commission, the following advisory groups also provide technical review of the CFP:

- Bicycle and Pedestrian Advisory Committee
- Parks and Recreation Advisory Committee
- Utility Advisory Committee

The Capital Facilities Plan is Volume II of the Olympia Comprehensive Plan developed in compliance with the Washington State Growth Management Act.

City of Olympia's Comprehensive Plan – Volume II

Prepared by the City of Olympia | Finance Department

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The City is committed to the non-discriminatory treatment of all persons in employment and the delivery of services/resources.

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Information & Resources

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Information Resources

LOTT Clean Water Alliance: www.lottcleanwater.org
Olympia Comprehensive Plan: olympiawa.gov/compplan
Olympia Bicycle Master Plan: olympiawa.gov/transportation
Transportation Mobility Strategy: olympiawa.gov/transportation
Transportation Master Plan: olympiawa.gov/tmp
Water System Plan: olympiawa.gov/drinkingwater

A Message from Jay Burney,

Olympia City Manager

December 15, 2020

City Council and Citizens of Olympia,

I am pleased to present the *Capital Facilities Plan, 2021-2026 Financial Plan* (CFP). This CFP demonstrates the City's commitment to the community's vision for a vibrant, healthy and beautiful Capital City. In 2014, the Olympia City Council adopted a new and ambitious community vision to guide how the City grows and develops over the next 20 years. This year's capital improvements move us even closer toward our vision.

The capital projects described in this year's CFP have been planned for years in advance. The CFP is the product of many separate but coordinated planning documents or Master Plans, each focusing on a specific type of facility (drinking water, wastewater, stormwater, parks, transportation, etc.). The City's Comprehensive Plan establishes the goals and policies, along with projected population growth and future land uses. Then various Master Plans are developed to identify the specific need, location and timing of future projects.

I want to acknowledge the work and dedication of the City of Olympia's Planning Commission. The Planning Commission is responsible for reviewing the plan, holding a Public Hearing, and providing comments to the City Council.

In 2021-2026, our new and ongoing capital projects support the community's vision as embodied in the City's Comprehensive Plan. I am confident this CFP responsibly addresses and supports the infrastructure needs for Olympia. The projects strike an appropriate balance between building new projects and maintaining existing infrastructure. They incorporate creative and efficient solutions to complex challenges and advance the community's priorities.

Respectfully Submitted,



Jay Burney
City Manager

Executive Summary

The 2021-2026 plan is a multi-year plan of capital projects with projected beginning and completion dates, estimated costs and proposed methods of financing. The plan is reviewed and updated annually according to the availability of resources, changes in City policy and community needs, unexpected emergencies and events and changes in cost and financial strategies.

It is important to understand that a multi-year Capital Facilities Plan does not represent a financial commitment beyond the current year. City Council approval does not automatically authorize funding. It does approve the program in concept and provides validity to the planning process. Appropriations are made in the capital budget, part of the City's annual budget process. The capital budget represents the first year of the Capital Facilities Plan. Projects beyond the current year capital budget should not be viewed as a commitment to fund the project, rather instead as an indication that given the information available at the time, the City plans to move forward with the project in the future.

Planning for Capital Facilities

The CFP is the element that makes the rest of the Comprehensive Plan come to life. By funding projects needed to maintain levels of service and for concurrency, the CFP helps shape the quality of life in Olympia. The requirement to fully finance the CFP provides a reality check for the vision of the Comprehensive Plan.

Planning for capital facilities is a complex task. First, it requires an understanding of future needs. Second, it must assess the various types of capital facilities that could be provided and identify the most effective and efficient array of facilities to support the needed services. Finally, it must address how these facilities will be financed.

Planning what is needed is the first step. Planning how to pay for what is needed is the second step. Only so much can and will be afforded. Securing the most effective array of facilities in light of limited resources and competing demands requires coordination of the planned facilities and their implementation. It also requires a thorough understanding of the fiscal capacity of the City to finance these facilities. Financial planning and implementation of capital facilities cannot be effectively carried out on an annual basis, since oftentimes the financing requires multi-year commitments of fiscal resources. As such, this plan is long-range in its scope.

The CFP assumes receipt of outside granting assistance, and if grants are not received, projects may be delayed or pushed out. The CFP is therefore a planning document, not a budget for all estimated expenditures. Prioritization of the projects among programs is difficult; however, prioritization between programs is even more difficult. Which is more important, parks maintenance or street maintenance? Therefore, the Council established the following general guidelines for prioritizing Capital projects:

- Maintenance or general repair of existing infrastructure
- A legal or statutory requirement
- A continuation of multi-year projects (contractual obligations, etc.)
- Implementation of legislative (Council) goals and objectives

- Ability to leverage outside sources such as grants, mitigation, impact fees and low interest loans
- An acquisition or development of new facilities

2021-2026 CFP Overview

The capital projects described in this year's six-year CFP have been planned for years in advance. The CFP is the product of many separate but coordinated planning documents, each focusing on a specific type of facility (drinking water, wastewater, stormwater, parks, transportation, etc.). The City's Comprehensive Plan establishes the goals and policies along with projected population growth. Then the various Master Plans are developed to identify the specific need, location, and timing of future projects.

The cost of the 2021 CFP projects total \$28,427,243, a 7 % increase over 2020. The 2021 increase is primarily related to utility (Drinking Water and Wastewater) and Transportation projects.

The 2021-2026 CFP totals \$173,578,866. This is an increase of 11 % from the 2020 - 2026 plan. The overall variance in the 2021-2026 CFP is due to increases in Transportation by 20%, and Drinking Water by 25% , a 56% decrease in General Facilities, and bringing Fire Department and Waste ReSources projects into the CFP for the first time.

The specific chapters of this document provide more detailed information on each of the sections. Below is a high-level summary of those sections.

2021 CFP Changes

This year's CFP includes several changes to improve communication around project implementation, provide a 20-year project outlook, provide consistency with governmental accounting standards, and incorporate the Fire Department's capital projects.

- Project implementation changes: In previous years, some capital projects were presented in the current year CFP for the purpose of setting aside funds for future year projects. In this year's CFP, all costs identified for 2021 represent capital projects the City plans to continue, or begin work on, in 2021. Also, the CFP now includes a high-level 7-20 year look at long-term project costs.
- Governmental Accounting Standard changes:
 - In 2021, the CFP no longer incorporates debt service as a capital cost. Debt service is an operating cost and therefore included in the City's Operating Budget. As some CFP-related revenue is used to support debt service, debt service information is included in the CFP narrative sections for informational purposes only.
 - The Hazardous Tree Program is not a capital cost and will now appears in the Operating Budget.
- Fire Department: The Fire Department's capital projects related to facilities and large apparatus equipment are now included in the CFP.

Parks

The Olympia Metropolitan Park District (OMPD) is a separate taxing authority and generates revenue through a property tax for park land acquisition, development, improvements and maintenance of the new parks. In 2021, the 2 % voter-approved utility tax and 1 % of non-voted utility tax (on electric, gas and telephone utilities) is also dedicated to park land acquisition. In 2021, a few highlights of the \$4.6 million Parks capital program include: Yauger Park Backstop Replacements, Grass Lake Nature Park Trail Improvements, Stevens Fields #2 Turf and Lights, and Dog Park Construction.

The next Parks Master Plan update is scheduled for 2022.

Transportation

Transportation projects for 2021-2026 improve access and safety for all users of the transportation system and invest in maintain the system's existing infrastructure. Highlights from Transportation's \$7.3 million capital projects include: improvements on Franklin Street from State Avenue to Legion way, Fones Road (Pacific Avenue to 18th Avenue) and the annual chip sealing projects for pavement preservation.

For 2021, the Transportation capital projects have been categorized to be more consistent with the Transportation Master Plan that was adopted in 2021.

Drinking Water Utilities

In the Drinking Water Utility, significant investments are planned in the future to develop adequate and redundant water sources and maintain water quality in compliance with Federal and State safe drinking water standards. In 2021, highlights of the \$7.44 million projects include three projects related to developing and maintaining a water reservoir system that provides adequate water storage and "chlorine contact time" in compliance with Federal and Sate safe drinking water standards; Elliot Avenue Reservoir & Seismic Retrofits, Fir Street Reservoir & Valve House Retrofits and the Boulevard Road Reservoir Rehabilitation Construction.

The next Drinking Water Master Plan update is scheduled for 2021.

Stormwater Utility

The Stormwater Utility is responsible for correcting flooding problems, protecting water quality and enhancing aquatic habitat. The \$1.6 million Stormwater CFP includes Ellis Creek/East Bay Drive Fish Passage and rehabilitating several City-owned storm ponds.

The next Stormwater Master Plan update is scheduled for 2024.

Wastewater Utility

To reduce the risk of sewage releases, the Wastewater Utility has projects in three main categories: repair and replacement of aging and damaged transmission and collection pipes, rehabilitation of lift stations, and sewer pipe extension projects.

To improve reliability and reduce the potential for sewage releases, the Wastewater Utility plans to rehabilitate at least one lift station every two years. Rehabilitation brings aging lift stations up to current standards, typically by increasing pumping capacity, providing backup power generators and providing emergency bypass pumping capabilities.

In 2021, highlights the 2021 \$6.11 million capital Wastewater projects include projects in each of the three main categories; cured-in pipe replacements; Old Port 1 Lift Station and Percival Creek Utility Bridge.

The next Wastewater Master Plan update is scheduled for 2025.

It is an ongoing challenge to provide a full range of utility services at the level our community members demand without causing affordability challenges for some customers. We appreciate the community members who serve on the Utilities Advisory Committee (UAC) and work with us to ensure our rates remain affordable and in balance with the investments needed to deliver quality services and capital projects.

Waste ReSources Utility

Waste ReSources provides municipally operated solid waste collection, disposal and diversion services, including education and outreach to residents, businesses and visitors. In 2006, the City Council adopted a Zero Waste Resolution that set forth a new direction for the Utility and guided the development of the Toward Zero Waste: Olympia's Waste ReSources Management Plan.

In the 2021 CFP, Waste ReSources continues the facility planning, design and construction of a new maintenance facility. The facility is currently planned to be located on Carpenter Road within a few miles of the Thurston County Waste and Recovery Center.

The next Waste ReSources Master Plan update is scheduled for 2021.

General Capital Facilities

General government facilities are designed to meet a broad spectrum of needs including City-owned buildings and improvements related to the Americans with Disabilities Act (ADA) Program.

An updated building condition assessment was completed in 2019 and projects were updated for 2020 and 2021. Based on the report, the City's future facility repair and replacement costs are estimated to exceed \$31 million over the next five years. This CFP allocates \$902,743 to address some of the most critical repairs including Timberland Library and both the Main and East Fire Stations.

Fire Department

And this year, the CFP welcomes our own Fire Department in the CFP process. This will be the first year the Fire Department's capital projects are included in the CFP, including both facilities and large fire apparatus equipment. Projects identified for the years 2022 through 2026 include a major remodel to Fire Station 2 and several new or replacement fire trucks and aid units.

Home Fund Capital Fund

In 2018, voters approved raising the sales tax 1/10 of 1% for housing and housing-related services. 65% of the new sales tax revenue is being used to increase housing supply. In 2019, City Council awarded \$1.1 million to a partnership that is planning 60 new shelter beds and 60 new supportive housing apartments at 2828 Martin Way. That partnership is led by Interfaith Works and the Low Income Housing Alliance. They will also be pursuing State Housing Trust Fund dollars and Federal Low Income Housing tax credits to help fund construction. The property for this development was purchased by the Home Fund. This CFP provides just \$1.2 million in sales tax funding for 2021 to support the last year of debt service on a previously obtained interfund loan and for other affordable housing projects or property acquisition yet to be identified.

Revenues

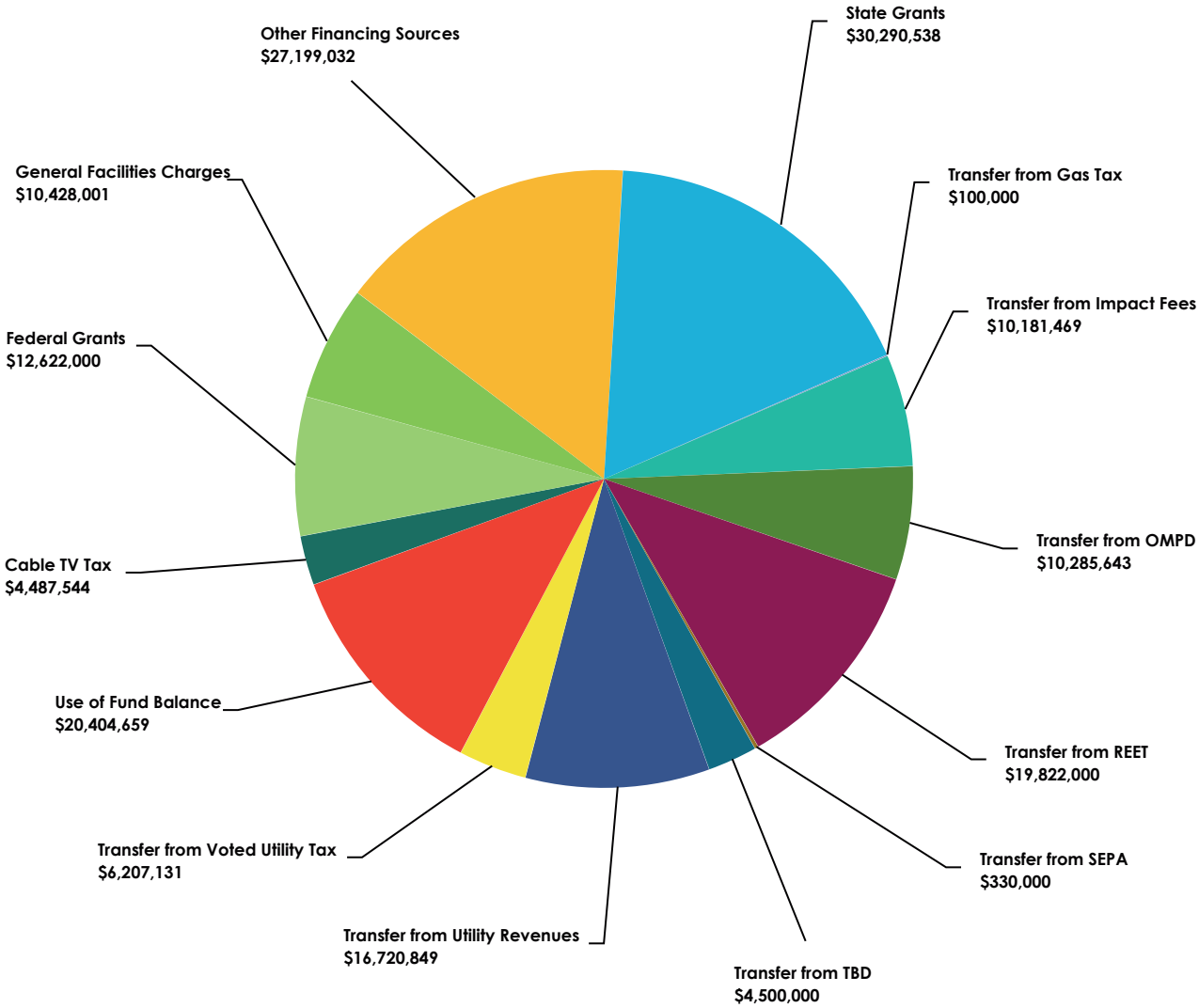
The 2021-2026 Preliminary CFP continues to benefit from the new revenues the City receives from the Olympia Metropolitan Park District (OMPD) which was formed in 2017. Parks is planning to invest over \$10.2 million of OMPD funds in capital projects over the next six years. The CFP also calls for the 2 % Voted Utility Tax and the 1 % Non-Voted Utility Tax to cover costs of purchasing new park properties and provide debt service on previously issued bonds for park acquisitions. It will also generate funds for future Councils to approve emerging park opportunities.

During the first half of 2020, Olympia's Real Estate Excise Tax (REET) has slowed. For 2021, REET revenue is projected at \$2 million, a 6 % reduction over the original 2020 estimate. For 2021, the CFP utilizes \$4.5 million in REET funding to support Transportation projects, including the \$2 million in 2021 projections and the remaining coming from the REET Fund fund balance.

Last November, Washington voters passed Initiative 976 (I-976), aimed at reducing vehicle license tabs to \$30 per year. The initiative, which put Olympia's Transportation Benefit District (TBD) revenue at risk, initially received an injunction from the Washington State Supreme Court to allow time for several jurisdictions to challenge its validity in court. The State Supreme Court eventually ruled the initiative unconstitutional, allowing TBDs throughout the State to continue assessing a fee on vehicle licenses.

In 2015, the City started collecting six percent utility tax on cable TV. The revenue is used to address major maintenance on City-owned Buildings, ADA improvements and Hazard Trees. In 2016 and 2017, the new tax generated over \$1 million annually. However, with viewers now finding more and more alternatives to cable TV, this revenue source began trending downward since 2018. In 2020, cable utility tax has somewhat stabilized. For 2021, Cable Tax is projected at \$847,000, is a slight decrease over the 2020 projection of \$860,000.

2021-2026 CFP Project Funding by Source
\$173,578,866



	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Cable TV Tax	\$847,000	\$804,650	\$764,418	\$726,197	\$689,887	\$655,392	\$4,487,544
Federal Grants	\$289,750	\$1,839,000	\$990,000	\$3,618,250	\$1,293,125	\$4,591,875	\$12,622,000
General Facilities Charges	\$1,738,000	\$1,738,000	\$1,738,000	\$1,738,000	\$1,738,000	\$1,738,001	\$10,428,001
Other Financing Sources	\$2,360,580	\$4,228,575	\$6,577,474	\$2,986,975	\$4,386,114	\$6,659,314	\$27,199,032
State Grants	\$1,103,969	\$2,592,687	\$7,560,425	\$4,617,675	\$3,590,216	\$10,825,566	\$30,290,538
Transfer from Gas Tax	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Transfer from Impact Fees	\$2,809,863	\$2,981,606	\$1,000,000	\$140,000	\$2,150,000	\$1,100,000	\$10,181,469
Transfer from OMPD	\$1,973,800	\$837,881	\$908,006	\$951,177	\$3,694,838	\$1,919,941	\$10,285,643
Transfer from REET	\$4,566,000	\$5,481,000	\$525,000	\$2,400,000	\$3,950,000	\$2,900,000	\$19,822,000
Transfer from SEPA	\$40,000	\$0	\$100,000	\$100,000	\$90,000	\$0	\$330,000
Transfer from TBD	\$1,200,000	\$2,400,000	\$900,000	\$0	\$0	\$0	\$4,500,000
Transfer from Utility Revenues	\$2,954,361	\$3,261,038	\$3,303,897	\$2,169,822	\$2,403,423	\$2,628,308	\$16,720,849
Transfer from Voted Utility Tax	\$46,200	\$1,746,836	\$2,597,491	\$1,018,166	\$348,861	\$449,577	\$6,207,131
Use of Fund Balance	\$8,497,720	\$5,852,487	\$42,214	\$983,476	\$0	\$5,028,762	\$20,404,659
Total	\$28,427,243	\$33,863,760	\$27,006,925	\$21,449,738	\$24,334,464	\$38,496,736	\$173,578,86

Revenue Sources Available for the 2021-2026 Planning Period

- **Utility Projects**

City Drinking Water, Wastewater, Storm and Surface Water and Waste ReSources utilities are operated like businesses and must be self-sustaining. They do not receive support from the City's General Fund. Utility capital projects are funded through a combination of general facility charges, utility rates, developer improvements, revenue bonds and low or no interest state loan programs. In addition, State and Federal grants also play an important role in funding utility projects. The one Waste ReSources utility project is funded via user utility rates.

- **Non-Utility Projects**

Parks, Transportation and General Capital Facilities projects are funded with general revenue, grants, cost sharing with neighboring jurisdictions (on shared projects), local improvement districts (LIDs), developer contributions, impact fees and Real Estate Excise Tax (REET) (1/2 of 1% on real estate sales), and Utility taxes. The City is at the statutory limit (six percent) for utility taxes, which may be imposed by the Council without a public vote. Of that six %, currently, one percent goes directly to the Capital Facilities Plan for general plan support. Another one half of a percent goes to the General Fund for park maintenance on capital projects. In addition, in September 2004, the voters approved a 3% increase in the Utility Tax above the 6% limit on non-municipal utilities (electric, gas and telephone), bringing the total Utility Tax assessed to 9%. Of the 3% voter approved increase, 2% is allocated for Parks and 1% for Pathways/Sidewalks.

6% Non-Voted Utility Tax	3% Voter Approved Utility Tax
4.5% General Fund	2.0% Parks
0.5% Parks Capital Projects*	1.0% Pathways/Sidewalks
0.5% General Facilities Capital Projects**	
*Temporarily reallocated to Parks capital projects and maintenance to 2030	
**Temporarily reallocated to Parks capital projects and maintenance to 2026	

Voter-Approved Debt

State law limits bonded debt to 2.5% of Assessed Value (AV) of taxable property. The amount of non-voted debt plus voter-approved debt may not exceed the 2.5% of assessed value limit.

Based on an assessed value as of about \$8 billion, the City has a calculated total of \$201 million in capacity for General Purpose voter-approved bond; bonds paid back through an excess property tax levy. That capacity is reduced by both outstanding voted and outstanding non-voted debt, currently at \$7.4 million and \$54 million, respectively. The adjusted remaining available voter-approved debt capacity is approximately \$139 million.

The City also has capacity for another 2.5% of AV (or \$201 million) of voter approved debt capacity for open space, park and capital facilities purposes.

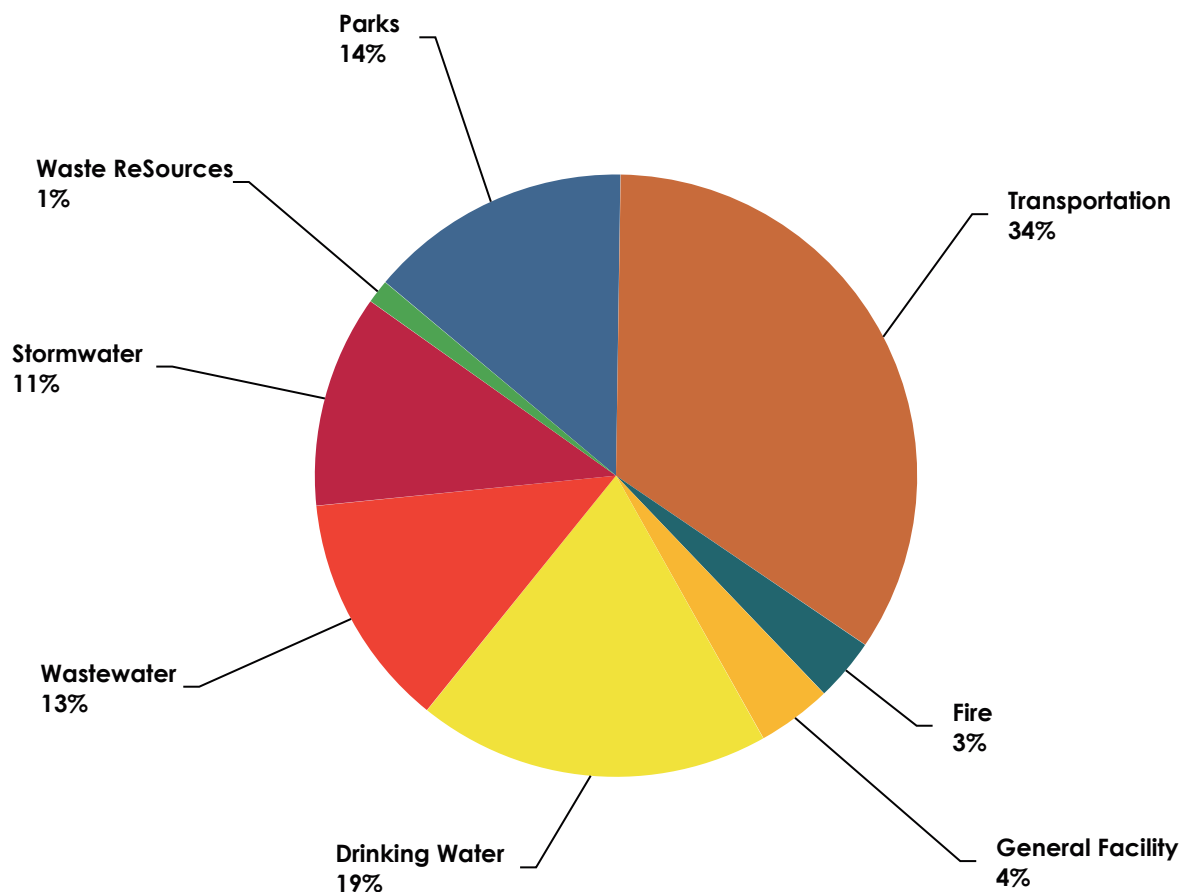
Non-Voted Debt

The City has \$120 million in non-voted general obligation bonding capacity (councilmanic) and presently has about \$54 million of that amount uncommitted and available to use to finance projects. The City Council deliberates carefully before authorizing this method of financing as the City's existing operating revenues must be used for repayment.

Capital Costs of Proposed Projects in the 2021-2026 Financial Plan

Capital project costs for the City's 2021 - 2026 six-year capital facilities planning period total \$173,578,866. The chart below illustrates the percentage of the plan's six-year capital costs attributed to each program category. The table that follows illustrates planned capital costs by program category and the planned year of expenditure.

2021-2026 CFP Project Costs by Program \$173,578,866



	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total	Total %	2021 %
Parks	\$4,623,961	\$4,444,005	\$955,497	\$1,209,343	\$8,243,699	\$5,069,518	\$24,546,023	14%	16%
Transportation	\$7,366,000	\$12,495,000	\$11,675,000	\$10,150,000	\$4,840,000	\$12,914,500	\$59,440,500	34%	26%
Fire	\$0	\$1,020,000	\$3,369,000	\$312,000	\$0	\$1,150,000	\$5,851,000	3%	0%
General Facility	\$902,743	\$3,204,650	\$764,418	\$726,197	\$689,887	\$655,392	\$6,943,287	4%	3%
Drinking Water	\$7,447,681	\$5,474,457	\$2,938,110	\$2,966,298	\$5,219,423	\$8,835,071	\$32,881,040	19%	26%
Wastewater	\$6,114,000	\$3,661,000	\$3,622,000	\$3,111,000	\$1,548,000	\$3,816,000	\$21,872,000	13%	22%
Stormwater	\$1,604,858	\$3,196,648	\$3,314,900	\$2,606,900	\$3,425,455	\$5,688,255	\$19,837,016	11%	6%
Waste ReSources	\$368,000	\$368,000	\$368,000	\$368,000	\$368,000	\$368,000	\$2,208,000	1%	1%
Total	\$28,427,243	\$33,863,760	\$27,006,925	\$21,449,738	\$24,334,464	\$38,496,736	\$173,578,866	100%	100%

Readers Guide

Executive Summary

Provides a summary of project costs and funding sources included in the 2021-2026 six-year planning window.

Section 1: Introduction

Overview of the Capital Facilities Planning

Defines the purpose of the Capital Facilities Plan (CFP), statutory requirements, and methodologies used to develop the CFP in its entirety.

Comprehensive Plan Goals and Policies

Identify the policy direction for how capital facilities will be provided in the City at adopted Level of Service (LOS) standards and for projected growth.

Frequently Asked Questions

Designed to answer the most commonly asked questions about the CFP, as well as assist the reader in better understanding elements of the Plan.

Section 2: Financial Overview

Long Term Financial Strategies

Key financial principles the City uses when making financial decisions.

Debt Limitations

Explains the amount of money the City of Olympia can legally borrow. This is important because some capital projects are financed with debt resources.

Funding Sources/Dedicated Revenues

Identifies the revenue sources used by the City to finance capital projects. Charted trends on collection of impact fees, Real Estate Excise Taxes and Utility Taxes are provided in this section.

Section 3: New Projects

New Projects

Provides a brief description of all new capital projects and the expected end result of the project. This provides the Council and community members a way to see how their money is being spent.

Program Sections

The nine program sections include the specific projects proposed for the 2021-2026 six-year financial plan. All sections include:

- Introductory Narrative
- Individual Program Information
- Debt Information, if applicable
- Program financial summary table summarizing proposed costs
- Funding sources
- Long Term Needs & Financial Planning

Section 4: Parks, Arts and Recreation

Section 5: Transportation

Section 6: Fire

Section 7: General Capital Facilities

Section 8: Drinking Water

Section 9: Wastewater

Section 10: Storm and Surface Water

Section 11: Waste ReSources

Section 12: Home Fund

Section 13: Miscellaneous Reports

Public Facilities Inventory

Section 14: Glossary

Glossary of terms

Acronyms

Section 15: Olympia School District CFP

The latest published version of the Olympia School District Capital Facility Plan can be accessed online at osd.wednet.edu. The School District's Plan information is included in this document as the City charges and collects impact fees on the District's behalf. Once collected, fees are forwarded on to the District. Any questions regarding the District's projects or school impact fees can be directed to the Olympia School District.

An Overview of Capital Facilities Planning

In 2016, the Council accepted the City's first Action Plan. The Action Plan is organized into five focus areas: Community; Health and Safety; Downtown; Economy; Environment; and Neighborhoods. Each focus area includes strategies and actions to achieve the desired outcomes outlined in the 20-year Comprehensive Plan vision and indicators for tracking and reporting on progress towards that vision.

What Are Capital Facilities and Why Do We Need to Plan for Them?

Capital facilities are all around us. They are the public facilities we all use on a daily basis - streets, parks and public buildings like the Timberland Regional Library and Olympia Center. They also include our public water systems that bring us pure drinking water and the sanitary sewer systems that collect our wastewater for treatment and safe disposal. Even if you don't live in the City, you use capital facilities every time you drive, eat, shop, work, or play here. While a CFP does not cover day-to-day maintenance, it does include major renovation and repair projects when our public facilities are damaged or deteriorated to the point that they need to be rebuilt.

The planning period of the CFP is 20 years, the first six years are known as the Six-Year Financial Plan. Expenditures proposed for the first year of the program are incorporated into the Annual Budget as the Capital Budget (adopted in December of each year).

One of the most important aspects of the CFP process is that it is continually reviewed, evaluated and updated. New information and evolving priorities require frequent review. Each time the review is carried out, it must be done comprehensively and through a public process.

All of these facilities are planned for years in advance to assure they are available and adequate to serve our community. This type of planning involves determining when and where facilities will be needed, how much they will cost, and how they will be paid for. It is important to note that the CFP is a planning document. It includes timeline estimates based on changing dynamics related to growth projections, project schedules, or other assumptions.

To help identify when, where and which projects are needed, the City adopts master plans for the four utilities and Parks, Arts, and Recreation. The master plans provide more detail about the types of facilities needed. The projects listed in these master plans are prioritized. Ideally the timeframe, location and project cost estimates are provided. Projects identified in the master plans inform the CFP six-year financial plan for capital investments.

- Olympia Sea Level Rise Response Plan
- Parks, Arts and Recreation Plan
- Regional Climate Mitigation Plan
- Storm and Surface Water Plan
- Transportation Master Plan
- Waste ReSources Management Plan
- Wastewater Management Plan
- Water System Plan

These master plans are informed by the Comprehensive Plan in several meaningful ways. For example, the Comprehensive Plan identifies the projected population growth anticipated and the Future Land Use Map shows where certain land uses will be located over time. Additionally, level of service standards are adopted that define the quality of services the community expects the City to provide.

The State Growth Management Act (GMA) and Its Effect on the Capital Facilities Planning Process

The GMA requires that comprehensive plans guide growth and development so they are consistent with the 13 State planning goals, plus a shoreline goal. These goals must be balanced locally.

The GMA requires that Olympia and most other jurisdictions write, adopt and implement local comprehensive plans that guide development activity within their jurisdictions and associated Urban Growth Areas (UGA) over the next 20 years.

Each jurisdiction is required to coordinate its comprehensive plan with the plans of neighboring jurisdictions. Unincorporated areas located within designated UGAs must be planned through a joint process involving both the City and the County.

Consistency with the Remainder of Olympia's Comprehensive Plan

All chapters within the Comprehensive Plan must be “internally consistent”, meaning all of the chapters must be consistent and support each other. When it comes to the CFP, it must show how the City will provide the capital facilities needed to implement the city's vision for the future at the adopted levels of service. The consistency requirement extends to the capital budget, which means the city must budget to build the needed capital facilities.

Concurrency and Levels-of-Service Requirements

The Growth Management Act requires jurisdictions to have capital facilities in place and readily available when new development occurs or as service area population grows. This concept is known as concurrency. Specifically, this means that:

- All public facilities necessary to serve new development and/or a growing service area population must be in place when it is needed. If not, a financial commitment must be made to provide the facilities within six years of the time they are needed; and
- There must be enough facilities to serve the population and/or new development. The facilities must meet an estimated minimum standard. These standards are set at the local level and they are referred to as “Levels of Service.”

Levels of service is how the City measures capacity. For example: acres of park land per capita, vehicle capacity of intersections or water pressure per square inch. Local standards are influenced by community member input, City Council and Planning Commission recommendations, national standards, federal and state mandates and the standards of neighboring jurisdictions.

If a jurisdiction is unable to provide or finance capital facilities that meet the minimum level of service requirements, it must either: (a) adopt and enforce ordinances which prohibit approval of proposed development, or (b) lower established standards for levels of service. Transportation facilities are reviewed a little bit differently than other public facilities. The GMA requires that transportation

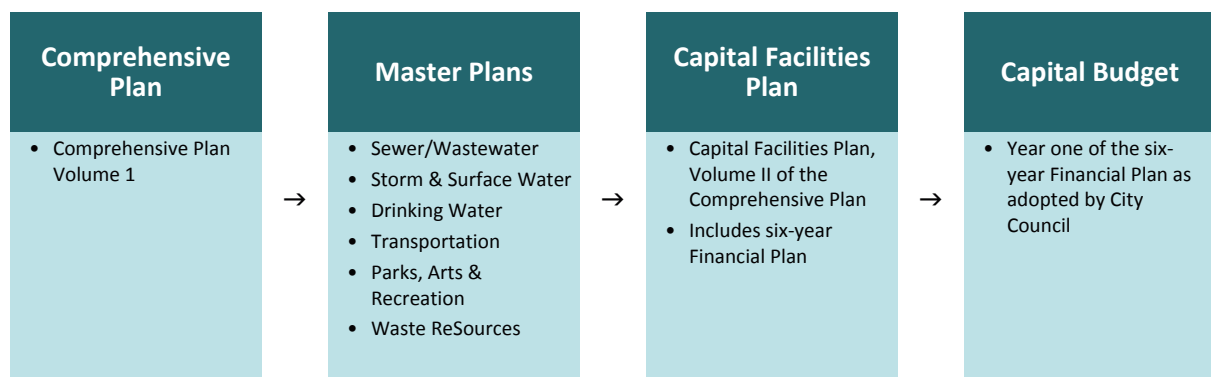
improvements or strategies to address the impacts of proposed development projects need to be made concurrently with land development. “Concurrent with the development” is defined by the GMA to mean that any needed “improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.”

Jurisdictions may include concurrency requirements for other types of facilities besides transportation if it is identified in the Comprehensive Plan and currency ordinances are adopted for those facilities. Otherwise, the City is required to reassess its level of service standards at least every eight years during the periodic update of the Comprehensive Plan.

Determining Where, When and How Capital Facilities Will Be Built

In planning for future capital facilities, several factors are considered. Many are unique to the type of facility being planned. The process used to determine the location of a new park is very different than the process to locate a new sewer line. This capital facilities plan is the product of many separate but coordinated planning documents, each focusing on a specific type of facility. Future sewer requirements are addressed via a sewer plan, parks facilities through a parks and recreation plan, urban trail facilities through an urban trails plan, etc. Related plans can also be regional in nature, such as the Regional Urban Trails Plan, Regional Transportation Plan, Sustainable Thurston and the Thurston Climate Mitigation Plan currently under development.

Some capital facilities projects are not included in the Comprehensive Plan because they do not fall into one of the standard growth management chapters. Nonetheless, many of the projects are vital to the quality of life in Olympia. The Farmers Market and City Hall are examples of this. In addition, recommendations from the public, advisory boards, and the Olympia Planning Commission are considered when determining types and locations of projects. The Illustration below shows how the City’s Comprehensive Plan directly impacts the other plans, and ultimately the CFP. The various elements of the Comprehensive Plan affect the type and capacities of capital facilities required.



How Citizens Can Get Involved in the Capital Facilities Plan

The City of Olympia strives to create a CFP which truly responds to the needs of the community. The City encourages community members, community groups, businesses and other stakeholders to work with staff and the Olympia Planning Commission to merge their suggestions into the various Master Plans. Projects and policies are continually monitored and modified in the long-term plans, like the Comprehensive Plan or the Master Plans. These updates usually include a public process with input from associated City boards and commissions. See the Capital Facilities Plan Calendar of Events on the City website for public hearing dates.

Population Forecasts for Olympia's Urban Growth Area (UGA)

Comprehensive Plans and CFPs must address projected population growth within a jurisdiction's UGA. The Thurston Regional Planning Council (TRPC) anticipates Olympia will grow roughly 25 percent between 2015 and 2035, or from 51,020 to 68,460 persons. The fastest growing parts of the City will continue to be the West and Southeast areas.

Joint Projects and Projects by Other Jurisdictions

Several of the projects listed within this document will be coordinated with other jurisdictions or agencies. A stormwater project, for instance, may address a drainage problem that ignores City or UGA boundaries. A transportation project may involve upgrading a roadway that crosses the City Limits. On these types of projects, joint planning and financing arrangements are made and detailed on the individual project's worksheet.

For example, Thurston County has several "county only" parks or transportation projects planned within Olympia's unincorporated UGA. Under the joint planning agreement established between the City and Thurston County, initial financing and construction of these projects falls under County coordination. For more detail, please refer to the Thurston County CFP.

Capital Facilities Not Provided by the City

The GMA also requires that jurisdictions plan for and coordinate with other entities, such as schools, solid waste providers, and regional wastewater treatment agencies. These facilities are planned for and provided throughout the UGA by the various school districts, the Thurston County Department of Solid Waste, and the LOTT Wastewater Alliance.

The City of Olympia charges school impact fees on behalf of the Olympia School District. The District's CFP is included at the end of this document. The LOTT Wastewater Alliance functions as a regional agency providing wholesale wastewater resource treatment and management services in the public's interest. Therefore, the LOTT Alliance capital facilities are not included in this document.

What is Not Included in This CFP Document?

This Capital Facilities Plan does not include information on previously funded capital projects that are still in progress. If the project is currently active and requires additional funding in the future, it is included in this plan.

Routine maintenance operations are included in the City's operating budget. When new or upgraded facilities are planned, it is important to consider the impact the facilities will have to the operating budget. For example, developing a new park will require construction of improvements such as sidewalks, access and parking, lighting, restrooms, play equipment, and fields and lawn areas, which are funded through the capital budget. The new park will also require on-going maintenance and other expenses like lawn mowing, utility expenses and minor repairs. These types of expenses are funded through the operating budget.

Limitation of Funding Sources

Capital facilities require substantial financial investments. It is important to note that most of the funding sources can only be used on specific types of projects. For example, monies from the water utility cannot be used to build new play equipment in a City park.

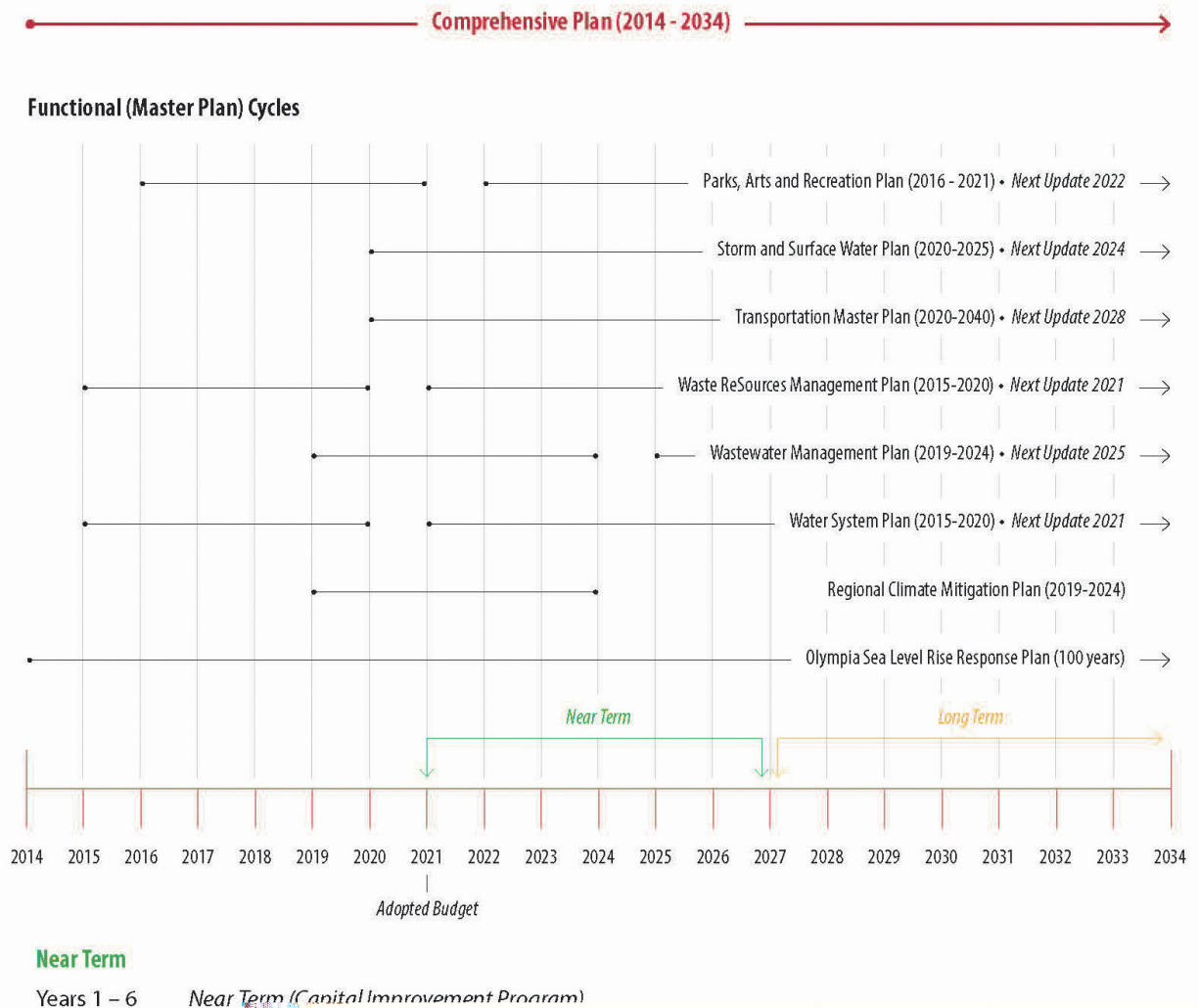
Planning Cycles

The City is required to update its Comprehensive Plan at least every eight years. Several of the Master Plans are required to be updated on differing cycles. Balancing these rotating schedules can be challenging. As each plan is updated, it is reviewed for consistency with the other plans, to ensure the City is working to provide the facilities needed to implement the Comprehensive Plan at the adopted levels of service standards.

The bottom line is that the City is working to ensure the capital facilities the community depends on are planned and provided for, understands how much these will cost and has identified how they will be financed.

Planning and Budget Cycles

The City is required to update its Comprehensive Plan every eight years. Several of the Master Plans are required to be updated on different cycles. Balancing these rotating schedules can be challenging. As each plan is updated, it is reviewed for consistency with the other plans, to ensure the city is working to provide the facilities needed to implement the Comprehensive Plan at the adopted levels of service standards.



Key Terms

Capital Facilities Plan (CFP)

A 20-year plan to implement the comprehensive plan vision, showing how the city will provide urban governmental services at adopted levels of service standards for the existing and projected population growth in the City and Urban Growth Area. It includes projected timing, location, costs and funding sources for capital projects. The CFP identifies which capital facilities are necessary to support development/growth. Projects in the CFP are directly related to the applicable master plan or functional plans, such as the Parks, Arts and Recreation Plan, the Storm and Surface Water Plan, and other similar plans. The CFP is an element of the Comprehensive Plan, which is required to be internally consistent with the other chapters of the plan and the City budget.

Six-Year Financial Plan

A six-year financially constrained plan of identified projects, anticipated costs, and proposed funding sources that is part of the Capital Facilities Plan.

Capital Improvement

A project to create, expand or modify a capital facility. The project may include design, permitting, environmental analysis, land acquisition, construction, landscaping, site improvements, initial furnishings and equipment.

Capital Budget

The approved annual budget for capital facilities, as adopted by the City Council. The Capital Budget is “Year one” of the Capital Investment Strategy.

Capital Facilities

A structure, improvement, piece of equipment or other major asset such as land that has a useful life of at least five years. Capital facilities are provided by or for public purposes and services including, but not limited to, the following:

- Bikeway and Disability Access Ramps
- Detention Facilities
- Drinking Water
- Fire and Rescue
- Government Offices
- Law Enforcement
- Libraries
- Open Space
- Parks (Neighborhood and Community)
- Public Health
- Recreational Facilities
- Roads
- Sanitary Sewer
- Sidewalks
- Solid Waste Collection and Disposal
- Stormwater Facilities
- Street Lighting Systems
- Traffic Signals

Additional terms are defined in the Glossary.

CFP Comprehensive Plan Goals and Policies

The CFP is a required element of our 20-year Comprehensive Plan. The following are long-term goals and policies to guide the CFP:

- **Goal 1**

The Capital Facilities Plan provides the public facilities needed to promote orderly compact urban growth, protect investments, maximize use of existing facilities, encourage economic development and redevelopment, promote private investment, increase public well-being and safety and implement the Comprehensive Plan.

- **Policy 1.1**

Annually review, update and amend a six-year Capital Facilities Plan that:

- a. Is subject to annual review and adoption, respectively, by the Planning Commission and City Council.
- b. Is consistent with the Comprehensive Plan, master plans and adopted investment strategies.
- c. Defines the scope and location of capital projects or equipment.
- d. States why each project is needed and its relationship to established levels of service.
- e. Includes project construction costs, timing, funding sources and projected operations and maintenance impacts.
- f. Serves as the City's plan for capital project development.
- g. Includes an inventory of existing capital facilities and a forecast of capital facility needs.
- h. Monitors the progress of capital facilities planning with respect to rates of growth, development trends, changing priorities and budget and financial considerations.
- i. Considers needs and priorities beyond the six-year time horizon.
- j. Is coordinated with Thurston County and the Olympia School District if school impact fees are being charged.

- **Policy 1.2**

Encourage active community member participation throughout the process of developing and adopting the Capital Facilities Plan. Provide the public with adequate time to review and respond to the Plan and related proposals.

- **Policy 1.3**

Support joint development and use of facilities such as parks and museums, and protection of shared resources such as critical areas and open space.

- **Policy 1.4**

Coordinate with other capital facilities service providers to keep each other current, maximize cost savings and schedule and upgrade facilities efficiently.

– **Policy 1.5**

Evaluate and prioritize proposed capital improvement projects using the following long-term financial strategy principles and guidelines:

- a. Do projects well or not at all.
- b. Focus programs on Olympia residents and businesses.
- c. Preserve and maintain physical infrastructure.
- d. Use an asset management approach to the City's real estate holdings.
- e. Use unexpected one-time revenues for one-time costs or reserves.
- f. Pursue innovative approaches.
- g. Maintain capacity to respond to emerging community needs.
- h. Address unfunded mandates.
- i. Selectively recover costs.
- j. Recognize the connection between the operating and capital budgets.
- k. Utilize partnerships wherever possible.
- l. Stay faithful to City goals over the long run.
- m. Think long-term.

– **Policy 1.6**

Ensure that capital improvement projects are:

- a. Financially feasible.
- b. Consistent with planned growth patterns provided in the Comprehensive Plan.
- c. Consistent with State and Federal law.
- d. Compatible with plans of State agencies.
- e. Sustainable within the operating budget.

– **Policy 1.7**

Give priority consideration to projects that:

- a. Are required to meet State or Federal law.
- b. Implement the Comprehensive Plan.
- c. Are needed to meet concurrency requirements for growth management.
- d. Are already initiated and to be completed in subsequent phases.
- e. Renovate existing facilities to remove deficiencies or allow their full use, preserve the community's prior investment or reduce maintenance and operating costs.
- f. Replace worn-out or obsolete facilities.
- g. Promote social, economic and environmental revitalization of commercial, industrial and residential areas in Olympia and its Growth Area.
- h. Are substantially funded through grants or other outside funding.
- i. Address public hazards.

– **Policy 1.8**

Adopt each update of this Capital Facilities Plan as part of the Comprehensive Plan.

- **Policy 1.9**
Adopt by reference updates of the Olympia School District Capital Facilities Plan as part of this Capital Facilities element. Identify and recommend to the District that it revise any elements of the School District’s plan that are inconsistent with the Comprehensive Plan.
- **Policy 1.10**
Monitor the progress of the Capital Facilities Plan on an ongoing basis.
- **Policy 1.11**
Recognize the year in which a project is carried out, or the exact amounts of expenditures by year for individual facilities, may vary from that stated in the Capital Facilities Plan due to:
 - a. Unanticipated revenues or revenues that become available to the City with conditions about when they may be used.
 - b. Change in the timing of a facility to serve new development that occurs in an earlier or later year than had been anticipated in the Capital Facilities Plan.
 - c. The nature of the Capital Facilities Plan as a multi-year planning document. The first year or years of the Plan are consistent with the budget adopted for that financial period. Projections for remaining years in the Plan may be changed before being adopted into a future budget.
- **Goal 2**
As urbanization occurs, the capital facilities needed to direct and serve future development and redevelopment are provided for Olympia and its Urban Growth Area.
 - **Policy 2.1**
Provide the capital facilities needed to adequately serve the future growth anticipated by the Comprehensive Plan, within projected funding capabilities.
 - **Policy 2.2**
Plan and coordinate the location of public facilities and utilities to accommodate growth in advance of need, and in accordance with the following standards:
 - a. Coordinate urban services, planning and standards by identifying sites for schools, parks, fire and police stations, major stormwater facilities, greenbelts and open space consistent with goals and policies promoting compact growth in the Comprehensive Plan prior to development. Acquire sites for these facilities in a timely manner and as early as possible in the overall development of the area.
 - b. Assure adequate capacity in all modes of transportation, public and private utilities, municipal services, parks and schools.
 - c. Protect groundwater from contamination and maintain groundwater in adequate supply by identifying and reserving future supplies well in advance of need.
 - **Policy 2.3**
Use the type, location and phasing of public facilities and utilities to direct urban development and redevelopment consistent with the Comprehensive Plan. Consider the level of key facilities that can be provided when planning for various densities and types of urban land use.
 - **Policy 2.4**
Ensure adequate levels of public facilities and services are provided prior to or concurrent with land development within the Olympia Urban Growth Area.

- **Policy 2.5**
When planning for public facilities, consider expected future economic activity.
- **Policy 2.6**
Maintain a process for identifying and siting essential public facilities consistent with State law and County wide Planning Policies.
- **Goal 3**
The City prudently manages its fiscal resources to provide needed capital facilities.
 - **Policy 3.1**
Ensure a balanced approach to allocating financial resources among: (1) maintaining existing facilities, (2) eliminating existing capital facility deficiencies, and (3) providing new or expanding facilities to serve development and encourage redevelopment.
 - **Policy 3.2**
Use the Capital Facilities Plan to integrate all of the community’s capital project resources (grants, bonds, city funds, donations, impact fees and any other available funding).
 - **Policy 3.3**
Allow developers who install infrastructure with excess capacity to use latecomers agreements wherever reasonable.
 - **Policy 3.4**
Pursue funding strategies that derive revenues from growth that can be used to provide capital facilities to serve that growth. These strategies include, but are not limited to:
 - a. Collecting impact fees for transportation, parks and open space, and schools.
 - b. Allocating sewer and water connection fees primarily to capital improvements related to urban expansion.
 - c. Developing and implementing other appropriate funding mechanisms to ensure new development’s fair share contribution to public facilities.
 - **Policy 3.5**
Assess the additional operations and maintenance costs associated with acquisition or development of new capital facilities. If accommodating these costs places a financial burden on the operating budget, consider adjusting the capital plans.
 - **Policy 3.6**
Achieve more efficient use of capital funds through joint use of facilities and services by utilizing measures such as inter-local agreements, regional authorities and negotiated use of privately and publicly owned land.
 - **Policy 3.7**
Consider potential new revenue sources for funding capital facilities, such as:
 - a. Growth-induced tax revenues.
 - b. Additional voter-approved revenue.
 - c. Regional tax base sharing.
 - d. Regional cost sharing for urban infrastructure.
 - e. County-wide bonds.
 - f. Local Improvement Districts.

- **Policy 3.8**
Choose among the following available contingency strategies should the City be faced with capital facility funding shortfalls:
 - a. Increase general revenues, rates, or user fees; change funding source(s).
 - b. Decrease level of service standards in the Comprehensive Plan and reprioritize projects to focus on those related to concurrency.
 - c. Change project scope to decrease the cost of selected facilities or delay construction.
 - d. Decrease the demand for the public services or facilities by placing a moratorium on development, developing only in served areas until funding is available, or changing project timing and/or phasing.
 - e. Encourage private funding of needed capital project; develop partnerships with Lacey, Tumwater and Thurston County (the metropolitan service area approach to services, facilities or funding); coordinate regional funding efforts; privatize services; mitigate under the State Environmental Protection Act (SEPA); issue long-term debt (bonds); use Local Improvement Districts (LID's); or sell unneeded City-owned assets.
- **Policy 3.9**
Secure grants or private funds, when available, to finance capital facility projects when consistent with the Comprehensive Plan.
- **Policy 3.10**
Reassess the Land Use Element of the Comprehensive Plan if probable funding for capital facilities falls short of needs.
- **Goal 4**
Public facilities constructed in Olympia and its Growth Area meet appropriate safety, construction, durability and sustainability standards.
 - **Policy 4.1**
Adhere to Olympia's Engineering Development and Design Standards when constructing utility and transportation related facilities.
 - **Policy 4.2**
Regularly update the Engineering Development and Design Standards.
 - **Policy 4.3**
Ensure that the Engineering Development and Design Standards are consistent with the Comprehensive Plan.
 - **Policy 4.4**
Apply value engineering approaches on major projects in order to efficiently use resources and meet community needs.

Frequently Asked Questions

What is a Capital project?

A structure, improvement, piece of equipment, or other major asset, including land, that has a useful life of at least five years. Examples of capital projects include public streets, City parks and recreation facilities, public buildings such as libraries, fire stations and community centers, public water systems and sanitary sewer systems. While capital projects do not cover day-to-day maintenance, it can include major repairs or reconstruction like a roof repair on a City-owned building.

There are a lot of projects in the CFP. How does the City decide which projects are a priority?

The projects in the CFP are identified because they meet the goals of the 20-year Comprehensive Plan and are reflected in the applicable master plan. The City uses several criteria to prioritize, including:

- Public health and safety
- Regulatory requirements
- Available funding, including State and Federal grants
- Council and Community priorities
- Public health and safety

It seems likely that a capital project may affect future operating budgets. Does this have an impact on whether or not a project will be approved and funded?

Yes. It is important that on-going maintenance needs are considered for capital improvements, as these annual expenses impact the City's operating budget.

Can money from the various funds be used on any capital facility?

No. Certain funding sources have restrictions on how they can be used. For example, revenue collected from the Olympia Metropolitan Park Fund can only be used to fund Park projects.

What is the Utility Tax and what projects does it fund?

The City Council has authority to approve, without voter approval, up to a six percent utility tax on private utilities. Five percent of the utility tax collected goes to the General Fund Operating Budget and one percent goes to fund Capital Projects.

In addition, in 2004 the City presented Olympia residents with a ballot measure to raise the utility tax to from six to nine percent. This Voted Utility Tax was approved and provides an additional two percent funding for Parks and one percent funding for Transportation to fund pathways and sidewalks.

Once a project has been approved and funded, can any part of the money be used for another project?

Yes. The City Council can, by simple majority, vote to appropriate funds to a different project. However, they are limited by the funding source and any restrictions. For example, utility funds cannot be used to build park improvement projects. In most cases, this happens when the City needs money to match a State or Federal grant. Leveraging State and Federal grants helps the City implement more capital projects for the community.

If a project was identified in the CFP and funded, will it continue to be listed until the project is completed?

If the project is in progress and continues to need funding, it will be listed. For example, some projects require funding for design. Once the design is funded and complete, the project continues to be in the CFP because money is needed for construction.

Individual project financial information seems to indicate that a specific dollar amount can be expected to be spent on the project over the next six years. Is this a correct interpretation?

No. The planning period for a CFP project is 20 years. Only expenditures and revenues proposed for the first year of the program are incorporated into the Annual Capital Budget (adopted in December of each year). It is important to note that the CFP is a planning document that includes timeline estimates based on changing dynamics related to growth projections, project schedules, new information, evolving priorities, or other assumptions. The Capital Facilities Plan is reviewed and amended annually to verify the availability of fiscal resources. Therefore, project cost estimates and timelines may change.

What happens if a project does not receive the anticipated funding over the next six years?

To address a funding shortfall, the City may delay the project, re-scope or phase the project to help reduce the cost, lower the adopted level of service standards, or reassess the land use element of the Comprehensive Plan. Such decisions are made in a public process.

Are all projects in the listed in CFP completed within six years?

No. The Capital Facilities Plan is a financial plan. The City uses it to verify that resources are available to build the facilities needed to achieve our 20-year comprehensive plan vision. Capital facilities fluctuate based on population growth, existing deficiencies, major facility maintenance and repair needs, internal operations, and Council and Community priorities. The plan is reviewed and updated annually.

What is the difference between State Environmental Policy Act (SEPA) mitigation fees and Olympia impact fees?

SEPA mitigation fees may be required for new, major developments to cover their direct impact on the natural or built environment. The specific impacts are identified in an environmental analysis completed for the project. Transportation and parks SEPA mitigation fees for developments proposed within the Urban Growth Area are the most common sources. These fees are collected from specific

development projects in or outside of the City that are likely to have an impact on facilities in the City of Olympia, and the funds can only be spent on the identified project's need to address impacts from the project.

Olympia's impact fees are charged to new development only within the City limits. The City is able to spend these fees on "system improvements" for transportation or park projects. System improvements can include physical or operational changes to existing streets, as well as new street connections that are built in one location to benefit projected needs at another location. Funds collected can only be used for projects that are specifically identified as part of the impact fee calculation. Olympia does collect impact fees on behalf of the Olympia School District based on the District's Capital Facilities Plan and forwards the fees on to the District.

Can the City collect impact fees in the Urban Growth Area?

No, the City of Olympia may not collect impact fees for projects in the Urban Growth Area.

When Olympia annexes an area where the County has a County-funded project underway, does the City assume responsibility for the project and associated project costs?

When an annexation includes capital projects that will add to Olympia's asset base, the City may negotiate related project costs as part of an interlocal agreement between the City and the County.

Calendar of Key CFP Events

Event	Month
Proposed CFP Projects due from departments	May
Present Preliminary CFP to Council	August 11
Planning Commission Public Hearing on Preliminary CFP (City and School District)	September 21
City Council Public Hearing and Discussion on Preliminary CFP	October 13
First Reading of Capital Budget	December 8
Second and Final Reading of Operating and Capital Budgets	December 15

Annual Capital Facilities Plan/Capital Budget Development & Review Process

Project Steps	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Prioritize CFP Projects based on Master Plans												
Estimate Revenues by Funding Source												
Advisory Committees Review Projects												
Distribute Preliminary CFP and 6 Year Financial Plan												
Public Involvement and Communication												
City Council Adopts CFP 6-year Financial Plan & Capital Budget												
Public Involvement and Communication	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
City Internet												
Public Hearing												
Public Meeting												
Stakeholders	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
City Council												
City Council Finance Committee												
Planning Commission												
Utility Advisory Committee												
Bicycle and Pedestrian Advisory Committee												
Parks and Recreation Advisory Committee												
Media												

Long Term Financial Strategy

The Long Term Financial Strategy is an approach to sustaining high quality services, setting priorities and making them happen. The purpose of the Long-term Financial Strategy is to look forward five to six years and provide guidance to the annual budget process.

Key Financial Principles

Make Trade-Offs

Do not initiate major new services without either:

- Ensuring that revenue to pay for the service can be sustained over time, or
- Making trade-offs of existing services.

Do It Well

If the City cannot deliver a service well, the service will not be provided at all.

Focus Programs on Olympia Residents and Businesses

However, do not exclude others from participating in these programs as well.

Preserve Physical Infrastructure

Give priority to maintaining existing infrastructure.

Use Unexpected One-Time Revenues for One-Time Costs or Reserves

One-time revenues or revenues above projections will be used strategically to fund prioritized capital projects. The City will also consider additional costs such as increased operations and maintenance.

Invest in Employees

The City will invest in employees and provide resources to maximize their productivity.

Pursue Innovative Approaches to Service Delivery

Continue to implement operational efficiencies and cost saving measures in achieving community values. Pursue partnerships and cost sharing strategies with others.

Contract In/Contract Out

Consider alternative service delivery to maximize efficiency and effectiveness.

Maintain Capacity to Respond to Emerging Community Needs

Pursue Entrepreneurial Initiatives

Address Unfunded Liabilities

Selectively Recover Costs

On a selective basis, have those who use a service pay the full cost.

Recognize the Connection Between the Operating Budget and the Capital Budget

Continuous Improvement

At All Times, Maximize Efficiencies While Achieving Community Values

Involve Citizens in Financial Decisions

Update the Long Term Financial Strategy Annually

Guidelines

What Should the City Do Every Year, Whether the Financial Forecast is Positive or Negative?

- Increase operating cost recovery (user fees)
- Pursue cost sharing

What Should the City Do in the Following Year's Budget When the Financial Forecast is Positive?

- Assess the situation
- Maintain adequate reserves (10% General Fund Emergency and Budget Revenue Stabilization)
- Use one-time revenues only for one-time expenses
- Use recurring revenues for recurring costs or for one-time expenses

- Stay faithful to City goals over the long run
- Think carefully when considering revenue cuts
- Think long-term

What Should the City Do in the Following Year's Budget When the Financial Forecast is Negative?

- Assess the situation
- Use reserves sparingly
- Reduce services
- Continue to think carefully when considering tax increases

What Should the Council Consider Before Increasing Taxes?

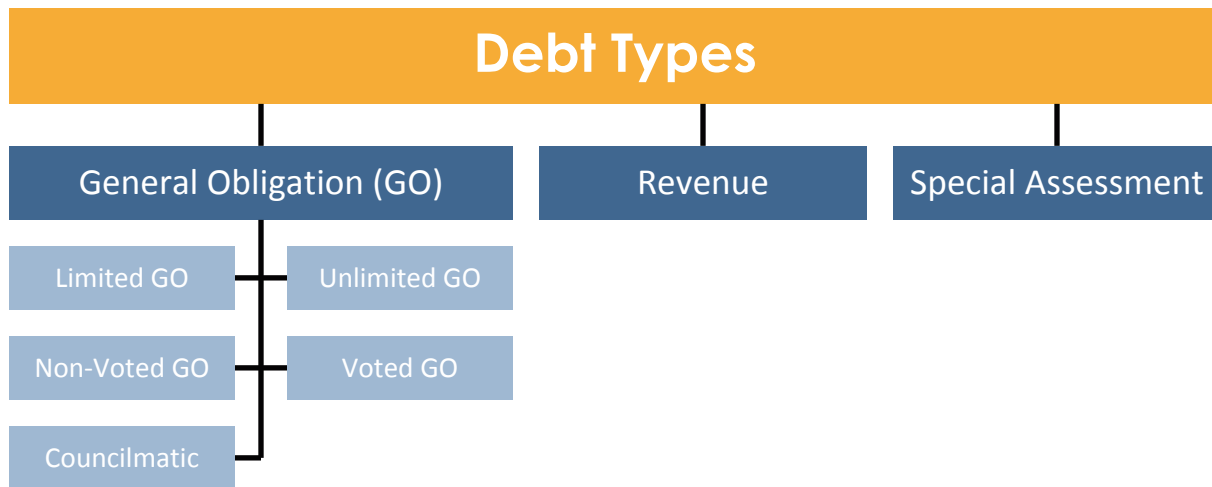
- Will the increase result in programs or services that will have a quantifiable public benefit?
- Is the tax source related and connected to the services that are to be supported by the new revenue?
- Is the increase fully justifiable in terms of need?
- Has every effort to educate community members about the tax been taken in advance of the increase?
- Are the services that are intended to be supported by the new revenue supportable into the foreseeable future?

What Should the Council Consider Before Asking Residents to Increase Taxes?

- Have efforts to educate residents about the tax been made?
- Has there been ample time for residents to debate and discuss the issue?
- Has the council taken the time to listen to residents' concerns?
- Do our residents understand what the results will be following implementation of the new tax?

Debt Types and Limitations

Local governments have three distinct types of debt that can be issued to generate funding. The debt types are often referred to with different terms, which can lead to confusion. The chart below outlines the debt types. For the purposes of this document, the terms presented in yellow will be used to describe the City's debt types.



1. **General obligation (GO)** debt is borrowing that is secured by the full faith and credit of the local government issuing the debt. The entity, unconditionally, pledges its tax revenues to pay debt service (interest and principal) on the debt as it matures. If the debt is in the form of a bond, the bond owners have a legal claim on all the general income of the entity if a default occurs. In Washington State, limitations on GO indebtedness are provided for in the state statutes; RCW 39.36 . There are two sub-categories of GO debt:
 - Limited tax general obligation (LTGO) debt (also called non-voted GO debt or “councilmanic” bonds) may be issued by a vote of the legislative body. Because the voters have not been asked to approve a tax increase to pay for the principal and interest on this non-voted type of debt, general revenues must be pledged to pay for its debt service. It is important to note that non-voted GO debt does not provide any additional revenue to fund the debt service payments, so instead must be paid from existing revenue sources.
 - Unlimited tax general obligation (UTGO) bonds (also called voted GO debt) must be approved by 60 percent of the voters, with a voter turnout equal to at least 40 percent of those who voted in the most recent general election. When the voters are being asked to approve the issuance of these bonds, they are simultaneously asked to approve an excess property tax levy which raises their property taxes to cover the debt service payments. Voted GO debt bonds can be used only for capital purposes and replacement of equipment is not a permitted use RCW 84.52.056

2. **Revenue debt** is different from GO debt in its method of repayment. Unlike GO debt, which relies on taxation, revenue debt is guaranteed by the specific revenues generated by the issuer. For example, the City's water utility can issue revenue debt using the revenues from customer water bills to guarantee the repayment of the debt.
3. **Special assessment debt** is debt repaid from assessments against those who directly benefit from the project the funds have been used to finance. For example, if a special assessment bond is issued to pay for sewer improvements that benefit a specific subset of the population, the City can develop an assessment roll for those properties benefiting from the improvement to repay the debt. An example of this would be a local sewer improvement district (LID). The City does not have any outstanding special assessment debt.

Debt Limitations

Olympia issues debt only to provide financing for essential and necessary capital projects. Through debt planning and the Capital Facilities Plan, the City integrates its capital projects. The services that the City determines necessary to its residents and visitors form the basis for all capital projects.

The goal of Olympia's debt policy is to maintain the ability to provide high quality essential City services in a cost effective manner. Councilmembers weigh this goal against maintaining the ability to borrow at the lowest possible rates. The City uses the following guidelines before financing projects with long-term debt:

- Management staff and elected officials conservatively project the revenue sources to pay off the debt.
- The term of the debt will not exceed the useful life of the project.
- The benefits of the improvement must outweigh its costs, including the interest costs of financing.

State law limits bonded debt to 2.5% of assessed value of taxable property. Of this limit, up to 1.5% of assessed value of taxable property may be non-voter approved debt (councilmanic bonds). However, the amount of non-voted, plus voter-approved debt, may not exceed the 2.5% of assessed value limit.

January 1, 2021

Taxable Assessed Value as of January 1, 2020		\$8,046,605,908
General Indebtedness without a Vote of the People:		
Legal Limit, 1.5% of Property Value:		\$120,699,089
G.O. Bond Liabilities		(\$54,413,000)
Remaining Non-Voted Debt Capacity		\$66,286,089

General Indebtedness with a Vote of the People:		
Legal Limit, 2.5% of Property Value:		\$201,165,148
Outstanding Voted Debt		(\$7,450,000)
Outstanding Non-voted Debt		(\$54,413,000)
Remaining Voted Debt Capacity		\$139,302,148

In addition to the above limits, the City has debt authority with a vote of the people of two and a half percent each for parks and utility purposes. Olympia has not accessed this authority.

Funding Sources

In an attempt to stretch the money as far as it will go, the CFP incorporates many different funding sources. Those sources may include current revenues, bonds backed by taxes or utility revenues, state and federal grants, special assessments on benefiting properties, as well as donations. A complete list of funding sources for 2021-2026 is:

CFP Funding Sources

Current Revenue

- Wastewater Rates
- Drinking Water Rates
- Storm & Surface Water Rates
- General Facilities Charges
- Non-Voted Utility Tax (one percent of gross revenue)
- Voted Utility Tax (three percent of gross revenue)
- Motor Vehicle Fuel Tax
- Interest
- Real Estate Excise Tax (REET) (half of a percent of real estate sales)
- Cable TV Tax (six percent of gross revenue)
- Public Facilities District Reserves
- Maintenance Center Rental Rates

Debt Instruments

- General Obligation Bonds
- Utility Revenue Bonds
- Loans from State of Washington agencies
- Private placement loans and other debt instruments

Grants

- Federal Surface Transportation Program Funds
- State Transportation Improvement Board Funds
- Federal Community Development Block Grant
- Federal Highways Administration
- Washington State Department of Transportation
- State Recreation Conservation Office

Other

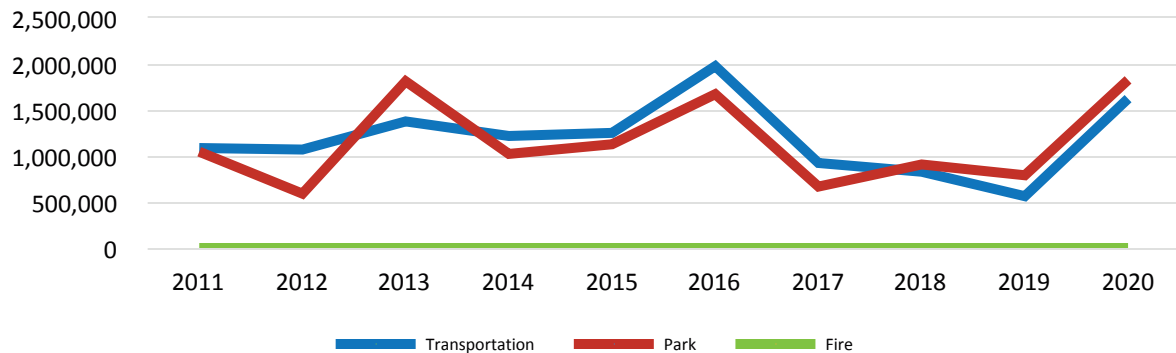
- Impact Fees (OMC 15.16)
- Transportation Benefit District (TBD) fees (OMC 3.04.128)
- State Environmental Policy Act (SEPA) Mitigation Fees (3.04.130)
- Olympia Metropolitan Park District (OMPD)
- Olympia Home Fund - Capital - (OMC 3.04.318)
- Economic Development Program

Revenues Dedicated to the CFP

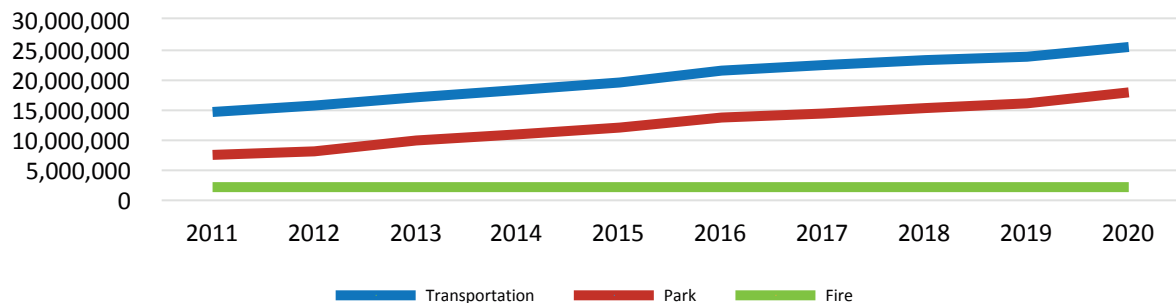
Impact Fee Revenue

Impact Fees are one-time charges imposed on development activity to raise revenue for the construction or expansion of public facilities needed to serve new growth and development. Impact fees can be assessed and dedicated primarily for the provision of additional roads and streets (transportation), parks, schools and fire protection facilities. The City collects and uses both park and transportation impact fees. The City also collects school impacts fees on behalf of the Olympia School District, then forwards them on to the school district for school capital purposes. Currently, the City does not collect fire impact fees.

Annual Impact Fee Collections 10 Year Period - 2011 to 2020



Cumulative Impact Fee Collections 10 Year Period - 2011 to 2020



Impact Fee Rates for Single Family Home

City										
Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Parks	\$4,941	\$5,068	\$4,950	\$5,090	\$5,334	\$5,437	\$5,446	\$5,581	\$5,581	\$5,581
Transportation	\$2,716	\$2,592	\$2,608	\$2,654	\$2,688	\$2,913	\$3,498	\$3,450	\$3,213	\$3,219

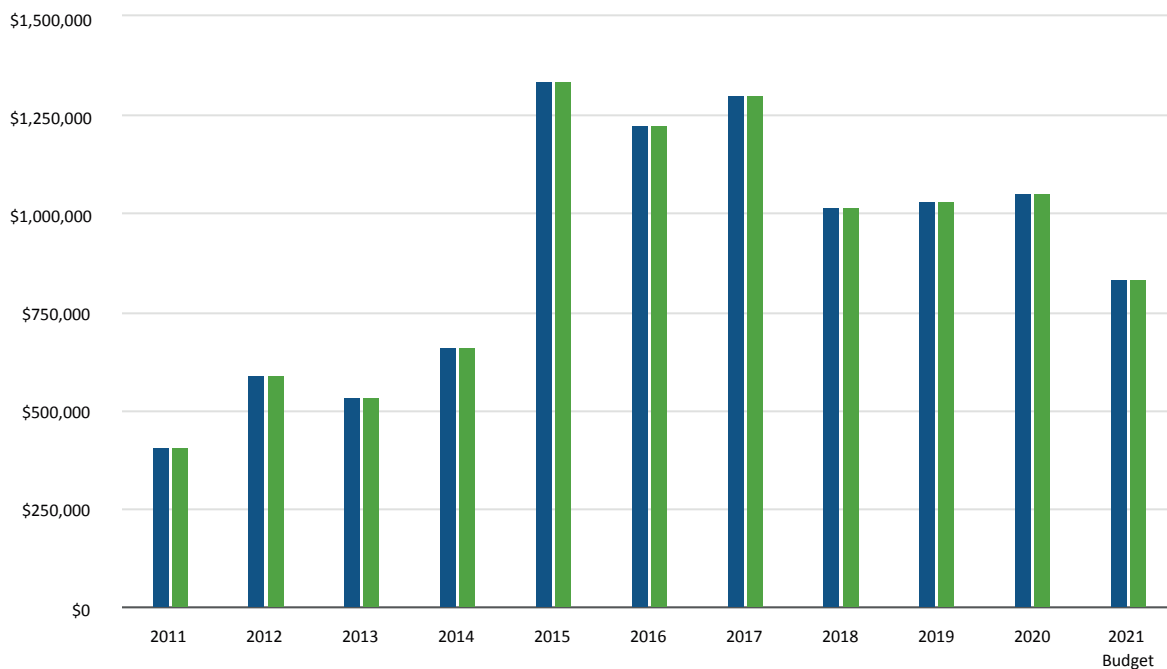
Schools										
Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Single Family	\$659	\$2,969	\$5,179	\$5,895	\$4,978	\$5,298	\$5,298	\$5,350	\$4,972	\$5,448
Multi Family	\$1,152	\$235	\$0	\$1,749	\$1,676	\$2,498	\$2,520	\$2,621	\$2,575	\$2,133

Real Estate Excise Tax (REET) Revenue

REET is a tax upon the sale of all residential and commercial property that occurs within the City of Olympia. It is collected in two parts; each part equates to one-quarter of one percent of the purchase price of the property sale. The tax is restricted by state law (see below), and Olympia allocates this revenue to fund transportation capital projects.

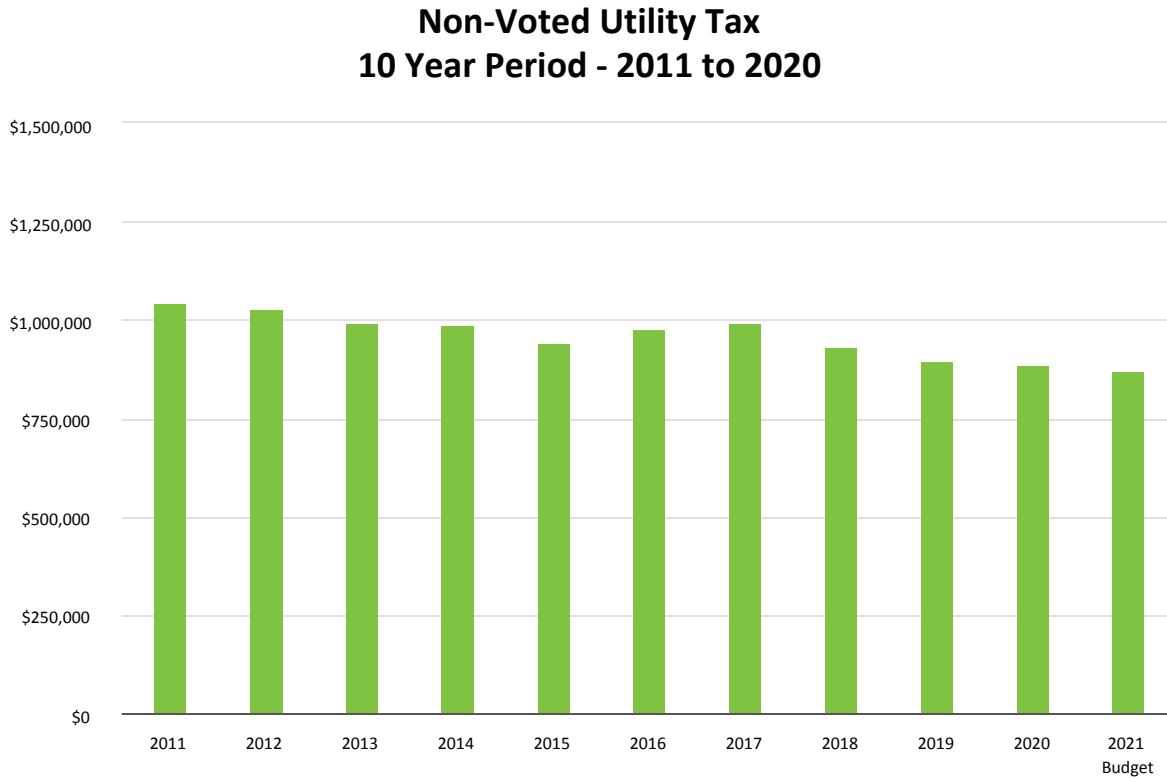
- REET 1: RCW 82.46.010 requires REET 1 must be spent solely on capital projects listed in the Capital Facilities Plan (CFP) element of the Comprehensive Plan. REET 1 capital projects are defined as: transportation, drinking and wastewater, parks and recreational, law enforcement, fire protection, trails, libraries, administrative and judicial facilities.
- REET 2: RCW 82.46.035 requires REET 2 be spent on capital projects defined as: transportation, drinking and wastewater and parks public works projects. Acquisition of land for parks is not an outright permitted use of REET 2, although it is a permitted use for transportation, drinking and wastewater projects.

Real Estate Excise Tax - REET 1 & REET 2 10 Year Period - 2011 to 2020



Utility Tax Revenue

Of the 6 percent t Non-Voted Utility Tax upon electric, natural gas and telecommunications utilities, 1/6 (or 1 percent) of the tax has historically been allocated by Council to the CFP. In addition, all of the non-voted utility tax on cable TV is dedicated to the CFP. The chart below presents tax on the gross revenues of the three utilities referenced above. This tax is a general revenue and can be used for any purpose determined by the Council.

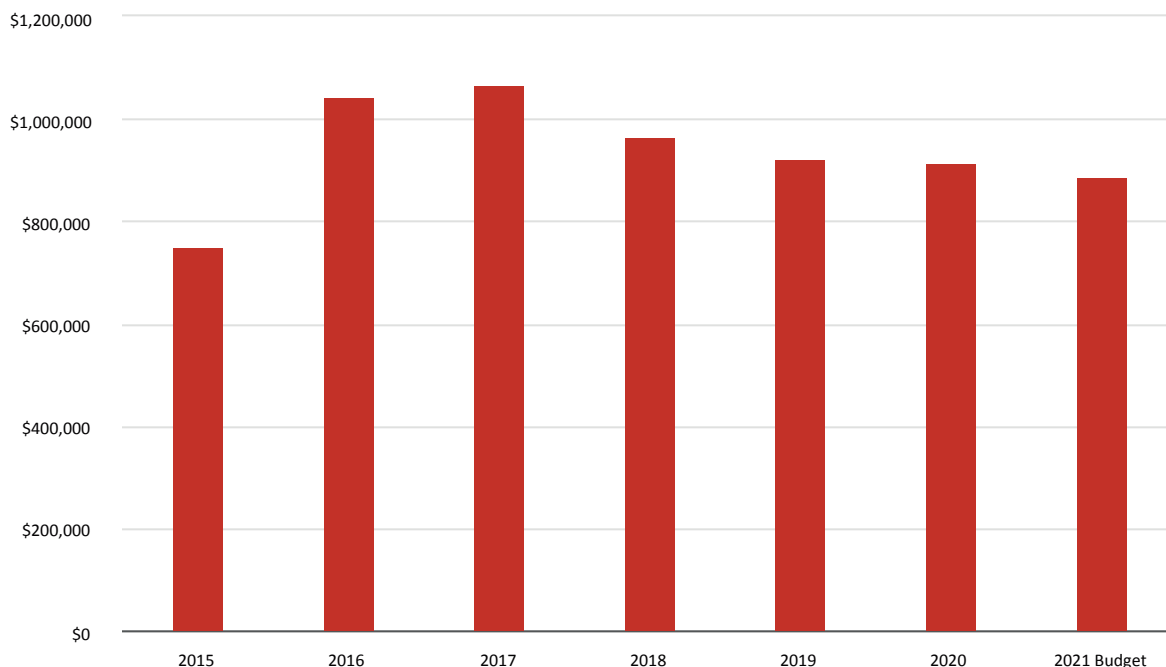


Cable TV Tax Revenue

The City began assessing the six percent utility tax on cable TV revenues in 2015. The revenue is used to fund major maintenance on City-owned buildings, ADA improvements, and the Hazard Trees program. In 2016 and 2017, the new tax generated over \$1 million, annually. After peaking in 2017, the tax began to trend downward, with a six to seven percent drop in 2018 through 2019. In 2020, the tax appears to be stabilizing. For 2021, Cable Tax is projected at \$885,737, a 2 percent increase over the 2020 budget.

It should be noted that Cable TV tax applies only to the TV component of the cable revenue, not the internet service. As technology has improved, particularly over just the last three years, consumers are being offered a wider range of alternatives such as streaming video services, and a growing number of viewers are opting to “cut the cord,” and discontinue using cable as a means of providing TV access. In addition, starting last year, wireless telephone providers began offering 5G (fifth generation cellular networks) service to several cities in the U.S. This new technology will allow for faster transfers of data via the mobile internet infrastructure with speeds significantly faster than cable. Users will be able to download entire movies within seconds, making it another popular alternative to cable TV. While any new service takes time to be tested by consumers and considered mainstream, all indicators point to the Cable TV Utility tax revenue continuing its downward trend.

**Cable TV Tax
6 Year Period - 2015 to 2020**

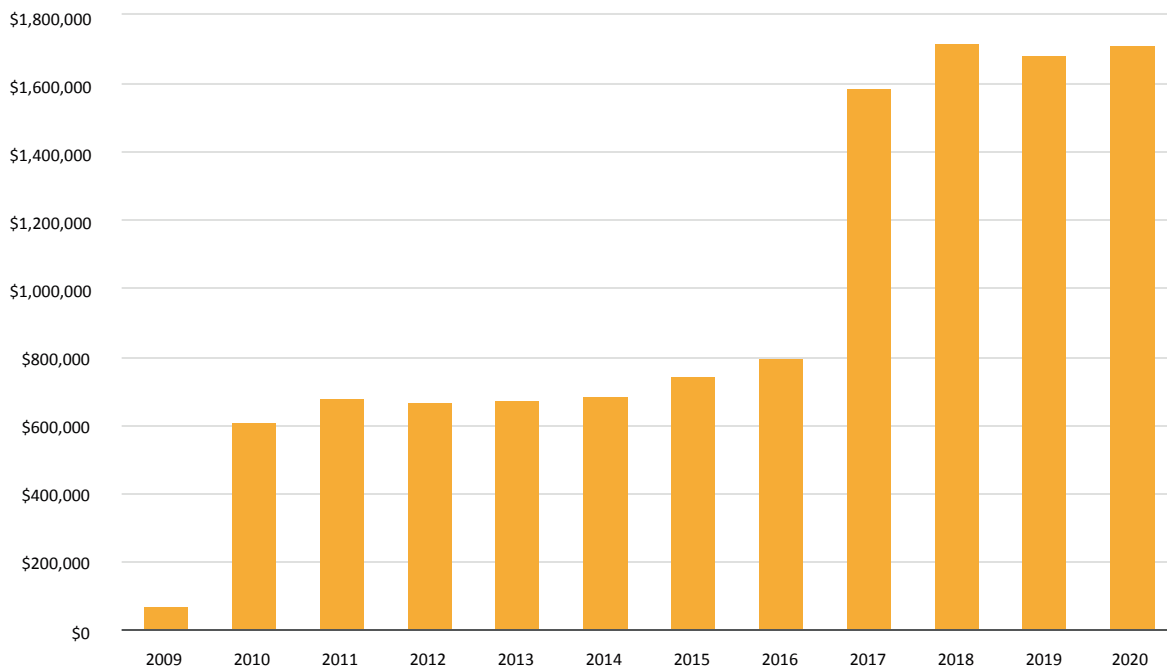


Transportation Benefit District (TBD) Revenue

In December 2008, the City Council adopted an ordinance creating the Olympia Transportation Benefit District (TBD). Starting in 2009, the TBD began collecting \$20 per vehicle licensed in the City. In 2017, the fee increased from \$20 to \$40 per vehicle. The chart below presents the TBD revenues collected since inception of the District. Each year approximately \$10,000 is appropriated for operating expenses (audit, insurance, etc.), with the remaining funds dedicated to the CFP for transportation projects.

In 2019, Washington voters passed Initiative 976 (I-976), an initiative that would have reduced vehicle license fees. The initiative would have also eliminated the ability of TBDs to impose any car tab fees. An injunction was filed and upheld by the Washington State Supreme Court while several jurisdictions challenged the initiative's constitutionality. In 2020, the State Supreme Court ruled the initiative to be unconstitutional. This ruling resulted in TBDs being able to continue collecting license fee revenue.

Transportation Benefit District 10 Year Period - 2009 to 2020



Summary of 2021 Projects by Focus Area

In 2014, the Olympia City Council adopted a new community vision to guide how the City grows and develops over the next 20 years. We have taken that vision and identified five focus areas that help us organize, track and share our progress: Community, Safety and Health; Downtown; Economy; Environment; and Neighborhoods.

The construction, renovation and repair of capital facilities is a critical and highly visible way in which we invest in achieving our community vision. Listed below by focus area are examples of capital projects the City has made a financial commitment for planning, designing, or constructing in the next year.

Community, Safety and Health

- Inclusive, Respectful Civic Participation
- A Safe and Prepared Community
- Health and Wellness
- Adequate Food and Shelter
- A Quality Education

2021 CFP Projects Supporting this Focus Area

Parks

- Yelm Highway Park Design & Permitting
- Yauger Park Backstops Replacement

General Capital Facilities

- Fire Training Center - replace safety railing on tower
- Maintenance Center - replace steel supports to Waste ReSources vehicle canopy

Fire

- Station 2 Remodel
- Station 5 Construction
- Fire Apparatus - Replacement
- Fire Apparatus - Additional
- State Avenue safety project
- State Avenue bike safety

Transportation

- Division and Elliott intersection improvement
- Cain and North intersection improvement
- Wiggins and Herman intersection improvement

Downtown

- A Vibrant, Attractive Urban Destination
- A Safe and Welcoming Downtown for All
- A Mix of Urban Housing Options
- A Variety of Businesses
- Connections to Our Cultural and Historic Fabric
- Engaging Arts and Entertainment Experiences

2021 CFP Projects Supporting this Focus Area

Parks

- Percival Landing Re-visioning Process

Transportation

- Franklin Street from State Avenue to Legion Way
- South Downtown to I-5 Trail Bike Corridor

Economy

- Abundant Local Products and Services
- A Thriving Arts and Entertainment Industry
- Sustainable Quality Infrastructure
- A Stable Thriving Economy

2021 CFP Projects Supporting this Focus Area

General Capital Facilities

- Timberland Library - repair exterior brick, pressure wash and reseal
- Timberland Library - replace domestic water system valves and fittings within building
- Fire Station 1 (Main) - replace flooring with cleanable material
- Fire Station 2 (Westside) - replacing plumbing fixtures
- Fire Training Center - replace safety railing on tower
- Maintenance Center - replace steel supports to Waste ReSources vehicle canopy

Transportation

- Mottman Road reconstruction
- Fones Road reconstruction
- Chip Seal resurfacing projects citywide

Wastewater

- Phase II CityWorks Implementation

Environment

- Clean Water and Air
- A Daily Connection to Nature
- Preserved, Quality Natural Areas
- A Toxin-Free Community
- A Waste-Free Community

2021 CFP Projects Supporting this Focus Area

Wastewater

- Percival Creek Utility Bridge - Sewer

Neighborhoods

- Distinctive Places and Gathering Spaces
- Nearby Goods and Services
- Neighborhoods that are Engaged in Community Decision Making
- Safe and Welcoming Places to Live

2021 CFP Projects Supporting this Focus Area

Transportation

- San Mar Drive pathway
- Coulter Street pathway
- Bing Street pathway
- Vista Avenue pathway
- Northwest neighborhood bike corridor
- Southwest neighborhood bike corridor

New Projects

Parks, Arts and Recreation

Percival Landing Revising Process

- Focus Area: Downtown
- Anticipated Result: Work with community to re-revision the next phase of Percival Land Reconstruction

Yelm Highway Park Design & Permitting

- Focus Area: Community Health & Safety
- Anticipated Result: Begin the design of Phase 1 improvements at the park

Yauger Park Backstops Replacement

- Focus Area: Community Health & Safety
- Anticipated Result: Remove and replace the backstops at Yauger Park

Transportation

State Avenue Safety Project

- Focus Area: Community Health & Safety
- Anticipated Result: Improve safety from Pear to Chestnut for bikes and pedestrians

City-wide Plastic Striping

- Focus Area: Economy
- Anticipated Result: Replace paint striping with plastic

State Avenue Bike Safety

- Focus Area: Community Health & Safety
- Anticipated Result: Improve bike safety from Tullis to Puget

Lilly Road corridor safety study

- Focus Area: Community Health and Safety
- Anticipated Result: Identify safety and speed management improvements

Pacific Avenue Enhanced Crosswalk

- Focus Area: Community Health and Safety
- Anticipated Result: Pedestrian crossing improvement between Weir Street and the Chehalis Western Trail

Division and Elliott intersection improvement

- Focus Area: Community Health and Safety
- Anticipated Results: safety improvements

Pathways projects

- Focus Area: Neighborhoods
- Anticipated Results: New bike and pedestrian access options

Bike corridors

- Focus Area: Neighborhoods
- Anticipated Results: Safe and inviting bike routes

General Capital Facilities

Timberland Library - Repair exterior brick, pressure wash and reseal

- Focus Area: Economy
- Anticipated Result: Improve exterior

Timberland Library - Replace domestic water system valves and fittings

- Focus Area: Economy
- Anticipated Result: Improve domestic water service

Fire Station 1 (Main) - Replace Flooring with cleanable materials

- Focus Area: Economy
- Anticipated Result: Easily cleanable flooring

Fire Station 2 (Westside) - replacing plumbing fixtures

- Focus Area: Economy
- Anticipated Result: No leaking plumbing fixtures

Fire Training Center - Replace safety railing on tower

- Focus Area: Economy
- Anticipated Result: Install durable safety railings

Maintenance Center - Replacement steel supports to Waste ReSources Canopy

- Focus Area: Economy
- Anticipated Result: Damaged supports replaced

Drinking Water

No new projects at this time

Wastewater

Percival Creek Utility Bridge - Sewer

- Focus Area: Environment
- Anticipated Result: Re-routing sewer for increased reliability

Phase II Cityworks Implementation

- Focus Area: Economy
- Anticipated Result: Enhanced asset management

Storm and Surface Water

No new projects at this time

Parks, Arts and Recreation Capital Projects



The 2021-2026 Financial Plan for Parks, Arts and Recreation is based on the Capital Investment Strategy adopted as part of the 2016 Parks, Arts and Recreation Plan. This strategy includes proposed projects and funding sources reviewed by the community and approved by City Council. Pulling projects from this road map of investments is a crucial first step in developing the capital budget. Work is currently underway to update the Parks Plan, including prioritizing park development projects by the community to include in an updated Capital Investment Strategy. The new plan will be completed by March 1, 2022, the State mandated deadline for grant eligibility.

Another critical step is to review the current project inventory in the Capital Asset Management Program (CAMP). Annually, one-third of the park system infrastructure is inspected, and the condition of facilities is scored. Based on the scoring, projects are then submitted for funding in the CFP.

Capital Project Funding Sources

Park capital projects are funded primarily by six sources:

1. Park impact fees
2. State Environmental Policy Act (SEPA) mitigation fees
3. Non-voted utility tax
4. Voted utility tax revenue from the Parks and Pathways Funding Measure
5. Olympia Metropolitan Park District (OMPD)
6. Grants

The general direction in the CFP is that new park development is funded through Park Impact fees, SEPA mitigation fees, Metropolitan Park District Funds, and grants. Land acquisition is funded primarily through the Voted Utility Tax and Non-voted Utility Tax.

Major maintenance and Americans with Disabilities Act (ADA) upgrades are funded through the Metropolitan Park District. Percival Landing annual inspections and maintenance reserves are also funded using Metropolitan Park District revenue.

Base Programs

The Parks, Arts and Recreation Chapter of the Capital Facilities Plan consists of seven program categories:

1. American with Disabilities Act Facility Upgrades
2. Capital Asset Management Program
3. Community Park Development
4. Neighborhood Park Development
5. Open Space Development
6. Percival Landing Major Maintenance and Reconstruction
7. Park Land Acquisition

Levels of Service Standards

Levels of Service Standards are the ratio of developed park land per 1,000 residents. This is how the City evaluates whether we need to acquire more park land or build more recreation facilities. The Capital Facilities Plan identifies the means by which the City finances new park acquisition and development. Park land acquisition and development is funded by a variety of sources including the Voted Utility Tax, OMPD revenue, Park Impact fees, SEPA mitigation fees, grants and donations.

The following table presents the existing and target levels of service standards from the 2016 Parks, Arts and Recreation (PAR) Plan. It shows that additional park land and development are needed if the target levels of service standards are to be met. In the category of Open Space, the existing ratio of parks to population is slightly higher than the target ratio. While this would appear to indicate no additional open space acquisition is needed, this is not the case; substantial population growth is projected during the plan's 20-year horizon. In order to meet the target level of service standard, the open space inventory will need to be substantially increased.

Existing & Target Levels of Service Standards for Parks*

2016 Parks, Arts & Recreation Plan			
Park Type	Existing Developed Acres	Existing Ratio	Target Ratio
		Acres/1,000	Acres/1,000
Neighborhood Parks	46.71	.72	0.71
Community Parks	145.55	2.23	2.25
Open Space	853.38	13.03	12.97
*For levels of service standard calculations, only developed parks are included.			

Debt Service

In 2011, the City of Olympia issued a Bond Anticipation Note (BAN) in the amount of \$2,500,000 to partially fund the \$14.5 million Percival Landing Phase 1 Reconstruction Project. In 2013, \$1,670,000 in bonds were issued to refinance the BAN. Final payment of the 2013 bonds will be in 2021.

In 2019, the City issued Limited-Term General Obligation (LTGO) bonds to refinance \$14 million used to purchase park land and an additional \$2 million for future park land purchases and/or capital development. The \$14 million was used to purchase 132.89 acres known as LBA Woods, 69 acres known as Kaiser Woods, 1.61 acres known as West Bay Woods and 83 acres known as the Yelm Highway parcel. This effort has been critical in helping the City achieve the goal of acquiring 500 new acres of park land. To date, the City has acquired 458 acres towards this 20-year goal, which was established as a component of the 2004 Voted Utility Tax ballot measure.

In 2021, the fourth installment payment of \$1,000,000 for the Yelm Highway Community Park property will be paid, with the final payment of \$700,000 due in 2022.

The costs identified in the two tables below represent debt service for those previous capital projects and/or acquisitions that were financed with debt. Debt service is an operational cost and is included in the City's Operating Budget. The debt service information is presented here in the CFP for informational purposes only.

Park Debt Service Costs - Property	2021	2022	2023	2024	2025	2026	Total
2013 Bond – Percival Landing	\$241,623	\$0	\$0	\$0	\$0	\$0	\$241,623
Yelm Highway Community Park Acquisition	\$1,000,000	\$700,000	\$0	\$0	\$0	\$0	\$1,700,000
2020 Bond – Refinance BAN	\$1,008,263	\$1,012,513	\$1,005,263	\$1,007,013	\$1,012,263	\$1,005,763	\$6,051,078
Total	\$2,249,886	\$1,712,513	\$1,005,263	\$1,007,013	\$1,012,263	\$1,005,763	\$7,992,701

Funding for Debt Service Costs	2021	2022	2023	2024	2025	2026	Total
Voted Utility Tax	\$2,008,263	\$1,712,513	\$1,005,263	\$1,007,013	\$1,012,263	\$1,005,763	\$7,751,078
OMPD Fund	\$241,623	\$0	\$0	\$0	\$0	\$0	\$241,623
Total	\$2,249,886	\$1,712,513	\$1,005,263	\$1,007,013	\$1,012,263	\$1,005,763	\$7,992,701

ADA Facility Upgrades (Program #0137)

Where is this project happening?

Southeast Olympia

Are there other CFP projects that impact this project?

N/A

Description

Many of Olympia's parks and associated facilities were constructed before the Americans with Disabilities Act (ADA) passed in 1990. In 2017, the City conducted an ADA assessment of its parks system. The assessment identified the various components within the parks that do not comply with current ADA regulations. The assessment reviewed all the park facilities, parking and access pathways and identified the modifications necessary to bring the components into compliance with ADA. These upgrades were prioritized, and an improvement plan was developed.

Project List

In 2021, funding is allocated for the following projects:

- **Parking and Path Improvements - Evergreen Park**
Create a dedicated ADA parking stall and improve the pathways within the park.
- **Stevens Field Benches**
Install ADA compliant benches in coordination with the Stevens Field #2 Synthetic Turf and Lighting project (Community Park Development).
- **Yauger Park Path**
Improve the pathways at Yauger Park in coordination with the Yauger Park Backstops Replacement project (CAMP).

Why is this project a priority?

ADA regulations prohibit discrimination against individuals on the basis of disability and require local governments to make their facilities accessible for all. These requirements focus on providing accessibility by addressing and eliminating structural barriers associated with park facilities.

Is there a level of service standard or measurable outcome?

N/A

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the 2016 Parks, Arts and Recreation Plan and the following policy of the Olympia Comprehensive Plan:

- **Policy Public Health, Parks, Arts, and Recreation 10.1**
Enhance recreation opportunities for the Olympia area’s physically and mentally disabled populations.

ADA Facility Upgrades

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Evergreen ADA Parking and Paths	\$103,229	\$0	\$0	\$0	\$0	\$0	\$103,229
Stevens Field Complaint Benches	\$21,771	\$0	\$0	\$0	\$0	\$0	\$21,771
Yauger Park Paths	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
Lions Park Upgrades	\$0	\$29,939	\$0	\$0	\$0	\$0	\$29,939
LBA Upper Restroom Upgrade	\$0	\$44,854	\$0	\$0	\$0	\$0	\$44,854
ADA Parking Improvements	\$0	\$148,601	\$108,324	\$0	\$0	\$0	\$256,925
McGrath Woods ADA Parking and Pathway Improvements	\$0	\$0	\$43,195	\$0	\$0	\$0	\$43,195
Striping and Signage Improvements	\$0	\$0	\$37,560	\$0	\$0	\$0	\$37,560
Yauger Restroom and Concession Upgrade	\$0	\$0	\$0	\$31,926	\$0	\$0	\$31,926
Restroom Remodels	\$0	\$0	\$0	\$117,996	\$0	\$0	\$117,996
LBA Park Pathways Improvements	\$0	\$0	\$0	\$0	\$250,245	\$200,000	\$450,245
Total	\$200,000	\$223,394	\$189,079	\$149,922	\$250,245	\$200,000	\$1,212,640
Funding Sources:							
Transfer from OMPD	\$200,000	\$223,394	\$189,079	\$149,922	\$250,245	\$200,000	\$1,212,640
Total	\$200,000	\$223,394	\$189,079	\$149,922	\$250,245	\$200,000	\$1,212,640

Community Park Development (Program #0310)

Where is this project happening?

Various locations Citywide

Are there other CFP projects that impact this project?

N/A

Description

Community parks are places for large-scale community use. Community parks include facilities such as athletic fields, picnic shelters, tennis courts, water access and other facilities.

Project List

In 2021, funding is requested for the following projects:

- **Aquatic Facility Feasibility Study**
This project is a continuation of work that began in 2020 to conduct a regional aquatic facility feasibility study. This project includes facilitation of community input, facility needs assessment, identifying potential partners, evaluating operating models and costs and identifying preferred facility components.
- **LBA Woods Interim Improvements**
This project will enhance the existing trail network, add signage and trail connections, add a materials storage area and improve access to and through the park.
- **Stevens Field #2 Synthetic Turf and Lights**
This project includes installing synthetic turf, new lights and scoreboard, and other park improvements at Stevens Field #2. This project was partially funded by a \$350,000 Recreation and Conservation Office (RCO) Youth Athletic Facilities grant. Construction began in fall 2020 and will be completed in 2021.
- **2022 Parks, Arts & Recreation Plan Development**
This project funds development of the 2022 Parks, Arts and Recreation Plan. Required to be updated every six years, the Parks Plan is a State requirement for grant eligibility. A major component of the plan includes developing a Capital Investment Strategy that outlines capital projects and their estimated costs, funding sources and timelines.
- **Dog Park Construction**
This project will construct three off-leash dog areas at Evergreen Park, Ward Lake parcel and the McLane school property. Design and permitting work began in 2020 and construction will start spring 2021.
- **Yelm Highway Community Park Design & Permitting**
The Master Plan will be completed in 2021. This project includes the design of Phase 1 improvements at the park. Phase 1 improvements could include soccer fields, parking areas, restrooms, and other compatible improvements such as a playground, dog park and/or sport courts. Grants will be pursued to help fund the construction phase in 2025.

Is there a level of service standard or measurable outcome?

- Target level of service standard (2016 Parks, Arts and Recreation Plan): 2.25 acres/1,000 population
- Existing Ratio (2016 Parks, Arts and Recreation Plan): 2.23 acres/1,000 population

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the 2016 Parks, Arts and Recreation Plan and the following policies of the Olympia Comprehensive Plan:

- **Policy Public Health, Parks, Arts, and Recreation 1.3**
Be responsive to emerging needs for programs, facilities and community events.
- **Policy Public Health, Parks, Arts, and Recreation 2.5**
Search for opportunities for mixed-use facilities and public/private partnerships.
- **Policy Public Health, Parks, Arts, and Recreation 9.2**
Provide programs and facilities that stimulate creative and competitive play for all ages.

Community Park Development

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Yelm Highway Park Master Plan Design	\$330,000	\$330,000	\$0	\$140,000	\$0	\$0	\$800,000
Stevens Field #2 Turf and Lights	\$569,326	\$0	\$0	\$0	\$0	\$0	\$569,326
LBA Woods Interim Improvements	\$44,961	\$0	\$0	\$0	\$0	\$0	\$44,961
Aquatic Facility Feasibility Study	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Yelm Highway Park Phase I Construction	\$0	\$0	\$0	\$0	\$7,000,000	\$3,000,000	\$10,000,000
2022 Parks, Arts and Recreation Plan	\$65,000	\$0	\$0	\$0	\$0	\$0	\$65,000
Dog Park Construction	\$23,000	\$0	\$0	\$0	\$0	\$0	\$23,000
Total	\$1,082,287	\$330,000	\$0	\$140,000	\$7,000,000	\$3,000,000	\$11,552,287
Funding Sources:							
State Grants	\$0	\$0	\$0	\$0	\$2,350,000	\$1,500,000	\$3,850,000
Transfer from Impact Fees	\$502,689	\$330,000	\$0	\$140,000	\$2,150,000	\$500,000	\$3,622,689
Transfer from OMPD	\$445,500	\$0	\$0	\$0	\$2,500,000	\$1,000,000	\$3,945,500
Use of Fund Balance	\$134,098	\$0	\$0	\$0	\$0	\$0	\$134,098
Total	\$1,082,287	\$330,000	\$0	\$140,000	\$7,000,000	\$3,000,000	\$11,552,287

Capital Asset Management Program (CAMP) (Program #0132)

Where is this project happening?

Various locations Citywide

Are there other CFP projects that impact this project?

- Citywide Asset Management Program

Description

Sustaining a maintenance fund for parks is as important as building new facilities. It is critical that future maintenance requirements are identified and funded concurrently with new construction, so the community is assured uninterrupted access to its inventory of public recreation facilities.

The Capital Asset Management Program (CAMP) incorporates a systematic inspection and criteria-based prioritization process for fixing park infrastructure. One-third of all park infrastructure is inspected annually by a City staff engineer and Park maintenance staff person.

With voter approval of the Olympia Metropolitan Park District and the Parks, Arts and Recreation Plan, funding for CAMP is targeted at \$750,000 per year. This stable and predictable funding source provides the foundation to schedule and make repairs. With new repair needs identified every year, the steady revenue source will improve the park Facility Condition Index (FCI) over time.

Project List

In 2021, funding is allocated for the following projects:

- **Yauger Park Backstops Replacement**
This project will remove and replace the backstops at Yauger Park. Construction will begin in summer 2021.
- **CAMP Program Administration**
This project funds the administration of the CAMP program to include annual inspections of park infrastructure and prioritization of projects.

Why is this project a priority?

CAMP is the maintenance backbone of Olympia's park system. Funding maintenance is not glamorous, but it is essential to responsibly maintain public assets. CAMP is necessary to ensure that existing park facilities are rehabilitated and replaced as needed to maintain the park amenities community members expect. This program supports sustainability by extending the life of our park facilities. Deferred maintenance can result in unsafe conditions, closed facilities or additional maintenance costs.

Is there a level of service standard or measurable outcome?

N/A

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the 2016 Parks, Arts and Recreation Plan and the Olympia Comprehensive Plan.

- **Goal Public Health, Parks, Arts, and Recreation 6**

Olympia's parks, arts and recreation system investments are protected.

- **Policy Public Health, Parks, Arts, and Recreation 6.1**

Continue to implement and refine the Citywide Asset Management Program to make sure the City's public facilities remain functional and safe for as long as they were designed for.

- **Policy Public Health, Parks, Arts, and Recreation 6.5**

Establish a strategy for funding maintenance and operation of new park facilities before they are developed.

Capital Asset Management Program (CAMP)

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
CAMP Program Administration	\$10,300	\$10,609	\$10,927	\$11,255	\$11,593	\$11,941	\$66,625
Trail Repair	\$25,000	\$0	\$0	\$25,000	\$0	\$15,000	\$65,000
Yauger Park Backstops Replacement	\$770,000	\$0	\$0	\$0	\$0	\$0	\$770,000
LBA Park Ballfield #2 Renovation	\$0	\$900,000	\$0	\$0	\$0	\$0	\$900,000
LBA Backstops Replacement	\$0	\$0	\$700,000	\$0	\$0	\$0	\$700,000
Yauger Park Shelter Replacement	\$0	\$0	\$0	\$350,000	\$0	\$0	\$350,000
LBA Park Shelter Replacement	\$0	\$0	\$0	\$350,000	\$0	\$0	\$350,000
Priest Point Park Restroom #1 Upgrade	\$0	\$0	\$0	\$0	\$350,000	\$0	\$350,000
Priest Point Park Restroom #3 Upgrade	\$0	\$0	\$0	\$0	\$350,000	\$0	\$350,000
Priest Point Park Maintenance Facility Repairs	\$0	\$0	\$0	\$25,000	\$0	\$470,000	\$495,000
Playground Fall Protection	\$0	\$25,000	\$0	\$0	\$25,000	\$200,000	\$250,000
Yauger Park Irrigation Repairs	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000
Total	\$805,300	\$935,609	\$710,927	\$761,255	\$736,593	\$711,941	\$4,661,625
Funding Sources:							
State Grants	\$0	\$350,000	\$0	\$0	\$0	\$0	\$350,000
Transfer from OMPD	\$805,300	\$585,609	\$710,927	\$761,255	\$736,593	\$711,941	\$4,311,625
Total	\$805,300	\$935,609	\$710,927	\$761,255	\$736,593	\$711,941	\$4,661,625

Neighborhood Park Development (Program #0111)

Where is this project happening?

East Olympia

Are there other CFP projects that impact this project?

N/A

Description

Neighborhood parks are an integral part of implementing the urban design strategy for Olympia's neighborhoods. Neighborhood parks are a common gathering place for families and children, and are a high priority for expanding Olympia's park system.

Project List

In 2021, funding is allocated for the following project:

- **Lions Park Sprayground**
Construction for the City's second sprayground will begin in 2022 at Lions Park. This project is partially funded by a \$500,000 State Recreation and Conservation Office (RCO) grant and neighborhood park impact fees. This project will include the sprayground and mechanical building, accessible walkways, parking improvements, implementation of stormwater infrastructure and pedestrian lighting.

Is there a level of service standard or measurable outcome?

- Target level of service standard (2016 Parks, Arts and Recreation Plan): 0.71 acres/1,000 population
- Existing Ratio (2016 Parks, Arts and Recreation Plan): .72 acres/1,000 population

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the 2016 Parks, Arts and Recreation Plan and the following goals and policies of the Olympia Comprehensive Plan:

- **Goal Public Health, Parks, Arts, and Recreation 1**
Unique facilities, public art, events and recreational programming encourage social interaction, foster community building and enhance the visual character and livability of Olympia.
 - **Policy Public Health, Parks, Arts, and Recreation 1.3**
Be responsive to emerging needs for programs, facilities and community events.
 - **Policy Public Health, Parks, Arts, and Recreation 10.6**
Provide convenient, safe, active, outdoor recreation experiences suited for families.

Neighborhood Park Development

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Lions Park Sprayground	\$1,441,114	\$0	\$0	\$0	\$0	\$0	\$1,441,114
Neighborhood Park Development (location TBD)	\$0	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
Total	\$1,441,114	\$0	\$0	\$0	\$0	\$1,100,000	\$2,541,114
Funding Sources:							
State Grants	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$1,000,000
Transfer from Impact Fees	\$941,114	\$0	\$0	\$0	\$0	\$600,000	\$1,541,114
Total	\$1,441,114	\$0	\$0	\$0	\$0	\$1,100,000	\$2,541,114
* Specific projects beyond 2022 will be identified in the upcoming 2022 Parks, Arts and Recreation Plan.							

Open Space Development (Program #0114)

Where is this project happening?

West Olympia

Are there other CFP projects that impact this project?

N/A

Description

Open space is property acquired to protect the special natural character of Olympia's landscape. Open Space includes trail corridors, forests, streams, wetlands and other natural features. Facility development includes trails and trailhead facilities that may include parking, restrooms, information kiosks and environmental education and interpretation facilities.

Project List

In 2021, funding is allocated for the following project:

- **Grass Lake Nature Park Trail Improvements**

In 2021, the City will continue the design of an asphalt multi-use trail through Grass Lake Nature Park from Kaiser Road to a gravel City of Olympia maintenance road that leads to Harrison Avenue. The project will include a trailhead on Kaiser Road to encourage and enhance access to this 172-acre park. Construction will begin in 2022. This trail construction will be the first segment of the Capitol to Capitol Trail which is envisioned to connect Capitol Forest with the Washington State Capitol Campus. A \$467,990 State Recreation and Conservation Office grant was awarded for this project.
- **Grass Lake Nature Park Trail 14th Avenue Trail Connection**

This project will construct a new soft surface walking trail in Grass Lake Nature Park near the Road Sixty-five intersection in the north side of the park. This work will coincide with new crossing improvements at 14th Avenue and Road Sixty-five. Trail design will begin in 2021.
- **Kaiser Woods Park**

This project will transform the currently undeveloped 68-acre parcel into an open space park for the community. The park will likely include dedicated mountain bike trails, walking trails, and a paved parking lot trailhead. Currently Olympia does not have any dedicated mountain bike trails in its park system. The City will apply for a Recreation and Conservation Office matching grant.
- **West Bay Park Environmental Clean-Up Phase II**

The City received a Department of Ecology grant in 2006 to fund environmental clean-up at West Bay Park. When the first phase of the park was constructed in 2010, clean-up actions were completed within the construction area. This project focuses on the remaining undeveloped portions of the park and will continue work with a consultant and the Department of Ecology to complete a Remedial Investigation Feasibility Study report.

Is there a level of service standard or measurable outcome?

- Target level of service standard (2016 Parks, Arts and Recreation Plan): 12.97 acres/1,000 population
- Existing Ratio (2016 Parks, Arts and Recreation Plan): 13.06 acres/1,000 population

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the 2016 Parks, Arts and Recreation Plan and the following goals and policies of the Olympia Comprehensive Plan:

- **Goal Public Health, Parks, Arts, and Recreation 4**
An urban trails system interconnects parks, schools, neighborhoods, open spaces, historical settings, neighboring jurisdictions' trails systems, important public facilities and employment centers via both on and off-street trails.
 - **Policy Public Health, Parks, Arts, and Recreation 4.1**
Coordinate with adjacent jurisdictions and State agencies to build a regional trail network and coordinated trail signage program that is consistent with the *Thurston Regional Trails Plan*.

Open Space Acquisition and Development

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Grass Lake Nature Park Trail Improvement	\$361,820	\$2,291,528	\$0	\$0	\$0	\$0	\$2,653,348
West Bay Cleanup (Phase 2)	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
Kaiser Woods Bike Park	\$84,240	\$587,760	\$0	\$0	\$0	\$0	\$672,000
Grass Lake Nature Park 14th Ave Trail Connection	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
Total	\$526,060	\$2,879,288	\$0	\$0	\$0	\$0	\$3,405,348
Funding Sources:							
State Grants	\$20,000	\$1,160,862	\$0	\$0	\$0	\$0	\$1,180,862
Transfer from Impact Fees	\$466,060	\$751,606	\$0	\$0	\$0	\$0	\$1,217,666
Transfer from SEPA	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
Use of Fund Balance	\$0	\$966,820	\$0	\$0	\$0	\$0	\$966,820
Total	\$526,060	\$2,879,288	\$0	\$0	\$0	\$0	\$3,405,348
* Specific projects beyond 2022 will be identified in the upcoming 2022 Parks, Arts and Recreation Plan.							

Park Land Acquisition (Program #0135)

Where is this project happening?

Various locations Citywide

Are there other CFP projects that impact this project?

N/A

Description

The 2016 Parks, Arts & Recreation Plan identified acquisition of additional areas for Community Parks, Neighborhood Parks, and Open Space as important steps to providing adequate park and recreation spaces for a growing Olympia. Land acquisition funds are also used for pre-purchase investigations, as well as minimal actions necessary to make the property safe for public access and to protect sensitive areas on the property.

As directed in the 2016 Parks, Arts Recreation plan, Olympia Parks, Arts and Recreation Department (OPARD) has been very effective in using a combination of long-term debt, cash, donations, and grants to acquire 447 acres of new park land. These properties will play a critical role in meeting the needs of a growing population and will provide new opportunities for neighborhood parks, community parks and open space. The benefit of using long-term debt is that we are able to preserve the land now, while it is still available. The draw-back of this approach is that the City will be using nearly half of the Voted Utility Tax for Parks to pay the debt service for the next 20 years.

The park land acquisition program uses the one percent Non-Voted Utility Tax and the two percent Voted Utility Tax as primary funding sources. Estimated revenues available for land acquisition, after debt payments, are:

	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026
Non-Voted Utility Tax	\$878,743	\$830,454	\$818,178	\$806,453	\$795,251	\$367,484
Voted Utility Tax	-	-	\$702,267	\$679,412	\$654,313	\$660,813

More information on land acquisition debt, can be found in the introduction section of the Parks chapter.

Project List

In 2021, funding is allocated for the following:

- **Park Land Appraisals**
This project will fund appraisals and Environmental Site Assessments for potential park land properties.
- **Park Land Site Stabilization Plans**
This project will pay for minor costs associated with newly purchased park land to ensure it is safe for public use. Work includes items such as: hazard tree evaluation and removal, boundary surveying, noxious weed inventory and removal and other minor improvements.

Why is this project a priority?

Additional park land is needed to meet the target outcome ratios established for parks.

Is there a level of service standard or measurable outcome?

A goal was set in the 2004 Voted Utility Tax ballot measure to acquire 500 acres of park land within twenty years. To date, we have purchased 458 acres.

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the 2016 Parks, Arts and Recreation Plan and the following policies of the Olympia Comprehensive Plan:

- **Policy Public Health, Parks, Arts, and Recreation 3.1**
Provide parks in close proximity to all residents.
- **Policy Public Health, Parks, Arts, and Recreation 3.4**
Identify and acquire future park and open space sites in the Urban Growth Area.
- **Policy Public Health, Parks, Arts, and Recreation 7.2**
Provide urban green spaces that are in people's immediate vicinity and can be enjoyed or viewed from a variety of perspectives.
- **Policy Natural Environment 1.4**
Conserve and restore natural systems, such as wetlands and stands of mature trees, to contribute to solving environmental issues.
- **Policy Natural Environment 2.1**
Acquire and preserve land by a set of priorities that considers environmental benefits, such as stormwater management, wildlife habitat or access to recreation opportunities.

Park Land Acquisition							
Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Park Land Appraisals	\$21,200	\$21,836	\$22,491	\$23,166	\$23,861	\$24,577	\$137,131
Yelm Hwy Property Tenant Relocation	\$0	\$0	\$0	\$70,000	\$0	\$0	\$70,000
Park Land SSPs	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000
Total	\$46,200	\$46,836	\$47,491	\$118,166	\$48,861	\$49,577	\$357,131
Funding Sources:							
Transfer from Voted Utility Tax	\$46,200	\$46,836	\$47,491	\$118,166	\$48,861	\$49,577	\$357,131
Total	\$46,200	\$46,836	\$47,491	\$118,166	\$48,861	\$49,577	\$357,131

Percival Landing Major Maintenance and Reconstruction (Program #0136)

Where is this project happening?

Port Plaza southward along the shoreline of Budd Inlet to its southern terminus at the 4th Avenue Bridge

Are there other CFP projects that impact this project?

N/A

Description

Percival Landing is one of the most popular destinations in the region, drawing a wide range of visitors to the waterfront and downtown. Percival Landing was constructed in three phases in the 1970s and 1980s and is exhibiting the effects of years of exposure to the harsh marine environment.

In 2004, the City began managing Percival Landing in two ways. The first is to maintain the boardwalk in a safe manner, until it can be replaced, and the second is to plan for its complete replacement.

To maintain the Landing, walk-through assessments of the Landing are conducted on an annual basis and every five years a complete assessment is performed. The five-year, in-depth assessments identify deficiencies needing repair and form the scope of work for the Percival Landing repair projects. The annual assessments monitor the Landing to make sure it is safe and operational.

Efforts to replace Percival Landing began in 2004. In 2007, a concept plan was completed for the entire length of Percival Landing. Phase I rehabilitation was the first section of the Landing to be replaced. Phase I was dedicated in August 2011 and extends from Water Street to Thurston Avenue. In 2019, a new bulkhead was installed in the area near 4th Avenue and Water Street. Also, the Sea Level Rise Response Plan was completed in 2019 and will have significant impacts on rebuilding Percival Landing, which will likely spur a need to redesign the future reconstruction of Percival Landing.

Project List

In 2021, funding is allocated for the following:

- **Annual Inspection**
Each year a consultant is hired to inspect the condition of the boardwalk to ensure it is safe and accessible to the public. The inspection will be completed in fall, 2021.
- **5-Year Inspection and Repairs**
Every 5 years a consultant is hired to prepare an in-depth assessment to identify deficiencies needing repair and form a scope of work for repair projects. The inspection was completed in 2019 and the repairs will be completed in 2021.

- **Re-visioning Process**

The City will hire a consultant to work with the community to re-vision the next phases of Percival Landing reconstruction. The 2019 Sea Level Rise Response Plan revealed significant impacts on rebuilding Percival Landing.

Is there a level of service standard or measurable outcome?

The repair and replacement of the Percival Landing boardwalk is necessary to ensure public safety and will not affect the target outcome ratios.

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the 2016 Parks, Arts and Recreation Plan and the following policies of the Olympia Comprehensive Plan:

- **Goal Public Health, Parks, Arts, and Recreation 5**
A lively public waterfront contributes to a vibrant Olympia.
 - **Policy Public Health, Parks, Arts, and Recreation 5.1**
Complete Percival Landing reconstruction and West Bay Park construction.

Percival Landing Major Maintenance and Reconstruction

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Percival Landing Mitigation Monitoring	\$0	\$20,878	\$0	\$0	\$0	\$0	\$20,878
2019 Percival Landing Repairs	\$240,000	\$0	\$0	\$40,000	\$200,000	\$0	\$480,000
Percival Landing Annual Inspection	\$8,000	\$8,000	\$8,000	\$0	\$8,000	\$8,000	\$40,000
Percival Landing Re-visioning	\$275,000	\$0	\$0	\$0	\$0	\$0	\$275,000
Total	\$523,000	\$28,878	\$8,000	\$40,000	\$208,000	\$8,000	\$815,878
Funding Sources:							
Transfer from OMPD	\$523,000	\$28,878	\$8,000	\$40,000	\$208,000	\$8,000	\$815,878
Total	\$523,000	\$28,878	\$8,000	\$40,000	\$208,000	\$8,000	\$815,878

Long Term Needs & Financial Planning

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs, and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the Parks, Art and Recreation Master Plan and are not in priority order.

7-20 Year Future Needs

Description	Cost	Probable Funding
Open Space/Trail Acquisitions	\$34,000,000	Voted Utility Tax, Non-Voted Utility Tax, OMPD, Grants
Arts Center Development	\$1,500,000	Voted Utility Tax, Non-Voted Utility Tax, Grants
Athletic Field Park Phase 2 Development	\$3,500,000	Voted Utility Tax, Non-Voted Utility Tax, Grants
Karen Fraser Woodland Trail Phase III (Eastside to Henderson)	\$4,500,000	Voted Utility Tax, Non-Voted Utility Tax, Grants
West Bay Park and Trail Phase II	\$5,000,000	Voted Utility Tax, Non-Voted Utility Tax, Grants
Sunrise Park Shelter	\$200,000	Voted Utility Tax, Non-Voted Utility Tax, Grants
Percival Landing Phase 2	\$8,175,000	OMPD, Grants
Neighborhood Park Development	\$6,900,000	Impact Fees, Voted Utility Tax, Non-Voted Utility Tax, Grants
Upgrades to Existing Athletic Fields	\$700,000	OMPD, Grants
Neighborhood Park Acquisitions	\$2,000,000	OMPD, Grants
Community Center Feasibility Study	\$300,000	Impact Fees
Chambers Lake Development	\$2,000,000	Impact Fees, Grants
Watershed Park Trailhead	\$500,000	Impact Fees, Grants
Off-street Walking Connections	\$350,000	Impact Fees, Voted Utility Tax

Transportation Projects



The CFP brings the vision of the Olympia Comprehensive Plan to reality. The Comprehensive Plan is the blueprint for the development of our transportation system. The goals and policies emphasize building complete streets to support walking, biking, transit use, as well as automobile and freight movement.

Types of Projects

Our transportation system is comprised of more than 526 lane miles of streets along with signs, markings, signals, streetlights, roundabouts, bike lanes, sidewalks, and trees. A project is included in this plan because it either maintains the condition of a street or improves the function and safety of a street. Projects in this chapter are grouped into six programs:

1. Access and Safety includes curb access ramps, enhanced crosswalks and safety improvements.
2. Bicycle Improvements describes bike corridors and bike lane projects.
3. Intersection Improvements lists planned roundabouts and signals.
4. Major Street Reconstruction are streets that will be rebuilt with a broad range of multimodal improvements.
5. Sidewalks and Pathways lists planned sidewalks and bicycle and pedestrian short-cuts, or “pathways.”

6. Street Repair and Maintenance describes chip seal and asphalt overlay street resurfacing projects.

Project Planning and Prioritization

The projects shown in these programs come from several sources, but primarily the Transportation Master Plan.

The [Transportation Master Plan](#) (TMP) defines the transportation system we hope to build in the next 20 years, identifying prioritized projects for a range of transportation improvements. The projects in the plan will implement the goals and policies of the Olympia Comprehensive Plan and move us towards building a more multimodal transportation system. The TMP will be updated every six to eight years.

The projects in this CFP reflect the TMP. Ranking criteria was used to prioritize projects. In 2018 and 2019, the ranking methodology and resulting draft project lists were shared with the public through a series of online interactive maps. Input was collected with survey questions.

In addition to ranking methodologies, various other factors influence what projects are added to the CFP. Corridor studies evaluate issues and identify improvements in a specific area. Projects that result from these area-specific evaluations are typically added to the Major Street Reconstruction Program. A study of Martin Way is an example. Olympia, along with neighboring jurisdictions, is engaged in a study in 2020-2021 that will identify the improvements to Martin Way that are needed in Olympia, Lacey and Thurston County.

The Street Safety Plan is a system-wide evaluation of the causes of collisions on our street system. The first Street Safety Plan was documented in 2019/2020 and is expected to be updated every two years. Projects that address common risk factors are added to the CFP in the Access and Safety Program.

The City's Pavement Management Program evaluates the condition of street pavement every two to four years. Based on the condition of the street, repair work such as chip sealing or crack sealing is scheduled. Some streets need more costly reconstruction and this work is coordinated with other needs along the street such as sidewalks.

Funding

Transportation projects in the CFP are funded by the City's General Fund revenues, grants, the State Gas Tax, a tax on private utilities, impact fees, vehicle license fees, and Real Estate Excise Taxes (REET). This CFP assumes about \$20 million in grant funding to complete the projects in the 6-year timeframe.

One of the largest ongoing transportation-related expenses in the CFP is pavement management. Street repair, maintenance and reconstruction is typically funded with revenues from the gas tax, REET, grants and vehicle license fees.

Another area of significant funding is sidewalk construction. In 2004, Olympia voters approved the Parks and Recreation Facilities funding measure. The funding measure, referred to as "Parks and Pathways" is the primary source of funds for sidewalks and pathways. This revenue comes from the private utility tax levied on utilities such as electricity, telephones and natural gas. The tax is referred to as the Voted Utility Tax (VUT).

Transportation Concurrency and Impact Fees

The Washington State Growth Management Act (GMA) requires that cities plan for growth and provides two tools to help cities respond to increased residential and commercial transportation needs.

The GMA requires the City to plan for its share of growth by developing a Transportation Concurrency Program. The term “concurrency” means that as the city grows, the transportation system must be expanded concurrent with that growth. Our concurrency program evaluates the commercial and residential growth we expect to come to Olympia and estimates the number of trips that growth will generate. We then identify 20-years’ worth of transportation improvements that will help serve that growth. This process ensures that we are addressing the impacts of the new trips in our community by building transportation projects.

Olympia’s proposed new Transportation Concurrency Program recognizes that as more people live and work in Olympia, we need to increase the share of trips made by walking, biking and transit. Our street system needs to be improved in ways that will support the use of these modes. Concurrency projects increase the multi-modal function of our street system by adding bike lanes, sidewalks, roundabouts and transit improvements. The transportation projects that are part of our concurrency program are drawn from this CFP and include:

- Fones Road Reconstruction
- US/101 West Olympia Access Project Design
- Martin Way Reconstruction
- Mottman Road Reconstruction
- Wiggins and Herman Intersection Improvement
- North and Cain Intersection Improvement
- Four miles of Bike Corridors
- Four miles of Sidewalks

Concurrency projects are paid for by several sources, including impact fees, General Fund revenues, grants and other sources. Transportation impact fees are collected as private development occurs. These fees help pay for projects that are needed to expand our system to serve anticipated new growth. The revenues collected are dependent on the amount and type of new construction in Olympia. The use of impact fees is shown in the funding tables for each program.

Debt Service

In May 2009, the Council agreed to fund a stimulus package for Harrison Avenue, Harrison Avenue Extension, Boulevard and Log Cabin roundabout and 18th Avenue from Hoffman Road to Fones Road. Funding was also needed to pay for a portion of the City's Yelm Highway project. In 2010, the City issued non-voted debt for approximately \$6 million to complete major street capacity projects identified through the City's Concurrency Review. The projects were completed in 2010 at a cost of \$18,861,000. The bonds were issued for a 20-year term with the annual debt service payment being funded with impact fees. Debt service is an operational cost and is therefore included in the City's Operating Budget. For 2021, the annual debt service is \$436,813. The debt service information presented here in the CFP is for informational purposes only.

Access and Safety Improvements (Program #0633)

Where is this project happening?

Various locations Citywide

Are there other CFP projects that impact this project?

All other Transportation Programs

Description

The purpose of this program is to improve accessibility and safety for all users of the transportation system:

- Safety projects improve safety for one or more modes along a street or at intersections. Design treatments or “countermeasures” are determined based on an analysis of collisions.
- Enhanced crosswalks help pedestrians cross major streets. Improvements include bulb-outs, crossing islands, and/or flashing crosswalk beacons, among other treatments.
- Street accessibility projects remove barriers on walkways for persons with disabilities. Projects may include curb access ramps or audible pedestrian signals.

Project List

- **Safety Projects**
Minor enhancements to our streets can improve safety and may be funded through this program. This work is typically done with paint, curbing and flexible plastic posts.
 - State Avenue from Pear Street to Chestnut Street pedestrian and bicycle improvements
 - City-wide plastic striping project
 - State Avenue bike safety markings from Tullis Street to Puget Street
 - Lilly Road corridor safety and speed management study
- **Enhanced Crosswalk Projects**
 - Pacific Avenue between Weir Street and the Chehalis Western Trail
- **Street Accessibility Projects**
New and upgraded access ramps will be built as part of sidewalks, enhanced crosswalks, safety projects and asphalt overlays identified in this CFP. Of the over 5,600 access ramps throughout the City, 4,014 are missing or in need of being upgraded. These projects are prioritized and can be addressed as stand-alone projects as funds are available. Of the City’s 92 traffic signals, 17 have audible function for the visually impaired. As the remaining signals are replaced or upgraded, the audible function will be added.

Why is this project a priority?

Safety projects are identified through collision analysis and reflect the Street Safety Plan developed in 2019.

Enhanced crosswalks are needed to make walking safer and more inviting and were identified and prioritized in the draft Transportation Master Plan planning process. See the TMP Webpage for more background.

Street accessibility projects are needed to provide access to people with disabilities and to comply with Federal Accessibility Standards. A prioritized list of street access ramps was developed as part of the draft Transportation Master Plan planning process and has been integrated with the City's draft American Disabilities Act (ADA) Transition Plan.

Is there a level of service standard or measurable outcome?

None at this time.

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the Olympia Comprehensive Plan.

- **Goal Transportation 1**
All streets are safe and inviting for pedestrians and bicyclists. Streets are designed to be human scale, but also can accommodate motor vehicles, and encourage safe driving.
 - **Policy Transportation 1.6**
Build intersections that are safe for pedestrians, bicyclists and motor vehicles. Use minimum dimensions (narrow lanes and crossings) for a human-scale environment, while maintaining vehicle access and safety.
- **Goal Transportation 23**
Pedestrian crossing improvements remove barriers for walkers on major streets, especially wide streets with high vehicle volumes.
 - **Policy Transportation 23.1**
Build new streets and retrofit existing streets with crossing islands and “bulb-outs” to increase pedestrian safety.
 - **Policy Transportation 23.2**
Raise driver awareness of pedestrians at crosswalks on wide, high-volume streets using blinking lights, flags, signs, markings and other techniques.
 - **Policy Transportation 23.3**
Add safe, mid-block crossings for pedestrians to new and existing streets. This is especially important on major streets that have long distances between stoplights and those with high-frequency transit service.
 - **Policy Transportation 23.6**
Consider the needs of the elderly and disabled in all crosswalk design and signal timing.

Access and Safety Improvements

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Safety Improvements							
State Ave from Pear to Chestnut pedestrian safety improvements	\$100,000	\$790,000	\$0	\$0	\$0	\$0	\$890,000
Citywide plastic striping project	\$50,000	\$250,000	\$0	\$0	\$0	\$0	\$300,000
State Ave bike safety markings (Tullis, Puget, Quince)	\$50,000	\$130,000	\$0	\$0	\$0	\$0	\$180,000
Lilly Road Corridor safety and speed management improvements	\$0	\$75,000	\$75,000	\$0	\$0	\$0	\$150,000
Enhanced Crosswalk							
Pacific Ave between Weir St	\$0	\$0	\$0	\$50,000	\$50,000	\$400,000	\$500,000
Total	\$200,000	\$1,245,000	\$75,000	\$50,000	\$50,000	\$400,000	\$2,020,000
Funding Sources:							
Federal Grants	\$0	\$714,000	\$0	\$0	\$0	\$0	\$714,000
Transfer from REET	\$200,000	\$531,000	\$75,000	\$50,000	\$50,000	\$400,000	\$1,306,000
Total	\$200,000	\$1,245,000	\$75,000	\$50,000	\$50,000	\$400,000	\$2,020,000

Long Term Needs & Financial Planning (Program #0633)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the draft Transportation Master Plan and Street Safety Plan.

The following projects were identified through our recently developed Transportation Master Plan in 2020. Planning level estimates and probable funding sources will be determined over the coming years.

7-20 Year Future Needs

Description	Cost	Probable Funding
Safety Projects		
Harrison Avenue and Kenyon Street pedestrian safety improvements		
Boulevard Road and I-5 Bike Trail crossing improvement		
Harrison Avenue and Division Street pedestrian safety improvements		
Cooper Point Road and Harrison Avenue protected bike intersection improvements		
4th Avenue and Plum Street bike and pedestrian safety improvements		
Plum Street and 5th Avenue pedestrian safety improvement		
Plum Street and 8th Avenue bike and pedestrian safety improvements		
Lilly Road and Ensign Road pedestrian safety improvements		
Division Street and Conger Avenue bike and pedestrian safety improvements		
Henderson Boulevard and North Street safety improvements; roundabout		
Herman Road and Chehalis Western Trail crossing improvement		
14th Avenue/Road 65/20th Avenue speed management and corridor safety improvements		
Bethel Street speed management and corridor safety improvements		
Lilly Road and Martin Way pedestrian and bike safety improvements		

7-20 Year Future Needs

Description	Cost	Probable Funding
State Avenue and Columbia Street pedestrian and bike safety improvements		
4th Avenue and Columbia Street pedestrian safety improvements		
Adams Street and Legion Way intersection improvements		
8th Avenue and Jefferson Street intersection improvements		
Cooper Point Road at the Yauger Skate Park safety improvements		
Enhanced Crosswalks		
Cooper Point Road between Capitol Mall Drive and Black Lake Boulevard (potentially two locations)		
Cooper Point Road between Mall Loop Drive and Capitol Mall Drive		
Cooper Point Road between Black Lake Boulevard and Westhills Office Park Driveway		
Lilly Road south of Mary Elder Drive (near Johanns Medical Park)		
Harrison Avenue between Yauger Way and Safeway driveways (possibly two locations)		
Pacific Avenue in the area of Poplar Street and Weir Street (possibly two locations)		
Cooper Point Road between Safeway driveways		
Cooper Point Road northwest of Caton Way (possibly two locations)		
Martin Way between Pattison Street and Ensign Road		
Pacific Avenue between Steele Street and Dehart Drive (possibly three locations)		
Harrison Avenue between Kenyon Street and existing crossing island (possibly three locations)		
Multiple enhanced crosswalks along Martin Way will be addressed with the Martin Way Reconstruction Project.		

Bicycle Improvements (Program #0200)

Where is this project happening?

Various locations Citywide

Links to Other Projects or Facilities

All other Transportation Programs

Description

The purpose of this program is to complete elements of the bicycle network:

- Bike corridors are low-volume neighborhood streets improved for bicycle travel.
- Bike lanes and enhanced bike lanes are five-foot wide lanes, on major streets, sometimes enhanced with a buffer or barrier.

Projects

The draft Transportation Master Plan (TMP) informs the project lists shown here. These projects were identified and prioritized through the TMP planning process.

- Bike Corridor projects:
 - South Downtown to I-5 Trail bike corridor
 - Northwest Neighborhood bike corridor
 - Southwest Neighborhood bike corridor
- Bike Lane Projects:
 - Lakeridge Drive restriping for enhanced bike lanes and a roundabout at Deschutes Parkway

Why is this project a priority?

A bike lane network on major streets provides bicyclists direct access to destinations. Bike corridors and enhanced bike lanes are part of a network of low-stress streets that serve bicyclists of all ages and abilities. See the TMP Webpage for more background.

Is there a level of service standard or measurable outcome?

We are monitoring the percentage of arterials and major collectors that are “complete streets,” providing bike lanes and sidewalks. Currently 59 percent of these streets have bike lanes.

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the 2009 Bicycle Master Plan and the Olympia Comprehensive Plan.

- **Goal Transportation 25**
Bicycling is safe and inviting, and many people use their bikes to both travel and stay active.
 - **Policy Transportation 25.1**
Retrofit streets to provide safe and inviting bicycle facilities. Use the Bicycle Master Plan (2009) to guide facilities development but look for other opportunities to provide bicycle facilities where possible.
- **Goal Transportation 1**
All streets are safe and inviting for pedestrians and bicyclists. Streets are designed to be human scale, but also can accommodate motor vehicles, and encourage safe driving.
 - **Policy Transportation 1.1**
Retrofit major streets to be human scale and include features to make walking, biking and transit use safe and inviting.
- **Goal Transportation 2**
As new streets are built and existing streets are reconstructed, add multimodal features as specified in the City of Olympia Engineering Design and Development Standards.
 - **Policy Transportation 2.1**
Build arterial streets to serve as primary routes connecting urban centers and the regional transportation network. Include bike lanes, sidewalks, planter strips, pedestrian-crossing features and other amenities that support pedestrian comfort and safety.
 - **Policy Transportation 2.2**
Build major collector streets to connect arterials to residential and commercial areas. Include bike lanes, sidewalks, planter strips and pedestrian-crossing features.

Bike Improvements

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
South Downtown to I-5 Trail bike corridor	\$100,000	\$0	\$0	\$0	\$500,000	\$0	\$600,000
NW Neighborhood bike corridor	\$0	\$100,000	\$0	\$0	\$0	\$400,000	\$500,000
SW Neighborhood bike corridor	\$0	\$100,000	\$0	\$0	\$0	\$200,000	\$300,000
Lakeridge Dr Protected bike lane	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
Bike corridor to be identified	\$0	\$0	\$200,000	\$600,000	\$0	\$0	\$800,000
Total	\$600,000	\$200,000	\$200,000	\$600,000	\$500,000	\$600,000	\$2,700,000
Funding Sources:							
State Grants	\$0	\$0	\$0	\$0	\$500,000	\$600,000	\$1,100,000
Transfer from REET	\$600,000	\$200,000	\$200,000	\$600,000	\$0	\$0	\$1,600,000
Total	\$600,000	\$200,000	\$200,000	\$600,000	\$500,000	\$600,000	\$2,700,000

Long Term Needs & Financial Planning (Program #0200)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the draft Transportation Master Plan and Street Safety Plan.

The following projects were identified through our recently developed Transportation Master Plan in 2020. Planning level estimates and probable funding sources will be determined over the coming years.

7-20 Year Future Needs

Description	Cost	Probable Funding
Olympia-Prospect - Fir bike corridor		
Tullis - Quince - Reeves Middle School bike corridor		
Pear Street bike corridor connection		
Eskridge- Lybarger bike corridor		
10th - Union Avenue - Wilson bike corridor		
Kempton bike corridor		
McKenny Elementary bike corridor		

Intersection Improvements (Program #0420)

Where is this project happening?

Various locations Citywide

Links to Other Projects or Facilities

All other Transportation Programs

Description

These projects improve the safety and function of intersections for people walking, biking and driving. Projects may include roundabouts or traffic signals. Projects may address improved access and priority for transit, such as queue jump lanes or bus-only signals. Projects will typically include curb access ramps and may include sidewalk and bike lane connections, lighting, and landscaping consistent with City standards. Traffic signal upgrades will include audible devices for the visually impaired. A range of technological improvements for traffic signals may be funded through this program such as fiber optic installation, new controllers, or detection cameras.

Projects

In this six-year period, design will begin on the following projects:

- Wiggins Road and Herman Street roundabout
- Cain Road and North Street roundabout
- Division Street and Elliott Avenue roundabout

Why is this project a priority?

Projects are identified through the development of the draft Transportation Master Plan. See the TMP Webpage for more background.

Is there a level of service standard or measurable outcome?

No measurable outcome has been identified for intersections.

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the Olympia Comprehensive Plan.

- **Policy Transportation 1.6**
Build intersections that are safe for pedestrians, bicyclists and motor vehicles. Use minimum dimensions (narrow lanes and crossings) for a human-scale environment, while maintaining vehicle access and safety.
- **Policy Transportation 8.5**
Consider roundabouts instead of signals at intersections to maintain traffic flow.
- **Policy Transportation 23.4**
Design intersections to make pedestrian crossing safety a priority: minimize width, increase pedestrian visibility and reduce curb radii (sharper corners instead of broad sweeping curves).
- **Policy Transportation 28.1**
Make it a high funding priority to enhance the operational efficiency of the City's transportation system.

Intersection Improvements

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Wiggins and Herman - Design Only	\$0	\$0	\$100,000	\$100,000	\$0	\$0	\$200,000
Cain and North - Design Only	\$0	\$0	\$0	\$0	\$90,000	\$0	\$90,000
Division and Elliott - Design Only	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Total	\$0	\$100,000	\$100,000	\$100,000	\$90,000	\$0	\$390,000
Funding Sources:							
Transfer from Gas Tax	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
Transfer from SEPA	\$0	\$0	\$100,000	\$100,000	\$90,000	\$0	\$290,000
Total	\$0	\$100,000	\$100,000	\$100,000	\$90,000	\$0	\$390,000

Long Term Needs & Financial Planning

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the draft Transportation Master Plan and Street Safety Plan.

The following projects were identified through our recently developed Transportation Master Plan in 2020. Planning level estimates and probable funding sources will be determined over the coming years.

7-20 Year Future Needs

Description	Cost	Probable Funding
4th Avenue and Pacific Avenue roundabout		
Boulevard Road and Pacific Avenue roundabout		
9th Avenue and Black Lake Boulevard roundabout		
9th Avenue and Fern Street roundabout		
Eastside Street and Union Avenue roundabout		
Henderson Boulevard and North Street roundabout		

Major Street Reconstruction (Program #0600)

Where is this project happening?

Various locations Citywide

Links to Other Projects or Facilities

All other Transportation Programs

Description

These are multimodal improvement projects with many elements, typically including bike lanes, sidewalks, pedestrian crossing improvements, access ramps, intersection improvements, resurfacing, landscaping and lighting. These projects draw from many funding sources and are significant in scope. By combining many elements, the City can address multiple transportation goals at once and achieve economies of scale in construction.

Projects

- Franklin Street from Legion Way to State Avenue. Scope includes concrete reconstruction of street, curbs and sidewalks, adding new landscaping, lighting, street furniture and public art. Planned for 2021 construction. Scope based on 2018/2019 Downtown Street Improvement Project scoping.
- Fones Road from Pacific Avenue to 18th Avenue. Scope includes enhanced bike lanes, sidewalks, planter strips and or stormwater swales, new lighting, crosswalk enhancements, trail crossing improvement, compact roundabout, asphalt overlay, lane reconfiguration and medians. Planned for 2023 construction. Scope based on 2018/2019 Fones Road predesign study.
- Mottman Road from Mottman Court to South Puget Sound Community College (SPSCC). Scope includes sidewalk and lighting on one side, bike lanes on both sides, and asphalt overlay. This is a partnership with the City of Tumwater and includes legislatively approved Connecting Washington funding.
- US 101/West Olympia Access Project. Scope includes new access ramps to US 101 at Kaiser Road and at Yauger Way. The initial funding for this project will complete the design, environmental permit and mitigation work, and right-of-way acquisition. Scope based on 2010 West Olympia Access Study.
- Wiggins Road from 27th Avenue to South City Limits. Tentative scope includes relocating ditch or underground stormwater conveyance and adding sidewalk and bike lane or shared use path to at least one side of the street. This is a cooperative project with the Stormwater Utility.

Why is this project a priority?

These projects reflect overlapping needs identified in the draft Transportation Master Plan and the City's Pavement Management Program. See the TMP Webpage for more background.

Is there a level of service standard or measurable outcome?

No measurable outcome has been identified for Major Street Reconstruction Projects.

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the Olympia Comprehensive Plan.

- **Goal Transportation 1**
All streets are safe and inviting for pedestrians and bicyclists. Streets are designed to be human scale, but also can accommodate motor vehicles and encourage safe driving.
 - **Policy Transportation 1.1**
Retrofit major streets to be human scale and include features to make walking, biking and transit use safe and inviting.
- **Goal Transportation 2**
As new streets are built and existing streets are reconstructed, add multimodal features as specified in the City of Olympia Engineering Design and Development Standards.
 - **Policy Transportation 2.1**
Build arterial streets to serve as primary routes connecting urban centers and the regional transportation network. Include bike lanes, sidewalks, planter strips, pedestrian-crossing features and other amenities that support pedestrian comfort and safety.
 - **Policy Transportation 2.2**
Build major collector streets to connect arterials to residential and commercial areas. Include bike lanes, sidewalks, planter strips and pedestrian-crossing features.
- **Goal Transportation 16**
Streets are public space, where people want to be.
 - **Policy Transportation 16.1**
Design streets to enhance the sense of place of a neighborhood or district.

Major Street Reconstruction

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Franklin from Legion Way to State Avenue	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000
Fones Road from Pacific Avenue to 18th Avenue	\$900,000	\$6,000,000	\$8,000,000	\$0	\$0	\$0	\$14,900,000
Mottman Road from Mottman Court to SPSCC	\$100,000	\$0	\$900,000	\$1,000,000	\$3,000,000	\$5,714,500	\$10,714,500
Wiggins Road from 27th Avenue to south City limits	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
US 101/West Olympia Access Project	\$0	\$1,000,000	\$1,000,000	\$4,000,000	\$0	\$0	\$6,000,000
Total	\$5,000,000	\$7,000,000	\$9,900,000	\$5,000,000	\$3,000,000	\$7,214,500	\$37,114,500
Funding Sources:							
State Grants	\$400,000	\$0	\$6,100,000	\$4,000,000	\$0	\$5,714,500	\$16,214,500
Transfer from Impact Fees	\$900,000	\$1,900,000	\$1,000,000	\$0	\$0	\$0	\$3,800,000
Transfer from REET	\$3,700,000	\$4,000,000	\$0	\$1,000,000	\$3,000,000	\$1,500,000	\$13,200,000
Transfer from TBD	\$0	\$0	\$900,000	\$0	\$0	\$0	\$900,000
Transfer from Voted Utility Tax	\$0	\$1,100,000	\$1,900,000	\$0	\$0	\$0	\$3,000,000
Total	\$5,000,000	\$7,000,000	\$9,900,000	\$5,000,000	\$3,000,000	\$7,214,500	\$37,114,500

Long Term Needs & Financial Planning

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the draft Transportation Master Plan and Street Safety Plan.

The following projects were identified through our recently developed Transportation Master Plan in 2020. Planning level estimates and probable funding sources will be determined over the coming years.

7-20 Year Future Needs

Description	Cost	Probable Funding
Martin Way from Phoenix Street to Lilly Road. Tentative scope will include enhanced bike lanes, sidewalks, planter strips and or stormwater swales, new lighting, crosswalk enhancements and medians. 2020/2021 Martin Way Corridor Study will identify improvements.		
Capitol Way from State Avenue to Union Avenue. Tentative scope includes lane removal, lane reconfiguration, widened sidewalks and or pedestrian zone, upgraded landscaping, crosswalk enhancements, and bus stop enhancements. Scope based on 2018/2019 Downtown Street Improvement Project scoping and 2016 Greening Capitol Way Study.		
Washington Street from Legion Way to Market Street. Scope includes lane removal, enhanced bike lanes, curb and sidewalk reconstruction and new landscaping. Scope based on 2018/2019 Downtown Street Improvement Project scoping.		

Sidewalks and Pathways (Program #0626)

Where is this project happening?

Various Locations Citywide

Links to Other Projects or Facilities

All other Transportation Programs

Description

The purpose of this program is to:

- Construct new sidewalks on at least one side of arterials, major collectors and neighborhood collectors.
- Construct pathways for pedestrians and bicyclists. Pathways are non-motorized short-cuts that link streets to parks, schools, trails and other streets.
- Maintain and repair sidewalks and pathways.

The draft Transportation Master Plan (TMP) informs the project lists shown here. These projects were identified and prioritized through the TMP planning process.

Project List

- Sidewalk Projects
 - Elliott Avenue from Division Street to Crestline Avenue
 - Boulevard Road from 15th Avenue to 22nd Avenue and between Log Cabin Road and Boulevard Heights Loop
 - Eastside Street/22nd Avenue from Fir Street to I-5
- Pathways Projects
 - San Mar Drive Pathway from San Mar Drive to the Chehalis Western Trail
 - Coulter Street Pathway from Coulter Street to the Chehalis Western Trail
 - Bing Street Pathway from Jackson Avenue to Harrison Avenue commercial area
 - Vista Avenue Pathway from Vista Avenue to Washington Middle School

Why are these projects a priority?

Pathways provide bicyclists and pedestrians more safe and direct off-street routes within neighborhoods. By completing sidewalks on major streets people are safer and more comfortable walking for transportation and recreation. Sidewalk and pathway repair and maintenance is needed to ensure the safety and function of these facilities. See the TMP Webpage for more background.

Is there a level of service standard or measurable outcome?

We are monitoring the percentage of arterials and major collectors that are “complete streets,” providing sidewalks and bike lanes. Currently 76 percent of these streets have sidewalks on at least one side. Our target is 100 percent. There is no measurable outcome for pathways.

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the 2004 Sidewalk Program and the Olympia Comprehensive Plan.

- **Goal Transportation 6**
Pathways enhance the transportation network by providing direct and formal off-street routes for bicyclists and pedestrians.
 - **Policy Transportation 6.1**
Establish and improve pathways in existing built areas.
- **Goal Transportation 21**
Walking is safe and inviting, and more people walk for transportation.
 - **Policy Transportation 21.3**
Build new streets and retrofit existing streets to be more inviting for walking with sidewalks, crossing improvements and streetscape enhancements.
- **Goal Transportation 22**
Sidewalks make streets safe and inviting for walking.
 - **Policy Transportation 22.2**
Focus City sidewalk construction on major streets, where heavy traffic volumes and speeds make it difficult for walkers to share space with motor vehicles. Prioritize sidewalk construction projects based upon street conditions, transit routes and the proximity to destinations such as schools.

Sidewalks and Pathways

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Sidewalk Projects							
Elliott Avenue from Division to Crestline	\$300,000	\$2,400,000	\$0	\$0	\$0	\$0	\$2,700,000
Boulevard Road from 15th to 22nd and between Log Cabin Road and Boulevard Heights Loop	\$0	\$200,000	\$150,000	\$3,250,000	\$0	\$0	\$3,600,000
Eastside Street/22nd from Fir St to I-5 Trail	\$0	\$0	\$0	\$0	\$300,000	\$2,700,000	\$3,000,000
Pathway Projects							
San Mar Drive from San Mar Drive to the Chehalis Western Trail	\$0	\$50,000	\$250,000	\$0	\$0	\$0	\$300,000
Coulter Street from Coulter Street to the Chehalis Western Trail	\$0	\$0	\$50,000	\$250,000	\$0	\$0	\$300,000
Bing Street from Jackson Avenue to Harrison Avenue commercial area	\$0	\$50,000	\$150,000	\$0	\$0	\$0	\$200,000
Vista Avenue from Vista Avenue to Washington Middle School	\$0	\$0	\$50,000	\$150,000	\$0	\$0	\$200,000
Total	\$300,000	\$2,700,000	\$650,000	\$3,650,000	\$300,000	\$2,700,000	\$10,300,000
Funding Sources:							
Federal Grants	\$0	\$0	\$0	\$2,750,000	\$0	\$2,300,000	\$5,050,000
Voted Utility Tax	\$0	\$600,000	\$650,000	\$900,000	\$300,000	\$400,000	\$2,850,000
Use of Fund Balance	\$300,000	\$2,100,000	\$0	\$0	\$0	\$0	\$2,400,000
Total	\$300,000	\$2,700,000	\$650,000	\$3,650,000	\$300,000	\$2,700,000	\$10,300,000

Long Term Needs & Financial Planning

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the draft Transportation Master Plan and Street Safety Plan.

The following projects were identified through our recently developed Transportation Master Plan in 2020. Planning level estimates and probable funding sources will be determined over the coming years.

7-20 Year Future Needs

Description	Cost	Probable Funding
Sidewalk Projects		
Fir Street from Bigelow Avenue to Pine Avenue		
Division Street from Walnut Road to 28th Avenue		
Cooper Point Road from Conger Avenue to 28th Avenue		
Martin Way from Pattison Street to Lilly Road		
28th Avenue from Cooper Point Road to Division Street		
Kaiser Road from Harrison Avenue to 5th Avenue		
McPhee Road from Harrison Avenue to Capitol Mall Drive		
18th Avenue from Wilson Street to Steele Street		
Stoll Road from Stoll Road to Lilly Road		
Thurston Avenue from Washington Street to Franklin Street		
Wilson Street from 22nd Avenue to 18th Avenue		
20th Avenue from Cooper Crest Street to Cooper Point Road		
14th Avenue from Kaiser Road to Cooper Point Road		

7-20 Year Future Needs

Description	Cost	Probable Funding
Pathway Projects		
Orange Street from Orange Street to Hazard Lake Place		
Morse Road from Morse Road to Washington Middle School		
Shelburne Court from Shelburne Court to Rejoice Way		
Langridge Loop North from Langridge Loop (north segment) to Ethel Street Pathway		
Langridge Loop South from Fox Run Drive to Langridge Loop (north segment)		
Raintree Court from Raintree Court to Nut Tree Loop Pathway South		
Nut Tree Loop South from Nut Tree Loop to Raintree Court		
Nut Tree Loop North from Nut Tree Loop to Raintree Court		
Walnut Loop from Ethel Street Pathway to Walnut Loop (west segment)		
Sherwood Drive East from Sherwood Drive to Washington Middle School		
Sherwood Drive West from Sherwood Drive to Washington Middle School		
Capital High School to Evergreen Villages Apartments		

Street Repair and Reconstruction (Program #0599)

Where is this project happening?

Various locations Citywide

Are there other CFP projects that impact this project?

All other Transportation Programs

Description

This program addresses street repair and maintenance projects that preserve the condition of our streets by sealing cracks, resurfacing with a chip seal and asphalt overlays. Major Reconstruction projects also include asphalt overlays but are listed in a separate program.

Project List

- **Crack seal projects**
Various streets, identified annually
- **Chip seal projects**
 - 11th Avenue from Capitol Way to Jefferson Street
 - Jefferson Street from 11th Avenue to 7th Avenue
 - Puget Street from Yew Avenue to San Francisco Avenue
 - Pacific Avenue from Phoenix Street to City Limits
 - Sleater Kinney Road, full length within City Limits
 - Central Street from 11th Avenue to 4th Avenue
 - 4th Avenue from McCormick Street to Fredrick Street
 - Capitol Way from State Avenue to City Limits
- **Asphalt Overlay Projects**
 - State Avenue from Central Street to Wilson Street

Why is this project a priority?

The City uses a pavement condition rating system to evaluate the condition of our street surfaces. Depending upon the level of deterioration, a project may require minor preservation work or full reconstruction. The emphasis in this program is to preserve the condition of a street before it deteriorates to a point that more costly full reconstruction is needed.

Is there a level of service standard or measurable outcome?

The pavement condition is rated on every street in the City, ranging from 0-100 (with 0 being the worst and 100 being the best). A segment of street with a rating of 49 or below is poor; 50-69 is fair; 70-100 is good. The average pavement condition-rating target is 75. The current system rating is 67.

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the Olympia Comprehensive Plan.

- **Goal Transportation 29**

The transportation system is maintained at the lowest life-cycle cost to maximize the City's investment in its infrastructure.

- **Policy Transportation 29.1**

Schedule regular maintenance of the City's transportation system for efficiency and greater predictability, and to reduce long-term cost.

- **Policy Transportation 29.2**

Protect street pavement by resurfacing streets with low-cost treatments before they deteriorate to a point that requires major reconstruction.

Street Repair and Reconstruction

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Harrison Stormwater Retrofit Curb Replacement	\$16,000	\$0	\$0	\$0	\$0	\$0	\$16,000
Annual Chip Seal	\$1,000,000	\$1,000,000	\$500,000	\$500,000	\$500,000	\$500,000	\$4,000,000
Annual Crack Seal	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000
Asphalt Overlay - State Ave from Central to Wilson	\$0	\$0	\$0	\$0	\$150,000	\$1,250,000	\$1,400,000
Total	\$1,266,000	\$1,250,000	\$750,000	\$750,000	\$900,000	\$2,000,000	\$6,916,000
Funding Sources:							
State Grants	\$0	\$500,000	\$500,000	\$0	\$0	\$1,000,000	\$2,000,000
Transfer from REET	\$66,000	\$750,000	\$250,000	\$750,000	\$900,000	\$1,000,000	\$3,716,000
Transfer from TBD	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000
Total	\$1,266,000	\$1,250,000	\$750,000	\$750,000	\$900,000	\$2,000,000	\$6,916,000

Long Term Needs & Financial Planning (Program #0599)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the draft Transportation Master Plan and Street Safety Plan.

The following projects were identified through our recently developed Transportation Master Plan in 2020. Planning level estimates and probable funding sources will be determined over the coming years.

7-20 Year Future Needs

Description	Cost	Probable Funding
Chip Seal Projects		
Harrison Avenue from Yaeger Way to Division Street		
Cooper Point Road from Harrison Avenue to 14th Avenue		
Cooper Point Road from Black Lake Boulevard to Harrison Avenue		
9th Avenue from Black Lake Boulevard to Decatur Street		
Olympic Way full length		
Columbia Street from State Avenue to Corky Street		
Franklin Street from Thurston Avenue to Market Street		
East Bay Drive from Olympia Avenue to Mission Avenue		
Plum Street from Henderson Avenue to State Avenue		
Henderson Avenue from I-5 Roundabout to North Street		
Carlyon Avenue from Capitol Way to Henderson Avenue		
Eastside Street from 22nd Avenue to north of I-5 bridge		
22nd Avenue from Eastside Street to Wilkins Street		
18th Avenue from Wilson Street to Boulevard Road		
Hoffman Avenue from Morse-Merryman Road to 18th Avenue		

7-20 Year Future Needs

Description	Cost	Probable Funding
9th Avenue from Columbia Street to Adams Street		
10th Avenue from Columbia Street to Cherry Street		
Union Avenue from Columbia Street to Plum Street		
7th Avenue from Capitol Way to Adams Street		
4th Avenue from 4th Avenue bridge to Plum Street		
8th Avenue from Capitol Way to Chestnut Street		
Conger Avenue from Cooper Point Road to Division Street		
Asphalt Overlay Projects		
4th Avenue from substation to Sherman Street		
Decatur Street from 9th Avenue to Harrison Avenue		
5th Avenue from Decatur Street to Sherman Street		
Elliott Avenue from Division Street to Crestline Boulevard		
Franklin Street from 11th Avenue to Legion Way		
Wheeler Avenue from Eastside Street to Boulevard Road		
Washington Street from 11th Avenue to 7th Avenue		

Fire Department Projects



The mission of the Olympia Fire Department (OFD) is to respond rapidly, with highly trained professionals to mitigate emergencies for our community. We are dedicated to reducing risk through prevention, fire and medical education and disaster preparedness. Influencing capital projects and equipment identified in the Capital Facilities Plan is our commitment to the following:

- To be good stewards of the resources entrusted to us
- To continually invest in safety and long-term well-being of our Firefighters
- To provide vital information, education and training
- To leverage equipment and technology for increased efficiency
- To critically review and improve our service delivery

This year's Capital Facilities Plan is focused on Fire Stations and major equipment. Strategically placed fire station facilities serve the important function of housing fire and Emergency Medical Service (EMS) response personnel, vehicles and equipment to serve defined portions of the City of Olympia. The City currently has four fire stations and one fire training center.

Emergency response vehicles are typed by function. The core of the Olympia Fire Department's deployment is centered around the fire engine pumper. Each station houses a fire engine pumper. The Headquarters station is strategically located near the center of the city and in addition to the fire engine, houses a ladder truck and technical rescue truck. Stations 2 and 4 each house a Thurston County Medic One, Olympia Fire Department advanced life support, paramedic transport unit.

Fire Station 2 Facility Remodel Project

Where is this project happening?

Olympia Fire Station 2 is located at 330 Kenyon Street Northwest

Are there other CFP projects that impact this project?

- A new aid unit vehicle will be acquired to address the increased demand for EMS responses within Fire Station 2's response area.

Description

Olympia Fire Station 2 serves Olympia's Westside of the City. The Westside has seen added commercial and residential growth. With this growth, comes increase demand for emergency services.

The current Fire Station 2 was constructed in 1991 and needs additional space to accommodate an additional aid unit vehicle and dorm room facilities to house two additional Firefighters.

Why is this project a priority?

As Station 2's area continues to develop and become more populated, call volume will continue to increase. Adding an aid unit will bring capacity to the department, improved response times, improved patient outcomes and reduced property damage.

Is there a level of service standard or measurable outcome?

OFD Response times, Washington State Rating Bureau (WSRB), CPR Save Rate

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the following goals and policies of the Olympia Comprehensive Plan.

- **Goal Public Services 21**
City of Olympia is a model sustainable city.
 - **Policy Public Services 21.1**
Use energy-efficient designs and environmentally responsible materials and techniques in City facilities and construction projects. Work to reduce energy usage in existing City facilities.

- **Goal Public Services 13**

The community has a high level of fire protection, emergency medical services and disaster management services, equal to or exceeding industry standard.

- **Policy Public Services 13.1**

Continue to manage fire protection functions, paramedic services and City emergency services by planning, organizing, directing and controlling the resources available.

- **Policy Public Services 13.2**

Continue to provide highly skilled and adequately staffed fire fighting force to respond to fire, medical and hazardous material emergencies, and to protect life and property.

- **Goal Land Use and Urban Design 9**

Built and natural environmental designs discourage criminal behavior.

- **Policy Land Use 9.2**

Modify public facilities and properties to enhance crime prevention.

- **Goal Economy 4**

The City achieves maximum economic, environmental and social benefit from public infrastructure.

- **Policy Economy 4.1**

Plan our investments in infrastructure with the goal of balancing economic, environmental and social needs, supporting a variety of potential economic sectors and creating a pattern of development we can sustain into the future.

- **Policy Economy 4.3**

Make decisions to invest in public infrastructure projects after analysis determining their total costs over their estimated useful lives, and their benefit to environmental, economic and social systems.

Fire Station 2 Facility Remodel Project

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Fire Station 2 Remodel	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Total	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Funding Sources:							
Other Financing Sources	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Total	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000

Fire Apparatus - Fire Engines, Ladder Trucks, Aid Units, Brush Truck and Technical Rescue Vehicle (Fund #331)

Where is this project happening?

The City of Olympia has four fire stations and a fire training center strategically located throughout the City. Each fire station houses a primary fire engine and a reserve fire engine, as well as command cars and business cars to execute the daily operations of the Fire Department. The City also houses a primary and reserve ladder truck, an aid unit, a brush truck and a technical rescue vehicle strategically located at the Fire Department's Headquarters fire station.

Are there other CFP projects that impact this project?

- The Fire Station 2 remodel project will require a new aid unit vehicle to address the increasing EMS call responses within this portion of the City.

Descriptions of Equipment

- A fire engine pumper combines a fire suppression unit, an aid unit and a rescue unit into one multi-function response unit.
- A fire ladder truck is like a fire engine except without a water tank, pump and hose. A fire ladder truck combines an aerial fire suppression unit and an aid response vehicle into one multi-function response unit and a rescue unit. The fire ladder truck carries ladders, forcible entry tools and the Jaws of Life.
- An aid unit is a transport capable ambulance specifically designed to respond to emergency medical responses.
- Brush trucks are light-weight, smaller fire response truck that can operate off-road to address both small and large vegetation fires.
- The technical rescue vehicle carries the equipment required to conduct rope rescue, confined space, trench collapse and structural collapse. Technical rescue tools and equipment require a specific apparatus, as these tools take up a lot of space and will not fit on a fire engine or fire ladder truck.

Descriptions of Equipment to be Replaced 2021 - 2026

- **Fire Engine Pumper - Replacement for 1990 Pumper**
Equipment for replacement Fire Engine Pumper
- **Technical Rescue Special Operations Rescue Team (SORT) Vehicle - New Equipment**
Equipment for new Technical Rescue SORT Vehicle
- **Fire Engine Pumper - Replacement for 1995 Pumper**
Equipment for replacement Fire Engine Pumper
- **Aid Unit - New for Station 2 Add-On Remodel**
Equipment for New Aid Unit for Station 2 Add-On Remodel

- **Aid Unit - Replacement for 2003 Aid Unit**
Equipment for replacement Aid Unit

Why is this project a priority?

Safe, functional and accessible fire apparatus are vital to achieving the mission of the Fire Department. The fire apparatus are utilized 24 hours a day, seven days a week and serve the critical function of responding to and operating at fire & EMS call response. Failure to replace fire apparatus on lifecycle schedule can result in failing equipment or can restrict the ability to provide critical services when the need arises.

Currently the Fire Department has no consistent funding source for fire apparatus.

Is there a level of service standard or measurable outcome?

OFD worked to ensure that the replacement schedules are verifiable against the Standards of the Industry to include; the National Fire Protection Association (NFPA), the Washington Survey and Rating Bureau (WSRB), the State of Washington Firefighter Safety standards and related manufactures association's recommendations. The NFPA is a United States trade association that creates and maintains private, copyrighted standards and codes for usage and adoption by local governments. This includes publications from model building codes to the many on equipment utilized by firefighters while engaging in firefighting, hazardous material (hazmat) response and rescue response.

The standards referenced for Fire Apparatus are the following:

- NFPA 1901- Fire Apparatus: Engines, Ladder Trucks, Aid Units, Brush Trucks and Technical Rescue Vehicles
- Washington Survey Rating Bureau (WSRB), OFD Evaluation
- Fire Apparatus Manufacturer's Association (FAMA), Fire Apparatus Duty Cycle White Paper

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the 2017-2022 OFD Strategic Plan and the Olympia Comprehensive Plan.

- **Goal 8**
To establish a resource management equipment repair and replacement (ER&R) plan for the Regional Fire Training Center (FTC), apparatus, fleet and additional capital equipment.
- **Goal Public Services 13**
The community has a high level of fire protection, emergency medical services and disaster management services, equal to or exceeding industry standard.
 - **Policy Public Services 13.6**
Model best practices in the local fire service community in areas like fire safety, command practices, training and equipment maintenance.

Debt Service

OFD's capital facility projects, and associated new fire apparatus, will require the issuance of general obligation debt via voter-approved property tax levies. With a voter approved property tax levy, each year, property taxes are levied only for the cost of the annual debt service.

The tables below summarize recommended debt issues, the associated annual debt service costs and the estimated change in property tax rate per \$1,000 of assessed value. Debt service is an operational cost and is included in the City's Operating Budget. The debt service information is presented here in the CFP for informational purposes only.

OFD Capital Replacement Equipment Cost - Debt Financed - CFP (2012-2026)

Non-Voted Debt Issues	2021	2022	2023	2024	2025	2026	Total
Non-Voted Debt	-	\$1,020,000	-	\$312,000	-	\$1,150,000	\$2,482,000
Number of Years of Debt Issued	-	15		15		15	

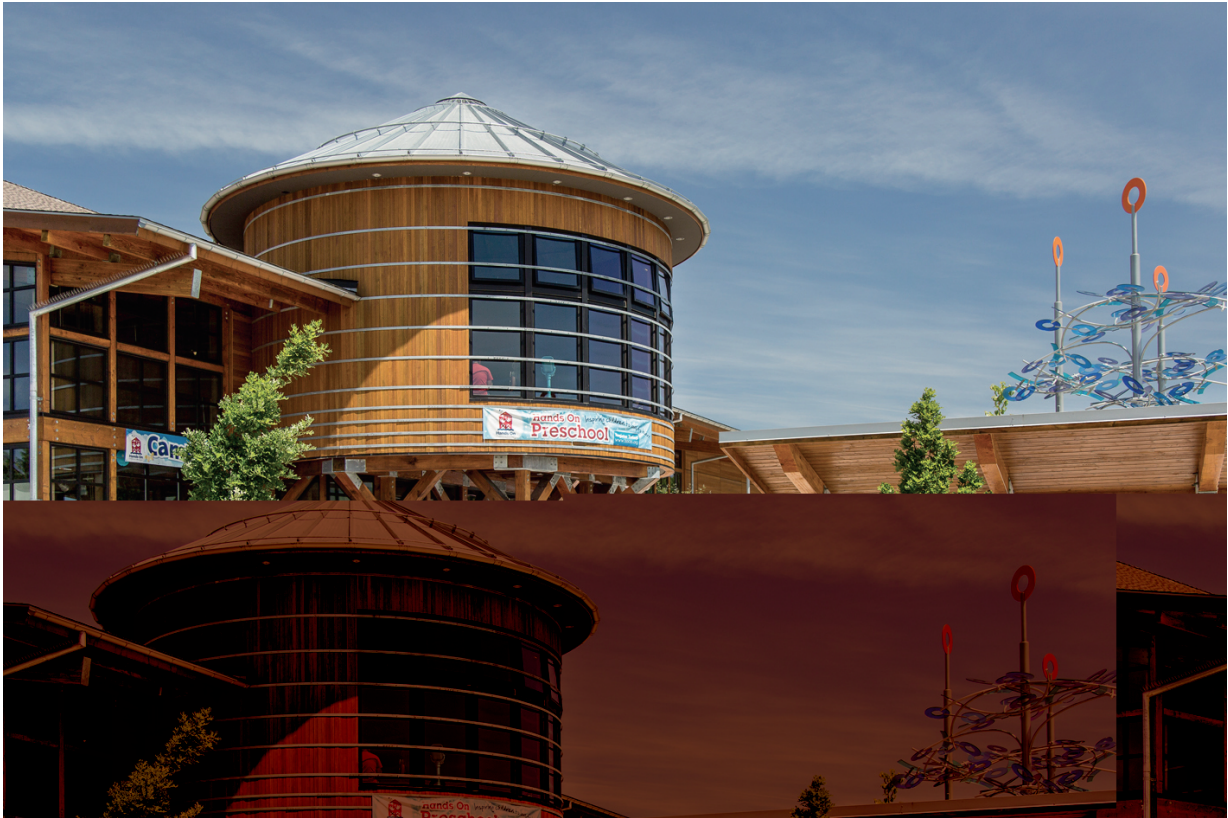
OFD - Annual Debt Services for Non-Voted Debt Issues (Replacement Equipment Only) (2021-2026)

	2021	2022	2023	2024	2025	2026	Total
Annual Debt Service	-	\$84,527	\$84,527	\$110,383	\$110,383	\$205,683	\$595,503

Fire Apparatus

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Replace Fire Engine Pumper		\$900,000					\$900,000
Fire Engine Pumper Equipment		\$120,000					\$120,000
Technical Rescue SORT Vehicle			\$966,000				\$966,000
Technical Rescue SORT Vehicle Equipment			\$100,000				\$100,000
Station 2 Aid Unit			\$200,000				\$200,000
Station 2 Aid Unit Equipment			\$103,000				\$103,000
Aid Unit				\$206,000			\$206,000
Aid Unit Equipment				\$106,000			\$106,000
Fire Engine Pumper						\$1,015,000	\$1,015,000
Fire Engine Pumper Equipment						\$135,000	\$135,000
Total	\$0	\$1,020,000	\$1,369,000	\$312,000	\$0	\$1,150,000	\$3,851,000
Funding Sources:							
Other Financing Sources	\$0	\$1,020,000	\$1,369,000	\$312,000	\$0	\$1,150,000	\$3,851,000
Total	\$0	\$1,020,000	\$1,369,000	\$312,000	\$0	\$1,150,000	\$3,851,000

General Capital Facilities Projects



General government facilities are designed to meet a broad spectrum of needs. This Chapter includes projects related to City-owned buildings, the Americans with Disabilities Act (ADA) Program and Economic Development Projects.

General Government facilities are unique. These projects require large capital investments. The need is determined either through a professional condition assessment which includes a lifecycle analysis or community need. Specific Levels of Service are not defined. Although, several projects may not be explicitly included in the City's Comprehensive Plan, it is important to include them in this document because of the amount of the investment along with the vital role they play in ensuring our community's quality of life.

The projects included in this chapter address project feasibility assessments, accessibility improvements at City-owned facilities and major maintenance and repair for the City-owned buildings.

Building Repair and Replacement (Fund #029)

Where is this project happening?

- City Hall
- Court Services
108 State Avenue NE
- Hands on Children's Museum
- Lee Creighton Justice Center
- Maintenance Center-Public Works
- Mark Noble Regional Fire Training Center
- OFD Headquarters Station 1
- OFD Westside Station 2
- OFD Eastside Station 3
- OFD Stoll Road Station 4
- Olympia Police – Firing Range
- The Olympia Center
- Timberland Regional Library
- Washington Center for Performing Arts

Are there other CFP projects that impact this project?

N/A

Description

This program covers major maintenance to building interior and exterior, as well as equipment replacement at the 15 locations listed above. Below is a list of planned projects for 2021. The list also includes \$50,000 in funding for unforeseen emergency projects.

Building	Project	Estimated Cost
Timberland Library	Low pressure wash and reseal brick	\$259,740
Timberland Library	Replace domestic water system	\$210,600
OFD Headquarters Station 1	Replace upper level pedestrian area flooring	\$163,613
OFD Eastside Station 3	Replace all plumbing fixtures	\$70,200
OFD Training Center	Replace railing and flashing	\$43,290
Maintenance Center	Replace 15 steel columns at Waste ReSources lot	\$105,300
Miscellaneous Projects		\$50,000
Grand Total Building and Replacement		\$902,743

Why is this project a priority?

An update to the 2013 building condition assessment was done in 2019. The purpose was to evaluate the state of the major systems and equipment, identify repair and replacement needs, prioritize high and medium identified needs and develop planning level cost estimates. Based on the final 2019 report, the City's facility repair and replacement average estimated cost is \$3.6 million per year over the next six years, which leaves a funding gap of \$ 21.4 million.

Is there a level of service standard or measurable outcome?

N/A

What Comprehensive Plan goals and policies does this project address?

Although not included specifically in the Comprehensive Plan, the City's Long Term Financial Strategy (LTFS) states that we should maintain what we have before we add new.

General Revenues to Support General Facilities

In the past several years, General Facilities projects were supported primarily by Cable TV tax and an annual contribution from the General Fund. From 2017 through 2019, Cable Tax has been declining two to five percent. In 2020, Cable Tax has somewhat leveled off and for 2021 we are projecting a 2 percent increase in Cable Tax over our 2020 original revenue projection.

CFP General Revenue Sources	2021 Revenues
Cable TV Tax	\$847,000

Building Repair and Replacement

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Timberland Library - Low Pressure Wash & Reseal Brick	\$259,740	\$0	\$0	\$0	\$0	\$0	\$259,740
Timberland Library - Replace Domestic Water System	\$210,600	\$0	\$0	\$0	\$0	\$0	\$210,600
OFD Main - Replace Upper Level Pedestrian Area Flooring	\$163,613	\$0	\$0	\$0	\$0	\$0	\$163,613
OFD Eastside - Replace all plumbing fixtures	\$70,200	\$0	\$0	\$0	\$0	\$0	\$70,200
OFD Training Center - Replace railing & flashing	\$43,290	\$0	\$0	\$0	\$0	\$0	\$43,290
Maintenance Center - Replace 15 steel columns at Waste ReSources Lot	\$105,300	\$0	\$0	\$0	\$0	\$0	\$105,300
Miscellaneous Projects	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Projects to be determined	\$0	\$804,650	\$764,418	\$726,197	\$689,887	\$655,392	\$3,640,544
Total	\$902,743	\$804,650	\$764,418	\$726,197	\$689,887	\$655,392	\$4,543,287
Funding Sources:							
Cable TV Tax	\$847,000	\$804,650	\$764,418	\$726,197	\$689,887	\$655,392	\$4,487,544
Use of Fund Balance	\$55,743	\$0	\$0	\$0	\$0	\$0	\$55,743
Total	\$902,743	\$804,650	\$764,418	\$726,197	\$689,887	\$655,392	\$4,543,287

Debt Service

In 2013, the City issued \$6.345 million in General Obligation bonds for various City capital projects. Of the total bonds issued, \$3.195 million was for exterior repairs to the Washington Center for Performing Arts (WCPA). The WCPA-related bonds were issued for a 20-year term with the annual debt service payment being funded from Building Repair & Maintenance resources. Debt service is an operational cost and is therefore included in the City's Operating Budget. For 2021, the annual debt service is \$234,275. The debt service information presented here in the CFP is for informational purposes only.

Debt Services							
	2021	2022	2023	2024	2025	2026	Total
2013 LTGO Bonds - WA Performing Arts Center	\$234,275	\$236,775	\$233,775	\$232,175	\$235,375	\$233,175	\$1,405,550

Lee Creighton Justice Center Reconstruction (Program #8011)

Where is this project happening?

Lee Creighton Justice Center Campus (900 Plum Street)

Are there other CFP projects that impact this project?

Not at this time

Description

This program covers the facility planning, design and construction of a newly reconstructed Justice Center facility on City property at 900 Plum Street. The current Lee Creighton Justice Center is home to Olympia's Justice System. Key programs and services include municipal court, community court, jury services, probation services, municipal holding facility, city prosecutor, public defense, victim assistance and the DUI victim impact panel.

The current Justice Center facility was constructed in 1965 and needs a major reconstruction. A 2019 Building Condition Assessment concluded that "full replacement of the facility" was recommended based on the age of the facility, and the extent and cost of deficiencies noted.

For 2020, the City appropriated \$100,000 for a feasibility study and preliminary design of a reconstructed Justice Center. The preliminary design will consider the programming needs, site constraints, and outline a cost estimate and schedule to build a new Justice Center. Two options will be evaluated: (1) Co-locating with Thurston County in a Regional Courthouse and (2) Building a new City-owned Justice Center at the existing location. The City has contracted with KMB to complete a feasibility study, however, due to COVID-19, this project is currently on hold. In 2021, an additional \$69,000 will be appropriated to complete the feasibility study with funding coming from the Building Repair & Replacement Fund.

Why is this project a priority?

The Lee Creighton Justice Center is the home of Olympia's Justice System - vital to the health, safety and well-being of the community. Safe and accessible public facilities are foundational to serving Olympia's public safety and justice needs. Failure to address the failing facility infrastructure at the Justice Center could restrict or eliminate the ability provide the services currently housed there.

Is there a level of service standard or measurable outcome?

N/A

What Comprehensive Plan goals and policies does this project address?

- **Goal Public Services 21**
City of Olympia is a model sustainable city.
 - **Policy Public Services 21.1**
Use energy-efficient designs and environmentally responsible materials and techniques in City facilities and construction projects. Work to reduce energy usage in existing City facilities.
- **Goal Land Use and Urban Design 1**
Land use patterns, densities and site designs are sustainable and support decreasing automobile reliance.
 - **Policy Land Use 1.2**
Focus development in locations that will enhance the community and have capacity and efficient supporting services, and where adverse environmental impacts can be avoided or minimized.
- **Goal Land Use and Urban Design 9**
Built and natural environmental designs discourage criminal behavior.
 - **Policy Land Use 9.2**
Modify public facilities and properties to enhance crime prevention.
- **Goal Economy 4**
The City achieves maximum economic, environmental and social benefit from public infrastructure.
 - **Policy Economy 4.1**
Plan our investments in infrastructure with the goal of balancing economic, environmental and social needs, supporting a variety of potential economic sectors and creating a pattern of development we can sustain into the future.
 - **Policy Economy 4.3**
Make decisions to invest in public infrastructure projects after analysis determining their total costs over their estimated useful lives, and their benefit to environmental, economic and social systems.

Parks and Public Works Maintenance Center Reconstruction (Program #8081)

Where is this project happening?

Current Public Works Maintenance Center site at 1401 Eastside Street

Are there other CFP projects that impact this project?

Waste ReSources Maintenance Facility Construction

Description

This program covers the facility planning, design and reconstruction of the City's Maintenance Center at 1401 Eastside Street. Due to undersized and aging maintenance facilities for both the Public Works (current Maintenance Center) and Parks Departments (Priest Point Park), this project will construct a facility on the current Maintenance Center site that is capable of housing the operation and maintenance functions of both departments.

The current Maintenance Center facility was constructed in 1976 and needs major reconstruction. A 2019 Building Condition Assessment concluded that "full replacement of the facility" was recommended based on the age of the facility, as well as the extent and cost of deficiencies noted. The facility is also over capacity and unable to handle expansion of staff and equipment as the City continues to grow.

The current Parks Maintenance Facility at Priest Point Park was constructed in the 1940s, and is also in need of major reconstruction. The facility is similarly over capacity and unable to handle expansion of staff and equipment as the City and the Metropolitan Parks District needs grow.

In 2017, the City completed a maintenance center feasibility study that evaluated the needs of both Public Works and Parks and evaluated potential property for a newly constructed facility. The study concluded that the existing Maintenance Center site was the preferred location for a combined facility. Due to limited space, however, the study also concluded that the Waste ReSources Utility should be moved to a new maintenance facility located on Carpenter Road within a few miles of the Thurston County Waste and Recovery Center. Relocating Waste ReSources was identified as a first phase and key to freeing up space for a future combined maintenance facility for Parks and the remainder of Public Works.

The 2017 study estimated the cost to co-locate Parks and Public Works at the existing Maintenance Center to be approximately \$95 million. The project is not projected to begin for at least 10 years and therefore goes beyond the CFP's 6-year planning window. Funding considerations include debt financing via bonds supported with utility rates and General Fund revenues.

Why is this project a priority?

A safe, functional and accessible maintenance facility is vital to the operations functions of both Public Works and Parks. The facilities are accessed 24 hours a day, seven days a week and serve as critical bases of operations during small and large-scale emergencies. Failure to address the failing facility infrastructure at the Maintenance Center and Priest Point Park could severely restrict or eliminate the ability to provide the critical services currently housed there.

Is there a level of service standard or measurable outcome?

N/A

What Comprehensive Plan goals and policies does this project address?

- **Goal Public Services 21**
City of Olympia is a model sustainable city.
 - **Policy Public Services 21.1**
Use energy-efficient designs and environmentally responsible materials and techniques in City facilities and construction projects. Work to reduce energy usage in existing City facilities.
- **Goal Land Use and Urban Design 1**
Land use patterns, densities and site designs are sustainable and support decreasing automobile reliance.
 - **Policy Land Use 1.2**
Focus development in locations that will enhance the community and have capacity and efficient supporting services, and where adverse environmental impacts can be avoided or minimized.
- **Goal Land Use and Urban Design 9**
Built and natural environmental designs discourage criminal behavior.
 - **Policy Land Use 9.2**
Modify public facilities and properties to enhance crime prevention.
- **Goal Economy 4**
The City achieves maximum economic, environmental and social benefit from public infrastructure.
 - **Policy Economy 4.1**
Plan our investments in infrastructure with the goal of balancing economic, environmental and social needs, supporting a variety of potential economic sectors and creating a pattern of development we can sustain into the future.
 - **Policy Economy 4.3**
Make decisions to invest in public infrastructure projects after analysis determining their total costs over their estimated useful lives, and their benefit to environmental, economic and social systems.

West Olympia Commercial Property (Program #0211)

Where is this project happening?

1305 Cooper Point Rd SW Olympia, WA 98502

Are there other CFP projects that impact this project?

No

Description

Since October 2017, under an Agreed Order with the Department of Ecology, the City has completed a remedial investigation and an interim action plan for the former West Olympia Landfill site. Although more work remains to complete Ecology's requirements for site development, the property can now be marketed for sale. Therefore, in 2020 the City plans to retain a marketing broker to identify a development partner to purchase the property and initiate Ecology approved site cleanup actions. Most likely clean up activity and expense will occur when the site is being developed. Site development and site cleanup would be most likely to occur in 2021-2022.

Total estimated cleanup costs are \$3,800,000 with some of the cleanup expense being shared by both the City and the future developer. It is estimated that the City's clean up expense would be around \$2,400,000. This would be a onetime expense.

Funding would come from Economic Development Capital Program. The sales proceeds are expected to exceed the City portion of clean up expense. The City does not have a current appraisal determining costs.

Why is this project a priority?

In 2013 the City initiated an economic development planning process to provide an assessment of the broader real estate market. This process resulted in the preparation of the "Investment Strategy: Olympia's Opportunity Areas". This report identified six specific areas to focus for redevelopment opportunity. The westside commercial property, formerly identified as the Olympia Landfill, was one of the six identified sites. This report is routinely referenced in the Economy chapter of the Comprehensive Plan.

The property was first investigated for commercial development in the mid-1980s. Since the discovery of low levels of environmental contamination at that time, the vacant site has remained an underutilized brownfield site.

Remediating and developing the property will restore the site to active use, providing revenue in the form of sales proceeds from eventual disposition of the property plus Sales Tax and Business & Occupation Tax from future commercial uses onsite.

Is there a level of service standard or measurable outcome?

Completing Ecology's Model Toxics Cleanup Act (MTCA) program requirement.

What Comprehensive Plan goals and policies does this project address?

- **Goal Economy 4**
The City achieves maximum economic, environmental and social benefit from public infrastructure.
 - **Policy Economy 4.6**
Collaboration with other partners maximizes economic opportunity.

West Olympia Commercial Property

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
West Olympia Commercial Property	\$0	\$2,400,000	\$0	\$0	\$0	\$0	\$2,400,000
TOTAL	\$0	\$2,400,000	\$0	\$0	\$0	\$0	\$2,400,000
Funding Sources:							
TBD	\$0	\$2,400,000	\$0	\$0	\$0	\$0	\$2,400,000
TOTAL	\$0	\$2,400,000	\$0	\$0	\$0	\$0	\$2,400,000

4th and Columbia Mixed Use Project Feasibility (Program #0211)

Where is this project happening?

4th and Columbia

Are there other CFP projects that impact this project?

- 112 and 116 4th Ave Property Acquisition

Description

This program covers the feasibility analysis, stakeholder involvement, architectural modeling, and private partner solicitation for a perspective mixed use development on City owned property at the corner of 4th and Columbia. In its current state the property is predominately being used as surface parking.

The project will have feasibility expenses for site characterization such as environmental review, soil testing, geotech analysis and land survey as well as financial feasibility which includes financial analysis and proforma modeling.

Stakeholder involvement would encompass public outreach and participation, communications and partner engagement. Some specific partners to engage will be the Heritage Commission and business representatives to the Parking and Business Improvement Area Board (PBIA).

Architectural modeling would include preliminary design work and cost projections.

Private partner solicitation relates to Request for Proposal drafting, marketing and selection guidance for any private sector component to the project.

Funding for this project was appropriated in 2019. No new funding is required for 2020.

Why is this project a priority?

The Downtown Strategy goal LU.7 specifically states that city owned surface parking lots be examined for redevelopment to higher and better uses. Additionally Comprehensive Plan goal PL11.5 discusses the support of parking structures downtown and along urban corridors.

Is there a level of service standard or measurable outcome?

N/A

What Comprehensive Plan goals and policies does this project address?

- **(Downtown Strategy) Goal Land Use 7**

Explore how City-owned properties could be redeveloped through public/private partnerships to meet public goals.

- **(Comprehensive Plan) Policy Land Use and Urban Design 11.5**

Encourage the efficient use and design of commercial parking areas; reduce parking space requirements (but avoid significant overflow into residential areas); support parking structures, especially downtown and in urban corridors; and designate streets for on-street parking where safe.

ADA Program

Where is this project happening?

Various City-owned buildings and facilities

Are there other CFP projects that impact this project?

- Transportation and Parks currently includes ADA modifications in their programs. This project focuses on non-transportation or Parks related projects

Description

Modification of existing buildings/facilities to ensure accessibility.

Why is this project a priority?

Compliance with American with Disabilities Act (ADA) provides accessibility to City buildings and facilities. Preliminary estimates of ADA deficiencies associated with Public Works managed buildings is \$2.9 million. For 2021, \$150,000 in funding will be transferred from the General Fund. No specific projects have been identified at time of publication.

Is there a level of service standard or measurable outcome?

N/A

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the Olympia Comprehensive Plan.

Long Term Needs & Financial Planning

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the draft Facilities Master Plan and are not in priority order.

The Long-Term Building Repair and Replacement costs are based on the 2019 Building Condition Assessment predicted renewals. The predicted renewal costs are the theoretical cost projections generated by cost modelling and factors such as: expected useful life, industry standard normal useful life, condition score and the last major renewal. Funding for these projects will be a mix of cable television tax revenues, Maintenance Center rent, Public Facilities District funds and General Fund year-end savings. The predicted renewal costs are based upon 2019 market cost for facilities and building systems in the Puget Sound market.

7-20 Year Future Needs

Description	Cost	Probable Funding
City Hall	\$10.6 million	TBD
Community Court	\$174,132	TBD
108 State Avenue NE	\$2.1 million	TBD
OFD Headquarters Station 1	\$4.9 million	TBD
OFD Westside Station 2	\$2.5 million	TBD
OFD Eastside Station 3	\$950,000	TBD
OFD Stoll Road Station 4	\$1.7 million	TBD
Mark Nobel Fire Training Center	\$510,000	TBD
Hands on Childrens Museum	\$3.3 million	TBD
Justice Center	\$6.3 million	TBD
Parks & PW Maintenance Center Reconstruction	\$95 million	TBD
Olympia Center	\$8.7 million	TBD
Timberland Library	\$3.5 million	TBD
Washington Center for Performing Arts	\$11 million	TBD

Drinking Water Projects



The mission of the Drinking Water Utility is to ensure a safe and sustainable supply of drinking water for the community. Four key influencing factors drive the development of the nine water capital project programs identified in the Capital Facilities Plan:

- **Regulation/Compliance**
Achieve legal compliance with the Federal Safe Drinking Water Act (SDWA), Washington State Department of Health (DOH) regulations, and the Uniform Fire Code (UFC) fireflow criteria.
- **Adopted Sustainability Philosophy**
Manage the water in sustainable ways and develop integrated solutions that solve more than one problem at a time.
- **Growth**
Accommodate growth as defined by Olympia's Comprehensive Plan and continue to provide and improve service to existing customers.
- **Operational and System Delivery Strategies**
Manage water as a limited resource, meet water regulation objectives using approaches that limit human influence on the naturally good quality of water Olympia has and implement system changes for cost-effective delivery.

Drinking Water capital facilities are designed and built to provide community members with safe and sustainable drinking water. Drinking Water capital program activities acknowledge the importance of managing the water as a limited, precious resource that needs to be protected, conserved and managed responsibly.

The 2015-2020 Water System Plan serves as the basis for the development of the Drinking Water Capital Facilities Plan. The projects contained in the CFP are funded annually through Drinking Water Utility rates and General Facilities Charges (GFCs). Low interest state loans and grants are pursued as available. The 2015-2020 Water System Plan includes a financial strategy for planned capital improvements that involves a combination of cash and debt financing. An update of the 2015-2020 Water System Plan will be completed by year-end 2021 for Department of Health approval in early 2022.

Growth-Related Projects

Projects that fall under this category are associated with work needed to accommodate new development and are funded by GFC revenue. When a project serves both new and existing development, a portion of the project cost will also be funded through Drinking Water Utility rates.

Project	% Growth Related
Distribution System Oversizing	100%
Briggs Well Construction	100%
Briggs Well Design	100%
Eastside St & Henderson Blvd Water Main Ext. Design	25%
Eastside St & Henderson Blvd Water Main Ext. Construction	25%
Fones Road Water Main Construction	25%
Hoffman Well Treatment Design	100%

Level of Service (LOS) Determinations

- **Level of Service I**

The first level of service (LOS I) involves maintaining the current system as-is and addressing the need to remain in regulatory compliance for water quality and quantity requirements.

- Meet minimal standards for water pressure (30 psi) and UFC fireflow criteria.
- Addressing new State and Federal Safe Drinking Water Act requirements.
- Addressing existing system deficiencies due to growth or infrastructure failure.

- **Level of Service II**

The second level of service (LOS II) focuses on more proactive system maintenance and anticipating future regulatory needs.

- Anticipates future water quality regulations and develops facilities that will accommodate the increased requirements prior to the system becoming deficient.
- Goes beyond the required minimum of 30 psi average water pressure for residents and strives to improve the minimum to 40 psi. The higher standard is the most cost-effective approach to anticipating and meeting system growth needs. LOS II also strives to eventually eliminate areas within the system that do not meet UFC fireflow criteria.

- **Level of Service III**

The final level of service (LOS III) recognizes Olympia's commitment to sustainability and to the approach of managing water as a limited resource. LOS III projects and programs address DOH regulations to a further extent, with the underlying driver to be a responsible water steward and purveyor.

- To comply with DOH regulations, there must be some form of conservation activity within an adopted Water Plan. The degree to which the City of Olympia approaches a conservation program is a component of managing a limited resource.

Capital Facilities Projects by Level of Service

LOS I

- Asphalt Overlay Adjustments

LOS II

- Small Diameter Water Pipe Replacement
- Transmission and Distribution Projects
- Water Source Development and Protection
- Water System Planning
- Water Storage Systems

LOS III

- Groundwater Protection/Land Acquisition
- Infrastructure Pre-Design and Planning
- Reclaimed Water

Level of Service Standards

Municipal utilities in the United States and elsewhere commonly use LOS standards to evaluate whether the physical systems or operations are functioning to an adequate level. LOS can be defined in terms of the customer's experience of utility service and/or technical standards based on the professional expertise of Utility staff.

These LOS standards can help guide investments in maintenance and repair and replacement. New assets can be used to establish design criteria and prioritize needs. Using a structured decision process that incorporates LOS standards can help a utility achieve desired service outcomes while minimizing life-cycle costs.

The Drinking Water Utility has developed a set of formal LOS standards. Utility staff used the following criteria in selecting LOS:

- Specific goal or expectation
- Customer and community focus
- Quantifiable and measurable
- Relatively simple to understand and apply
- Available budget constraints for maintenance, repair and replacement

The selected LOS standards are in the following areas:

- System performance (including service interruption due to breakage, pressure, system reliability)
- Sustainability (energy efficiency)
- Customer service (response to water quality and service-related complaints)

These LOS standards have been incorporated in the development of this Capital Facilities Plan. Since regulatory compliance is considered a given, these LOS standards address issues of concern for customers beyond regulatory minimums and those that have an influence on decisions regarding infrastructure investments.

The LOS standards are:

System Performance

- Service interruption due to line breaks. During a three-year period, no customer will experience more than two service interruptions due to a line break; such service interruptions will average four hours or less.
- Pressure. Water will be delivered to new construction at a minimum pressure of 40 psi at the service meter.
- System reliability with largest water source off-line. Utility will meet wintertime demands (inside use only) with the loss of our largest water source (McAllister Wellfield). This would require complete curtailment of all outside and non-essential water use but would maintain service for critical needs such as drinking, cooking, sanitation and firefighting.

Sustainability

- Energy efficiency. All pumps are rated 80 percent efficient or higher, unless it is not cost-effective to do so (i.e., the value of energy savings would not pay back the cost of the improvement within five years).

Customer Service

- The Utility responds to main breaks within 15 minutes during business hours and within one hour outside business hours.
- The Utility responds to low pressure and water quality complaints by the end of the following business day.

Annual Operations and Maintenance

The water supplied to Olympia flows through concrete, cast iron, galvanized, asbestos cement (AC), ductile iron, and PVC pipe. These lines, in general, have a life expectancy of at least 50 years. New water lines are typically replaced with ductile iron, ductile iron cement lined, or high density polyethylene (HDPE) pipes. Currently, most maintenance work involves repairs to the older asbestos cement water lines and non-ductile iron connections, and valves within the City. Breaks within these lines are usually caused by age, geological shifts within the ground or from construction work. Replacing these aging facilities will help to reduce operations and maintenance costs.

The annual operations and maintenance costs for both potable water and reclaimed water represent an overall average that is subject to change due to unique circumstances that may be encountered at each location. For new infrastructure initial operations, maintenance costs for repairs, replacements and cleaning are minimal. As the infrastructure ages, maintenance costs will increase.

Annual Operations and Maintenance Costs	
Repair service leak (3/4"–1")	\$ 1,200 per repair
Install service (meter) on a 3/4" –1" line	\$ 2,500 per install
Install small main (2" line)	\$ 130 per linear foot
Install 6" or larger main	\$ 180 per linear foot
Main line valve installation and replacement	\$ 6,000 per install
Main line (2"–8" line) leak repair	\$ 4,500 per repair
Fire hydrant installation or replacement	\$ 6,000 per install
Fire hydrant repair	\$ 1,000 per repair
Reservoir maintenance (e.g. Meridian)	\$ 37,500 annually
Pump station maintenance	\$ 57,000 per station

Project Components Commonly Used in Drinking Water Projects	
Hydrants	Connection or placement of new hydrants as necessary.
Hydraulic Modeling	Use of a mathematical model to determine the size of a water line based on the volume of water passing through the line.
Groundwater Protection Plans	Update and develop groundwater protection plans to ensure that drinking water supplies are protected from potential contamination from activities in the surrounding areas.
Intersections at Grade	Where a road or street meets or crosses at a common grade or elevation with another road or street.
Reservoirs	Storage facility for water based on life-cycle costing and evaluation of options.
Valves	Mechanical devices by which the flow of water may be started, stopped, or regulated as necessary.
Vaults	Structures that provide access to underground valves and pumps with the connection of new water pipes.
Water Lines	Water supply pipe that connects the water storage source to lines located at the street.
Water Quality and Treatment	Use various technologies to ensure safety of the City's water storage systems.
Water Rights	Legal authorization to put water to beneficial use.
Water System Structures and Equipment	In conjunction with reservoirs, including booster pump stations. Includes castings, maintenance holes, inlets, and covers.
Watershed Remodeling and Plan	Maintain updated documents presenting the findings and recommendations for a Watershed Management Program.
Wells	Drill and develop new wells as needed to ensure adequate future water supplies.

Asphalt Overlay Adjustments—Water (Program #9021)

Where is this project happening?

Various locations Citywide

Are there other CFP projects that impact this project?

- Street Repair and Reconstruction Projects—Transportation section
- Asphalt Overlay Adjustments—Wastewater section

Description

Make necessary adjustments to raise water system components to street level in conjunction with the annual asphalt overlay/street reconstruction process. This is a pass-through amount that is used by the Transportation Street Repair and Reconstruction Project for water facilities.

Project List

Year	Project Description	Cost Estimated
2021-2026	Asphalt Overlay Adjustments. Funds adjustments to water system components required as a result of street repair and reconstruction projects.	\$84,000

Why is this project a priority?

Asphalt overlay and street reconstruction projects require the adjustment of water system structures and equipment (e.g., castings, maintenance holes, inlets, and covers) during construction as part of the paving process.

Is there a level of service standard or measurable outcome?

LOS I – See program overview for LOS definitions.

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the Olympia Comprehensive Plan.

- **Goal Utilities 3**
Utilities are developed and managed efficiently and effectively.
 - **Policy Utilities 3.1**
Utilities are developed and managed efficiently and effectively.
 - **Policy Utilities 7.7**
Develop and maintain adequate storage, transmission and distribution facilities.

Asphalt Overlay Adjustments - Water

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Asphalt Overlay Adjustments	\$14,000	\$14,000	\$14,000	\$14,000	\$14,000	\$14,000	\$84,000
Total	\$14,000	\$14,000	\$14,000	\$14,000	\$14,000	\$14,000	\$84,000
Funding Sources:							
Transfer from Utility Revenues	\$3,093	\$10,786	\$14,000	\$14,000	\$14,000	\$3,261	\$59,140
Use of Fund Balance	\$10,907	\$3,214	\$0	\$0	\$0	\$10,739	\$24,860
Total	\$14,000	\$14,000	\$14,000	\$14,000	\$14,000	\$14,000	\$84,000

Long Term Needs & Financial Planning (Program #9021)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the 2015-2020 Water System Plan for years 2027 - 2034, reflect 2014 dollars and are not in priority order.

The Water Utility is currently updating its Water System Plan for submittal to the Washington State Department of Health in mid-2021. The 2021-2026 Water System Plan will include an updated 20-year capital facilities plan as required by State law.

7-20 Year Future Needs

Description	Cost*	Probable Funding
Asphalt Overlay Adjustments	\$80,000	Rates
* Planning Level Estimate		

Infrastructure Pre-Design and Planning–Water (Program #9903)

Where is this project happening?

City water service area

Are there other CFP projects that impact this project?

N/A

Description

Perform pre-design evaluation and analysis of water project alternatives in order to recommend projects identified in the Water System Plan and support other City project planning requirements that occur outside of the annual CFP process.

Project List

Year	Project Description	Cost Estimated
2021-2026	Pre-Design and Planning. Project provides funding for pre-design evaluation of capital projects.	\$900,000

Why is this project a priority?

The City's Water System Plan and six-year Financial Plan identify projects from a planning level perspective based on detected deficiencies in a specific portion of the system. They also include planning level cost estimates done at the time the plan was developed and may not include enough detail in the scope to accurately assess project costs. This program evaluates these projects prior to their appropriation in the annual Capital Facilities Plan update. It ensures accurate scope of work and cost estimates and a full evaluation of project alternatives. Other uses for this information include project scheduling, assessment of rate impacts and cash flow planning.

Is there a level of service standard or measurable outcome?

LOS III – See program overview for LOS definitions.

What Comprehensive Plan goals and policies does this project address?

This project reflects the following goals and policies of the Olympia Comprehensive Plan.

- **Goal Utilities 7**

The drinking water system is reliable and is operated and maintained so that high quality drinking water is delivered to customers.

- **Policy Utilities 7.3**

Design Olympia's water supply system to achieve the most favorable and practical fire insurance rating, consistent with adopted service levels.

- **Policy Utilities 7.7**

Develop and maintain adequate storage, transmission and distribution facilities.

Infrastructure Pre-Design and Planning - Water

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Pre-Design & Planning	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
Total	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
Funding Sources:							
Transfer from Utility Revenues	\$33,139	\$115,559	\$150,000	\$150,000	\$150,000	\$34,940	\$633,638
Use of Fund Balance	\$116,861	\$34,441	\$0	\$0	\$0	\$115,060	\$266,362
Total	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000

Long Term Needs & Financial Planning (Program #9903)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the 2015-2020 Water System Plan for years 2027 - 2034, reflect 2014 dollars and are not in priority order.

The Water Utility is currently updating its Water System Plan for submittal to the Washington State Department of Health in mid-2021. The 2021-2026 Water System Plan will include an updated 20-year capital facilities plan as required by State law.

7-20 Year Future Needs

Description	Cost	Probable Funding
Infrastructure Planning & Pre-Design	\$210,000	Rates

Reclaimed Water–Water (Program #9710)

Where is this project happening?

Various Locations Citywide. See Project List.

Are there other CFP projects that impact this project?

N/A

Description

This program is targeted towards delivery of reclaimed water. Reclaimed water is delivered through a separate distribution system that consists of purple colored pipes, connections and distribution points for easy identification. Reclaimed water is recycled municipal wastewater that has been cleaned and treated in order to remove pollutants and contaminants so that the water can be safely reused for a variety of approved uses, such as irrigation.

Project List

Year	Project Description	Cost Estimated
N/A	No projects planned for 2021-2026	N/A

Why is this project a priority?

Given that sources of potable water are limited, State law and Olympia's Water System Plan strongly encourage the use of reclaimed water as a resource to help meet current and future water needs. The LOTT Sewer Plan calls for the use of reclaimed water by each of the LOTT partner cities. LOTT is now producing reclaimed water at its Budd Inlet Reclaimed Water Plant and Martin Way Reclaimed Water Plant to help meet Federal and State water quality discharge standards to protect Budd Inlet. Water treated at the Budd Inlet Reclaimed Water Plant is now being used for irrigation at the Port of Olympia, the City's Percival Landing Park, and the State's Heritage and Marathon Parks.

Is there a level of service standard or measurable outcome?

LOS III – See program overview for LOS definitions.

What Comprehensive Plan goals and policies does this project address?

This project reflects the following goals and policies of the Olympia Comprehensive Plan.

- **Goal Utilities 4**

Use Olympia's water resources efficiently to meet the needs of the community, reduce demand on facilities, and protect the natural environment.

- **Policy Utilities 4.1**

Encourage and allow re-use techniques including rainwater collection, greywater systems and use of Class A reclaimed water as alternatives to use of potable water, in order to enhance stream flows or recharge aquifers, while also protecting water quality.

- **Policy Utilities 4.6**

Advance the use of reclaimed water as defined in Council-adopted policies.

Long Term Needs & Financial Planning (Program #9710)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the 2015-2020 Water System Plan for years 2027 - 2034, reflect 2014 dollars and are not in priority order.

The Water Utility is currently updating its Water System Plan for submittal to the Washington State Department of Health in mid-2021. The 2021-2026 Water System Plan will include an updated 20-year capital facilities plan as required by State law.

7-20 Year Future Needs

Description	Cost	Probable Funding
Reclaimed Water Filling Stations	\$134,000	Rates

Small Diameter Water Pipe Replacement (Program #9408)

Where is this project happening?

Various locations based on the Utility's Small Diameter Water Pipe Upgrade Plan. Projects selected are based on service complaints, and operation and maintenance records of leaks and main breaks.

Are there other CFP projects that impact this project?

N/A

Description

Replace small diameter substandard water pipes within the existing system. Project components may include hydraulic modeling, valves, vaults, and water lines.

Project List

Location Street	From	To
7th Avenue	Central Street	Boundary Street
Boundary Street	9th Avenue	8th Avenue
Fir Street	4th Avenue	State Avenue
Giles Street	Thomas Street	Division Street
Percival Street	Harrison Avenue	Jackson Avenue
Puget Street	4th Avenue	State Avenue
Union Avenue	Central Street	Fir Street
7th Avenue	Boundary Street	Central Street
Thurston Avenue	Tullis Street	Puget Street
Amhurst Street	18th Avenue	20th Avenue
Brown Street	18th Avenue	22nd Avenue
Eastside Circle	To End	To End
End of Rogers Court	South of 11th Court	End of Street
McCormick Street	13th Avenue	Union Avenue
13th Avenue	Fir Street	Fairview Street
Fir Street	14th Avenue	13th Avenue
Evergreen Park Lane	At Cul-de-sac	At Cul-de-sac
Water Street	22nd Avenue	24th Avenue

Project List

Year	Project Description	Cost Estimated
2021-2026	Small Diameter Water Mains. This project funds replacement of substandard small diameter pipes in locations but not limited to, those described above. Funds from this project are often combined with aging water main replacement funds.	\$3,136,350

Why is this project a priority?

The City is responsible for providing domestic and firefighting water flows at minimum pressures as established by the Department of Health. This program implements the improvements outlined in the 2015-2020 Water System Plan. The Plan identifies location, size, and timing of major and minor water main distribution line improvements. The Plan also identifies deficient areas that require looping or upgrading to improve flows and pressures. This project provides improvements to the basic system to assure adequate pressure and flow for domestic and firefighting situations. Maintenance records and service complaints are used to identify the lines needing replacement.

Is there a level of service standard or measurable outcome?

LOS II – See program overview of LOS definitions.

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the Olympia Comprehensive Plan.

- **Goal Utilities 7**

The drinking water system is reliable and is operated and maintained so that high quality drinking water is delivered to customers.

- **Policy Utilities 7.3**

Design Olympia's water supply system to achieve the most favorable and practical fire insurance rating, consistent with adopted service levels.

- **Policy Utilities 7.7**

Develop and maintain adequate storage, transmission and distribution facilities.

Small Diameter Water Pipe Replacement

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Small Diameter Water Mains	\$522,725	\$522,725	\$522,725	\$522,725	\$522,725	\$522,725	\$3,136,350
Total	\$522,725	\$522,725	\$522,725	\$522,725	\$522,725	\$522,725	\$3,136,350
Funding Sources:							
Other Financing Sources	\$0	\$0	\$0	\$394,427	\$242,762	\$0	\$637,189
Transfer from Utility Revenues	\$115,484	\$402,705	\$522,725	\$128,298	\$279,963	\$121,760	\$1,570,935
Use of Fund Balance	\$407,241	\$120,020	\$0	\$0	\$0	\$400,965	\$928,226
Total	\$522,725	\$522,725	\$522,725	\$522,725	\$522,725	\$522,725	\$3,136,350

Long Term Needs & Financial Planning (Program #9408)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the 2015-2020 Water System Plan for years 2027 - 2034, reflect 2014 dollars and are not in priority order.

The Water Utility is currently updating its Water System Plan for submittal to the Washington State Department of Health in mid-2021. The 2021-2026 Water System Plan will include an updated 20-year capital facilities plan as required by State law.

7-20 Year Future Needs

Description	Cost	Probable Funding
Small Diameter Water Mains	\$4,000,000	Rates

Transmission and Distribution Projects—Water (Program #9609)

Where is this project happening?

Various locations within the existing system as service complaints and operation and maintenance records indicate. See Project List.

Are there other CFP projects that impact this project?

- Sewer Pipe Extensions—Sewer Program
- Fones Road—Transportation Impact Fee section
- Thurston County CFP

Description

This program includes projects necessary to rehabilitate and replace existing transmission and distribution facilities, including water mains, valves, fire hydrants, service meters and booster pump stations. These projects are targeted to respond to identified capacity problems (related to flow, pressure, firefighting) as well as to replace infrastructure that is beyond its useful life. This program also includes installing new transmission mains to connect new key facilities to the system.

Projects are often coordinated with other public works projects (e.g., road improvements), to take advantage of cost efficiencies and to minimize inconvenience to community members. Specific components covered under this program include hydrants, hydraulic modeling, valves, vaults, water lines, and water system structures and equipment.

Project List

Year	Project Description	Cost Estimate
2021-2023	Fones Road Water Main Construction. This project installs a new water main to replace an existing AC water main in Fones Road from Pacific Avenue to 18th Avenue, to be coordinated with a planned roadway reconstruction. This project is partially funded by GFCs.	\$2,735,000
2021-2026	Asset Management Program. This project will begin the process to provide an asset management plan to replace, rehabilitate, and maintain the City's water system to ensure it is reliable.	\$310,000
2021	Cross Country Mains. This project will identify water mains that are located outside of roadways and cross through neighborhoods. The project will determine if the water mains have easements and if they should be relocated to areas that have easier access for maintenance.	\$32,960
2021-2026	Distribution System Oversizing. This project funds oversizing of distribution pipeline projects associated with development-related improvement to provide additional capacity to meet anticipated future needs that may be greater than at the time of development. This project is funded by GFCs.	\$175,000

Year	Project Description	Cost Estimate
2021-2026	Security and Remote Systems Program. This project will provide enhancements to the security and remote monitoring systems of Drinking Water Utility sites.	\$300,000
2021-2026	Aging Pipe Replacement. This is an annual project to replace substandard pipe throughout the City. Each year based on maintenance records and asset scores, the City will choose which pipes to replace based on age and material. The primary focus is on Asbestos Cement (AC) pipe. Currently 40% of the City's water system is comprised of AC pipe which is prone to leaking and breaks.	\$3,136,350
2021-2026	Distribution and Transmission Main Condition Assessment. This project is a part of the asset management program to assess the condition and reliability of the distribution mains to prioritize repair or replacement.	\$150,000
2024, 2025	Eastside Street and Henderson Boulevard Water Main Extension Design. This project will design a new 16-inch water main to replace an existing 10-inch pipe that presents a bottleneck in the Zone 264 distribution system. The replacement line will connect to an existing 16-inch main at Eastside Street, where it originates as a tap off of the 36-inch transmission main near the Fir Street Storage Tanks. The new line will then extend approximately 3,500 feet through the City's Maintenance Center property and across Henderson Boulevard, terminating at an existing 12-inch main that feeds a portion of Zone 264 west of Henderson. This project is partially funded by GFCs.	\$326,510
2025, 2026	Eastside Street and Henderson Boulevard Water Main Extension Construction. This project will construct a new 16-inch water main to replace an existing 10-inch pipe that presents a bottleneck in the Zone 264 distribution system.	\$1,300,890
2021, 2022	Drinking Water PRV Telemetry. This project will install radio-based telemetry instrumentation in PRV vaults. The project will improve system operation and efficiency by increasing the ability to monitor flows through PRVs. This improves understanding of system operation and provides detailed water usage data to calibrate the hydraulic model.	\$46,694
2021	Franklin Street Overlay - Water Main Replacement. This project will replace water mains and appurtenances in association with the Franklin Street overlay project between State Avenue and Legion Way.	\$275,000
2021	Capital Village Shopping Center - Aging Water Main Replacement. The project replaces an aging water main in the 400 block of Cooper Point Road.	\$20,000
2021	Percival Creek Pedestrian Bridge Repairs. This project will repair or replace drinking water utilities damaged by a fallen tree at the Percival Creek Pedestrian Bridge during a wind event. The project has received a FEMA emergency grant and a Public Works Board emergency loan. A longer-term solution to the use of the Percival Creek Bridge as a utility bridge will be investigated.	\$28,000
2021-2023	Elliot Ave Water Main. This project will replace a water main on Elliot Ave in conjunction with a sidewalk construction project.	\$860,000
2023-2024	South Bay Water Main Extension. This project will install 3,000 lineal feet of water main to help supplement the demand in the South Bay portion of our water service area.	\$1,584,410

Why is this project a priority?

This program will ensure that existing distribution and transmission facilities are rehabilitated and replaced as needed in order to continue to secure a safe and sustainable water supply. Priority projects are targeted to those areas of the water system that fall short of meeting DOH standards for water pressure and UFC fire flow criteria or have ongoing maintenance problems (e.g., a history of repeated main breaks). This program also provides funding for installing new transmission mains to connect new critical source and storage facilities to the water system.

Is there a level of service standard or measurable outcome?

LOS II – See program overview of LOS definitions.

What Comprehensive Plan goals and policies does this project address?

This Project reflects the following goals and policies of the Olympia Comprehensive Plan.

- **Goal Utilities 7**
The drinking water system is reliable and is operated and maintained so that high quality drinking water is delivered to customers.
 - **Policy Utilities 7.3**
Design Olympia’s water supply system to achieve the most favorable and practical fire insurance rating, consistent with adopted service levels.
 - **Policy Utilities 7.4**
Continue and improve maintenance management, including preventive maintenance, repairs and replacements.
 - **Policy Utilities 7.6**
Continue to improve operations and maintenance program management, including safety, asset management and meter replacement.
 - **Policy Utilities 7.7**
Develop and maintain adequate storage, transmission and distribution facilities.

Transmission and Distribution Projects - Water

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Cross-Country Water Mains	\$32,960	\$0	\$0	\$0	\$0	\$0	\$32,960
Drinking Water PRV Telemetry	\$23,347	\$23,347	\$0	\$0	\$0	\$0	\$46,694
Security and Remote Systems Program	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Asset Management Program	\$51,667	\$51,667	\$51,667	\$51,667	\$51,667	\$51,667	\$310,002
Aging Water Main Replacement	\$522,725	\$522,725	\$522,725	\$522,725	\$522,725	\$522,725	\$3,136,350
Fones Road Water Main Replacement	\$112,000	\$2,428,000	\$195,000	\$0	\$0	\$0	\$2,735,000
Franklin Street Overlay - Water Main Replacement	\$275,000	\$0	\$0	\$0	\$0	\$0	\$275,000
Aging Water Main Replacement - Capital Village Sho	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
Distribution Main Assessment	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000
Percival Creek Pedestrian Bridge Repairs	\$28,000	\$0	\$0	\$0	\$0	\$0	\$28,000
Elliott Avenue Water Main	\$258,000	\$516,000	\$86,000	\$0	\$0	\$0	\$860,000
Distribution System Oversizing	\$29,183	\$29,183	\$29,183	\$29,183	\$29,183	\$29,183	\$175,098
Eastside St and Henderson Blvd Water Main Extensio	\$0	\$0	\$0	\$163,255	\$163,255	\$0	\$326,510
South Bay Water Main Extension	\$0	\$0	\$300,000	\$1,284,410	\$0	\$0	\$1,584,410
Eastside St and Henderson Blvd Water Main Extensio	\$0	\$0	\$0	\$0	\$433,630	\$867,260	\$1,300,890
Total	\$1,427,882	\$3,645,922	\$1,259,575	\$2,126,240	\$1,275,460	\$1,545,835	\$11,280,914

Transmission and Distribution Projects - Water

Funding Sources:							
Federal Grants	\$21,000	\$0	\$0	\$0	\$0	\$0	\$21,000
General Facilities Charges	\$674,000	\$674,000	\$674,000	\$674,000	\$674,000	\$674,000	\$4,044,000
Other Financing Sources	\$7,000	\$648,190	\$585,575	\$1,452,240	\$0	\$0	\$2,693,005
Transfer from Utility Revenues	\$160,366	\$403,129	\$0	\$0	\$601,460	\$203,079	\$1,368,034
Use of Fund Balance	\$565,516	\$1,920,603	\$0	\$0	\$0	\$668,756	\$3,154,875
Total	\$1,427,882	\$3,645,922	\$1,259,575	\$2,126,240	\$1,275,460	\$1,545,835	\$11,280,914

Long Term Needs & Financial Planning (Program #9609)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the 2015-2020 Water System Plan for years 2027 - 2034, reflect 2014 dollars and are not in priority order.

The Water Utility is currently updating its Water System Plan for submittal to the Washington State Department of Health in mid-2021. The 2021-2026 Water System Plan will include an updated 20-year capital facilities plan as required by State law.

7-20 Year Future Needs

Description	Cost	Probable Funding
Distribution Main Oversizing	\$200,000	GFCs
Indian Summer Extension to Rich Road	\$600,000	GFCs, Rates
Booster Station Upgrades	\$1,200,000	Rates
Aging Pipe Replacements	\$5,000,000	Rates
Distribution Main Condition Assessment	\$2,400,000	Rates
On-site Generator Replacement	\$225,000	Rates
Asset Management Program	\$500,000	Rates
Corrosion Control Tower Condition Assessment and Upgrades	\$250,000	Rates

Water Source Development and Protection (Program #9700)

Where is this project happening?

Various locations Citywide.

Are there other CFP projects that impact this project?

N/A

Description

The overall goal of this program is to develop and maintain a water source system that provides adequate water source and water quality in compliance with Federal and State safe drinking water standards. Specific project types include water source reliability, water quality and treatment, water system structures, and equipment.

Project List

Year	Project Description	Cost Estimate
2021	Olympia Brewery Water Engineering Analysis. This project continues work to develop this new source in conjunction with Tumwater and Lacey. This project will develop a Wellhead Protection Plan and Water Rights Re-Perfection Strategy, as well as decommission existing tanks and wells. This project is funded by GFCs.	\$400,000
2021	McAllister Mitigation (Smith Property Restoration). This is an annual project to restore the Smith farm located near the Deschutes River as part of the mitigation plan related to the operations of the new McAllister Wellfield. Reforestation of a riparian zone along the Deschutes River will improve fish habitat. This project is partially funded by GFCs.	\$100,000
2021	Deschutes Watershed Restoration. This project will provide financial support to the Budd/Deschutes Watershed Environmental Stewardship Coalition consistent with the Utility's McAllister Wellfield Mitigation Agreement. Payment is pending formation of the coalition.	\$166,000
2021	Indian Summer Chlorination System. This project will design and construct hypo-chlorination facilities for the Indian Summer Well 20 to replace the existing on-site chlorine generation system. The project will transition treatment away from on-site facilities which have been problematic for utility operations.	\$100,000
2021	McAllister Domestic Replacement Well. This project replaces a domestic well located on Nisqually Indian Tribe property.	\$80,000
2023	Briggs Well Design. The City previously purchased and transferred water rights to the Briggs well. This project will design a new groundwater supply well in the Briggs Urban Village Area to supply Zone 338 with an additional anticipated 1,100 gallons per minute of source capacity, enhancing supply redundancy and reliability for Zones 417 and 338. Drilling was originally scheduled for 2008, but the project was delayed primarily due to the need for costly iron and manganese treatment. The City obtained approval to extend the water rights development schedule until 2024 and hopes to negotiate additional extensions as needed. This project is funded by GFCs.	\$100,000

Why is this project a priority?

The Safe Drinking Water Act (SDWA) of 1974 signaled the beginning of a new age in public water supply. The detection of organic contaminants in drinking water throughout the United States spurred the passage of the SDWA.

The 2015–2020 Water System Plan calls for additional source water quality treatment in various areas of the City to meet State drinking water requirements.

Is there a level of service standard or measurable outcome?

LOS II – See program overview of LOS definitions.

What Comprehensive Plan goals and policies does this project address?

This Project reflects the following goals and policies of the Olympia Comprehensive Plan.

- **Goal Utilities 5**
Adequate supplies of clean drinking water are available for current and future generations and instream flows and aquifer capacity are protected.
 - **Policy Utilities 5.1**
Reserve water supply rights for at least 50 years in advance of need, so that supplies can be protected from contamination and they are not committed to lower priority uses.
 - **Policy Utilities 5.2**
Develop and maintain multiple, geographically-dispersed sources of water supply to increase the reliability of the system.
- **Goal Utilities 7**
The drinking water system is reliable and is operated and maintained so that high quality drinking water is delivered to customers.
 - **Policy Utilities 7.2**
Maintain 100 percent compliance with all State and Federal requirements, and continually improve our water quality management program.
 - **Policy Utilities 7.3**
Design Olympia's water supply system to achieve the most favorable and practical fire insurance rating, consistent with adopted service levels.
 - **Policy Utilities 7.7**
Develop and maintain adequate storage, transmission and distribution facilities.

Water Source Development and Protection

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Brewery Water Engineering Analysis	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
Deschutes Ranch Restoration Construction	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Indian Summer Chlorination System	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
McAllister Domestic Replacement Well	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000
Briggs Well Design	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Deschutes Watershed Restoration	\$166,666	\$0	\$0	\$0	\$0	\$0	\$166,666
Total	\$846,666	\$0	\$100,000	\$0	\$0	\$0	\$946,666
Funding Sources:							
Other Financing Sources	\$0	\$0	\$22,615	\$0	\$0	\$0	\$22,615
Transfer from Utility Revenues	\$187,051	\$0	\$77,385	\$0	\$0	\$0	\$264,436
Use of Fund Balance	\$659,615	\$0	\$0	\$0	\$0	\$0	\$659,615
Total	\$846,666	\$0	\$100,000	\$0	\$0	\$0	\$946,666

Long Term Needs & Financial Planning (Program #9700)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the 2015-2020 Water System Plan for years 2027 - 2034, reflect 2014 dollars and are not in priority order.

The Water Utility is currently updating its Water System Plan for submittal to the Washington State Department of Health in mid-2021. The 2021-2026 Water System Plan will include an updated 20-year capital facilities plan as required by State law.

7-20 Year Future Needs

Description	Cost	Probable Funding
Briggs Well Design	\$620,000	GFCs
Briggs Well Construction, Treatment and Corrosion Control	\$2,798,900	GFCs

Water Storage Systems (Program #9610)

Where is this project happening?

Various locations Citywide.

Are there other CFP projects that impact this project?

N/A

Description

The overall goal of this project is to develop and maintain a water reservoir system that provides adequate water storage and “chlorine contact time” in compliance with Federal and State safe drinking water standards. It would also ensure that storage reservoirs are sized sufficiently to have reserve water for firefighting. Specific project types include reservoirs, water lines, seismic upgrades, water quality and treatment, water system structures and equipment.

Project List

Year	Project Description	Cost Estimate
2021	Elliot Reservoir Seismic Retrofit Construction. This project will complete recommended seismic retrofits to the Elliot Reservoir. Improvements will include interior column wrapping, dowels to tie roof slab to perimeter walls, and perimeter retaining wall. A State Revolving Fund loan has been received for this project.	\$1,280,850
2021	Fir Street #1 and #2 Reservoirs Seismic Retrofit Construction. This project will complete recommended seismic retrofits to Fir Street Reservoirs. Improvements will include the addition of perimeter walls with reinforcing cables, the addition of collars on the interior columns, and upgrades to the McCormick Valve house. A State Revolving Fund loan has been received for this project.	\$1,896,150
2021, 2022, 2023	Boulevard Road Reservoir Rehabilitation Construction. This project will rehabilitate the Boulevard Road Reservoir to address deficiencies in interior/exterior coating systems and structural components, as well as complete recommended seismic retrofits. The project will prolong service life and enhance system reliability.	\$2,555,430
2024, 2025, 2026	Storage Reservoir Coatings. This project will provide for cleaning and interior/exterior recoating for the City’s drinking water reservoirs.	\$460,000
2025, 2026	Hoffman Court Reservoir Rehabilitation Construction. This project will rehabilitate the Hoffman Court Reservoir to address deficiencies in interior/exterior coating systems and structural components, as well as complete recommended seismic retrofits. The project will prolong service life and enhance system reliability.	\$6,207,810
2026	Eastside Reservoir (tank) Rehabilitation Construction. This project will rehabilitate the Eastside Reservoir to address deficiencies. The project will prolong service life and enhance system reliability.	\$1,551,953

Year	Project Description	Cost Estimate
2026	Hoffman Well Treatment Design. This project will design hypo-chlorination and iron/manganese removal treatment facilities for the Hoffman Well 3, needed to provide high quality water from this source. This project is funded by GFCs.	\$338,870
2026	Hoffman Well Treatment Construction. This project will construct hypo-chlorination and iron/ manganese removal treatment facilities for the Hoffman Well 3, needed to provide high quality water from this source. This project is funded by GFCs.	\$1,354,450

Why is this project a priority?

The Safe Drinking Water Act (SDWA) of 1974 signaled the beginning of a new age in public water supply. The detection of organic contaminants in drinking water throughout the United States spurred the passage of the SDWA.

One of the federally mandated standards of the SDWA is adequate “chlorine contact time.” When added to drinking water, chlorine is a disinfecting agent. The chlorine needs time, however, to react with the water to provide adequate disinfection. Water reservoirs provide the safest and most effective method to ensure that chlorine levels and contact times are adequate to meet disinfection levels. Reservoirs also provide water storage to allow for proper domestic and firefighting flows.

The 2015-2020 Water System Plan calls for additional storage in the southeast area of the City to meet State drinking water requirements. This new reservoir in the 417 Zone will provide adequate storage for at least the next 25 years.

Updated evaluations of the Fir Street and Elliot reservoirs completed in 2011 call for seismic upgrades to improve the structural integrity of the reservoirs.

Is there a level of service standard or measurable outcome?

LOS II – See program overview of LOS definitions.

What Comprehensive Plan goals and policies does this project address?

This Project reflects the following goals and policies of the Olympia Comprehensive Plan.

- **Goal Utilities 7**
The drinking water system is reliable and is operated and maintained so that high quality drinking water is delivered to customers.
 - **Policy Utilities 7.3**
Design Olympia’s water supply system to achieve the most favorable and practical fire insurance rating, consistent with adopted service levels.

Water Storage Systems

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Boulevard Road Reservoir Rehabilitation Constructi	\$851,810	\$851,810	\$851,810	\$0	\$0	\$0	\$2,555,430
Elliot Ave Reservoir Seismic Retrofit	\$1,280,850	\$0	\$0	\$0	\$0	\$0	\$1,280,850
Hoffman Court Reservoir Rehabilitation Constructio	\$0	\$0	\$0	\$0	\$3,103,905	\$3,103,905	\$6,207,810
Hoffman Well Treatment Facility Construction	\$0	\$0	\$0	\$0	\$0	\$1,354,450	\$1,354,450
Storage Reservoir Coatings (Interior/ Exterior)	\$0	\$0	\$0	\$153,333	\$153,333	\$153,333	\$459,999
Eastside Reservoir (tank) Rehabilitation Construct	\$0	\$0	\$0	\$0	\$0	\$1,551,953	\$1,551,953
Hoffman Well Treatment Facility Design	\$0	\$0	\$0	\$0	\$0	\$338,870	\$338,870
Fir Street Reservoir Seismic & Valve House Retrofi	\$1,896,150	\$0	\$0	\$0	\$0	\$0	\$1,896,150
Total	\$4,028,810	\$851,810	\$851,810	\$153,333	\$3,257,238	\$6,502,511	\$15,645,512
Funding Sources:							
Other Financing Sources	\$1,515,000	\$851,810	\$851,810	\$153,333	\$3,257,238	\$3,200,000	\$9,829,191
Transfer from Utility Revenues	\$555,366	\$0	\$0	\$0	\$0	\$769,262	\$1,324,628
Use of Fund Balance	\$1,958,444	\$0	\$0	\$0	\$0	\$2,533,249	\$4,491,693
Total	\$4,028,810	\$851,810	\$851,810	\$153,333	\$3,257,238	\$6,502,511	\$15,645,512

Long Term Needs & Financial Planning (Program #9760)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the 2015-2020 Water System Plan for years 2027 - 2034, reflect 2014 dollars and are not in priority order.

The Water Utility is currently updating its Water System Plan for submittal to the Washington State Department of Health in mid-2021. The 2021-2026 Water System Plan will include an updated 20-year capital facilities plan as required by State law.

7-20 Year Future Needs

Description	Cost	Probable Funding
Storage Tank Coatings	\$2,400,000	Rates
Eastside Reservoir Rehabilitation Construction	\$3,103,906	Rates, Loans

Water System Planning (Program #9906)

Where is this project happening?

N/A (Planning Activities).

Are there other CFP projects that impact this project?

N/A

Description

Various types of planning efforts are needed on an on-going basis to ensure that the Utility is able to meet future growth needs, maintain regulatory compliance, and invest money wisely in infrastructure. Planning efforts under this program are targeted towards the comprehensive Water System Plan, updated every six years per State requirements. Work on the 2015-2020 Water System Plan began in 2013 and the plan was adopted in 2015. Work on the 2021 - 2026 Water System Plan began in 2020 and will be completed in 2021. Other smaller-scale planning efforts to evaluate project alternatives may also be conducted under this program. This program is partially funded by GFCs.

Project List

Year	Project Description	Cost Estimate
2020	Update of six-year water system plan. This project is partially funded by GFCs	\$225,000

Why is this project a priority?

Under State drinking water requirements, the City must complete a comprehensive Water System Plan update every six years. The Water System Plan outlines capital improvements, program efforts, and financial strategies that are necessary to ensure that the Water Utility can meet growth demands, be in regulatory compliance and maintain existing facilities over a 20-year horizon. For the first time, the 2015-2020 Water System Plan also included a 50-year planning horizon for water demand and water supply.

Is there a level of service standard or measurable outcome?

LOS II – See program overview of LOS definitions.

What Comprehensive Plan goals and policies does this project address?

This program implements the following Olympia Comprehensive Plan goals and policies:

- **Policy Utilities 3.2**
Regularly revise the Olympia Municipal Code and Engineering Development and Design Standards to give detailed guidance on how utility services should be delivered and paid for in accordance with the principles established in this Comprehensive Plan.
- **Policy Utilities 3.3**
Update all utility master plans regularly and in accordance with State law.
- **Policy Utilities 7.1**
Maintain and update the Water System Plan, Engineering Design and Development Standards and Olympia Municipal Code to ensure drinking water utility facilities meet the requirements of the Growth Management Act, North Thurston County Coordinated Water System Plan, Washington State Department of Health, and Olympia Fire Code.

Water System Planning

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Update of 6-year Water System Plan	\$222,598	\$0	\$0	\$0	\$0	\$100,000	\$322,598
Total	\$222,598	\$0	\$0	\$0	\$0	\$100,000	\$322,598
Funding Sources:							
Transfer from Utility Revenues	\$49,178	\$0	\$0	\$0	\$0	\$23,293	\$72,471
Use of Fund Balance	\$173,420	\$0	\$0	\$0	\$0	\$76,707	\$250,127
Total	\$222,598	\$0	\$0	\$0	\$0	\$100,000	\$322,598

Long Term Needs & Financial Planning (Program #9606)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the 2015-2020 Water System Plan for years 2027 - 2034, reflect 2014 dollars and are not in priority order.

The Water Utility is currently updating its Water System Plan for submittal to the Washington State Department of Health in mid-2021. The 2021-2026 Water System Plan will include an updated 20-year capital facilities plan as required by State law.

7-20 Year Future Needs

Description	Cost	Probable Funding
Water System Plan Update	\$600,000	Rates

Groundwater Protection (Program #9701)

Where is this project happening?

In drinking water (wellhead) protection areas (which overlie portions of Olympia city limits, the UGA, and neighboring local jurisdictions including Thurston County) and other various locations Citywide.

Are there other CFP projects that impact this project?

- Critical Habitat Land Acquisition-Storm and Surface Water section
- Open Space Expansion-Parks, Arts and Recreation section

Description

The purpose of this program is to protect the groundwater that Olympia relies on for its drinking water supply through monitoring groundwater levels and quality, purchasing land or easements and implementing other prevention-based activities within wellhead protection areas.

Project List

Year	Project Description	Cost Estimate
2021, 2022, 2023	Wellhead Protection Area. This project will fund the installation of groundwater monitoring wells within the municipal drinking water well capture zones and an evaluation of the accuracy of current wellhead protection area delineations.	\$565,000

Why is this project a priority?

Maintaining groundwater monitoring wells within the municipal drinking water well capture zones provides advance warning of any water quality issues that could impact the City's drinking water supplies. Accurately delineating wellhead protection areas ensures protective measures are implemented in appropriate areas of the broader region of shared water resources.

Is there a level of service standard or measurable outcome?

LOS III - See program overview of LOS definitions.

What Comprehensive Plan goals and policies does this project address?

This Project reflects the following goals and policies of the Olympia Comprehensive Plan.

- **Goal Utilities 6**
Groundwater in the City's Drinking Water (Wellhead) Protection Areas is protected from contamination so that it does not require additional treatment.
 - **Policy Utilities 6.1**
Monitor groundwater quality to detect contamination, evaluate pollution reduction efforts and to understand risks to groundwater.
 - **Policy Utilities 5.3**
Monitor water levels in aquifers and maintain numerical groundwater models.

Groundwater Protection

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Wellhead Protection Area	\$235,000	\$290,000	\$40,000	\$0	\$0	\$0	\$565,000
Total	\$235,000	\$290,000	\$40,000	\$0	\$0	\$0	\$565,000
Funding Sources:							
Other Financing Sources	\$0	\$0	\$40,000	\$0	\$0	\$0	\$40,000
Transfer from Utility Revenues	\$51,918	\$223,415	\$0	\$0	\$0	\$0	\$275,333
Use of Fund Balance	\$183,082	\$66,585	\$0	\$0	\$0	\$0	\$249,667
Total	\$235,000	\$290,000	\$40,000	\$0	\$0	\$0	\$565,000

Long Term Needs & Financial Planning (Program #9701)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the 2015-2020 Water System Plan for years 2027 - 2034, reflect 2014 dollars and are not in priority order.

The Water Utility is currently updating its Water System Plan for submittal to the Washington State Department of Health in mid-2021. The 2021-2026 Water System Plan will include an updated 20-year capital facilities plan as required by State law.

7-20 Year Future Needs

Description	Cost	Probable Funding
TBD	TBD	TBD

Wastewater Projects



Effective wastewater system management is essential to public and environmental health. The challenges of effective management continue as the Olympia area population grows, land use densities increase, infrastructure ages and development occurs in outlying areas distant from the LOTT Clean Water Alliance treatment facility. Responding to these challenges necessitates proactive management of our public wastewater infrastructure.

Capital facility funding is important to the heavily infrastructure-dependent Wastewater Utility. The public system maintained by Olympia is comprised of approximately 187 miles of gravity pipe and 31 regional lift stations. The Utility is also responsible for the operation and maintenance of approximately 1,775 residential and 25 commercial Septic Tank Effluent Pumping (STEP) systems that use individual effluent pumps at residences and 27.5 miles of associated STEP pressure mains. Additionally, the continued use of over 4,225 septic systems in Olympia and its Urban Growth Area creates long-term public health and water quality concerns. Conversion of septic systems to the municipal system is encouraged.

The pipes making up the wastewater infrastructure vary in age, material and structural integrity. Ongoing work to systematically inspect and evaluate the condition of the individual pipes helps prioritize repair and replacement needs. Considerable work has been completed in recent years. However, this work effort will continue in the years to come with subsequent inclusion of repair and replacement projects in the CFP.

The Olympia City Council adopted the most recent Wastewater Management Plan in 2020. The 2020 Wastewater Management Plan supports the continuation and refinement of current practices; the repair and replacement of existing pipes and pumps, extensions of major trunk lines and conversions of onsite sewage systems to public sewer service. This plan evaluates wastewater needs for a 20-year planning horizon. The plan will be reviewed and revised in 2025 as the plan is on a six-year revision cycle.

The projects contained in the Wastewater CFP are funded annually through Utility rates and General Facilities Charges. State low-interest loans and grants are pursued as needed. The 2020 Wastewater Management Plan includes a financial strategy that relies primarily on cash financing of capital projects.

Through the use of a computer model, sewer pipe capacities were evaluated to develop the 2020 Wastewater Management Plan. The model identified areas of the wastewater system that are projected to be over capacity by the year 2050, using projected buildout for the City. Capacity upgrade projects have been incorporated into this CFP.

Growth-Related Projects

Projects that fall under this category are associated with work accommodating customer base expansion and are therefore funded by General Facility Charges (GFC) revenue. When an upgrade project serves both new and existing development, a portion of the project cost is funded by GFCs. This CFP identifies numerous lift station upgrades and sewer extensions that are appropriate for GFC funding. These projects will often accommodate both existing and future needs.

Asphalt Overlay Adjustments—Sewer (Program #9021)

Where is this project happening?

Citywide as determined by the Transportation Program's six-year Transportation Improvement Program (TIP)

Are there other CFP projects that impact this project?

- Street Repair and Reconstruction Projects-Transportation Section
- Asphalt Overlay Adjustments-Drinking Water and Storm and Surface Water Sections

Description

The work of the City's annual overlay and street reconstruction projects includes replacing and adjusting wastewater utility castings within streets. These wastewater funds are passed through to transportation street repair and reconstruction projects for incidental wastewater upgrades.

Why is this project a priority?

Asphalt overlay and street reconstruction projects often require the adjustment/replacement of wastewater system structures (e.g., maintenance hole frames and lids) as part of the paving process. The goal of this work is to replace damaged castings and to ensure that all castings are adjusted to the new pavement level.

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the Olympia Comprehensive Plan.

- **Goal Utilities 3**
Utilities are developed and managed efficiently and effectively.
 - **Policy Utilities 3.1**
Utilities are developed and managed efficiently and effectively.

Asphalt Overlay Adjustments - Sewer

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Asphalt Overlay Adjustments	\$11,000	\$11,000	\$11,000	\$11,000	\$11,000	\$11,000	\$66,000
Total	\$11,000	\$11,000	\$11,000	\$11,000	\$11,000	\$11,000	\$66,000
Funding Sources:							
Transfer from Utility Revenues	\$11,000	\$11,000	\$11,000	\$11,000	\$11,000	\$4,195	\$59,195
Use of Fund Balance	\$0	\$0	\$0	\$0	\$0	\$6,805	\$6,805
Total	\$11,000	\$11,000	\$11,000	\$11,000	\$11,000	\$11,000	\$66,000

Long Term Needs & Financial Planning (Program #9021)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the 2020 Wastewater Management Plan and are not in priority order.

7-20 Year Future Needs

Description	Cost	Probable Funding
Asphalt Overlay Adjustments	\$154,000	Rates

Infrastructure Pre-Design and Planning—Sewer (Program #9903)

Where is this project happening?

City sewer service area

Are there other CFP projects that impact this project?

Not defined at this time

Description

These funds support pre-design conceptual evaluation of wastewater projects and potential alternatives in order to refine complex projects prior to launching full permitting and design. Additionally, the funds are used to expediently respond to emergencies and other unanticipated needs.

Project List

Year	Project Description	Cost Estimated
2021-2026	Pre-Design and Planning. Develops project scopes and cost estimates. Responds to emergencies.	\$651,000

Why is this project a priority?

The City's Wastewater Management Plan and six-year Financial Plan identify projects from a planning-level perspective based on detected deficiencies in specific portions of the system. They also include planning-level cost estimates completed at the time the Plan was developed. These estimates may not include enough detail in the scope to accurately assess project costs. This program evaluates complex projects prior to full initiation of design and permitting. It ensures accurate scope of work, cost estimates and a full evaluation of project alternatives. Other uses for this information include timely staff response to unanticipated public or environmental risks while long-term funding is secured.

Is there a level of service standard or measurable outcome?

Not listed

What Comprehensive Plan goals and policies does this project address?

This Program reflects the following goals and policies of the Olympia Comprehensive Plan.

- Goal Utilities 8
The City and its growth area are served by a City-owned wastewater collection and transmission system that is designed to minimize leakage, overflows, infiltration and inflows so as to provide sufficient capacity for projected demand.
 - Policy Utilities 8.8
Evaluate the structural integrity of aging wastewater facilities, and repair and maintain as needed.

Infrastructure Pre-Design and Planning - Sewer

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Pre-Design and Planning	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$630,000
Phase II CityWorks Implementation	\$21,000	\$0	\$0	\$0	\$0	\$0	\$21,000
Total	\$126,000	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$651,000
Funding Sources:							
Transfer from Utility Revenues	\$126,000	\$105,000	\$105,000	\$105,000	\$105,000	\$40,039	\$586,039
Use of Fund Balance	\$0	\$0	\$0	\$0	\$0	\$64,961	\$64,961
Total	\$126,000	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$651,000

Long Term Needs & Financial Planning (Program #9903)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the 2020 Wastewater Management Plan and are not in priority order.

7-20 Year Future Needs

Description	Cost	Probable Funding
Pre-Design and Planning	\$1,470,000	Rates

Lift Stations—Sewer (Program #9806)

Where is this project happening?

Various Locations Citywide. See Project List.

Are there other CFP projects that impact this project?

N/A

Description

Aging pumps and associated systems in our lift stations need to be upgraded or reconstructed in order to provide dependable service while meeting increasing wastewater flows. Projects may include providing needed increased pumping capacity, installing new force mains, providing backup power generators, and upgrading facilities to current Department of Ecology sewage pumping system standards.

Project List

Year	Project Description	Cost Estimated
2021	Old Port 1 Lift Station Upgrade Construction. Upgrade existing lift station and install new force main to enhance system reliability for existing and future flows.	\$3,003,000
2021	Ken Lake Grinder Pump Replacement. Funds the closeout of a project for replacement of a grinder pump to enhance system reliability.	\$10,000
2022	Miller and Ann Lift Station Upgrade Design. Design of upgrades to the existing lift station to enhance system reliability for current and future flows. This project is partially funded by GFCs.	\$116,000
2023	Miller and Ann Lift Station Upgrade Construction. Upgrade existing lift station for existing and future flows. This project is partially funded by GFCs.	\$478,000
2023	Rossmoor Lift Station Upgrade Design. Design of upgrades to the existing lift station and new force main to enhance system reliability for current and future flows. This project is partially funded by GFCs.	\$240,000
2024	Rossmoor Lift Station Upgrade Construction. Upgrade existing lift station and install new force main to enhance system reliability for current and future flows. This project is partially funded by GFCs.	\$996,000
2025	Old Port II Lift Station Upgrade Design. Design of upgrades to the existing lift station and new force main to enhance system reliability for current and future flows. This project is partially funded by GFCs.	\$372,000
2026	Old Port II Lift Station Upgrade Construction. Upgrade the existing lift station and install new force main for existing and future flows. This project is partially funded by GFCs.	\$1,549,000

Why is this project a priority?

Pumps are an integral element of our sewer infrastructure. Lift stations pose critical risks for spills and associated public and environmental health impacts. Unlike gravity sewer pipes, pump stations are complex mechanical and electrical systems susceptible to chronic or acute failure. The lift stations must operate well in order to prevent sewer overflows.

Is there a level of service standard or measurable outcome?

None listed

What Comprehensive Plan goals and policies does this project address?

This Program reflects the following goals and policies of the Olympia Comprehensive Plan.

- **Goal Utility 8**
The City and its growth area are served by a City-owned wastewater collection and transmission system that is designed to minimize leakage, overflows, infiltration and inflows so as to provide sufficient capacity for projected demand.
 - **Policy Utility 8.1**
Extend the wastewater gravity collection system through both public and private development projects.
 - **Policy Utility 8.8**
Evaluate the structural integrity of aging wastewater facilities and repair and maintain as needed.

Lift Stations - Sewer

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Miller & Central Lift Station Improvements	\$755,000	\$0	\$0	\$0	\$0	\$0	\$755,000
Old Port 1 Lift Station	\$3,003,000	\$0	\$0	\$0	\$0	\$0	\$3,003,000
Ken Lake Grinder Pump Replacement	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Miller & Ann Lift Station Design	\$0	\$116,000	\$0	\$0	\$0	\$0	\$116,000
Miller and Ann Lift Station Upgrade Construction	\$0	\$0	\$478,000	\$0	\$0	\$0	\$478,000
Rossmoor Lift Station Upgrade Design	\$0	\$0	\$240,000	\$0	\$0	\$0	\$240,000
Rossmoor Lift Station Upgrade Construction	\$0	\$0	\$0	\$996,000	\$0	\$0	\$996,000
Old Port II Lift Station Upgrade Design	\$0	\$0	\$0	\$0	\$372,000	\$0	\$372,000
Old Port II Lift State Upgrade Construction	\$0	\$0	\$0	\$0	\$0	\$1,549,000	\$1,549,000
Total	\$3,768,000	\$116,000	\$718,000	\$996,000	\$372,000	\$1,549,000	\$7,519,000
Funding Sources:							
General Facilities Charges	\$750,512	\$28,220	\$207,454	\$282,351	\$233,818	\$74,421	\$1,576,776
Other Financing Sources	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
Transfer from Utility Revenues	\$485,010	\$87,780	\$510,546	\$713,649	\$138,182	\$180,970	\$2,116,137
Use of Fund Balance	\$2,532,478	\$0	\$0	\$0	\$0	\$293,609	\$2,826,087
Total	\$3,768,000	\$116,000	\$718,000	\$996,000	\$372,000	\$1,549,000	\$7,519,000

Long Term Needs & Financial Planning (Program #9806)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the 2020 Wastewater Management Plan and are not in priority order.

7-20 Year Future Needs

Description	Cost	Probable Funding
Roosevelt & Yew Lift Station Upgrade Design	\$307,000	Rates, GFCs
Roosevelt & Yew Lift Station Upgrade Construction	\$1,466,000	Rates, GFCs
Jasper and Eastside Lift Station Upgrade Design	\$278,000	Rates, GFCs
Jasper and East Lift Station Upgrade Construction	\$1,155,000	Rates, GFCs
Woodfield Estates Lift Station Upgrade Design	\$139,000	Rates, GFCs
Woodfield Estates Lift Station Upgrade Construction	\$575,000	Rates, GFCs
East Bay Marina Lift Station Upgrade Design	\$185,000	Rates, GFCs
East Bay Marina Lift Station Upgrade Construction	\$770,000	Rates, GFCs
Holiday Hills Lift Station Upgrade Design	\$394,000	Rates, GFCs
Holiday Hills Lift Station Upgrade Construction	\$1,641,000	Rates, GFCs
Kempton Downs Lift Station Design	\$81,000	Rates, GFCs
Kempton Downs Lift Station Construction	\$299,000	Rates, GFCs
Colonial Estates Lift Station Design	\$139,000	Rates, GFCs
Colonial Estates Lift Station Construction	\$512,000	Rates, GFCs
Division & Farwell Lift Station Design	\$128,000	Rates, GFCs
Water Street Lift Station Replacement Design	\$1,111,000	Rates, GFCs
Water Street Lift Station Replacement Construction	\$4,444,000	Rates, GFCs

Onsite Sewer System Conversions—Sewer (Program #9813)

Where is this project happening?

Various locations Citywide.

Are there other CFP projects that impact this project?

N/A

Description

Supporting the conversion of existing onsite sewage systems to municipal sewer services is a City priority. Efforts to pursue conversions rely on both mandatory regulations and financial incentives. This program provides funding for both minor sewer extensions typically along a short section of street and coordinated neighborhood sewer extensions covering larger areas.

Project List

Year	Project Description	Cost Estimated
2021-2026	Neighborhood Sewer Extensions. This project funds extensions of public sewer pipes into neighborhoods. This project is funded by GFCs.	\$2,822,000

Why is this project a priority?

In increasingly densely developed urban settings, onsite septic systems pose long-term threats to public and environmental health. City goals and policies provide various resources, including CFP funding, for the conversion to municipal sewer.

Is there a level of service standard or measurable outcome?

None Listed.

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the Olympia Comprehensive Plan.

This Program reflects the following goals and policies of the Olympia Comprehensive Plan.

- **Goal Utility 8**

The City and its growth area are served by a City-owned wastewater collection and transmission system that is designed to minimize leakage, overflows, infiltration and inflows so as to provide sufficient capacity for projected demand.

- **Policy Utility 8.1**

Extend the wastewater gravity collection system through both public and private development projects.

- **Policy Utility 8.4**

Encourage septic system owners to connect to the City wastewater system by offering incentives, cost-recovery mechanisms, pipe extensions and other tools.

Onsite Sewer System Conversions - Sewer

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
6th Avenue Sewer Extension	\$11,000	\$0	\$0	\$0	\$0	\$0	\$11,000
Van Epps Street Sewer Extension	\$11,000	\$0	\$0	\$0	\$0	\$0	\$11,000
Neighborhood Sewer Extensions	\$300,000	\$1,200,000	\$100,000	\$1,100,000	\$0	\$100,000	\$2,800,000
Total	\$322,000	\$1,200,000	\$100,000	\$1,100,000	\$0	\$100,000	\$2,822,000
Funding Sources:							
General Facilities Charges	\$121,488	\$562,552	\$57,787	\$589,649	\$0	\$46,010	\$1,377,486
Other Financing Sources	\$17,840	\$43,800	\$0	\$60,000	\$0	\$0	\$121,640
Use of Fund Balance	\$182,672	\$593,648	\$42,213	\$450,351	\$0	\$53,990	\$1,322,874
Total	\$322,000	\$1,200,000	\$100,000	\$1,100,000	\$0	\$100,000	\$2,822,000

Long Term Needs & Financial Planning (Program #9813)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the 2020 Wastewater Management Plan and are not in priority order.

7-20 Year Future Needs

Description	Cost	Probable Funding
Neighborhood Sewer Extensions	\$6,300,000	GFCs

Pipe Extensions (Program #9809)

Where is this project happening?

Various locations

Description

Supporting efforts to encourage construction of regional sewer infrastructure. This program also funds the replacement of aging asbestos cement (AC) sewer force mains.

Project List

Year	Project Description	Cost Estimated
2021-2023	Percival Creek Utility Bridge. This project will fund the analysis, design and construction of a long-term fix to the Percival Creek Utility Bridge. The sewer main line located on the Percival Creek Utility Bridge, and the bridge itself, was damaged in a windstorm in February 2020. A short-term emergency fix to the bridge and sewer main has occurred. This cost of this project is shared with the Water Utility	\$3,256,000

Why is this project a priority?

Private development typically drives expansion of the City's sewer system. However, this type of growth may not occur in areas where development densities are not as favorable. This program will provide funding to explore options for sewer extensions into these areas. It will provide needed funds for AC force main replacement projects.

Is there a level of service standard or measurable outcome?

None Listed.

What Comprehensive Plan goals and policies does this project address?

This Program reflects the following goals and policies of the Olympia Comprehensive Plan.

- **Goal Utility 8**
The City and its growth area are served by a City-owned wastewater collection and transmission system that is designed to minimize leakage, overflows, infiltration and inflows so as to provide sufficient capacity for projected demand.
 - **Policy Utility 8.1**
Extend the wastewater gravity collection system through both public and private development projects.
 - **Policy Utility 8.8**
Evaluate the structural integrity of aging wastewater facilities and repair and maintain as needed.

Pipe Extensions

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Percival Creek Utility Bridge - Sewer	\$630,000	\$1,313,000	\$1,313,000	\$0	\$0	\$0	\$3,256,000
Total	\$630,000	\$1,313,000	\$1,313,000	\$0	\$0	\$0	\$3,256,000
Funding Sources:							
Other Financing Sources	\$630,000	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$2,630,000
Transfer from Utility Revenues	\$0	\$313,000	\$313,000	\$0	\$0	\$0	\$626,000
Total	\$630,000	\$1,313,000	\$1,313,000	\$0	\$0	\$0	\$3,256,000

Long Term Needs & Financial Planning (Program #9809)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the 2020 Wastewater Management Plan and are not in priority order.

7-20 Year Future Needs

Description	Cost	Probable Funding
Gravity Sewer Extensions	\$2,416,000	GFCs
AC Force Main Upgrades, Phase I	\$1,087,000	Rates
AC Force Main Upgrades, Phase II	\$1,087,000	Rates
AC Force Main Upgrades, Phase III	\$1,087,000	Rates

Replacement and Repairs—Sewer (Program #9703)

Where is this project happening?

City sewer service area

Are there other CFP projects that impact this project?

N/A

Description

Provide funds for scheduled repairs, as well as unexpected repairs, replacements and rehabilitation of existing pipe systems and maintenance holes. When possible, trenchless technologies are used to minimize disruptions and costs.

Project List

Year	Project Description	Cost Estimated
2021	Stratford Lane STEP to Gravity Conversion. Replaces STEP system serving 36 homes with a gravity sewer connection, reducing maintenance costs.	\$210,000
2021-2026	STEP to Gravity Conversions. Funds to convert existing STEP systems to gravity service. Future projects to be determined.	\$360,000
2021-2026	Asphalt for Sewer Repairs. Asphalt for roadway restoration after sewer repairs.	\$186,000
2021-2026	Cured-in-place Pipe Rehabilitation. Funds projects that extend the life of pipe through the use of cured-in-place technology.	\$946,000
2020-2025	STEP Rehabilitation. Corrects deficiencies in aging City-owned STEP systems. After 2021, the focus will be on commercial STEP systems.	\$788,000
2021	Side Sewer Repairs. This project will repair City-owned sewer laterals in the right of way.	\$53,000
2021, 2022, 2024 & 2026	Spot Repairs. Repairs and replaces small sections of sewer pipe.	\$313,000
2021 & 2024	Maintenance Hole Repair and Replacement. Address structural deficiencies, leaks, and/or corrosion needs.	\$194,000
2021	SE Area Odor Control. Provides funding for project closeout activities	\$11,000
2021	East Bay Maintenance Hole Repair and Replacement. Replace maintenance hole rings and castings on the beach below East Bay Drive, to ensure watertight seals.	\$32,000

Why is this project a priority?

This program provides improvements to the sewer pipe system to assure adequate service and prevent catastrophic system failure and sewage release. An annual list of priority projects is developed based on the results of televising inspections of the sewer lines and implementation of the condition rating program. Planned repairs include major prioritized work, minor spot repairs, maintenance hole repairs, and maintenance hole lining to address corrosion in maintenance holes associated with STEP system effluent gases. Reducing maintenance needs is also a priority.

Is there a level of service standard or measurable outcome?

N/A

Comprehensive Plan and Functional Plan(s) Citations

This program reflects the following goals and policies of the Olympia Comprehensive Plan.

- **Goal Utilities 8**
The City and its growth area are served by a City-owned wastewater collection and transmission system that is designed to minimize leakage, overflows, infiltration and inflows so as to provide sufficient capacity for projected demand.
 - **Policy Utilities 8.8**
Evaluate the structural integrity of aging wastewater facilities and repair and maintain as needed.
- **Goal Utilities 9**
The Utility will facilitate the implementation and use of new technology and management systems.

Replacement and Repairs - Sewer

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Stratford Lane STEP to Gravity Conversion	\$210,000	\$0	\$0	\$0	\$0	\$0	\$210,000
STEP Rehabilitation Equipment	\$263,000	\$105,000	\$105,000	\$105,000	\$105,000	\$105,000	\$788,000
STEP to Gravity Conversions	\$150,000	\$0	\$105,000	\$0	\$105,000	\$0	\$360,000
Asphalt for Sewer Repairs	\$31,000	\$31,000	\$31,000	\$31,000	\$31,000	\$31,000	\$186,000
Wastewater Maintenance Repair & Replacement East B	\$32,000	\$0	\$0	\$0	\$0	\$0	\$32,000
2018 Sewer Repairs	\$13,000	\$0	\$0	\$0	\$0	\$0	\$13,000
SE Area Odor Control	\$11,000	\$0	\$0	\$0	\$0	\$0	\$11,000
Maintenance Hole Repair and Replacement	\$53,000	\$0	\$0	\$141,000	\$0	\$0	\$194,000
Side Sewer and Tap Repairs	\$53,000	\$0	\$0	\$0	\$0	\$0	\$53,000
Cured-in-place Pipe Rehabilit	\$420,000	\$0	\$53,000	\$420,000	\$0	\$53,000	\$946,000
Sewer Main Repairs	\$0	\$100,000	\$0	\$100,000	\$0	\$100,000	\$300,000
Total	\$1,236,000	\$236,000	\$294,000	\$797,000	\$241,000	\$289,000	\$3,093,000
Funding Sources:							
Transfer from Utility Revenues	\$198,666	\$236,000	\$294,000	\$263,875	\$241,000	\$110,204	\$1,343,745
Use of Fund Balance	\$1,037,334	\$0	\$0	\$533,125	\$0	\$178,796	\$1,749,255
Total	\$1,236,000	\$236,000	\$294,000	\$797,000	\$241,000	\$289,000	\$3,093,000

Long Term Needs & Financial Planning (Program #9703)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the 2020 Wastewater Management Plan and are not in priority order.

7-20 Year Future Needs

Description	Cost	Probable Funding
Cured-in-Place Pipe Rehabilitation	\$2,576,000	Rates
Spot Repairs	\$1,792,000	Rates
Maintenance Hole Repair and Replacement	\$564,000	Rates
STEP Rehabilitation	\$1,470,000	Rates
STEP to Gravity Conversions	\$753,000	Rates
Asphalt for Sewer Repairs	\$434,000	Rates

Pipe Capacity Upgrades (Program #9810)

Where is this project happening?

City sewer service area

Are there other CFP projects that impact this project?

N/A

Description

To provide funds for projects that address capacity limitations in the gravity sewer system as identified in the 2020 Wastewater Management Plan.

Project List

Year	Project Description	Cost Estimated
2022	4th Ave Sewer Design. This project will fund the design of a capacity deficiency identified in the 2020 Wastewater Management Plan.	\$578,000
2023	4th Ave Sewer Construction. This project will fund the construction of a capacity deficiency identified in the 2020 Wastewater Management Plan.	\$1,050,000
2025	Jefferson Street Sewer (Phase I) Design. This project will fund the design of a capacity deficiency identified in the 2020 Wastewater Management Plan.	\$735,000
2026	Jefferson Street Sewer (Phase I) Construction. This project will fund the construction of a capacity deficiency identified in the 2020 Wastewater Management Plan.	\$1,607,000

Why is this project a priority?

This program provides improvements to the gravity sewer system identified through computer modeling as projected to be over capacity within 20 years. With increased flows into the sewer system from increased population growth or excess Inflow and Infiltration, locations identified as at or near capacity could back up and cause maintenance hole flooding. Protecting public and environmental health is a key priority for the utility.

Is there a level of service standard or measurable outcome?

N/A

What Comprehensive Plan goals and policies does this project address?

This program reflects the following goals and policies of the Olympia Comprehensive Plan.

- **Goal Utilities 8**
The City and its growth area are served by a City-owned wastewater collection and transmission system that is designed to minimize leakage, overflows, infiltration and inflows so as to provide sufficient capacity for projected demand.
 - **Policy Utilities 8.8**
Evaluate the structural integrity of aging wastewater facilities and repair and maintain as needed.
- **Goal Utilities 9**
The Utility will facilitate the implementation and use of new technology and management systems.

Pipe Capacity Upgrades

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
4th Ave Sewer Design	\$0	\$578,000	\$0	\$0	\$0	\$0	\$578,000
4th Ave Sewer Construction	\$0	\$0	\$1,050,000	\$0	\$0	\$0	\$1,050,000
Jefferson St Sewer (Phase 1) Design	\$0	\$0	\$0	\$0	\$735,000	\$0	\$735,000
Jefferson St Sewer (Phase 1) Construction	\$0	\$0	\$0	\$0	\$0	\$1,607,000	\$1,607,000
Total	\$0	\$578,000	\$1,050,000	\$0	\$735,000	\$1,607,000	\$3,970,000
Funding Sources:							
General Facilities Charges	\$0	\$281,228	\$606,759	\$0	\$615,973	\$739,377	\$2,243,337
Transfer from Utility Revenues	\$0	\$296,772	\$443,241	\$0	\$119,027	\$330,849	\$1,189,889
Use of Fund Balance	\$0	\$0	\$0	\$0	\$0	\$536,774	\$536,774
Total	\$0	\$578,000	\$1,050,000	\$0	\$735,000	\$1,607,000	\$3,970,000

Long Term Needs & Financial Planning (Program #9810)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the 2020 Wastewater Management Plan and are not in priority order.

7-20 Year Future Needs

Description	Cost	Probable Funding
Jefferson Street Sewer (Phase II)	\$339,000	GFCs
Columbia Street Sewer	\$580,000	GFCs

Sewer System Planning - Sewer (Program #9808)

Where is this project happening?

Within the City's urban growth area

Are there other CFP projects that impact this project?

N/A

Description

Planning and evaluation efforts necessary to address long-term infrastructure and program needs.

Project List

Year	Project Description	Cost Estimated
2022-2026	Asset Management Implementation. This project provides for the Utility's initial implementation and ongoing management of City Works asset management software system.	\$155,000
2021	Software Upgrade. This project provides funding for software upgrades to support collection of data about the utility's infrastructure.	\$21,000
2025-2026	Wastewater Management Plan. This project provides funding for consultants to perform analysis of the wastewater system.	\$106,000
2022, 2024 & 2026	Sewer System Televising and Condition Rating Program. The ongoing work effort provides pipe condition monitoring support to planning and operations staff. Repair and replacement projects stem from the condition rating program.	\$93,000
2022, 2024 & 2026	Sewer Force Main Condition Assessment Program. This project provides ongoing funding for collection of force main condition assessment data to support planning of future force main rehabilitation and/or replacement projects.	\$120,000

Why is this project a priority?

Funds are contributed annually for investigation of pipe structural conditions and overall system planning. This work supports the effective management of the wastewater system including repairs of existing infrastructure.

Is there a level of service standard or measurable outcome?

N/A

What Comprehensive Plan goals and policies does this project address?

This program reflects the following goals and policies of the Olympia Comprehensive Plan.

- **Goal Utilities 8**
The City and its growth area are served by a City-owned wastewater collection and transmission system that is designed to minimize leakage, overflows, infiltration and inflows so as to provide sufficient capacity for projected demand.
 - **Policy Utilities 8.8**
Evaluate the structural integrity of aging wastewater facilities and repair and maintain as needed.
- **Goal Utilities 9**
The Utility will facilitate the implementation and use of new technology and management systems.

Sewer System Planning - Sewer

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Sewer Force Main Condition Assessment Program	\$0	\$40,000	\$0	\$40,000	\$0	\$40,000	\$120,000
Sewer System Televising and Condition Rating Progr	\$0	\$31,000	\$0	\$31,000	\$0	\$31,000	\$93,000
2026 Wastewater Management Plan	\$0	\$0	\$0	\$0	\$53,000	\$53,000	\$106,000
CiTect Software Upgrade	\$21,000	\$0	\$0	\$0	\$0	\$0	\$21,000
Asset Management Implementation & Maintenance	\$0	\$31,000	\$31,000	\$31,000	\$31,000	\$31,000	\$155,000
Total	\$21,000	\$102,000	\$31,000	\$102,000	\$84,000	\$155,000	\$495,000
Funding Sources:							
General Facilities Charges	\$0	\$0	\$0	\$0	\$22,209	\$12,193	\$34,402
Transfer from Utility Revenues	\$21,000	\$102,000	\$31,000	\$102,000	\$61,791	\$54,456	\$372,247
Use of Fund Balance	\$0	\$0	\$0	\$0	\$0	\$88,351	\$88,351
Total	\$21,000	\$102,000	\$31,000	\$102,000	\$84,000	\$155,000	\$495,000

Long Term Needs & Financial Planning (Program #9808)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. The projects are listed in the 2020 Wastewater Management Plan and are not in priority order.

7-20 Year Future Needs

Description	Cost	Probable Funding
Sewer System Televising and Condition Rating Program	\$217,000	Rates
Sewer Force Main Condition Assessment Program	\$280,000	Rates
Wastewater Management Plan	\$212,000	Rates, GFCs
Asset Management Implementation and Maintenance	\$434,000	Rates

Stormwater and Surface Water Projects



Storm and surface water management is a key environmental service provided by the City. Capital projects funded by the Storm and Surface Water Utility reflect a local responsibility to correct flooding problems, protect water quality, and enhance aquatic habitat in local creeks, wetlands and marine waters. Typical projects include:

- Stormwater pipe systems
- Regional stormwater storage ponds
- Storm and surface water planning
- Environmental land purchase and stewardship
- Neighborhood stormwater treatment facilities
- Demonstration projects using new technologies
- Riparian forest and wetland revegetation
- Fish passage improvements
- Sea level rise adaptation
- Stream bank stabilization
- Culvert replacements

The effectiveness of the City's stormwater system at managing flooding and protecting the natural environment varies depending on location. Private developments and City capital projects constructed prior to the mid-1980s were required to provide modest stormwater conveyance capacity, no water quality treatment, and very minimal storage of runoff in constructed ponds. Numerous complex flooding problems and irreversible habitat loss were caused by these early developments. Until recently, the majority of stormwater project funding has been spent addressing these historical concerns. Community expectations and regulations for managing stormwater have shifted dramatically in recent years, resulting in a more holistic look at stormwater management.

The Storm and Surface Water program's success at resolving flooding problems during the last fifteen years has provided the City an opportunity to focus on water quality improvement, habitat protection, sea level rise adaptation and scheduled replacement of aging pipe systems. The 2018 Storm and Surface Water Plan emphasizes the role of the Utility in environmental protection. The Plan provides guidance on Utility goals, implementation strategies and expected outcomes. Capital projects, in concert with other elements of the Storm and Surface Water program, help meet these Utility goals:

Flooding

Reduce the frequency and severity of flooding so hazards are eliminated, except during major storm events. The Utility will minimize potential flooding associated with new development through regulations for onsite stormwater systems. Flooding arising from existing inadequate public infrastructure will be addressed in a timely manner.

Water Quality

Improve water quality Citywide, while focusing infrastructure upgrades to reduce stormwater contaminant loads from untreated areas of the City. Improving water quality in local streams, lakes, wetlands and Budd Inlet by retrofitting older high-traffic arterials and adjacent areas for stormwater treatment is a high priority.

Aquatic Habitat

Improve aquatic habitat functions Citywide, while focusing on protecting intact habitat, restoring degraded aquatic habitats, and improving Budd Inlet's shoreline. The relationship between aquatic habitat conditions and land-use impacts in urbanizing basins is scientifically complex and challenging to manage in an urban context. Efforts include protecting high quality habitats while providing tangible improvements to other aquatic systems. Existing aquatic habitats also provide many tangible flood attenuation and water quality improvement functions. Work to quantify opportunities for land acquisition and stewardship that protect and improve aquatic habitat condition and function is ongoing. This work helps prioritize future efforts.

Several new capital needs are facing the Utility including new State and Federal regulations and long-term infrastructure replacement. Regulations stemming from the Federal Clean Water Act (e.g., Total Maximum Daily Loads, National Pollution Discharge Elimination System) have led to new areas of water quality work. Equally significant from a financial perspective is the acknowledgement that numerous major stormwater conveyance systems are reaching, or have exceeded, their life expectancy. Efforts are underway to evaluate and document aging pipe systems. Prioritized pipe upgrades and replacements have become a regular component of the CFP.

Several culverts that are approaching the end of their life expectancy are on fish bearing streams. State and Federal regulations require that those crossings are replaced with fish passable structures. These projects will be prioritized according to need and by the pipe's remaining service life. Fish passage upgrades to existing stream crossings that result in significant habitat gains might qualify for partial grant funding.

Property acquisition projects are focused on preserving intact habitats or acquiring strategic properties that will provide multiple functions for the City and rate payers. For example, it is more cost effective to restore headwater wetlands and floodplain habitats to improve flood attenuation,

than it is to use developable lands to build stormwater detention facilities. These projects may be listed in the program for aquatic habitat improvements, but they also provide water quality and flood storage benefits. The utility is exploring the establishment of a Fee-In-Lieu program that will allow funding for these projects to come from developments paying a Fee-In-Lieu for environmental and stormwater mitigation.

The projects contained in the Plan are financed annually through Storm and Surface Water Utility rates and General Facilities Charges. Loans and grants are used, especially for water quality projects. Debt financing has been only nominally used by the Utility.

Growth-Related Projects

Projects that fall under this category are associated with work to accommodate new development and are funded by General Facility Charge revenue. When a project serves both new and existing development, a portion of the project cost will also be funded through Stormwater Utility rates.

Aquatic Habitat Improvements—Stormwater (Program #9024)

Where is this project happening?

Various Locations Citywide

Are there other CFP projects that impact this project?

- Water Quality Improvements-Storm and Surface Water Section
- Flood Mitigation and Collection - Storm and Surface Water Section
- Open Space Expansion-Parks, Arts and Recreation Section

Description

Implement habitat restoration projects that protect and enhance aquatic and associated terrestrial habitat in Olympia. This work involves preserving and/or restoring shorelines, streams, wetlands and associated buffer habitats. This work may also involve replacing undersized culverts on fish bearing streams with fish passable structures. Collaboration with Olympia Parks, neighborhoods, private landowners and local community organizations allows the Utility to target properties containing aquatic resources and adjacent forested buffer areas across the landscape.

Project List

Year	Project Description	Cost Estimated
2021-2026	Property Acquisition. This project identifies strategic properties to acquire, preserve, or restore aquatic functions and provide additional functions, such as water quality improvement and flood attenuation. This project will be funded mostly through grants and loans.	\$750,000
2021-2023	Ellis Creek/East Bay Drive Fish Passage. This project will replace an undersized culvert with a fish passable structure, located near the estuary in Priest Point Park. This project will be funded mostly through grants and loans.	\$2,000,000
2024-2026	Mission Creek/East Bay Drive Fish Passage. This project will replace an undersized and substandard culvert with a fish passable structure, located near the recently restored estuary in Priest Point Park. This project will be funded mostly through grants and loans.	\$1,400,000
2022	26th Avenue E, Woodland to Woodard Stormwater Reroute. This project involves re-routing stormwater from the Woodland Creek basin to Woodard Creek basin to improve groundwater recharge. The work would construct a stormwater conveyance system along 26th Avenue E. This project will be funded mostly through grants and loans.	\$500,000
2024-2025	Woodard Creek/Woodland Trail Fish Passage. This project would replace an undersized culvert with a fish passable structure and reduce the need for beaver management at this location. This project will be funded mostly through grants and loans.	\$800,000
2023-2024	Indian Creek Fish Passage in the Vicinity of Boulevard Road. This project replaces three of the easier fish passage barriers on Indian Creek and helps to restore the upper wetlands for resident fish. This project will be funded mostly through grants and loans.	\$680,000
2026	Indian Creek Fish Passage in the Vicinity of Wheeler Ave and Central Street. This project replaces a fish passage barrier on Indian Creek. This project will be funded mostly through grants and loans.	\$1,200,000

Why is this project a priority?

The quality of aquatic habitat within Olympia continues to be challenged as land is developed for urban uses. The Storm and Surface Water Utility mission includes a responsibility to manage and enhance our aquatic habitats. The Planning Commission and Utility Advisory Committee have recently encouraged the Utility to increase emphasis on, and funding for, aquatic habitat land acquisition and stewardship.

What Comprehensive Plan goals and policies does this project address?

This program implements the following Olympia Comprehensive Plan goals and policies:

- **Goal Natural Environment 6**
Healthy aquatic habitat is protected and restored.
 - **Policy Natural Environment 6.1**
Restore and manage vegetation next to streams, with an emphasis on native vegetation, to greatly improve or provide new fish and wildlife habitat.
 - **Policy Natural Environment 6.3**
Establish and monitor water quality and aquatic habitat health indicators based on the best scientific information available.
 - **Policy Natural Environment 6.6**
Preserve and restore the aquatic habitat of Budd Inlet and other local marine waters.
 - **Policy Natural Environment 6.7**
Partner with other regional agencies and community groups to restore aquatic habitat through coordinated planning, funding and implementation.

Aquatic Habitat Improvements - Stormwater

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Property Acquisition	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000
Ellis Creek/East Bay Drive Fish Passage	\$400,000	\$800,000	\$800,000	\$0	\$0	\$0	\$2,000,000
Mission Creek/East Bay Drive Fish Passage	\$0	\$0	\$0	\$200,000	\$600,000	\$600,000	\$1,400,000
26th Ave E - Woodland to Woodard Stormwater Rerout	\$0	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Woodard Creek/ Woodland Trail Fish Passage	\$0	\$0	\$0	\$200,000	\$600,000	\$0	\$800,000
Indian Creek Fish Passage - Vicinity of Boulevard	\$0	\$0	\$170,000	\$510,000	\$0	\$0	\$680,000
Indian Creek Fish Passage - Vicinity of Wheeler Av	\$0	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
Total	\$525,000	\$1,425,000	\$1,095,000	\$1,035,000	\$1,325,000	\$1,925,000	\$7,330,000
Funding Sources:							
Federal Grants	\$268,750	\$943,750	\$696,250	\$651,250	\$868,750	\$1,318,750	\$4,747,500
Other Financing Sources	\$131,250	\$356,250	\$273,750	\$258,750	\$331,250	\$481,250	\$1,832,500
Transfer from Utility Revenues	\$95,706	\$115,689	\$125,000	\$125,000	\$125,000	\$125,000	\$711,395
Use of Fund Balance	\$29,294	\$9,311	\$0	\$0	\$0	\$0	\$38,605
Total	\$525,000	\$1,425,000	\$1,095,000	\$1,035,000	\$1,325,000	\$1,925,000	\$7,330,000

Long Term Needs & Financial Planning (Program #9024)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. Most of the projects are listed in the 2019 Stormwater Master Plan and are not in priority order.

7-20 Year Future Needs

Description	Cost	Probable Funding
Habitat Improvement/Stewardship	\$600,000	Rates
Property Acquisition	\$1,750,000	Grants, Rates, Fees
Mission Creek/Bethel Street Fish Passage and Water Quality Retrofit	\$850,000	Grants, Rates, Fees
West Bay Shoreline Improvements (Garfield Creek/Lagoon Reaches)	\$750,000	Grants, Rates, Fees
East Bay Shoreline and Salt Marsh	\$1,250,000	Grants, Rates, Fees
Mission Creek/Ethridge Ave Fish Passage and Water Quality Retrofit	\$700,000	Grants, Rates, Fees
Mission Creek/Pine Ave Fish Passage and Water Quality Retrofit	\$700,000	Grants, Rates, Fees
Woodard Creek/Martin Way Fish Passage	\$3,000,000	Grants, Rates, Fees
Woodard Creek Tributary/Martin Way Fish Passage	\$2,000,000	Grants, Rates, Fees
Woodard Creek/Ensign Road Fish Passage	\$800,000	Grants, Rates, Fees
Indian Creek/Wheeler Avenue Fish Passage (Pipe IDN 4047)	\$700,000	Grants, Rates, Fees
Indian Creek/Woodland Trail Fish Passage (Pipes IDN 4049 and 15863)	\$900,000	Grants, Rates, Fees
Indian Creek/Woodland Trail Fish Passage (Pipe IDN 12645)	\$700,000	Grants, Rates, Fees
Indian Creek/Martin Way Fish Passage	\$1,200,000	Grants, Rates, Fees
Indian Creek/Pacific Avenue Fish Passage	\$1,200,000	Grants, Rates, Fees

Flood Mitigation—Stormwater (Program #9028)

Where is this project happening?

Various Locations Citywide (see project list)

Are there other CFP projects that impact this project?

- Infrastructure Pre-design and Planning—Storm and Surface Water Section

Description

Stormwater pipe systems collect and convey runoff to appropriate locations in order to prevent or mitigate flooding. Some projects identified in the program anticipate or correct flooding; others provide for the timely replacement of old, problematic pipe systems.

The replacement of aging and deteriorating pipe systems is an increasingly important financial responsibility of the Utility. Problematic pipes are identified through ongoing Citywide pipe televising and condition rating programs. Several pipes have been identified that are currently failing or are expected to fail within five years. Some of the problems involve long sections of pipes; others involve only isolated spot repairs. These pipes are prioritized and repaired.

Project List

The following project list and priorities are subject to change. Priority is based on a condition rating system.

Year	Project Description	Cost Estimated
2021-2026	Conveyance Spot Repairs (Pipe Rehabilitation or Replacement, and safety upgrades). This project provides for relatively minor spot repairs to the stormwater conveyance systems at locations prioritized by the condition-rating database. Repairs to the worst portions of storm systems are typically accomplished within two years of problem identification.	\$498,000
2021-2026	Condition Rating of Existing Conveyance. Television inspection and condition rating is provided for existing stormwater conveyance systems. Condition rating outcomes are used to determine replacement and repair schedules. There are approximately 172 miles of storm sewer owned and operated by the Storm and Surface Water Utility.	\$456,800
2021-2026	City-Owned Stormwater Pond Rehabilitation. These projects rehabilitate City-owned stormwater facilities including the replacement of failing components, amending soils, establishing attractive low maintenance landscaping, and modifying the structures within the facility as needed. Rehabilitation involves more work than is typically performed during routine maintenance and is intended to enhance the function of the facility. This project will provide for the rehabilitation of one facility per year, on average.	\$318,000

Year	Project Description	Cost Estimated
2021	Fiddlehead Outfall Tide Gate - Safety Upgrades. This project will develop a design to replace a small circular lid with a new hatch cover that will improve inspection and service access for equipment and personnel and improve worker safety by devising a better way to secure the heavy cast iron flap-gate during inspection. Construction will follow with separate project funding when we have a better cost estimate.	\$74,000
2021-2026	Downtown Flood Mitigation. Olympia's downtown is currently vulnerable to tidal flooding. In the years to come, the problem could be exacerbated by sea level rise. This project will install tide gates on key stormwater out falls to Budd Inlet thereby preventing tides from flowing up the pipes and discharging to low lying downtown streets.	\$750,000
2022-2023	Ascension and 4th Avenue Pond Construction. This project will construct a stormwater facility on City-owned land between 4th and Ascension Avenues. It will provide flow control and water quality treatment to flows generated from existing developed areas that discharge to the downstream stormwater conveyance system in the Schneider Creek basin. This project will be mostly funded by grants and loans.	\$300,000
2022-2023	Wiggins Road Conveyance Modifications. In coordination with the Transportation line of business, this project will reconstruct the stormwater conveyance system along Wiggins Road south of Morse-Merryman Road. This project will improve safety and conveyance capacity. This project will be mostly funded by grants and loans.	\$750,000
2025-2026	Pacific Avenue at Chambers Street Pipe Replacement. This project will replace a failing conveyance pipe located under a busy arterial. This project will be mostly funded by grants and loans.	\$430,000
2026	1400 Block Frederick Street SE/Indian Creek Fish Passage. This project will replace a failing and undersized culvert on Indian Creek with a fish passable culvert at the 1400 block of Frederick Street SE. This project will be mostly funded by grants and loans.	\$300,000
2024-2025	Ken Lake Flood Conveyance Design. This project will design and construct a stormwater conveyance system which will reduce historical overland flooding associated with the Gruen and Stonewall Swales that are upstream tributaries to Ken Lake. This project is partially funded by GFCs.	\$684,000
2026	Maringo Road and Lorne Street Drainage Improvements. This project will address substandard street drainage on Maringo Road and Lorne Street. This project will be mostly funded by grants and loans.	\$350,000
2026	2300 Block Crestline Blvd Conveyance and Street Improvements. This project will address ditch flooding on Crestline Blvd and improve the downstream conveyance system. This project will be mostly funded by grants and loans.	\$450,000

Why is this project a priority?

The stormwater infrastructure needs repairs and upgrades to prevent flooding and to update aging components. This program replaces parts of the existing system based on televising and a condition pipe rating system. Flooding problems have been reduced in recent years through capital development. However, some regional and localized problems still exist.

Is there a level of service standard or measurable outcome?

Most of the level of service standards are described in Drainage Design and Erosion Control Manual, Volume 1, Appendix 1-F. Some of the more typical standards for flood mitigation are as follows:

- Public roads shall maintain a minimum 12-foot-wide dry travel lane, except for an allowable 0.5 foot ponding depth at sags (low points), during a 10-year storm event.
- Stormwater conveyance pipes shall be sized for a 25-year storm event.
- Fish bearing culverts, bridges and stream channels shall be designed using the Washington State Department of Fish and Wildlife - Stream Simulation criteria and shall be sized to survive a 100-year storm and pass all expected sediment and debris.

What Comprehensive Plan goals and policies does this project address?

This program implements the following Olympia Comprehensive Plan goals and policies:

- **Goal Utilities 10**
The frequency and severity of flooding are reduced, and hazards are eliminated, except during major storm events.
 - **Policy Utilities 10.1**
Improve stormwater systems in areas that are vulnerable to flooding.
 - **Policy Utilities 10.3**
Evaluate the structural integrity of aging stormwater pipes and repair as needed.
 - **Policy Utilities 10.6**
Ensure that private pipe and pond systems are maintained.

Flood Mitigation - Stormwater

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Downtown Flood Mitigation and Sea Level Rise	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$750,000
Condition Rating for Existing Conveyance	\$148,400	\$148,400	\$40,000	\$40,000	\$40,000	\$40,000	\$456,800
Fiddlehead Outfall Tide Gate - Safety Upgrades	\$74,000	\$0	\$0	\$0	\$0	\$0	\$74,000
Conveyance Spot Repairs	\$83,000	\$83,000	\$83,000	\$83,000	\$83,000	\$83,000	\$498,000
Public Pond Rehabilitation (City Owned Stormwater	\$53,000	\$53,000	\$53,000	\$53,000	\$53,000	\$53,000	\$318,000
Ascension and 4th Ave Pond	\$0	\$75,000	\$225,000	\$0	\$0	\$0	\$300,000
Ken Lake Flood Conveyance	\$0	\$0	\$0	\$184,000	\$500,000	\$0	\$684,000
Maringo Rd and Lorne St Drainage Improvements	\$0	\$0	\$0	\$0	\$0	\$350,000	\$350,000
Wiggins Road Ditch Reconstruction	\$0	\$250,000	\$250,000	\$250,000	\$0	\$0	\$750,000
Pacific Avenue at Chambers - Pipe Replacement	\$0	\$0	\$0	\$0	\$120,000	\$310,000	\$430,000
1400 Block Frederick St SE - Culvert Replacement	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000
2300 Block of Crestline Blvd - Conveyance	\$0	\$0	\$0	\$0	\$112,500	\$337,500	\$450,000
Total	\$483,400	\$734,400	\$776,000	\$735,000	\$1,033,500	\$1,598,500	\$5,360,800
Funding Sources:							
Federal Grants	\$0	\$181,250	\$293,750	\$217,000	\$424,375	\$973,125	\$2,089,500
General Facilities Charges	\$192,000	\$192,000	\$192,000	\$192,000	\$192,000	\$192,000	\$1,152,000
Other Financing Sources	\$0	\$143,750	\$181,250	\$217,000	\$308,125	\$324,375	\$1,174,500
Transfer from Utility Revenues	\$223,110	\$201,206	\$109,000	\$109,000	\$109,000	\$109,000	\$860,316
Use of Fund Balance	\$68,290	\$16,194	\$0	\$0	\$0	\$0	\$84,484
Total	\$483,400	\$734,400	\$776,000	\$735,000	\$1,033,500	\$1,598,500	\$5,360,800

Long Term Needs & Financial Planning (Program #9028)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. Most of the projects are listed in the 2019 Stormwater Master Plan and are not in priority order.

Projects that help the City adapt to rising sea levels are listed in the Olympia Sea Level Rise Response Plan and are expected to be cost-shared with others such as the Port of Olympia, the LOTT Clean Water Alliance, and the Washington State Department of Enterprise Services. The City of Olympia, the Port of Olympia and the LOTT Clean Water Alliance will continue to work together to implement the Olympia Sea Level Rise consistent with a joint-interlocal agreement executed in 2020.

7-20 Year Future Needs

Description	Cost	Probable Funding
Conveyance Spot Repairs	\$1,162,000	Rates
Condition Rating Existing Conveyance	\$560,000	Rates
Public Pond Rehabilitation (City Owned Stormwater Facilities)	\$742,000	Rates
Downtown Flood Mitigation and Sea Level Rise	\$1,750,000	Rates
2900 block 28th Avenue NW - Street and Storm Reconstruction	\$200,000	GFCs, Rates, Fees
900 block Poplar St SE/Woodland Trail Swale Closed Depression	\$70,000	GFCs, Rates, Fees
1300 block Kaiser Road at Green Cove Creek Culvert Replacement	\$150,000	GFCs, Rates, Fees
4800 block Harrison Road Closed Depression Emergency Overflow	\$300,000	GFCs, Rates, Fees
Indian Creek Culverts at Plum Street	\$800,000	GFCs, Rates, Fees
Coleman, Bing and Walnut Conveyance	\$320,000	GFCs, Rates, Fees
Division and Scammel Conveyance	\$250,000	GFCs, Rates, Fees
North Trunk Line (Sea Level Rise Adaptation)	\$1,600,000	Rates, Fees
North Trunk Line Laterals (Sea Level Rise Adaptation)	\$716,000	Rates, Fees
South Trunk Line (Sea Level Rise Adaptation)	\$2,500,000	Rates, Fees
South Trunk Line Laterals (Sea Level Rise Adaptation)	\$250,000	Rates, Fees
Capitol Lake & Heritage Park Flood Barrier (Sea Level Rise Adaptation)	\$636,000	Grants, Rates, Fees
West Bay Marina Flood Barrier (Sea Level Rise Adaptation)	\$868,000	Grants, Rates, Fees
Yacht Club Peninsula Flood Barrier (Sea Level Rise Adaptation)	\$1,642,000	Grants, Rates, Fees
West Side Peninsula Flood Barrier (Sea Level Rise Adaptation)	\$3,628,000	Grants, Rates, Fees
North Shoreline Port Peninsula Flood Barrier (Sea Level Rise Adaptation)	\$2,205,000	Grants, Rates, Fees
East Shoreline Port Peninsula Flood Barrier (Sea Level Rise Adaptation)	\$915,000	Grants, Rates, Fees
500 cfs Pump Station (Sea Level Rise Adaptation)	\$37,500,000	Grants, Rates, Fees
50 cfs Pump Station (Sea Level Rise Adaptation)	\$563,000	Grantss, Rates, Fees

Infrastructure Pre-Design & Planning—Stormwater (Program #9903)

Where is this project happening?

Various Locations Citywide. See Project List.

Are there other CFP projects that impact this project?

- Flood Mitigation and Collection—Storm and Surface Water Section

Description

This program provides funds for specific pre-design and planning efforts associated with the stormwater system construction, including emergency projects. Additional funding is provided under the program for pervious pavement contingency/repair work. Funding for pre-design is not needed at the present time but could be requested in future CFPs.

Project List

Year	Project Description	Cost Estimated
2021-2026	Infrastructure Pre-design and Planning. This project provides the means for the Storm and Surface Water utility to contract with consultants for professional services such as soils and geotechnical investigations, hydraulic modeling and computer simulations of the storm network, and project feasibility analyses for capital projects.	\$480,000
2021, 2026	Drainage Design and Erosion Control Manual updates. This project will update the City's Drainage Design and Erosion Control Manual to be the technical equivalent of the Washington State Department of Ecology's stormwater manual following their update.	\$130,000
2023	Storm and Surface Water Utility Master Plan Update. This project will update the Storm and Surface Water Utility Master Plan.	\$150,000
2021-2022	Cooper Pt & Black Lake Stormwater Conveyance. This project is developing a design to eliminate or reduce flooding at the intersection of Cooper Point Road and Black Lake Boulevard. Timing of construction of the project will be determined after completion of the design work. Funding for the construction is expected to require bonds.	\$210,000
2021	Wiggins Road Roadway and Storm Drainage. This project is helping to develop better drainage alternatives to the existing Wiggins Road Ditch.	\$48,000
2022	Schneider Creek Fish Passage Design. This project will design a fish passage for Schneider Creek under West Bay Drive and will design a sediment trap and collection facility upstream of the fish passage culvert.	\$130,648
2021-2026	Bioretention Hydrologic Performance Study. This project is part of a regional effort to study the performance of bioretention facilities in Western Washington that were designed using the Department of Ecology guidelines. The project is funded by grants.	\$670,000

Why is this project a priority?

New technologies for stormwater management are needed. This program supports applied research in the area of pervious pavement. The work is supported by City policy decisions.

Other potential projects in this program evaluate future projects prior to their appropriation in the annual Capital Facilities Plan to ensure accurate scope of work, cost estimates, and a full evaluation of project alternatives. Initial work on emergencies and other unanticipated needs can be funded at a limited level under this program.

Is there a level of service standard or measurable outcome?

None listed

What Comprehensive Plan goals and policies does this project address?

This program reflects the following goals and policies of the Olympia Comprehensive Plan.

- **Goal Natural Environment 4**
The waters and natural processes of Budd Inlet and other marine waters are protected from degrading impacts and significantly improved through upland and shoreline preservation and restoration.
 - **Policy Utilities 3.9**
Ensure consistent maintenance, asset management and emergency management practices for all utilities.

Infrastructure Pre-Design & Planning - Stormwater

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Drainage Design and Erosion Control Manual Updates	\$60,000	\$0	\$0	\$0	\$0	\$70,000	\$130,000
Bioretention Hydrologic Performance Study	\$70,000	\$200,000	\$200,000	\$200,000	\$0	\$0	\$670,000
Schneider Creek Fish Passage Design (combine 19200	\$0	\$130,648	\$0	\$0	\$0	\$0	\$130,648
Storm and Surface Water Utility Master Plan Update	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Infrastructure Pre-Design and Planning	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$480,000
Cooper Pt & Black Lake Stormwater Conveyance	\$130,000	\$80,000	\$0	\$0	\$0	\$0	\$210,000
Wiggins Rd Roadway & Storm Drainage	\$48,000	\$0	\$0	\$0	\$0	\$0	\$48,000
Total	\$388,000	\$490,648	\$430,000	\$280,000	\$80,000	\$150,000	\$1,818,648
Funding Sources:							
State Grants	\$70,000	\$200,000	\$200,000	\$200,000	\$0	\$0	\$670,000
Transfer from Utility Revenues	\$243,476	\$268,997	\$230,000	\$80,000	\$80,000	\$150,000	\$1,052,473
Use of Fund Balance	\$74,524	\$21,651	\$0	\$0	\$0	\$0	\$96,175
Total	\$388,000	\$490,648	\$430,000	\$280,000	\$80,000	\$150,000	\$1,818,648

Long Term Needs & Financial Planning (Program #9903)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. Most of the projects are listed in the 2019 Stormwater Master Plan and are not in priority order.

7-20 Year Future Needs

Description	Cost	Probable Funding
Infrastructure Predesign and Planning	\$1,200,000	Rates
Storm and Surface Water Utility Master Plan Update	\$450,000	Rates
Drainage Design and Erosion Control Manual Updates	\$140,000	Rates

Water Quality Improvements (Program #9027)

Where is this project happening?

Various locations Citywide. See project list.

Are there other CFP projects that impact this project?

Aquatic Habitat Improvement Projects

Description

Continue to improve water quality in Olympia's creeks, wetlands, lakes and marine environments through projects that treat contaminated stormwater runoff. Projects are identified and prioritized based on Citywide needs. Water quality projects are subject to grant and/or loan funding.

Project List

Year	Project Description	Cost Estimated*
2021-2026	Expanded Street Sweeping Program. This project will use grant funding (25 percent match) to purchase and operate a second street sweeper to focus on removing sediment before it enters the City's stormwater conveyance system. The required 25 percent match is expected to be a loan.	\$1,449,568
2021, 2023	Neighborhood Low Impact Development (LID). This project will improve water quality and flow control using low impact development (LID) best management practices such as bioretention, in a West Olympia neighborhood in the vicinity of Hays Avenue and Rogers Street.	\$546,000
2021-2023	Brawne Avenue Basin - Water Quality Retrofit. This project will design and construct a stormwater treatment facility for currently untreated runoff discharged to Budd Inlet from the West Olympia neighborhood that drains to the Brawne Avenue storm system.	\$470,000
2024	Fones Road Swale - Water Quality Retrofit. This project will improve an existing ditch that flows along the Woodland Trail, from Fones Road to I-5. The work would improve bioretention and water quality filtration.	\$200,000
2025-2026	Capitol Way - Water Quality Retrofit. The project would construct a water quality treatment facility to treat runoff from an area roughly bounded by Capitol Way, Adams Street, 7th Avenue, and Union Avenue. The drainage basin is a tributary to Capitol Lake and comprises approximately 20 fully developed acres.	\$672,000
2025-2026	Martin Way at Mary Elder - Water Quality Retrofit. The project would construct water quality facilities providing treatment of stormwater runoff on Martin Way from Mary Elder Road to Sleater-Kinney Road. Martin Way is an arterial roadway located in a High-Density Corridor zone. Polluted street runoff from over eight acres of street right-of-way currently flows untreated to Woodard Creek just west of Mary Elder Road.	\$840,000
2024-2025	Corky Ave Water Quality Retrofit. This project will construct a water quality retrofit on the storm conveyance system in the vicinity of the round-about at the Farmers Market. This will improve water quality at the outfall to Budd Inlet at Corky Avenue.	\$500,000
2026	East Bay Drive Water Quality Retrofit. This project will construct roadside water quality treatment facilities for runoff from approximately 15 acres along East Bay Drive. This will improve water quality before discharging to Budd Inlet.	\$650,000
* These projects, if qualified, will be 75% funded with available stormwater grants and loans.		

Why is this project a priority?

Managing water quality problems associated with stormwater runoff is a primary responsibility of the Storm and Surface Water Utility. Increasingly stringent Federal and State requirements (e.g., National Pollutant Discharge Elimination System) necessitate increased efforts to manage water quality. Street sweeping is a cost-effective strategy for reducing the amount of sediment in treatment facilities and catch basins and the amount of pollution in local streams and Budd Inlet.

Is there a level of service standard or measurable outcome?

None Listed.

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the Olympia Comprehensive Plan.

- **Goal Natural Environment 4**
The waters and natural processes of Budd Inlet and other marine waters are protected from degrading impacts and significantly improved through upland and shoreline preservation and restoration.
- **Goal Natural Environment 5**
Ground and surface waters are protected from land uses and activities that harm water quality and quantity.
 - **Policy Natural Environment 5.3**
Retrofit existing infrastructure for stormwater treatment in areas with little or no treatment.

Water Quality Improvements

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Neighborhood LID	\$140,000	\$0	\$406,000	\$0	\$0	\$0	\$546,000
Expanded Street Sweeper Program	\$11,958	\$509,100	\$231,900	\$231,900	\$233,955	\$230,755	\$1,449,568
Brawne Avenue Water Quality Retrofit	\$56,500	\$37,500	\$376,000	\$0	\$0	\$0	\$470,000
Fones Road Swale - Water Quality Retrofit	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000
Capitol Way Water Quality Retrofit	\$0	\$0	\$0	\$0	\$168,000	\$504,000	\$672,000
Martin Way at Mary Elder Water Quality Retrofit	\$0	\$0	\$0	\$0	\$210,000	\$630,000	\$840,000
Corky Avenue Water Quality Retrofit	\$0	\$0	\$0	\$125,000	\$375,000	\$0	\$500,000
East Bay Drive Water Quality Retrofit	\$0	\$0	\$0	\$0	\$0	\$650,000	\$650,000
Total	\$208,458	\$546,600	\$1,013,900	\$556,900	\$986,955	\$2,014,755	\$5,327,568
Funding Sources:							
State Grants	\$113,969	\$381,825	\$760,425	\$417,675	\$740,216	\$1,511,066	\$3,925,176
Other Financing Sources	\$59,490	\$164,775	\$253,474	\$139,225	\$246,739	\$503,689	\$1,367,392
Transfer from Utility Revenues	\$26,798	\$0	\$0	\$0	\$0	\$0	\$26,798
Use of Fund Balance	\$8,201	\$0	\$0	\$0	\$0	\$0	\$8,201
Total	\$208,458	\$546,600	\$1,013,899	\$556,900	\$986,955	\$2,014,755	\$5,327,567

Long Term Needs & Financial Planning (Program #9027)

The following table lists future capital projects expected to occur in 7 - 20 years. The projects identified are needed to meet anticipated growth or to replace existing infrastructure that is beyond its useful life.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the pace of growth and other factors. Most of the projects are listed in the 2019 Stormwater Master Plan and are not in priority order.

7-20 Year Future Needs

Description	Cost	Probable Funding
Evergreen Park Drive Treatment Facility	\$800,000	Grants, Rates
Plum Street Water Quality Retrofit	\$580,000	Grants, Rates
South Capitol Combined Sewer/Storm Separation with LID	\$800,000	Grants, Rates
Downtown Outfall Consolidation	\$900,000	Grants, Rates
Arterial Roadway Retrofit	\$1,500,000	Grants, Rates
4th Avenue West Water Quality Retrofit	\$600,000	Grants, Rates
West Bay Drive Water Quality Retrofit (West Bay #17)	\$3,081,000	Grants, Rates
Garfield Creek Water Quality Retrofit (West Bay #13 & #14)	\$1,890,000	Grants, Rates
Giles Facility Upgrade (West Bay #18)	\$1,176,000	Grants, Rates
Union Avenue at Plum Street Water Quality Retrofit	\$800,000	Grants, Rates

Waste ReSources Projects



The mission of the Waste ReSources utility is to lead and inspire our community towards a waste-free future. Waste ReSources accomplishes their mission by providing municipally operated solid waste collection, disposal and diversion services, including education and outreach to residents, businesses and visitors.

In June 2006, the Olympia City Council adopted a Zero Waste Resolution. It set forth a new direction for the Utility and has guided the development of its strategic plans ever since. The Utility is currently operating under a 6-year Waste ReSources Management Plan covering the period of 2015-2020. The Plan will be updated in 2021 with scheduled adoption in mid-2022.

The Waste ReSources Management Plan provides the strategic direction for the Utility and contains four goals. Under each goal is a series of objectives and more detailed strategies for how it will implement programs and achieve success. The four goals are:

1. Reduce the quantity of waste generated and disposed in Olympia.
2. Increase the quantity of recyclable and compostable materials diverted from the landfill.
3. Operate collection services safely and efficiently.
4. Manage the utilities finances responsibly, with equitable rates that promote waste reduction and recycling.

Olympia's Waste ReSources plan is not required by any agency, but rather guides the Utility's direction and serves to align its work with the overarching policies in the City's Comprehensive Plan. As a regulatory requirement, the City signs onto the County's Comprehensive Solid Waste Management Plan, which is required by the State. The City's plan helps the City align its waste reduction and recycling education programs, so they are consistent with the County's direction.

The City of Olympia is one of 29 cities in Washington State that operates its own solid waste collection services with municipal crews and equipment. The Utility operates as an enterprise fund and rates are set by the Olympia City Council and has two main programs: the Collections Program and the Waste Prevention and Reduction Programs.

The Collection Program provides garbage, recycling and organics collection services to residents, businesses and the public. It uses various collection methods to include:

- Curbside collection of carts and containers for both residential and commercial customers.
- Drop box service for large quantity generators of garbage, recyclables and organics.

The City utilizes side-load, front-load, rear-load and roll-off solid waste collection vehicles to serve residential and commercial customers, and construction sites. The Waste ReSources Utility also serves the downtown core by providing litter can collection and waste collection for public events.

The utility serves about:

- 15,000 residential households
- 160 multi-family and mixed-use properties for another roughly 9,000 households.
- 1,300 businesses and organizations.

The City also operates a Saturday drop-off site for yard waste, commingled recycling, scrap metal recycling, source separated cardboard and source separated glass.

All solid waste trucks, equipment and containers are funded entirely through utility rates.

The Utility is currently in the early stages of conducting a 30 percent design on a new Waste ReSources Operational Facility to free up space at the Public Works Maintenance Center. The facility may also be an option for the City to provide its own recycle transload and hauling operation.

Waste ReSources Maintenance Facility Construction (Program #8081)

Where is this project happening?

City-owned property (former OPD firing range) on Carpenter Road in unincorporated Thurston County

Are there other CFP projects that impact this project?

Parks and Public Works Maintenance Center Construction

Description

This program covers the facility planning, design and construction of the maintenance facility for the City's Waste ReSources Utility. The facility will be located on Carpenter Road within a few miles of the Thurston County Waste and Recovery Center.

The Waste ReSources Utility Operations is currently housed at the Public Works Maintenance Center at 1401 Eastside Street (PW Maintenance Center). The PW Maintenance Center facility was originally constructed in 1976 as a Public Works/Intercity Transit Maintenance Facility. Since that time Public Works operations and maintenance programs have continued to occupy the facility. It is accessed 24 hours a day, seven days a week and serves as a critical base of operations during small and large-scale emergencies.

Due to lack of available space on the existing PW Maintenance Center property, a 2017 PW Maintenance Center Feasibility Study concluded that the Waste ReSources Utility could be moved and still efficiently operate from a separate facility. The preferred location was determined to be on city-owned property on Carpenter Road in unincorporated Thurston County. This property is within a few miles of the Thurston County Waste and Recovery Center and well located for our solid waste operations.

In 2019, City Council approved a preliminary design contract for a new Waste ReSources Maintenance Facility at the Carpenter Road location. This preliminary design work, including a cost estimate, will be completed in 2020. Funding for the project comes from the Waste ReSources Utility Capital Fund (Fund 463).

Why is this project a priority?

A safe, functional and accessible facility is vital to the operations and maintenance functions of the Waste ReSources Utility. Failure to address the failing facility infrastructure through construction of a new or renovated facility could restrict or eliminate the ability of Waste ReSources to provide safe and efficient service to the community.

Is there a level of service standard or measurable outcome?

N/A

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the Olympia Comprehensive Plan.

- **Goal Public Services 21**
City of Olympia is a model sustainable city.
 - **Policy Public Services 21.1**
Use energy-efficient designs and environmentally responsible materials and techniques in City facilities and construction projects. Work to reduce energy usage in existing City facilities.
- **Goal Land Use and Urban Design 1**
Land use patterns, densities and site designs are sustainable and support decreasing automobile reliance.
 - **Policy Land Use 1.2**
Focus development in locations that will enhance the community and have capacity and efficient supporting services, and where adverse environmental impacts can be avoided or minimized.
- **Goal Economy 4**
The City achieves maximum economic, environmental and social benefit from public infrastructure.
 - **Policy Economy 4.1**
Plan our investments in infrastructure with the goal of balancing economic, environmental and social needs, supporting a variety of potential economic sectors and creating a pattern of development we can sustain into the future.
 - **Policy Economy 4.3**
Make decisions to invest in public infrastructure projects after analysis determining their total costs over their estimated useful lives, and their benefit to environmental, economic and social systems.

Waste ReSources Maintenance Facility Construction

Capital Cost:	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Year 2026	Total
Waste ReSources Carpenter Road Facility Research & Development	\$368,000	\$368,000	\$368,000	\$368,000	\$368,000	\$368,000	\$2,208,000
Total	\$368,000	\$368,000	\$368,000	\$368,000	\$368,000	\$368,000	\$2,208,000
Transfer from Utility Revenues	\$368,000	\$368,000	\$368,000	\$368,000	\$368,000	\$368,000	\$2,208,000
Total	\$368,000	\$368,000	\$368,000	\$368,000	\$368,000	\$368,000	\$2,208,000

Olympia Home Fund Capital Projects



A critical part of addressing homelessness in our community is connecting people to permanent housing solutions.

The Olympia Home Fund was created in 2018 by a sales tax levy approved by Olympia voters. By adding 1/10 of 1 percent to the sales tax rate, the levy generates over \$2 million in revenue each year for the construction and operation of supportive housing for Olympia's most vulnerable homeless residents. Supportive housing includes wrap-around services related to physical, behavioral or developmental disabilities. Sixty-five percent of Home Fund sales tax dollars are dedicated to the construction of affordable housing and shelter. The remaining thirty-five percent supports operations of homeless and other related programs and program administration.

A Home Fund Advisory Board was established by Council in March 2019. That advisory group is tasked with reviewing annual competitive applications and making recommendations for capital awards. Awards are granted to achieve the following objectives:

- Construct new affordable housing units, shelter beds, or treatment beds in Thurston County.
- Provide housing to households earning no more than 50 percent of area median income (AMI).
- Provide housing, treatment, or shelter for targeted vulnerable household types including:
 - Seniors
 - Single adults who are chronically homeless and have a disability

- Families with children
 - Unaccompanied youth or young adults
 - Survivors of domestic violence
 - Veterans
- Reduce homelessness to Thurston County's most vulnerable homeless households through referrals from a Thurston County Coordinated Entry provider.
- Demonstrate readiness to begin construction based on occupancy date and other measures.
- Provide integrated supportive services at the housing, shelter, or treatment facility after construction.
- Demonstrate efficiency in development costs to maximize the impact of City and other public and private fund sources.

Debt Service

In addition to the Capital Awards projects, the Home Fund sales tax revenue also supports the ongoing interfund loan debt service costs for the original purchase of the Martin Way property. Debt service is not a capital expenditure and therefore is presented in the City's Operating Budget. In 2021, which is the final year for the debt service on the interfund loan, the debt service for the Martin Way property, will be approximately \$456,000. In future years, those funds will be committed to construction of new housing production.

2828 Martin Way (Fund 318)

Where is this project happening?

2828 Martin Way

Are there other CFP projects that impact this project?

Projects to be determined

Description

On June 18, 2019, City Council awarded \$1.1 million to a partnership that is planning 60 new shelter beds and 60 new supportive housing apartments on Martin Way. Forty of the supportive housing units will serve chronically mentally ill, homeless individuals earning up to thirty percent of AMI, and 20 units will serve individuals earning up to fifty percent of AMI.

The Low Income Housing Alliance will lead the development of that project and Interfaith Works will operate the shelter and provide staffing for the supportive housing. They will also be pursuing state Housing Trust Fund dollars and federal Low Income Housing tax credits to help fund construction. The property for this development was purchased by the Home Fund.

Why is this project a priority?

The Olympia Home Fund was established to assist with the construction of supportive housing for Olympia's most vulnerable homeless community members. This project is designed to serve individuals with the most complex challenges related to their physical health, mental health and substance use patterns. Studies show this model of supportive housing is an effective solution to ending homelessness for chronically unsheltered individuals. Studies also show supportive housing reduces public costs by reducing the use of publicly-funded crisis services including hospitals, psychiatric centers, jails and prisons.

Is there a level of service standard or measurable outcome?

Reduce the rate of homelessness in Thurston County and the City of Olympia and construct 300 units of supportive housing during the first five years of the fund.

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the Olympia Comprehensive Plan.

- **Goal Public Services 3**

Affordable Housing is available for all income levels throughout the community.

- **Policy Public Services 5**

Special needs populations (such as people with developmental disabilities, the homeless, the frail elderly, and others who have difficulty securing housing) have adequate, safe, and affordable housing.

Long Term Needs & Financial Planning (Fund 318)

The following table lists future capital Home Fund grant awards expected to occur in 7 - 20 years. The projects will not be identified until a competitive request for proposal process is completed each year. That process results in a recommendation from the Home Fund Advisory Board to Council for funding.

The scope, costs and revenue projections are estimates. Timing for these projects may be impacted by the availability of other non-city housing funds.

7-20 Year Future Needs

Description	Cost	Probable Funding
Annual Home Fund Construction Award	\$1 million annually	Home Fund (Fund 318)

Family Support Center (Fund 318)

Where is this project happening?

3524 7th Avenue SW

Are there other CFP projects that impact this project?

Projects to be determined

Description

On June 16, 2020, City Council awarded \$1 million to the Family Support Center (FSC) for the creation of 62 new homes for homeless children and their families as well as survivors of domestic violence. The award is conditioned upon securing additional necessary funding from private and other government sources. The project is the first phase of a multiple-phase housing development on the main campus of the Family Support Center. Half of the units will serve households at or below thirty percent of Area Median Income (AMI) and the other half will serve households at or below fifty percent of AMI. In the first year, it is expected that this project will serve 209 children, parents and survivors of domestic violence. The plan is for the housing to be fully occupied by March 2023. FSC will also be pursuing state Housing Trust Fund dollars to help fund construction.

Why is this project a priority?

The Olympia Home Fund was established to assist with the construction of supportive housing for Olympia's most vulnerable homeless community members. Homeless families with children, while the least visible, make up a significant portion of the Thurston County unsheltered homeless population. A 2018 report compiled by Thurston County Health and Social Services indicated that 15 percent of the County's households experiencing homelessness were families with children. While this percentage may not sound high, each household is comprised of multiple family members. Thus, forty-one percent of the total people experiencing homelessness in that report were children and their parents; sleeping in cars, outdoors, or in places not meant for human habitation.

Is there a level of service standard or measurable outcome?

Reduce the rate of homelessness in Thurston County and the City of Olympia and construct 300 units of supportive housing during the first five years of the fund.

What Comprehensive Plan goals and policies does this project address?

This CFP reflects the goals and policies of the Olympia Comprehensive Plan.

- **Goal Public Services 3**

Affordable Housing is available for all income levels throughout the community.

- **Policy Public Services 5**

Special needs populations (such as people with developmental disabilities, the homeless, the frail elderly, and others who have difficulty securing housing) have adequate, safe, and affordable housing.

Other affordable housing projects or property acquisition will be determined in future years.

Long Term Needs & Financial Planning (Fund 318)

The following table lists future capital Home Fund grant awards expected to occur in 7 - 20 years. The projects will not be identified until a competitive request for proposal process is completed each year. That process results in a recommendation from the Home Fund Advisory Board to Council for funding.

The scope, costs, and revenue projections are estimates. Timing for these projects may be impacted by availability of other non-city housing funds.

7-20 Year Future Needs

Description	Cost	Probable Funding
Annual Home Fund Construction Award	\$1 Million Annually	Home Fund (Fund 318)

Miscellaneous Reports

Active Status Project Report as of December 31, 2020

General Government CIP Fund (317) – General Government								
		Budget 12/31/19	2020 Additions & Adjustments	Total Budget	Pre-2020 Costs	2020 Costs	Total Cost	Balance
0001	Transfers to Other Funds	\$19,631,116	\$860,000	\$20,491,116	\$19,631,116	\$860,000	\$20,491,116	\$0
0209	Streetscape	362,048	—	362,048	361,458	—	361,458	590
0211	Economic Development CFP Projects	6,326,337	1,950,000	8,276,337	3,704,031	2,569,503	6,273,534	2,002,803
0214	Neighborhood Street Trees	115,052	—	115,052	115,052	—	115,052	—
0216	2001 Downtown Enhancements	117,159	—	117,159	114,962	—	114,962	2,197
0217	Artesian Well	68,000	—	68,000	67,837	—	67,837	163
0219	Urban Forestry & Street Trees	983,079	50,000	1,033,079	929,568	2,988	932,556	100,523
0221	Climate Change	250,000	—	250,000	215,855	—	215,855	34,145
0222	Fire Training Center-Garage	156,565	—	156,565	156,564	—	156,564	1
0223	Shoreline Restoration	265,000	—	265,000	134,318	—	134,318	130,682
0305	Library Improvements, 1999 +	37,848	—	37,848	37,848	—	37,848	—
0901	ADA Compliance	773,000	—	773,000	475,457	71,229	546,686	226,314
Subtotal General Government		\$29,085,204	\$2,860,000	\$31,945,204	\$25,944,066	\$3,503,720	\$29,447,786	\$2,497,418

Active Status Project Report as of December 31, 2020

General Government CIP Fund (317) – Parks

		Budget 12/31/19	2020 Additions & Adjustments	Total Budget	Pre-2020 Costs	2020 Costs	Total Cost	Balance
111	Neigh Park Acq./Develop.	\$4,028,512	\$1,365,900	\$5,394,412	\$3,736,740	\$36,054	\$3,772,794	\$1,621,618
114	Open Space	10,524,747	197,590	10,722,337	6,713,765	96,891	6,810,656	3,911,681
115	Parks/Open Space Planning	72,954	—	72,954	72,954	—	72,954	—
118	Ballfield Expansion	923,624	—	923,624	923,623	—	923,623	1
129	Parks Project Funding	341,317	—	341,317	341,319	—	341,319	(2)
130	Special Use Parks	32,595,392	768	32,594,624	32,594,623	—	32,594,623	1
132	Major Maintenance Program	5,740,242	750,000	6,490,242	4,699,289	1,285,443	5,984,732	505,510
133	Comm. Park Partnership	4,075,072	—	4,075,072	4,075,072	—	4,075,072	—
134	Small Park Capital Projects	82,242	25,000	107,242	41,533	—	41,533	65,709
135	Park Acquisition Account	34,368,753	11,706,918	26,409,895	22,974,791	1,285,802	24,260,593	2,149,302
136	Percival Maint & Reconst	3,596,338	232,610	3,828,948	2,259,969	63,006	2,322,975	1,505,973
137	Parks ADA Updrages	713,756	200,000	913,756	314,337	356,348	670,685	243,071
310	Community Parks	5,842,638	1,196,999	7,039,637	2,886,283	267,836	3,154,119	3,885,518
406	Urban Trails	1,006,097	—	1,006,097	1,006,097	—	1,006,097	—
504	Yauger Park	9,679	—	9,679	9,679	—	9,679	—
Subtotal Parks		\$ 103,921,363	\$ 15,675,785	\$ 99,929,836	\$82,650,074	\$ 3,391,380	\$ 86,041,454	\$13,888,382

Active Status Project Report as of December 31, 2020

General Government CIP Fund (317) – Transportation

		Budget 12/31/19	2020 Additions & Adjustments	Total Budget	Pre-2020 Costs	2020 Costs	Total Cost	Balance
122	Pedestrian Crossings	\$ 2,709,117	\$ —	\$ 2,709,117	\$ 2,709,117	\$ —	\$ 2,709,117	\$ —
200	Bike Improvements	2,902,902	200,000	3,102,902	2,466,929	48,231	2,515,160	587,742
208	Sidewalk Improvements	3,620,039	—	3,620,039	3,620,039	—	3,620,039	—
442	Mud Bay / Harrison & Kaiser	13,935,448	—	13,935,448	13,935,448	—	13,935,448	—
599	Street Repairs & Reconstruction	46,150,563	2,875,000	49,025,563	38,076,916	2,627,490	40,704,406	8,321,157
616	Log Cabin Road Extension	660,271	—	660,271	660,270	—	660,270	1
619	18th Ave/Elizabeth/14th Ave	12,902,390	—	12,902,390	12,902,388	—	12,902,388	2
621	Street Lighting Improvement	3,205,162	—	3,205,162	3,052,836	—	3,052,836	152,326
622	Olympia Avenue	—	—	—	—	—	—	—
623	Fones Road	2,418,490	620,000	3,038,490	1,131,080	699,722	1,830,802	1,207,688
626	Sidewalks & Pathways	13,483,324	1,125,000	14,608,324	9,570,015	1,073,204	10,643,219	3,965,105
627	Yauger Way Interchange	2,092,903	—	2,092,903	1,853,182	14,017	1,867,199	225,704
628	Boulevard Road	16,501,747	(24,276)	16,477,471	14,925,384	77,285	15,002,669	1,474,802
629	Wiggings & 37th	253,817	—	253,817	—	—	—	253,817
630	Henderson & Eskridge	1,205,400	54,600	1,260,000	902,083	116,403	1,018,486	241,514
631	Cain Road & North Street	20,387	—	20,387	—	—	—	20,387
633	Access & Safety Improvement	1,464,580	183,899	1,648,479	689,933	788,899	1,478,832	169,647
634	Pre Design & Planning	450,000	79,500	529,500	210,362	101,987	312,349	217,151
9309	Signal Improvements	1,228,750	—	1,228,750	834,900	416,907	1,251,807	(23,057)
Subtotal Transportation		\$ 125,205,290	\$ 5,113,723	\$130,319,013	\$107,540,882	\$ 5,964,145	\$ 113,505,027	\$16,813,986

Active Status Project Report as of December 31, 2020

Parks and Recreation Sidewalk Utility Tax Fund (134) – Capital and Non Capital

		Budget 12/31/19	2020 Additions & Adjustments	Total Budget	Pre-2020 Costs	2020 Costs	Total Cost	Balance
0	Operating Transfers	\$ 712,205	\$ (2,991,199)	\$ (3,703,404)	\$ —	\$ 300,000	\$ 300,000	\$(4,003,404)
1	Transfer to Bond Redemption Fund	13,745,530	304,975	14,050,505	13,042,105	1,008,400	14,050,505	—
111	Neighborhood Parks	1,013,305	—	1,013,305	1,013,304	—	1,013,304	1
114	Open Space	388,147	—	388,147	330,409	8,813	339,222	48,925
129	Parks Project Funding/GGCIP	58,441	—	58,441	58,441	—	58,441	—
130	Special Use Parks	2,438,411	—	2,438,411	2,438,411	—	2,438,411	—
132	Parks project/major maintenance program	111,056	—	111,056	111,056	—	111,056	—
133	Comm. Park Partnership	1,205,816	—	1,205,816	1,205,816	—	1,205,816	—
135	Park Acquisition	5,220,000	1,013,467	6,233,467	4,856,160	1,181,234	6,037,394	196,073
136	Percival Maint & Reconst	369,180	—	369,180	174,529	5,092	179,621	189,559
310	Community Parks	81,513	—	81,513	75,455	6,058	81,513	—
626	Recreational Walking Facilities	15,723,282	975,000	16,698,282	12,976,848	428,993	13,405,841	3,292,441
Capital Total		\$ 41,066,886	\$ (697,757)	\$ 38,944,719	\$ 36,282,534	\$ 2,938,590	\$ 39,221,124	\$ (276,405)
7301	Parks Maintenance	3,179,396	—	3,179,396	3,179,396	—	3,179,396	—
7302	Parks Planning	1,900,661	—	1,900,661	1,900,661	—	1,900,661	—
7303	Park Stewardship	811	—	811	811	—	811	—
Non-Capital Total		\$ 5,080,868	\$ —	\$ 5,080,868	\$ 5,080,868	\$ —	\$ 5,080,868	\$ —
Total Fund 134 (Capital and Non-Capital)		\$ 46,147,754	\$ (697,757)	\$ 44,025,587	\$ 41,363,402	\$ 2,938,590	\$ 44,301,992	\$ (276,405)

Active Status Project Report as of December 31, 2020

Equipment and Facility Replacement Reserve Fund (029)

		Budget 12/31/19	2020 Additions & Adjustments	Total Budget	Pre-2020 Costs	2020 Costs	Total Cost	Balance
7501	Cultural Arts Services	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —
7502	Public Arts Maintenance	—	—	—	—	—	—	—
8001	Major Repair Contingency	319,086	—	319,086	—	—	—	319,086
8002	General Energy	70,092	9,566	79,658	58,518	3,637	62,155	17,503
8011	City Hall - Old (Plum St)	2,172,679	-179,315	1,993,364	181,796	230,608	412,404	1,580,960
8012	Council/Court Chambers	—	—	—	—	—	—	—
8013	City Hall, Annex	2,716	—	2,716	2,716	—	2,716	—
8014	City Hall - New(4th Ave)	207,619	—	207,619	38,381	27,040	65,421	142,198
8021	Family Support Center	255,126	—	255,126	204,871	—	204,871	50,255
8022	Library	172,132	—	172,132	43,701	11,010	54,711	117,421
8023	Washington Center	2,121,561	326,525	2,448,086	2,035,591	311,418	2,347,009	101,077
8051	OFD Main	583,665	135,000	718,665	384,207	—	384,207	334,458
8052	OFD Station 2 (west)	—	—	—	—	—	—	—
8061	OPD West	310,124	—	310,124	203,573	—	203,573	106,551
8062	Firing Range	—	—	—	—	—	—	—
8071	Olympia Center	55,546	75,000	130,546	—	—	—	130,546
8081	Maintenance Center	590,713	160,000	750,713	309,739	1,433	311,172	439,541
8117	PW Facilities Operations	215,500	200,000	415,500	75,216	74,429	149,645	265,855
8212	Engineering	237,949	—	237,949	219,967	9,514	229,481	8,468
8406	Maintenance & Custodial	—	—	—	—	—	—	—
Total Fund 029		\$ 7,314,508	\$ 726,776	\$ 8,041,284	\$ 3,758,276	\$ 669,089	\$ 4,427,365	\$ 3,613,919

Active Status Project Report as of December 31, 2020

Utility and Other Public Works CIP Funds – Water CIP Fund (461)

		Budget 12/31/19	2020 Additions & Adjustments	Total Budget	Pre-2020 Costs	2020 Costs	Total Cost	Balance
908	W/S Bond Reserve Fund	\$ 623,854	\$ —	\$ 623,854	\$ 623,854	\$ —	\$ 623,854	\$ —
8081	Facility Major Repair & Maint	100,000	—	100,000	36,326	—	36,326	63,674
8412	Public Works Water Quality	—	—	—	—	—	—	—
9014	Emergency Preparedness	1,109,525	—	1,109,525	1,083,171	—	1,083,171	26,354
9021	Upgrades, Overlays, ext. & Oversize	599,969	14,000	613,969	578,202	—	578,202	35,767
9408	Water Upgrades (small pipe)	6,843,223	—	6,843,223	5,946,759	—	5,946,759	896,464
9606	Small water Projects	—	400,000	400,000	—	54,617	54,617	345,383
9609	Distribution System Improvements	37,157,255	2,791,746	39,949,001	28,909,751	2,001,826	30,911,577	9,037,424
9610	Storage	34,624,622	5,434,000	40,058,622	24,846,439	1,094,823	25,941,262	14,117,360
9700	Source of Supply	28,083,140	450,000	28,533,140	26,231,005	25,563	26,256,568	2,276,572
9701	McAllister Water Protection	4,444,559	—	4,444,559	3,045,197	27,783	3,072,980	1,371,579
9710	Reclaimed Water Pipe	750,000	134,000	884,000	709,567	—	709,567	174,433
9903	Pre-design & Planning	649,656	250,000	899,656	494,834	2,283	497,117	402,539
9906	Water System & Comp Planning	1,875,249	—	1,875,249	1,875,234	—	1,875,234	15
9909	Contingency	13,586	—	13,586	—	—	—	13,586
Total Fund 461		\$ 116,874,638	\$ 9,473,746	\$126,348,384	\$94,380,339	\$3,206,895	\$97,587,234	\$28,761,150

Active Status Project Report as of December 31, 2020

Utility and Other Public Works CIP Funds – Sewer CIP Fund (462)

		Budget 12/31/19	2020 Additions & Adjustments	Total Budget	Pre-2020 Costs	2020 Costs	Total Cost	Balance
9021	Upgrades w/ Street Reconstruction	\$ 575,575	\$ —	\$ 575,575	\$ 354,627	\$ —	\$ 354,627	\$ 220,948
9703	Transmission & Collection Projects (1)	17,852,592	1,019,000	18,871,592	15,521,475	468,643	15,990,118	2,881,474
9801	Westside I&I Reduction	7,684,744	—	7,684,744	7,539,824	—	7,539,824	144,920
9806	Lift Station Assessment & Upgrades	11,706,143	2,657,000	14,363,143	9,439,699	549,295	9,988,994	4,374,149
9808	Sewer System Planning	1,216,020	96,000	1,312,020	949,334	22,994	972,328	339,692
9809	Pipe Extensions	7,466,000	—	7,466,000	5,892,948	576,922	6,469,870	996,130
9810	Pipe Capacity Upgrades	3,926,453	—	3,926,453	3,926,405	—	3,926,405	48
9813	On-site Sewage System Conversion	2,549,853	426,000	2,975,853	1,538,061	109,269	1,647,330	1,328,523
9903	Pre-design & Planning	649,455	250,746	900,201	578,640	22,454	601,094	299,107
Total Fund 462		\$ 53,626,835	\$ 4,448,746	\$58,075,581	\$45,741,013	\$ 1,749,577	\$47,490,590	\$10,584,991

Active Status Project Report as of December 31, 2020

Utility and Other Public Works CIP Funds – Storm and Surface Water CIP Fund (434)

		Budget 12/31/19	2020 Additions & Adjustments	Total Budget	Pre-2020 Costs	2020 Costs	Total Cost	Balance
9001	Transfers Out	\$ 3,869,000	\$ —	\$ 3,869,000	\$ 2,974,107	\$ 600,000	\$ 3,574,107	\$ 294,893
9017	Habitat Land Acquisition	1,151,045	—	1,151,045	1,151,045	—	1,151,045	—
9024	Aquatic Habitat Improvements	5,734,025	522,000	6,256,025	4,031,893	121,842	4,153,735	2,102,290
9026	Stormwater Fee-In-Lieu Projects	150,000	—	150,000	146,412	—	146,412	3,588
9027	Stormwater Quality Improvements	7,948,611	1,323,000	9,271,611	3,921,336	161,795	4,083,131	5,188,480
9028	Flood Mitigation & Collections Projects	14,257,879	751,000	15,008,879	11,295,124	389,166	11,684,290	3,324,589
9811	Emission Reduction & Alt. Power	25,000	—	25,000	—	—	—	25,000
9903	Pre-design and planning	2,085,140	157,000	2,242,140	1,490,259	160,347	1,650,606	591,534
9904	Stormwater Plans & Studies	517,048	3,698	520,746	414,332	—	414,332	106,414
Total Fund 434		\$ 35,737,748	\$ 2,756,698	\$ 38,494,446	\$ 25,424,508	\$ 1,433,150	\$ 26,857,658	\$ 11,636,788

Impact Fees (Collection and Usage) Through December 31, 2020

2020 Amount	Fire	Transp.	Transp. Admin. Fee	Neighborhood Parks	Community Parks	Open Space	Ball Parks	Tennis Courts	Urban Trails	Special Use and Unallocated	Total City
Jan	\$ 0	\$ 72,249	\$ 426	\$ 4,806	\$ 18,218	\$ 7,064				\$ 0	\$ 102,763
Feb	0	13,481	98	13,490	51,254	19,818				0	98,141
Mar	0	6,380	590	1,780	6,766	2,616				0	18,132
Apr	0	0	0	0	0	0				0	0
May	0	7,340	51	2,136	8,119	3,140				0	20,786
Jun	0	3,190	23	890	3,383	1,308				0	8,794
Jul	0	485,449	4,533	36,000	135,632	52,470				0	714,084
Aug	0	592,405	1,466	65,121	247,191	95,664				0	1,001,847
Sep	0	49,963	1,441	39,918	151,521	58,635				0	301,478
Oct	0	16,703	120	9,366	36,676	14,184				0	77,049
Nov	0	123,097	767	60,609	175,859	36,586				0	396,918
Dec	0	219,170	1,027	58,968	224,216	86,716				0	590,097
YTD Total	\$ 0	\$1,589,427	10,542	\$ 293,084	\$1,058,835	\$ 378,201	\$ 0	\$ 0	\$ 0	\$ 0	\$3,330,089

Year	Fire	Transp.	Transp. Admin. Fee	Neighborhood Parks	Community Parks	Open Space	Ball Parks	Tennis Courts	Urban Trails	Special Use and Unallocated	Total City
By Year (cash basis)											
1992-2004	\$1,432,297	\$6,420,717		\$ 399,102	\$ 257,771	\$2,159,064	\$ 724,903	\$ 70,082	\$ 268,727	\$ 0	\$11,732,663
2005	215,847	1,270,881		28,694	n/a	335,742	80,707	8,873	44,315	0	1,985,059
2006	153,029	1,086,086		27,569	n/a	322,449	77,458	8,517	42,683	0	1,717,791
2007	83,416	470,653		16,474	n/a	191,883	45,862	5,001	25,886	Special Use	839,175
2008	95,679	1,128,246		12,329	12,932	68,360	12,155	1,329	6,811	14,151	1,351,992
2009	53,060	2,212,795		61,427	103,981	140,091	299	33	163	114,925	2,686,774
2010	640	821,417		106,335	176,897	196,271	0	0	0	184,936	1,486,496
2011	0	1,124,036		158,551	270,122	324,904	0	0	0	289,306	2,166,919
2012	0	1,065,528		92,875	156,379	173,983	0	0	0	163,461	1,652,226
2013	0	1,371,693		288,671	1,049,649	432,988	0	0	0	37,306	3,180,307
2014	0	1,214,136		161,957	513,478	257,152	0	0	0	85,447	2,232,170
2015	0	1,241,584		178,022	676,853	261,943	0	0	0	467	2,358,869
2016	0	1,950,920		261,698	993,861	387,653	0	0	0	0	3,594,132
2017	0	876,572	3,497	98,875	375,545	141,744	0	0	0	0	1,496,233
2018	0	757,106	7,625	131,073	496,990	192,730	0	0	0	852	1,586,376
2019	0	507,564	2,832	107,144	410,095	158,350	0	0	0	0	1,185,985
2020 (ytd)	0	1,589,427	10,542	293,084	1,058,835	378,201	0	0	0	0	3,330,089
Total Since Nov 1992	\$2,033,968	\$25,109,361	\$ 24,496	\$ 2,423,880	\$6,553,388	\$6,123,508	\$ 941,384	\$ 93,835	\$ 388,585	\$ 890,851	\$44,583,256
Court Ordered Refunds (fee Portion)	0	(278,075)	0	(62,571)	0	(174,169)	(84,087)	(7,857)	(25,707)	0	(632,466)

2021 Adopted Capital Facilities Plan

Year	Fire	Transp.	Transp. Admin. Fee	Neighborhood Parks	Community Parks	Open Space	Ball Parks	Tennis Courts	Urban Trails	Special Use and Unallocated	Total City
Use of Impact Fees (-) = Usage [Note: usage is as of process date, if accounting month not closed amount may vary.]											
1993-2004	(720,493)	(5,104,777)		(360,127)	(263,276)	(1,342,703)	(459,015)	(47,376)	(136,671)	0	(8,434,438)
2005	(48,374)	(179,571)		(27,471)	0	(37,929)	(2,852)	0	(14,037)	0	(310,234)
2006	(4,300)	(321,895)		(422)	0	(263,541)	(212)	0	(18,337)	0	(608,707)
2007	(46,048)	(73,826)		74	0	(873,336)	(136)	0	(34,497)	0	(1,027,769)
2008	(646,837)	(69,821)		0	0	(119,644)	(1,548)	(238)	(100,930)	0	(939,018)
2009	(675,430)	(1,063,672)		(8,228)	0	0	0	0	(32,723)	0	(1,780,053)
2010	(225,582)	(3,726,910)		(84,348)	0	(253,192)	(76,215)	0	(21,201)	(119,200)	(4,506,648)
2011	0	(2,221,697)		(27,781)	(95,000)	(515,494)	(357,550)	(58,132)	0	(91,011)	(3,366,665)
2012	0	(1,204,603)		(15,279)	0	(80,042)	(1,139)	(34)	(9,320)	(166)	(1,310,583)
2013	0	(149,994)		(120,145)	(626,760)	0	0	0	(9,749)	(289,000)	(1,195,648)
2014	0	(1,606,447)		(44,414)	(293,337)	0	0	0	(4,664)	(25,000)	(1,973,862)
2015	0	(601,310)		(43,555)	(58,415)	(177,999)	0	0	(13,033)	(16,431)	(910,743)
2016	0	(1,041,789)		(54,437)	(403,425)	(299,874)	0	0	0	0	(1,799,525)
2017	0	(1,198,548)	0	(15,991)	(113,791)	(57,187)	(158,676)	0	(14,782)	(200,190)	(1,759,165)
2018	0	(2,835,763)	0	(362,120)	(408,568)	(234,837)	0	0	0	(69,547)	(3,910,835)
2019	0	(1,253,191)	0	(236,413)	(197,595)	(83,167)	0	0	0	(2,655)	(1,773,021)
2020 (ytd)	0	(828,213)	0	(522)	(131,237)	(43,596)	0	0	0	(28,763)	(1,032,331)
Total Usage	(2,367,064)	(23,482,027)	0	(1,401,179)	(2,591,404)	(4,382,541)	(1,057,343)	(105,780)	(409,944)	(841,963)	(36,639,245)
Balance	(333,097)	1,349,259	24,496	960,129	3,961,985	1,566,797	(200,047)	(19,801)	(47,066)	48,888	7,311,543

Year	Fire	Transp.	Transp. Admin. Fee	Neighborhood Parks	Community Parks	Open Space	Ball Parks	Tennis Courts	Urban Trails	Special Use and Unallocated	Total City
December 2020 Interest (Net of refunded interest)											
Interest	333,097	1,199,170	0	89,971	210,763	571,335	200,047	19,801	47,315	12,996	2,684,495
Fund Bal. w/ interest	0	2,548,429	24,496	1,050,100	4,172,747	2,138,131	0	0	249	61,884	9,996,036
Difference from GMBA Fund Bal.	0	0		0.01	(0.07)	0	0	0	0	0	(0.06)
	0	2,206,415		738,606	3,026,999	1,677,942	0	0	0	75,761	7,725,723
Balance Available for Appropriations	0	342,014	24,496	311,493	1,145,748	460,189	0	0	249	(13,877)	2,270,312

City of Olympia - Public Facilities Inventory

The Growth Management Act requires a jurisdiction's Capital Facilities Plan (CFP) to identify what existing capital facilities are owned, their locations, and capacity. The physical locations of water facilities are kept confidential. This confidentiality is in accordance with City policy to keep the City's water systems secure and protected.

Facility	Location	Date Acquired	Historical or Purchase Cost	Acres / Capacity	Present Condition	Improvements Required	Year Needed	Estimated Cost of Improvement
Olympia Parks	Citywide	Varies	\$67,792,224	1,342.06 Ac	Varies	See Below	See Below	See Below
8th Avenue Park	3000 8th Ave NE	2006	\$580,392	3.99	Undeveloped			
Artesian Commons	415 4th Ave	2013		0.2	Good			
Restroom		2017	\$355,000		Excellent			
Bigelow Park	1220 Bigelow Ave NE	1943	Unknown	1.89				
Shelter/RR (2 unisex)		1949	Unknown		Fair	Replacement	2021	\$330,000
Playground		2005	\$256,500		Good			
Bigelow Springs Open Space	930 Bigelow Ave NE	1994	Unknown	1.3	Good			
Burri Park	2415 Burbank Ave NW	1997	\$230,000	2.32				
Interim Use Improvements		2009	\$25,500		Good			
Chambers Lake Parcel	4808 Herman Rd SE	2003	\$476,000	47.09	Undeveloped			
Cooper Crest Open Space	3600 20th Ave NW	2003	\$232,484	13.37	Good			
Decatur Woods Park	1015 Decatur St SW	1988	\$33,853	6.27				
Restroom (1 unisex)		2004	\$75,000		Excellent			
Shelter		2004	\$25,000		Excellent			
Playground		2004	\$114,000		Good			
East Bay Waterfront Park	313 East Bay Dr NE	1994	Lease	1.86				
East Bay View	613 East Bay Dr NE	2000	N/A		Good			
Edison St Parcel	1400 Block Edison St SE	1997	\$95,974	4.52	Undeveloped			
Evergreen Park	1445 Evergreen Park Dr SW	2008	\$73,867	3.99				
Interim Use Improvements		2008	\$17,000		Good			
Friendly Grove Park	2316 Friendly Grove Dr NE	2002	\$240,000	14.48				
Shelter/RR		2002	\$170,300		Good			
Playground		2002	\$59,000		Good	Replacement	2020	\$370,000
Tennis Court		2002	\$53,000		Excellent			
Basketball		2002	\$11,000		Good			
Skate Court		2002	\$23,000		Good			

Facility	Location	Date Acquired	Historical or Purchase Cost	Acres / Capacity	Present Condition	Improvements Required	Year Needed	Estimated Cost of Improvement
Olympia Parks	Citywide	Varies	\$67,792,224	1,342.06 Ac	Varies	See Below	See Below	See Below
Garfield Nature Trail	701 West Bay Dr NW	1900	Unknown	7.41	Good			
Grass Lake Nature Park	814 Kaiser Rd NW	1990	\$1,800,000	195.34	Undeveloped	Trail Development	2021	\$2,600,000
Harrison Avenue Parcel	3420 Harrison Avenue NW	2011	\$300,334	24	Undeveloped			
Harry Fain's Legion Park	1115 20th Ave SE	1933	Unknown	1.34				
Playground		2005	\$181,250		Good			
Hawthorne Open Space	1870 Yew Ave NE	2016	\$60,880	2.98	Undeveloped			
Heritage Park	330 5th Ave SE	1996	\$1,400,000	1.18				
Fountain		1996	\$610,000		Good			
Isthmus Parcels	505/529 4th Ave W		\$3,100,000	2.34	Good			
Interim Use Improvements		2018	\$500,000					
Kaiser Woods	4300 Park Dr SW	2016	\$1,014,360	67.68	Undeveloped	Bike Park	2020	\$300,000
Kettle View Park	1250 Eagle Bend Dr SE	2007	\$204,836	4.8				
Restroom (1 unisex)		2011	\$216,000		Excellent			
Playground		2011	\$100,000		Excellent			
Tennis Court		2011	\$60,000		Excellent			
Shelter		2013	\$100,000		Excellent			
LBA Park	3333 Morse Merryman Rd SE	1974/2016/ 2017	\$11,561,137	153.74				
Concessions/RR		1974			Fair			
Kitchen		1974			Good			
Lower RR		1974			Good	ADA Upgrades	2020	\$45,000
Maintenance Buildings		1974			Good			
Shelter/RR		1974			Fair			
Playground		2011	\$230,000		Excellent			
Fields (6)					Good			
Tennis					Good			
Lilly Road Parcel	1100 Lilly Rd NE	2018	\$426,000	4.89	Undeveloped			
Lions Park	800 Wilson St SE	1946	Unknown	3.72		Sprayground/ Park Improve.	2020	\$1,600,000
Shelter		2012	\$274,000		Excellent			
Restroom (2 unisex)		2012	\$100,000		Excellent			
Playground		2011	\$130,000		Excellent			
Basketball		2010	\$11,500		Excellent			

2021 Adopted Capital Facilities Plan

Facility	Location	Date Acquired	Historical or Purchase Cost	Acres / Capacity	Present Condition	Improvements Required	Year Needed	Estimated Cost of Improvement
Olympia Parks	Citywide	Varies	\$67,792,224	1,342.06 Ac	Varies	See Below	See Below	See Below
Fields					Fair			
Tennis Court (2)					Fair			
Log Cabin Parcel	2220 Log Cabin Rd SE	2010	\$673,000	2.35	Undeveloped			
Madison Scenic Park	1600 10th Ave SE	1989	\$144,000	2.21				
Trail		2013	\$9,000		Excellent			
Margaret McKenny Park	3111 21st Ave SE	1999	\$199,203	4.16				
Playground		2018	\$260,000		Excellent			
McGrath Woods Park	2300 Cain Rd SE	1998	\$202,272	4				
Interim Use Improvements		2009	\$32,000		Good			
McRostie Parcel	1415 19th Ave SE	1997	N/A	0.23	Undeveloped			
Mission Creek Nature Park	1700 San Francisco Ave SE	1996	\$250,000	36.83				
Interim Use Improvements		2009	\$24,000		Good			
Karen Fraser Woodland Trail	1600 Eastside St SE	2017/2018	\$886,245	66.45	Good			
Restroom		2007	\$142,000		Excellent			
Olympic Park	1300 Block Olympic Dr NE	1925		0.6	Undeveloped			
Percival Landing	300 4th Ave W	1970	Unknown	3.38				
D & E Floats		1970			Poor			
North Boardwalk		1970			Fair			
W Restroom (4 unisex)		1988			Fair			
West Boardwalk		1988			Fair			
Harbor House (2 unisex)		2011	\$900,000		Excellent			
NE Pavilion		2011	\$200,000		Excellent			
SE Pavilion		2011	\$200,000		Excellent			
Phase I		2011	\$10,000,000		Excellent			
F Float		2015	\$500,000		Excellent			
Bulkhead		2019	\$3,000,000		Excellent			
Priest Point Park	2600 East Bay Dr NE	1906	Unknown	313.5				
Carpenter Shop		1940s			Poor	Repair	2020	\$25,000
Equip Storage		2004			Good			
Equip Repair		1980s			Fair			
Office/Tool		1940			Poor			
Restroom 1		1968			Good			
Restroom 2		2019	\$350,000		Excellent			

Facility	Location	Date Acquired	Historical or Purchase Cost	Acres / Capacity	Present Condition	Improvements Required	Year Needed	Estimated Cost of Improvement
Olympia Parks	Citywide	Varies	\$67,792,224	1,342.06 Ac	Varies	See Below	See Below	See Below
Restroom 3		1952			Good			
Shelter 1 (Rose Garden)		2016	\$300,000		Excellent			
Shelter 2		2019	\$170,000		Excellent			
Shelter 3		2008	\$87,000		Excellent			
Shelter 4		2015	\$100,000		Excellent			
Shelter 5		1960			Fair			
Shelter 6					Fair			
Shelter 7					Fair			
VIP Building		1950			Fair			
Playground		2008	\$124,000		Good			
Basketball					Good			
E Trails					Good			
W Trails					Good			
South Capitol Lots	2015 Water St SW	1994	Unknown	0.92	Undeveloped			
Springwood Dr Parcel	1500 Springwood Dr NE	2015	\$0	3.2	Undeveloped			
Stevens Field	2300 Washington St SE	1963	Unknown	7.84				
Concession		1986			Good			
Field 1		2018	\$785,000		Excellent			
Field 2					Good	New Synthetic Turf/Lighting	2021	\$1,187,000
Storage/RR		1950s			Fair			
Shelters (3)		1990			Poor			
Tennis (2)					Good			
Sunrise Park	505 Bing St NW	1988	Unknown	5.74				
Restroom (1 unisex)		2011	\$216,000		Excellent			
Playground		2015	\$100,000		Excellent			
Basketball		1994			Good			
Community Garden		2011	\$40,000		Excellent			
Trillium Open Space	900 Governor Stevens Ave SE	1989	Unknown	4.53	Good			
Ward Lake Parcel	2008 Yelm Hwy SE	2007	\$3,575,958	9.14	Undeveloped			
Watershed Park	2500 Henderson Blvd SE	1955	Unknown	153.03	Good			
West Bay Park	700 West Bay Dr NW	2006	\$6,600,000	17.04	Excellent			
West Bay Woods	1200 Hays Ave NW	2016	\$98,238	1.14	Undeveloped			
Parcels	West Bay Dr/Farwell Ave	2017	\$194,250	1.61	Undeveloped			

2021 Adopted Capital Facilities Plan

Facility	Location	Date Acquired	Historical or Purchase Cost	Acres / Capacity	Present Condition	Improvements Required	Year Needed	Estimated Cost of Improvement
Olympia Parks	Citywide	Varies	\$67,792,224	1,342.06 Ac	Varies	See Below	See Below	See Below
Wildwood Glen Parcel	2600 Hillside Dr SE	1999	\$86,390	2.38	Undeveloped			
Woodruff Park	1500 Harrison Dr NW	1892	\$1	2.46				
Sprayground		2019			Excellent			
Storage/RR		1950			Excellent			
Tennis		1950			Fair	Replace/Add Pickleball Courts	2020	\$750,000
Basketball		1950			Fair			
Volleyball		1950			Fair			
Yashiro Japanese Garden	1010 Plum St SE	1990	Unknown	0.74	Good			
Yauger Park	3100 Capital Mall Dr SW	1978	Unknown	39.77				
Concessions/RR		1982			Excellent			
Kitchen/Shelter		1982			Fair			
Athletic Fields		1982			Good			
Skate Court		2000	\$392,000		Good			
Playground		2011	\$267,000		Excellent			
Community Garden		2011	\$40,000		Excellent			
Yelm Highway Parcels	3535 Yelm Hwy SE	2000/2018	\$11,117,500	86.55	Undeveloped			
Other Jurisdictions' Community Parks				49.86 Ac				
Capitol Campus (Landscaped areas)	416 Sid Snyder Avenue SW			20				
Centennial Park	200 Block Union Ave SE			0.8				
Heritage Park	501 5th Ave SW			24				
Marathon Park	Deschutes Parkway SW			2.1				
Port Plaza	700 Block Columbia St NW			1.2				
Sylvester Park	600 Capitol Way S			1.3				
Ward Lake Fishing Access	4135 Ward Lake Ct SE			0.46				
Other Jurisdictions' Open Space				8.64 Acres				
Chambers Lake Trailhead	3725 14th Ave SE			1.71				
I-5 Trail Corridor	Adjacent to I-5 from Capitol Campus to Lacey City Hall	4.21						
Percival Canyon/West Bay Link	701 4th Ave W			2.72				

Facility	Location	Date Acquired	Historical or Purchase Cost	Acres / Capacity	Present Condition	Improvements Required	Year Needed	Estimated Cost of Improvement
Water Pipe								
Water Pipe, 8" and larger, all material types 1,064,200 l.f. (202 miles)	Citywide	Varies			Varies	Maintenance & Repair	Annual	
11 Water Tanks/Reservoirs	Citywide	Varies		31 M gal total cap.	Good			
6 Booster Stations	Citywide	Varies		3.10 Mgd	Excellent - Fair			
Water Pipe								
9 Springs/Wells		Varies		22 Mgd	Good			
Pipes - Stormwater								
172 miles of storm pipe	Citywide	Varies		Conveyance	Varies	Spot Repairs	Annual	
Maintenance holes and Catch Basins - Stormwater								
Approx. 8,900 catch basins and maintenance holes	Citywide	Varies		Collection/Conveyance	Varies	Spot Repairs and Cleaning	Annual	
Management Sites Stormwater			\$9,005,000					
5th Avenue Pond	5th Avenue/Olympic Way	2004		Treatment, Storage	Good	None	Not Scheduled	
9th Ave/Milroy Pond	1901 9th Ave	2003		Treatment, Storage	Good	Vegetation Management	Annual	
12th Ave/Cushing Pond	12th Ave/Cushing	2004		Treatment, Storage	Good	None	Annual	
13th Ave/ Plymouth Pond	13th/ Plymouth St SW	1980s		Storage	Good	Vegetation Management	Annual	
14th/Lybarger Pond	14th/Lybarger St	Late 1990s		Storage	Fair	Additional planting, maintenance	Annual	
18th/Fones Pond	18th/Fones Rd	2007	\$375,000	Treatment, Storage	Good	Vegetation Management	Annual	
18th Avenue/ Ellis Street Pond	Between 18th Avenue SE and Ellis Street	2013	\$250,000	Storage, Treatment	Good	Vegetation maintenance,	Annual	

2021 Adopted Capital Facilities Plan

Facility	Location	Date Acquired	Historical or Purchase Cost	Acres / Capacity	Present Condition	Improvements Required	Year Needed	Estimated Cost of Improvement
Management Sites Stormwater			\$9,005,000					
18th Avenue/ Craig Street Pond	Between 18th Avenue SE 3100 Block	2013	\$500,000	Storage, Treatment	Good	Vegetation maintenance,	Annual	
21st/Black Lake Blvd Ponds	21st/Black Lake Blvd	1990		Storage	Good	Vegetation Management	Annual	
21st/Fir Pond	21st/Fir St SE	1990s		Storage	Fair	Vegetation Management	Annual	
Bayhill Pond	Harrison Ave/Kaiser Rd	2004		Storage, Infiltration	Poor	Vegetation Management	Annual	
Black Lake Meadows	Percival Basin	1995		Storage, Treatment	Good	Vegetation Management	Annual	
“Boone Lake”/Automall Pond	Cooper Pt/Behind Truck Ranch	1980s		Storage, Infiltration	Good	Vegetation Management. Improve Outlet Access	Annual	
Boulevard Rd/Log Cabin Rd Roundabout Pond	Boulevard Rd/Log Cabin Rd	2010	\$180,000	Storage, Infiltration	Good	Vegetation Management	Annual	
Boulevard Rd/22nd Avenue Roundabout Pond	Boulevard Rd/22nd Ave	2014		Treatment, Storage	Good		Annual	
“C6”/Automall Pond	Cooper Pt./Behind Volvo	1996	\$200,000	Storage	Fair	Vegetation Management, Improve Outlet Access	Not Scheduled	
Capital High School	Percival Basin			Treatment, Storage	Good	Vegetation Management	Annual	
Cedars Kettle	Log Cabin/Cain Road SE	1997	\$400,000	Infiltration	Good	Vegetation Management	Annual	
Cedars Wetpond	Cedar Park Loop	1997		Infiltration	Good	Vegetation Management	Annual	
Division and Farwell Pond	Division St/Farwell Ave	2008		Treatment, Storage	Fair	Vegetation Management	Annual	
Fern St Pond	13th/Fern St SW	1980s		Storage	Good	Soil augmentation, native shrubs	Annual	
Frederick/Thurston	Frederick/Thurston Ave			Infiltration	Good	Vegetation Management	Annual	
Harrison Ave and Kaiser Road Pond	Harrison Ave/Kaiser Rd	2011	\$200,000	Treatment, Storage, Infiltration	Good	Vegetation maintenance	Annual	
Hoffman Road Infiltration Gallery	30th/Hoffman Rd SE	1990s		Infiltration	Good	Cleaning maintenance	Annual	

Facility	Location	Date Acquired	Historical or Purchase Cost	Acres / Capacity	Present Condition	Improvements Required	Year Needed	Estimated Cost of Improvement
Management Sites Stormwater			\$9,005,000					
Indian Creek Treatment Facility	Frederick St/Wheeler Avenue	2001	\$400,000	Water Quality Treatment	Good	Sediment removal all cells, vegetation, trail and wall maintenance	Annual	
Joy Ave and Quince St Pond	Joy Ave/Quince St		\$150,000	Treatment	Good	Vegetation Management	Annual	
Log Cabin Rd Water Tank Pond	East of Log Cabin/Boulevard Rd	2011	\$200,000	Treatment, Storage, Infiltration	Good	Vegetation Management	Annual	
Mud Bay Road Pond	Harrison Ave/Cooper Pt Road NW	2001		Storage/ Treatment	Poor	Compliance with permits, vegetation maintenance	Annual	
North Percival Constructed Wetland	21st/Black Lake Blvd	1995	\$2,300,000	Storage/ Treatment	Good	Vegetation/ Public Use Management	Annual	
Oak/Fairview Pond	Oak Avenue/Fairview Street	1990s		Storage	Good	Vegetation Management	Annual	
Pacific Avenue Treatment Facility	Pacific Avenue at Indian Creek	2014	\$650,000	Water Quality Treatment	Good	Vegetation maintenance, hydrodynamic separator cleaning, Storm filter replacement	Annual	
Sleater-Kinney Pond	15th/Sleater-Kinney Road	2002	\$300,000	Storage/ Treatment	Good	Vegetation Management	Annual	
Stan Hope Pond	Stanhope/Landau, NE	1980		Treatment, Infiltration	Good	Vegetation Management	Annual	
Taylor Wetlands Pond	North of Fones Rd (Home Depot)	2003	\$400,000	Treatment, Storage, Infiltration	Good	Vegetation Management	Annual	
Yauger Park Regional Pond	Cooper Pt./Capital Mall Dr.	1983 (Upgraded 2011)	\$2,500,000	Treatment, Storage	Good	Vegetation management, plant establishment	Annual	
Low Impact Development Facilities - Stormwater			\$30,000					
11th Avenue Bio Swale	11th Avenue SW/Plymouth Street	2006		Treatment, Infiltration, Conveyance	Fair	Vegetation Management	Annual	
Decatur Bio Swale	Decatur St /9th Ave	2009	\$30,000	Treatment	Good	Vegetation Management	Annual	
Division/Bowman Rain Garden	Division St/Bowman Ave	2008		Treatment, Storage	Good	Vegetation Management	Annual	

2021 Adopted Capital Facilities Plan

Facility	Location	Date Acquired	Historical or Purchase Cost	Acres / Capacity	Present Condition	Improvements Required	Year Needed	Estimated Cost of Improvement
Hoadly Rain Garden	Hoadly Street/Governor Stevens Avenue			Treatment, Storage, Infiltration	Fair	Vegetation Management	Annual	
Oak/Fir Rain Garden	Oak Avenue/Fir Street	2011		Treatment, Infiltration	Good	Vegetation Management	Annual	
Yelm Highway Bio-Infiltration Swales	Yelm Hwy/Henderson			Treatment, Infiltration	Good	Vegetation Management	Annual	
Treatment Vaults - Stormwater			\$1,060,000					
4th Ave Bridge Treatment Facility	4th Ave Bridge	2004		Water Quality Treatment	Good	Filter Replacement	Bi-Annual	
4th Ave East Treatment Facility	4th Ave/Quince St	2015		Water Quality Treatment	Good	Sediment Removal	Annual	
City Hall Treatment	City Hall	2011	\$40,000	Treatment	Good	Sediment Removal, Filter Replacement	Annual	
Decatur Storm Filter	Decatur St /9th Ave	2009	\$20,000	Water Quality Treatment	Good	Filter replacement and cleaning	Annual	
Fire Station Headquarters Street Treatment	Puget St/4th Ave E			Water Quality Treatment	Good	Filter replacement and cleaning		
Giles Avenue Treatment Vault	Giles Ave/Division St NW	2004	\$300,000	Water Quality Treatment	Good	Sediment removal, primary cell and filter vault	Annual	
Treatment Vaults - Stormwater			\$1,060,000					
Hands on Children's Museum	Marine Drive	2011		Water Quality Treatment	Good	Filter replacement and cleaning	Annual	
Harrison Avenue Treatment	Three vaults on Harrison Avenue west of Kaiser road	2011	\$50,000	Water Quality Treatment	Good	Mulch replacement	Annual	
San Francisco Ave Treatment	San Francisco Ave/Rose St	2009						
Sleater-Kinney / San Mar Treatment	San Mar to Martin Way (Under West Sidewalk)	2003		Treatment	Good	Maintenance cleaning	Annual	
State Avenue Treatment	State Ave, from Plum to Central Street	2015		Water Quality Treatment	New	None	Annual	
West Bay Drive Treatment	West Bay Drive Sidewalk	2015		Water Quality Treatment	New	None	Annual	
Pacific Avenue Treatment Facility	Pacific Avenue at Indian Creek	2014	\$650,000	Water Quality Treatment	Good	Vegetation maintenance, hydrodynamic separator cleaning, Storm filter replace.	Annual	

Facility	Location	Date Acquired	Historical or Purchase Cost	Acres / Capacity	Present Condition	Improvements Required	Year Needed	Estimated Cost of Improvement
Percival Landing Treatment Vault	Olympia Ave / Columbia St	2011		Water Quality Treatment	Good	Filter replacement and cleaning	Annual	
Property Maintained - Stormwater Natural Resources Areas								
Schneider Creek Check Dams	Ellion St/Orchard Dr				Poor	Remove/Replace	Not Scheduled	
Wastewater Conveyance System								
Wastewater Pipes – Gravity - 187 total linear miles	Citywide	Varies			Good (150 miles) Fair (23 miles) Poor (13 miles) Unknown (1 mile)	Priority Repairs	Annual	\$365,000
Wastewater Pipes – Force Main - 10 total linear miles	Citywide	Varies				Long-term force main upgrades	2024-2029	\$1,800,000
Wastewater STEP Systems 1,730 residential and 20 commercial	Citywide	Varies				Residential STEP Equipment Upgrades	Ongoing, as feasible	\$450,000
Wastewater STEP Pressure Mains - 28 total linear miles	Citywide	Varies						
Wastewater Structures (manholes, cleanouts, etc.)	Citywide	Varies				Maintenance hole repair and replacements	2021-2024	\$232,000
Other Jurisdictions Wastewater and Reclaimed Water Facilities (owned by LOTT Clean Water Alliance)								
Capitol Lake Pump Station	Deschutes Parkway			24mgd				
Budd Inlet Treatment Plan	500 Adams St NE			Can process up to 22mgd of wastewater; Can produce up to 1.5 mgd of reclaimed water				
Major Interceptor Sewer Lines	Along Martin Way and Capitol Way; Indian and Percival Creeks; Black Lake and Cooper Pt Roads; around Capital Lake			16 miles				

2021 Adopted Capital Facilities Plan

Facility	Location	Date Acquired	Historical or Purchase Cost	Acres / Capacity	Present Condition	Improvements Required	Year Needed	Estimated Cost of Improvement
Reclaimed Water Transmission Lines	Downtown area			4,000 feet				
Creeks								
Indian/Moxie Creek	Various Locations					Water Quality/ Habitat Improvements	Ongoing	
Percival Creek	Between Percival Cove & Hwy 101					Water Quality/ Habitat Improvements	Ongoing	
Schneider Creek	Various Locations					Water Quality/ Habitat Improvements	Ongoing	
Woodard Creek	Various Locations					Water Quality/ Habitat Improvements	Ongoing	
Parking Lots								
Columbia St & 4th Ave Parking Lot	122 4th Ave W		\$286,150	.17 Ac	Fair	Drainage, repavement, striping	Not scheduled	
Olympia Ave at Franklin St Parking Lot	303 Franklin St NE		\$369,340	.33 Ac	Fair	Drainage, repavement, striping	Not scheduled	
State Ave and Washington St Parking Lot	205 State Ave NE		\$457,600	.33 Ac	Poor	Drainage, repavement, striping	Not scheduled	
Former Senior Center Gravel Parking Lot at State and 4th	114 Columbia St NW		\$275,950	.17 Ac	Poor	Paving	Not scheduled	
	116 Columbia St NW		\$288,150	.17 Ac				
State and Capital Parking Lot	107 State Ave NE		\$269,600	.16 Ac	Fair	repavement, striping	Not scheduled	
Facilities		Year Built	\$97,425,300			This Section below is currently being updated as part of the Building Condition Assessment Report		
City Hall	601 4th Ave E	2011	\$35,650,000		Excellent			
Community Center/ Olympia Center	222 N Columbia	1987	\$5,301,000		Good			

Facility	Location	Date Acquired	Historical or Purchase Cost	Acres / Capacity	Present Condition	Improvements Required	Year Needed	Estimated Cost of Improvement
Court Services Building	909 8th Ave	1975	\$143,000		Fair			
Family Support Center	201/211 N Capitol Way	1940	\$1,443,600		Good			
Farmers Market	Capitol Way	1996	\$1,000,000		Good			
Fire Station No. 1	100 Eastside St NE	1993	\$4,403,900		Good			
Fire Station No. 2	330 Kenyon St NW	1991	\$1,233,500		Good			
Fire Station No. 3	2525 22nd Ave SE	1992	\$416,700		Good			
Parking Lots								
Fire Station No. 4	3525 Stoll Rd SE	2011	\$7,095,700		Excellent			
Hands on Children's Museum	401 Jefferson St SE	2012	\$18,500,000		Excellent			
Lee Creighton Justice Center	900 Plum St SE	1967	\$2,432,300		Fair			
Maintenance Center Complex	1401 Eastside St	1976	\$3,849,300		Fair			
Mark Noble Regional Fire Training Center	1305 Fones Rd	2013	\$8,720,800		Excellent			
Old Fire Station Training Center	2200 Boulevard Rd SE	1962	\$65,000		Good			
Police Firing Range	6530 Martin Way E	1987	\$245,000		Good			
The Washington Center	512 Washington St	1985	\$4,181,700		Good			
Olympia Timberland Library	313 8th Ave SE	1981	\$2,743,800		Good			
Facilities Owned by Other Public Entities Within the City of Olympia								
Olympia School District	See the Olympia School District's Capital Facilities Plan for a facilities inventory list, capacities and map (part of Olympia's Adopted CFP).							
Port of Olympia	See Port of Olympia Comprehensive Scheme of Harbor Improvements for a Budd Inlet District Map. (http://www.portolympia.com/index.aspx?nid=235)							

2021 Adopted Capital Facilities Plan

Facility	Location	Date Acquired	Historical or Purchase Cost	Acres / Capacity	Present Condition	Improvements Required	Year Needed	Estimated Cost of Improvement
Facilities Owned by Other Public Entities Within the City of Olympia								
South Puget Sound Community College Campus	2011 Mottman Road SW. See SPSCC website for a campus map. (http://spscc.ctc.edu/)		Varies (Olympia campus is about 102 acres; with about 86.5 acres in City of Olympia jurisdiction)					
State of Washington	See campus map on State of Washington Department of Enterprise Services website. (http://des.wa.gov/Pages/default.aspx)							
Thurston County	See inventory list in Thurston County Capital Facilities Plan. (http://www.co.thurston.wa.us/planning/comp_plan/comp_plan_document.htm)							
Bridges			\$39,000,000					
Olympia-Yashiro Friendship Bridge	4th Ave Bridge	1919, Replaced 2004	\$39,000,000		Good			
5th Avenue Bridge	5th Ave	1958, Rebuilt 2004			Good			
Priest Point Park Bridge	2700 Block East Bay Dr	1972			Good			
Percival Creek Bridge	Cooper Point Dr/AutoMall Dr at Evergreen Park Dr SW	1986			Good			
R.W. Johnson Road Culvert	R.W. Johnson Blvd, 700' N of Mottman Rd	2003			Good	Bank Stabilization		
Streets								
Arterial Classification- 106 lane miles	Citywide	Varies		Average system condition rating is 66. Target condition rating is 75.		\$48 million (in 2012 dollars)		
Collector Classification- 124 lane miles	Citywide	Varies						
Neighborhood Collector Classification- 42 lane miles	Citywide	Varies						

Facility	Location	Date Acquired	Historical or Purchase Cost	Acres / Capacity	Present Condition	Improvements Required	Year Needed	Estimated Cost of Improvement
Local Access Classification- 236 lane miles	Citywide	Varies						
Urban Collector- 17 lane miles	Citywide	Varies						
Wellhead Protection			\$1,154,788	10 Acres				
Klabo		1998	\$1,000,000					
McAllister Wellfield Vicinity		2003	\$154,788	10 Acres	Unimproved			
Miscellaneous			\$3,743,000	13.08 Acres				
Chambers Ditch (Maintained by Chambers Drainage Ditch District)	Southeast, from outlet of Chambers Lake to Yelm Highway	Stormwater Conveyance						
Old City Dump/Top Foods	NW of Top Foods		\$3,586,800	12.34 Ac				
Old Gravel Pit	800' East of Kenyon St & 4th Ave		\$128,000	.35 Ac				
Woodland Park Parcel (Acquired through LID delinquency)	2710 Aztec Dr NW	2010	\$28,200	.39 Ac	Undeveloped			

Glossary of Terms & Acronyms

Allocation:

To set aside or designate funds for specific purposes. An allocation does not authorize the expenditure of funds.

Appropriation:

An authorization made by the City Council for expenditures against the City's Annual Budget. Appropriations are usually made for fixed amounts and are typically granted for a one-year period.

Appropriation Ordinance:

An official enactment by the legislative body establishing the legal authority for officials to obligate and expend resources.

Arterial Street Funds (ASF):

State grants received for the dedicated purpose of improvements to arterials. The source of funding is the state gas tax.

Assessed Value (AV):

The fair market value of both real (land and building) and personal property as determined by the Thurston County Assessor's Office for the purpose of setting property taxes.

Assets:

Property owned by a government which has monetary value.

Bond:

A written promise to pay (debt) a specified sum of money (principal or face value) at a specified future date (the maturity date(s)) along with periodic interest paid at a specified percentage of the principal (interest rate).

Bond Anticipation Notes (BANs):

Short-term interest-bearing notes issued in anticipation of bonds to be issued at a later date. The notes are retired from proceeds of the bond issue to which they are related.

Budget (Operating):

A plan of financial operation embodying an estimate of proposed expenditures for a given period (typically a fiscal year) and the proposed means of financing them (revenue estimates). The term is

also sometimes used to denote the officially approved expenditure ceilings under which a government and its departments operate.

Bulb Out:

An extension of the curb that juts out into the roadway, approximately seven feet wide (the width of a parking space).

Capital Budget:

A plan of proposed capital expenditures and the means of financing them. The capital budget may be enacted as part of the complete annual budget including both operating and capital outlays. The capital budget is based on a Capital Facilities Plan (CFP).

Capital Expenditure:

Expenditure resulting in the acquisition of or addition to the City's general fixed assets.

Capital Facilities:

A structure, improvement, piece of equipment or other major asset, including land that has a useful life of at least five years. Capital facilities are provided by or for public purposes and services including, but not limited to, the following:

- Bikeway and Disability Access Ramps
- Detention Facilities
- Drinking Water
- Fire and Rescue
- Government Offices
- Law Enforcement
- Libraries
- Open Space
- Parks (Neighborhood and Community)
- Public Health
- Recreational Facilities
- Roads
- Sanitary Sewer
- Sidewalks, Bikeway, and Disability Access Ramps
- Solid Waste Collection and Disposal
- Stormwater Facilities
- Street Lighting Systems
- Traffic Signals

Capital Facilities Plan (CFP):

A twenty-year plan to implement the comprehensive plan vision, showing how the City will provide urban governmental services at adopted levels of service standards for the existing and projected population growth in the City and Urban Growth Area. It includes projected timing, location, costs, and funding sources for capital projects. The CFP identifies which capital facilities are necessary to support development/growth. Projects in the CFP are directly related to the applicable master plan or functional plans, such as the Parks, Arts and Recreation Plan, the Storm and Surface Water Plan, and other similar plans. The CFP is an element of the Comprehensive Plan, which is required to be internally consistent with the other chapters of the plan and the City budget.

Capital Improvement:

A project to create, expand or modify a capital facility. The project may include design, permitting, environmental analysis, land acquisition, construction, landscaping, site improvements, initial furnishings, and equipment.

Capital Improvement Plan (CIP) Fund:

A fund used to pay for general municipal projects (excludes utilities). The money is derived from the real estate excise tax, interest, utility tax (1%), and the year-end cash surplus.

CFP General Fund Revenues:

These revenues include 1% non-voted utility tax on gas, electric and telephone utilities plus 6% utility tax on Cable TV. In addition to the utility tax, CIP revenues include REET, interest, and contributions from the General Fund.

Concurrency:

In growth management terms, capital facilities must be finished and in place at the time or within a reasonable time period following the impact of development.

Councilmanic:

Debt that is incurred by the City Council. A vote of the people is not required. The funds to repay the debt must come from the City's general revenues.

Debt Capacity:

The amount of money a jurisdiction can legally afford to borrow.

Debt Service:

Payment of interest and principal to holders of a government's debt instruments.

Development Orders and Permits:

Any active order or permit granting, denying, or granting with conditions an application for a land development approval including, but not limited to impact fees, inventory, and real estate excise tax.

Federal Aid to Urban Systems (FAUS):

A grant received for improvements to the City's transportation network.

Fund Balance:

The excess of an entity's assets over its liabilities. The City's policy is to maintain a 10% emergency reserve of at least 10% of the operating revenues in major funds. This term may also be referred to as Retained Earnings in the Utility funds or year-end surplus in the General Fund.

Gas Tax:

Money received by the City from the State Gas Tax. The funds may only be used for improvements to arterials.

General Facility Charges (GFC):

Payment of monies imposed for development activity as a condition of granting development approval in order to pay for utilities needed to serve new development.

Grant:

A funding source provided by the State or Federal government.

Impact Fees:

A payment of money imposed for development activity as a condition of granting development approval in order to pay for the public facilities needed to serve new growth and development. By state law, impact fees may be collected and spent on roads and streets, parks, schools, and fire protection facilities.

Interim Use and Management Plan (IUMP):

The portion of the Parks Plan that reflects parks/parcels that need minimal property development of the property so that it can be used until the property is further developed for full use by the public.

Inventory:

A listing of City of Olympia's public facilities including location, condition, and future replacement date.

Level of Service (LOS):

A quantifiable measure of the amount of public facility that is provided. Typically, measures of levels of service are expressed as ratios of facility capacity to demand (i.e., actual or potential users).

Local Improvement Districts (LID):

A mechanism to pay for improvements (i.e., streets, sidewalks, utilities) that directly benefit the property owner.

Neighborhood Traffic Management Program (NTMP):

A program to reduce the speed/traffic in neighborhoods. The plan includes the use of traffic circles or islands, speed bumps, improved signage or restriping.

Operation and Maintenance (O&M):

Operation and maintenance expense.

Pervious or Porous Pavement:

A permeable pavement surface with a stone reservoir underneath. The reservoir temporarily stores surface runoff before infiltrating it into the subsoil. Runoff is thereby infiltrated directly into the soil and receives some water quality treatment.

Public Works Trust Fund Loans (PWTF):

Low interest loans from the State of Washington for “public works” projects.

Rates:

The existing rate of the various utilities sufficient to pay for the cost of projects.

Repairs and Maintenance (General):

Building/facility repairs/maintenance up to \$50,000, and with a life expectancy of less than five years. General repairs and maintenance are paid from the City Operating Budget.

Repairs and Maintenance (Major):

Building/facility repairs/maintenance up to \$50,000 or more with a life expectancy of five years or more. Major repairs and maintenance are paid from the Capital Budget.

Real Estate Excise Tax: (REET)

The City of Olympia charges 1/2% tax on all real estate transactions to fund capital improvements.

SEPA Mitigation Fees:

Fees charged to “long plats” or new major developments for their direct impact on the system. SEPA mitigation measures must be related to a specific adverse impact identified in the environmental analysis of a project. The impact may be to the natural or built environment, including public facilities.

Septic Tank Effluent Pump (STEP):

This is an alternative to gravity flow sewage systems. The Council eliminated the use of future STEP systems in 2005.

Six-year Financial Plan:

A six-year financially constrained plan of identified projects, anticipated costs, and proposed funding sources that is part of the Capital Facilities Plan.

Site Stabilization Plan (SSP):

The portion of the Parks Plan that reflects parks/parcels that need additional work to increase safety by putting up fences, gates, or removing debris, etc.

Transportation Benefit District (TBD):

The Olympia City Council makes up the TBD Board, enacted by City Council in 2008. Each vehicle registered within the City of Olympia at the time of renewal is assessed \$40 for transportation improvements in Olympia. The TBD Board currently contracts with the City to fund transportation projects.

Utility Tax:

The City of Olympia charges the statutory limit of 6% on private utilities (electric, gas, telephone and Cable TV). 1% of the amount on gas, electric and telephone goes to the Capital Financial Plan. The total 6% tax on Cable TV goes to support major maintenance. In 2004, voters approved an additional 3% increase in this tax, for a total of 9%. Of the 3%, 2% is dedicated for acquisition, development and maintenance of new Parks and 1% is allocated for recreational sidewalks.

Voted Debt:

Voted debt requires the community members' vote for approval to increase property taxes to pay for the project.

Acronyms	
AC	Asbestos Cement
ADA	Americans with Disabilities Act
AV	Assessed Value
CAMP	Capital Asset Management Program
CFP	Capital Facilities Plan
CIP	Capital Improvement Program
DFW	Department of Fish and Wildlife
DOE	Department of Energy
DOH	Department of Health
EDDS	Engineering Design and Development Standards
EMS	Emergency Medical Services
ENV	Environmental
FF&E	Furniture, Fixtures and Equipment
GFC	General Facilities Charge
GHG	Green House Gases
GMA	State of Washington Growth Management Act
GMP	Guaranteed Maximum Price

Acronyms	
GO	General Obligation
GTEC	Growth and Transportation Efficiency Centers
HES	Hazard Elimination Safety
HOCM	Hands on Children's Museum
I&I	Inflow and Infiltration
IAC	Interagency Committee for Outdoor Recreation
IPM	Integrated Pest Management
IUMP	Interim Use and Management Plan
LBA	Little Baseball Association
LED	Light Emitting Diodes
LEED	Leadership in Energy and Environmental Design
LID	Local Improvement District
LOS	Level of Service
LOTT	Lacey, Olympia, Tumwater, Thurston County
LTFS	Long Term Financial Strategy
NPDES	National Pollutant Discharge Elimination System
NTMP	Neighborhood Traffic Management Program
O&M	Operations and Maintenance
OPARD	Olympia Parks, Arts and Recreation Department
OMPD	Olympia Metropolitan Park District
OWT	Olympia Woodland Trail
PFD	Public Facilities District
PMMP	Parks Major Maintenance Program
PSI	Pounds per Square Inch
PWTF	Public Works Trust Fund
RCO	Recreation and Conservation Office
REET	Real Estate Excise Tax
RFP	Request for Proposal
SDWA	Federal Safe Drinking Water Act
SEPA	State Environmental Policy Act

Acronyms	
SPSCC	South Puget Sound Community College
SSP	Site Stabilization Plan
STEP	Septic Tank Effluent Pump
TBD	Transportation Benefit District
TIP	Transportation Improvement Program
TOR	Target Outcome Ratios
TRPC	Thurston Regional Planning Council
TSP	Transit Signal Priority
UBIT	Under Bridge Inspection Truck
UFC	Uniform Fire Code
UGA	Urban Growth Area
UGMA	Urban Growth Management Area
WWRF	Washington Wildlife Recreation Fund
WWRP	Washington Wildlife and Recreation Program

Olympia School District CFP

Olympia School District Capital Facilities Plan 2021-2026

Adopted 10-13-2020

Executive Summary

The Olympia School District's 2021-2026 Capital Facilities Plan (CFP) has been prepared as the district's principal six-year facility planning document in compliance with the requirements of the Washington State Growth Management Act. This plan is developed based on the district's recent long range facilities master plan work, which looked at conditions of the district facilities, projected enrollment growth, utilization of current schools and the capacity of the district to meet these needs from 2010 to 2025. This report is the result of a volunteer Facilities Advisory Committee (FAC) who worked with the district and a consulting team for nearly six months. In addition to this 2011 Master Plan and the updates that are underway, the district may prepare other facility planning documents consistent with board policies, to consider other needs of the district as may be required.

This CFP consists of four elements:

1. An inventory of existing capital facilities owned by the Olympia School District including the location and student capacity of each facility.
2. A forecast of future needs comparing student enrollment projections against permanent facility student capacities. The basis of the enrollment forecast was developed by demographer Dr. W. Les Kendrick. The student generation rate used to calculate the impact fee for this plan was developed by demographer Michael McCormick.
3. The proposed locations and capacities of new and expanded facilities anticipated to be constructed or remodeled over the next six years and beyond.
4. A financing plan for the new and expanded facilities anticipated to be constructed over the next six years. This plan outlines the source of funding for these projects including state revenues, local bond revenue, local levy revenue, impact fees, mitigation fees, and other revenues.

This CFP contains updates to plans that address how the district will respond to state policies to reduce class size. The Legislature has recently enacted legislation that targets class size reduction by the 2019-20 school year (SY). The Supreme Court has mandated implementation of this legislation, and an initiative of the people (I-1351) was enacted and then amended by the Legislature; all of these policy increments significantly impact school housing needs. All of these policy increments have included conversion of half-day kindergarten to full-day kindergarten as state policy; it is now fully implemented.

The 2011 Master Plan and updates contain multiple projects to expand the district's facility capacity and major modernizations. Specifically, the plan included major modernizations for Garfield (with expanded capacity), Centennial, McLane, and Roosevelt Elementary Schools; limited modernization for Jefferson

Middle School; and modernizations for Capital High School. The plan called for the construction of a new building, with expanded capacity, for the Olympia Regional Learning Academy. The plan called for the construction of a new elementary/intermediate school (serving grades 5-8) on the east side of the district. In the 2015 Master Plan update to the 2011 Master Plan, this new intermediated school project will not move forward. The district will expand capacity at five elementary schools via mini-buildings of permanent construction consisting of 10 classrooms each. In addition, in order to nearly double Avanti High School enrolment, Avanti is scheduled to expand to use the entire Knox building; the administration would move to a different building. At Olympia High School, the district would reduce reliance on 10 portables by building a new permanent building of about 22 classrooms. Finally, the plan includes a substantial investment in systems modernizations and major repairs at facilities across the district.

This 2021-2026 Capital Facilities Plan (CFP) is intended to guide the district in providing new capital facilities to serve projected increases in student enrollment as well as assisting the district to identify the need and time frame for significant facility repair and modernization projects. The CFP will be reviewed on an annual basis and revised accordingly based on the updated enrollment and project financing information available

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Capital Facilities Plan

2021-2026

Olympia School
District, 8-10-20 Draft

I. School Capacity, Methodology and Levels of Service

The primary function of calculating school capacities is to allow observations and comparisons of the amount of space in schools across the Olympia School District (OSD) and plan for growth in the number of students anticipated at each school. This information is used to make decisions on issues such as locations of specialty program offerings, enrollment boundaries, portable classroom units, new construction and the like.

School capacities are a general function of the number of classroom spaces, the number of students assigned to each classroom, how often classrooms are used, and the extent of support facilities available for students, staff, parents and the community. The first two parameters listed above provide a relatively straightforward calculation, the third parameter listed is relevant only to middle and high schools, and the fourth parameter is often a more general series of checks and balances.

The district's historical guideline for the maximum number of students in elementary school classrooms is as follows. The table below also identifies the guideline of the new initiative and the square footage guideline used for costing construction:

Class Size Guidelines	OSD Historical Guidelines	2014 I-1351 Voter Approved (Not funded by Legislature):	Square Footage Guideline:	ESHB 2242 Enacted in 2017:
Kindergarten	23 students	17 students	25-28 students	17 students
Grades 1-2	23 students	17 students	25-28 students	17 students
Grades 3	25 students	17 students	28 students	17 students
Grades 4-5	27 students	25 students	28 students	27 students

As the district constructs new classrooms, the class size square footage guideline is tentatively set to accommodate 25-28 students. Occasionally, class sizes must exceed the guideline, and be in overload status. The district funds extra staffing supports for these classrooms when they are in overload status. In most cases, the district needs to retain flexibility to a) place a 4th or 5th grade into any physical classroom; and b) size the classroom square footage to contain a classroom in overload status where needed. In addition, there is the possibility that class sizes would be amended at a later time to increase. Further, state policy makers have delayed Initiative 1351 implementation and there appears to be little intent to implement the initiative. For

these reasons, the district is maintaining its historical practice of constructing classrooms to hold 28 students comfortably. This is consistent with the newly enacted finance system for K-12 public education, in that the 2017 Legislature has retained the class size for 4th and 5th grade at 27 students.

Typically, OSD schools include a combination of general education classrooms, special education classrooms, and classrooms dedicated to supportive activities, as well as classrooms dedicated to enrichment programmes such as art, music, language and physical education. Some programs, such as special education serve fewer students but require regular-sized classrooms. An increased need for these programs at a given school can reduce that school's total capacity. In other words, the more regular sized classrooms that are occupied by smaller numbers of students, the lower the school capacity calculation will be. Any school's capacity, primarily at elementary level, is directly related to the programs offered at any given time.

Special education classroom use at elementary level includes supporting the Infant/Toddler Preschool Program, Integrated Kindergarten Program, DLC Program (Developmental Learning Classroom, which serves students with moderate cognitive delays), Life Skills Program (students with significant cognitive delays), LEAP Program (Learning to Engage, be Aware and Play program for students with significant behavior disabilities) and the ASD Program (Students with Autism Spectrum Disorders.) At middle and/ or high level, special education classroom use includes supporting the DLC Program, Life skills Program, HOPE Program (Help Our People Excel for students with significant behavior disabilities) and the ASD Program.

Classrooms dedicated to specific supportive activities include serving IEP's (Individual Education Plan), OT/PT services (Occupational and Physical Therapy), speech and language services, ELL services (English Language Learner), ALPS services (the district's program for highly capable 4th and 5th graders), as well as non-specific academic support for struggling students (primarily Title I of the No Child Left Behind Act.)

Of note, the district has a practice of limiting school size to create appropriately-sized learning communities by limiting elementary school size to about 500 students, middle school size to about 800 students, and high school size about 1,800 students. These limits represent a guide, but not an absolute policy limit and in this CFP update the guideline is adjusted slightly. The district's 2015 review and update of the 2011 Master Plan included the FAC's recommendation that exceeding these sizes was desirable if the school still functioned well, and that a guideline should be exceeded when it made sense to do so. Therefore the plans for future enrollment growth are based on this advice and some schools are intended to grow past these sizes.

Methodology for Calculating Building Capacity

Elementary School

For the purpose of creating an annual CFP, student capacity at individual elementary schools is calculated by using each school's current room assignments. (E.g. How many general education classrooms are being used, and what grade level is being taught? How many different special education classrooms are being used? How many classrooms are dedicated to supportive activities like the PATS Program, ELL students, etc.?)

Throughout the district's elementary schools, special programs are located according to a combination of criteria including the proximity of students who access these special programs, the efficiency of staffing resources, and available space in individual schools. Since the location of special programs can shift from year to year, the student capacities can also grow or retract depending on where the programs are housed. This fluctuation is captured in what is termed the "Program Capacity" of each school. That is to say that "Program Capacity" is calculated based on the programs offered at a given school each year, instead of a simple accounting of the number of classroom spaces (See Table A.)

Middle and High Schools

Capacity at middle school and high school levels are based on the number of "teaching stations" that include general-use classrooms and specialized spaces, such as music rooms, computer rooms, physical education space, industrial arts space, and special education and/ or classrooms dedicated to supportive activities. In contrast to elementary schools, secondary students simultaneously occupy these spaces to receive instruction. As a result, the district measures the secondary school level of service based on a desired average class size and the total number of teaching stations per building. The capacities of each secondary school are shown on Table B.

Building capacity is also governed by a number of factors including guidelines for maximum class size, student demands for specialized classrooms (which draw fewer students than the guidelines allow), scheduling conflicts for student programs, number of work stations in laboratory settings, and the need for teachers to have a work space during their planning period. Together these limitations affect the overall utilization rate for the district's secondary schools.

This rate, in terms of a percentage, is applied to the number of teaching stations multiplied by the average number of students per classroom in calculating the effective capacity of each building. The levels of service for both middle and high school equates to an average class loading of 28 students based upon an 80% utilization factor. The only exception is Avanti High School, the district's alternative high school program, which does not consist of any specialized classroom space and has relatively small enrollment, so a full 100% utilization factor was used to calculate this school's capacity.

The master plan includes estimates for both current and maximum utilization. In this CFP we have used the current utilization capacity level because it represents the ideal OSD configurations of programs and services at this time. It is important to note that there is very little added capacity generated by employing the maximum utilization standard.

Level of Service Variables

Several factors may impact the district's standard Level of Service (LOS) in the future including program demands, state and federal funding, collective bargaining agreements, legislative actions, and available local funding. These factors will be reviewed annually to determine if adjustments to the district's LOS are warranted. The district is experiencing growth in its special education preschool population and is exploring opportunities to provide other additional or expanded programs to students in grades K-12. This review may result in a change to the standard LOS in future Capital Facilities Plans.

Alternative Learning

The district hosts the Olympia Regional Learning Academy (ORLA), which serves students from both within and outside of the district's boundaries. The program, which began in 2006, now serves approximately 500 students. Each year since 2006 the proportion of students from within the Olympia School District has increased. Therefore, over time, the program will have a growing positive impact on available capacity within traditional district schools. As more students from within district schools migrate to ORLA, they free up capacity to absorb projected growth.

The Olympia School District is also committed to serving as this regional hub for alternative education and services to families for non-traditional education. The program is providing education via on-line learning, home-school connect (education for students that are home-schooled), and Montessori elementary education.

Finally, Olympia School District is committed to providing families with alternatives to the traditional public education, keeping up with the growing demand for these alternatives, and to providing ORLA students and families with a safe facility conducive to learning.

Elementary School Technology

In capacity analyses, the district has assumed that current computer labs will be converted to classrooms. The ease of use, price, and industry trend regarding mobile computing afford the district the opportunity to eliminate six classrooms/ portables from a computer lab design into a classroom.

Preschool Facilities

The district houses 10 special needs preschool classrooms across the district. Recently the district has been leasing space from a church due to a lack of classroom space. The CFP addresses the need to house these classrooms in district facilities. Beginning with the 2017-18 SY, all preschool classrooms are housed in public schools; 2 classrooms have been moved from leased space to schools.

Special Services

The district provides specialized facilities intended to mirror a house with the Dee House in East Olympia. The program serves students in the Transitions Program. These students also use leased space from a church. As of the 2020-21 SY, the Transitions Program is housed at Dee House and a church, with intent to move to the newly remodeled Avanti once it is complete.

Table A

*Elementary School Capacities (Current Utilization Standard and Current Class Size)***Olympia School District Capacity; 2015 Master Plan with Selected Updates**

Elementary Schools*	September 2019 Headcount K-5	Building Capacity	Portable Capacity	Total Capacity	Notes
Boston Harbor	191	176	42	218	---
Brown, LP	373	360	42	402	---
Centennial	529	764	63	827	Mini-building included.
Garfield	372	449	58	507	---
Hansen	492	827	42	869	Mini-building included.
Lincoln	284	273	0	273	---
Madison	257	252	42	294	---
McKenny	339	402	84	486	---
McLane	362	738	42	780	Mini-building included.
Pioneer	454	759	0	759	Mini-building included.
Roosevelt	393	751	0	751	Mini-building included.
Totals	4,046	5,751	415	6,166	---
West Side Totals	1,599	2,374	184	2,558	(LPBES, GES, HES, McLES)
East Side Totals	2,447	3,377	231	3,608	(BHES, CES, LES, MES, McKES, PES, RES)

*Including some of the capacity used for preschools.

Table B

*Middle and High School Capacities (Current Utilization Standard and Current Class Size)***Olympia School District Capacity; 2015 Master Plan with Selected Updates**

Middle Schools	September 2019 Headcount K-5	Building Capacity	Portable Capacity	Total Capacity	Notes
Jefferson	480	600	23	623	Portable is devoted to Boys/Girls Club.
Marshall	420	515	0	515	---
Reeves	398	559	23	582	---
Washington	793	797	23	820	---
Totals	2,091	2,471	69	2,540	---
High Schools	September 2019 Headcount K-5	Building Capacity	Portable Capacity	Total Capacity	Notes
Avanti	151	200	0	200	---
Capital	1,232	1,564	84	1,648	Updated for new classrooms to be in use later in the 20-21 SY.
Olympia High School	1,696	1,945	0	1,945	Updated for new classrooms to be in use later in the 20-21 SY.
Totals	3,079	3,709	84	3,793	---
ORLA	September 2018 Headcount K-5	Building Capacity	Portable Capacity	Total Capacity	Notes
ORLA	498	700	0	700	Capacity is calculated as an elementary school (100% utilization); 25 students per classroom.
Total Capacity	9,714	12,631	568	13,199	---

Note: Utilization factor for middle and high schools is 80%. Utilization factor for ORLA is 100%.

Olympia School District Building Locations

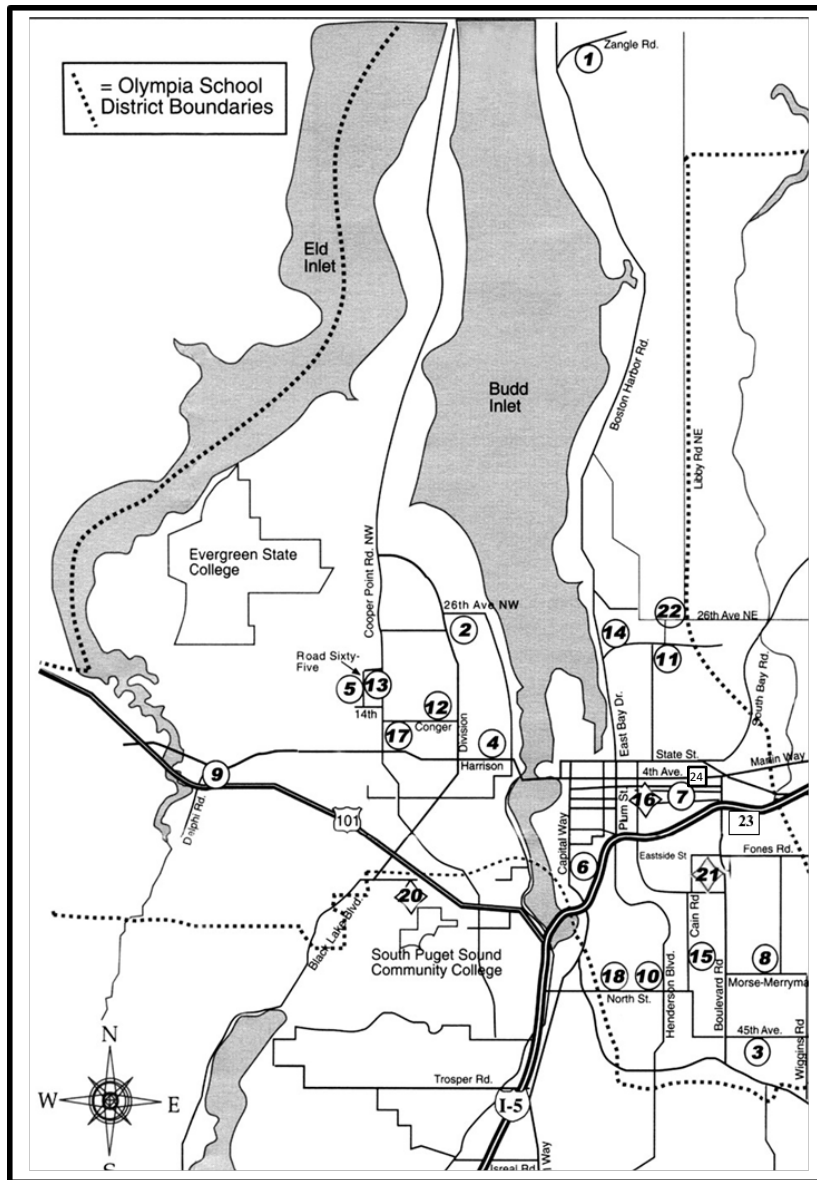


Figure 1: Map of School District Building Locations

Key

Elementary Schools

1. Boston Harbor
2. L.P. Brown
3. Centennial
4. Garfield
5. Hansen
6. Lincoln
7. Madison
8. McKenny
9. McLane
10. Pioneer
11. Roosevelt

Middle Schools

12. Jefferson
13. Marshall
14. Reeves
15. Washington

High Schools

16. Avanti
17. Capital
18. Olympia

Other Facilities

19. New Market Voc. Skills Ctr.
20. Transportation
21. Support Service Center
22. John Rogers
23. Olympia Regional Learning Academy
24. Knox 111 Administrative Bldg.

Figure 2: Legend of Olympia School District buildings with each school referenced on the map in Figure 1.

II Forecast of Future Facility Needs

Olympia School District Enrollment Projections

The following enrollment projection summary was prepared by Dr. William ‘Les’ Kendrick. The district updates enrollment projections every five years; this summary was prepared in 2015. The 2020 update has been delayed by COVID-19 and fall 2020 enrollment that is not typical.

Summary Prepared by Demographer, Dr. Les Kendrick

Enrollment in the Olympia School District has trended up over the past three years. This is in sharp contrast to the relatively flat enrollment trend that was in place for much of the past decade. Over the past three years we have seen improvements in the local and regional real estate market, and the entering kindergarten classes have been larger as the bigger birth cohorts from 2007 to 2009 have become eligible for school. These trends have contributed to the recent net gains in enrollment. The question is, will these trends continue, or do we expect a return to a flat or declining pattern over the next decade?

In a report completed in 2011, a demographer predicted Olympia would begin to see a general upward trend in enrollment between 2011 and 2025, due to larger birth cohorts entering the schools and projected population and housing growth within the district boundary area. For the most part this pattern has held true, though the official enrollment in October 2014 was approximately 150 students below the medium range projection completed in March 2011. The purpose of this report is to update the enrollment projections and extend them out to 2030.

The first part of this analysis provides general narrative describing the recent enrollment and demographic trends with a discussion of what is likely to happen in the future. The next part of the analysis is divided into sections which highlight specific demographic trends and their effect on enrollment. Each section begins with a set of bulleted highlights which emphasize the important information and conclusions to keep in mind when viewing the accompanying charts and tables.

Following this discussion, the detailed forecasts by grade level for the district are included. This section provides a variety of alternative forecasts including low, medium, and high range options that emphasize the uncertainty we encounter when trying to predict the future. The medium range forecast is recommended at this time, though it is important to give at least some consideration to the low and high alternatives in order to determine what actions might be taken if enrollment were to trend close to these options.

The final section presents enrollment projections by school. These projections are balanced to the medium range district forecast and are designed to assist with facilities planning, boundary adjustments, or other matters that are relevant in school district planning.

Finally, it is worth noting that sometimes there will be unpredictable changes in the local or regional environment (dramatic changes in the economy, the housing market, or even natural disasters that can lead to enrollment trends that diverge widely from the estimates presented

here. For this reason, the district will update the long-range projections periodically to take advantage of new information; typically, a new update is prepared every 5 years.

Enrollment Trends – Past, Present, and Future

As noted in the introduction, enrollment in the Olympia School District has trended up in the past three years. Olympia's share of the county K-12 public school enrollment has also increased during this time period. Between 2000 and 2010 the district's share of the County K-12 enrollment declined from 24.3% in October 2000, to 22.7% by October 2010. The North Thurston and Yelm school districts saw big gains in their K-12 population between 2000 and 2010, consistent with their overall gain in the general population. Since 2010, however, Olympia's share of the K-12 public school market has increased to 23.1%.

Shifts and changes in school age populations over time are not unusual as housing development, local economic changes, and family preferences can lead to shifts and changes from year to year. Over the next decade, however, it is likely that most, if not all, of the school districts in the County will see some gain in their enrollment as the larger birth cohorts from recent years become eligible for school. Since 2007, Thurston County has seen an average of about 3000 births per year, with recent years trending even higher. This compares to an average of 2500 births a year that we saw between 1997 and 2006. As these larger birth cohorts have begun to reach school age (kids born in 2007 would be eligible for school in 2012) overall kindergarten enrollment in Thurston County has increased. In Olympia specifically, the 2014 kindergarten class was larger than any class from the previous 13 years.

Looking ahead, births are expected to continue to trend up some at least through 2025, with births in the county remaining above 3000 for the foreseeable future. This trend is partly generational, as the grandchildren of the baby boomers reach school age, and partially due to a good State economy that continues to attract young adults who already have children or might be expected to have children in the future. The forecast from the State for Thurston County predicts that there will be more women in the population between the ages of 20 and 45 over the next decade than we have seen in the previous decade. As a result, we expect larger birth cohorts with accompanying gains in K-12 enrollment. This trend is also evident in the counties near Seattle (King, Pierce, Kitsap, and Snohomish). More births throughout the region mean that there will be more families with school-age children buying houses over the next decade.

In addition to birth trends, the real estate market is improving. According to a recently completed report by Mike McCormick, the Olympia School District saw a net gain of over 1,000 new single-family units and over 600 multi-family units between 2009 and 2013. These numbers are substantially higher than results of the 2011 analysis.

New housing development typically brings more families with children into the district. According to the McCormick analysis, Olympia saw a gain of about 50 students for every 100 new single-family homes that were built, and about 23 students for every 100 new multi-family units. These gains are in line with the averages seen in the Puget Sound area where there is typically an average gain of about 50 students per 100 new single-family homes and 20-25 students for every 100 new multi-family units. These are averages, of course, and the numbers can vary widely across districts.

The McCormick results are also consistent with estimates from the Office of Financial Management (OFM) for the State of Washington. OFM reports that just under 1,800 housing units have been added to the district's housing stock since the 2010 Census (2010 to 2014). If

this pace were to continue, the district would see over 4000 units added to the housing stock between 2010 and 2020.

There are reasons to project that the pace of new home development could be even greater. The OSD tracking of current housing projects shows that there are just over 3200 units (approximately 1,700 single family units and 1,500 multi-family units) that are in various stages of planning. Some of the units have been recently completed and others are moving at a very slow pace, so it is difficult to predict how many will be completed by 2020¹. Assuming complete build-out by 2020, this would add an additional 3,200 units to those already completed, resulting in a net gain of approximately 5,000 housing units between 2010 and 2020. This is reasonably close to the housing forecasts produced by the Thurston Regional Planning Council (TRPC), though the latter forecast also predicts that the average household size in Olympia will continue to drop over time, resulting in fewer residents per house (and perhaps fewer students per house as well). Since the 2015 analysis of new homes/ units, 1 major potential housing development has been sold as a park and another potential housing development has been downsized. These changes will significantly decrease pressure on McKenny Elementary School, Washington Middle School and Olympia High School.

Housing estimates are one factor that can be used when predicting future enrollment. Information about housing developments that are currently in the pipeline (i.e., projects that we know are on the books) can be used to help us forecast enrollment over the next five to six-year period. Beyond that point we either need housing forecasts (which are available from the TRPC) or more general estimates of population growth and even K-12 population growth that we can use to help calibrate and refine our long-range forecasts.

Addressing population growth specifically, various estimates suggest that the Olympia School District will grow at about the same rate as the overall county over the next ten to fifteen years. In addition, due to the larger birth cohorts referenced earlier, the Office of Financial Management (OFM) is predicting continued gains in the Age 5-19 population between now and 2030 in its medium range forecast for the County. Given the projected growth in housing and population, and the trends in births, the projections assume that enrollment in Olympia and the County will continue to grow between now and 2025 at a healthy pace, with a slowing growth trend between 2025 and 2030. The latter trend occurs because as we go out further, graduating 12th grade classes get larger (as the large kindergarten classes from recent years roll up through the grades.) Between 2025 and 2030, some of the gains from the large kindergarten classes begin to be offset by the size of each year's exiting 12th grade class. In addition, the projections include a slight decline in the size of the birth cohorts that will be entering school during this time period.

There is, as always, some uncertainty in predicting the future. The hardest factor to predict is the net gain or loss in the population that occurs from people moving into or out of an area. These changes, referred to as a "migration", can shift due to changes in the local, regional or State economy. In addition, large shifts in the military population in an area can also lead to unexpected changes in migration.

As a result of this uncertainty alternative forecasts were developed. First, a series of forecasts, using different methods, were produced; these lend support to the medium range option

¹ This includes only those projects that are not yet complete or were recently completed in 2014.

recommended in the final section. And, in addition to the final medium range forecast, low and high alternatives that show what might happen if housing and population growth (especially K-12 population growth) were to be lower or higher than what assumed in the medium model. Accumulated over time, these differences show alternative scenarios for future enrollment. Although the medium range forecast is consistent with our expectations about births, population, and housing development, it is important to consider the low and high alternatives, since the unexpected does sometimes happen.

It should also be noted that the recommended forecast in this report is somewhat lower than the recommended forecast from 2011. This reflects the fact that the current birth forecasts, while still predicting gains compared to the previous decade, are lower than the forecasts from 2011. This difference reflects recent changes in fertility rates (the number of children born to women in their child-bearing years) and updated forecasts of the female population for Thurston County that were completed after 2011. It also reflects the latest kindergarten trends which show Olympia enrolling a smaller proportion of the County kindergarten population.

The current forecast also takes account of the latest forecast of the Thurston County population by age group, obtained from the Office of Financial Management (OFM). As a result of this information and the data on births and kindergarten enrollment, the present forecast is lower than the one completed in 2011.

Final Forecasts by Grade

A final low, medium and high range forecast by grade level was produced for the district. The medium forecast is recommended at this time.

- **Medium Range Forecast:** This forecast assumes the addition of approximately 476 new housing units annually and population growth of about 1.3% a year between now and 2030. It also assumes some overall growth in the school age population based on the expected rise in births and the forecast of the Age 5-19 County population (OFM Medium Range Forecast).
- **Low Range Forecast:** This forecast assumes that the K-12 population will grow at a rate that is about 1% less on an annual basis than the growth projected in the medium range forecast.
- **High Range Forecast:** This forecast assumes that the K-12 population will grow at a rate that is about 1% more on an annual basis than the growth projected in the medium range forecast.

Considerations regarding the Forecast

Although multiple models lend credibility to our medium range forecast, there is always a possibility that our forecast of future trends (births, population, and housing) could turn out to be wrong. This is the reason for the low and high alternatives.

There are several key indicators to keep in mind when looking at future enrollment trends. These indicators are helpful for knowing when enrollment might start trending higher or lower than expected.

- **Births** – If births between 2015 and 2025 are higher or lower than our present forecasts, we can expect a corresponding increase or decrease in the overall enrollment.

- Also, it is useful to track the district's share of the county kindergarten enrollment. If it continues to decline as in recent years, or trends up more dramatically, this too will have a corresponding effect on long term enrollment growth.
- Migration – There has been a lot of discussion in recent years of young families opting for a more urban lifestyle in cities. This is certainly true of recent trends in Seattle where the K-12 enrollment has gone up dramatically as the number of families opting to stay in the City and attend city schools has increased. Similar trends can also be seen in the Bellevue School District. In Olympia, one should take note if there is more enrollment growth in the more urban areas of the district or, alternatively, less growth in outlying districts like Yelm that saw tremendous population and housing growth between the 2000 and 2010 Census. These trends, if present, might indicate that enrollment will trend higher than we are predicting in our medium range model.

Figure 3: Low, Medium and High Range Forecasts 2015- 2030

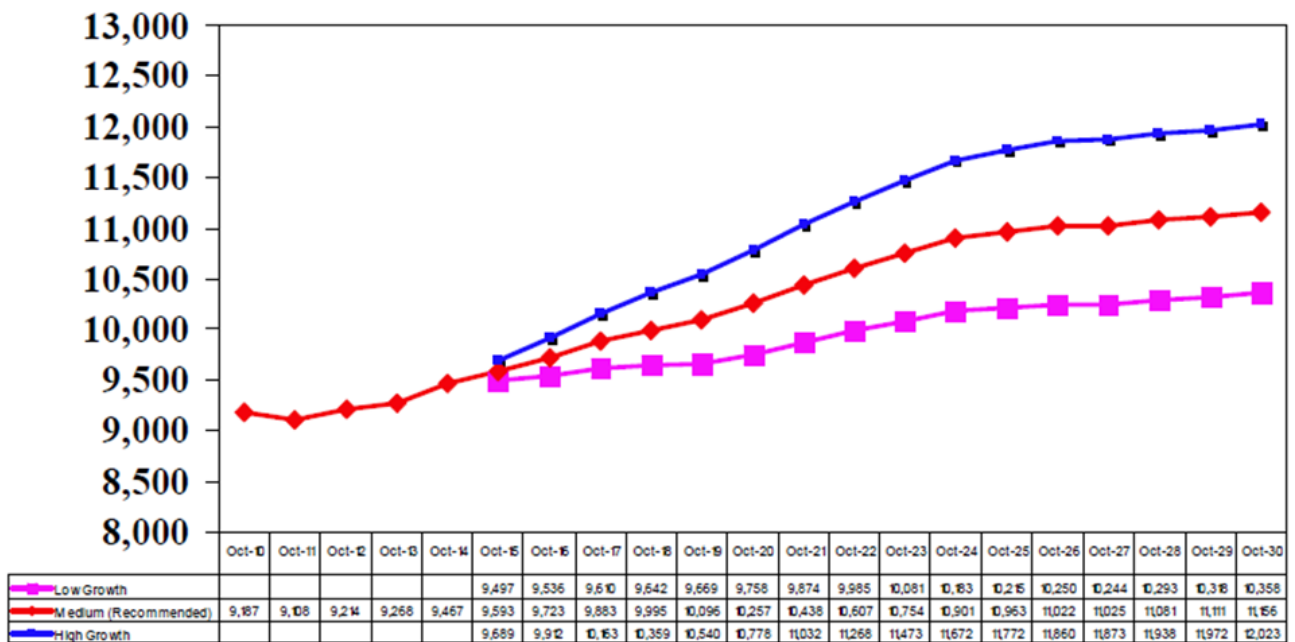


Figure 3: identifies the low, medium and high range enrollment forecasts for 2015-2030.

Figure 3 is based on Birth Trends and Forecasts, Grade-to-Grade growth and an adjustment for projected future changes in housing growth and growth in the Age 5-19 population.

The table below displays the 10-year enrollment forecast, by grade level.

Table 1

Table 1: Table C identifies the enrollment forecast by year by grade, years 2015-2030.

Grade	Oct '14	Oct '15	Oct '16	Oct '17	Oct '18	Oct '19	Oct '20	Oct '21	Oct '22	Oct '23	Oct '24	Oct '25
K	---	634	656	658	669	661	671	716	722	727	733	704
1	---	710	673	697	699	711	702	712	760	766	772	777
2	---	688	728	689	714	715	728	718	728	778	784	790
3	---	727	703	743	704	729	731	743	733	743	794	800
4	---	700	746	722	763	723	748	750	762	752	762	814
5	---	723	722	769	744	786	745	770	772	785	774	785
6	---	686	715	713	760	735	777	738	763	764	777	767
7	---	701	708	738	737	785	759	804	764	790	791	804
8	---	672	714	721	752	750	799	775	821	779	806	807
9	---	884	833	885	894	931	929	992	961	1,019	967	1,000
10	---	878	889	837	889	898	935	936	999	968	1,026	974
11	---	782	845	855	806	856	864	902	902	963	934	898
12	---	807	792	856	867	816	867	882	921	921	983	953
Total	9,467	9,593	9,723	9,883	9,995	10,096	10,257	10,438	10,607	10,754	10,901	10,963
Change	---	126	130	161	112	101	160	181	170	147	147	62
% of Change	---	1.33%	1.36%	1.66%	1.13%	1.01%	1.58%	1.76%	1.63%	1.39%	1.37%	0.57%

Table 1 displays the 10-year enrollment forecast, by grade level.

Figure 4 depicts the number of new students expected at the elementary level for each of the 3 enrollment projections: low, medium and high. Based on the medium projection, in 10 years the district will need to be housing an additional 567 elementary-age students.

Chart 4: Elementary School Cumulative Enrollment Change; Low, Medium and High Projections

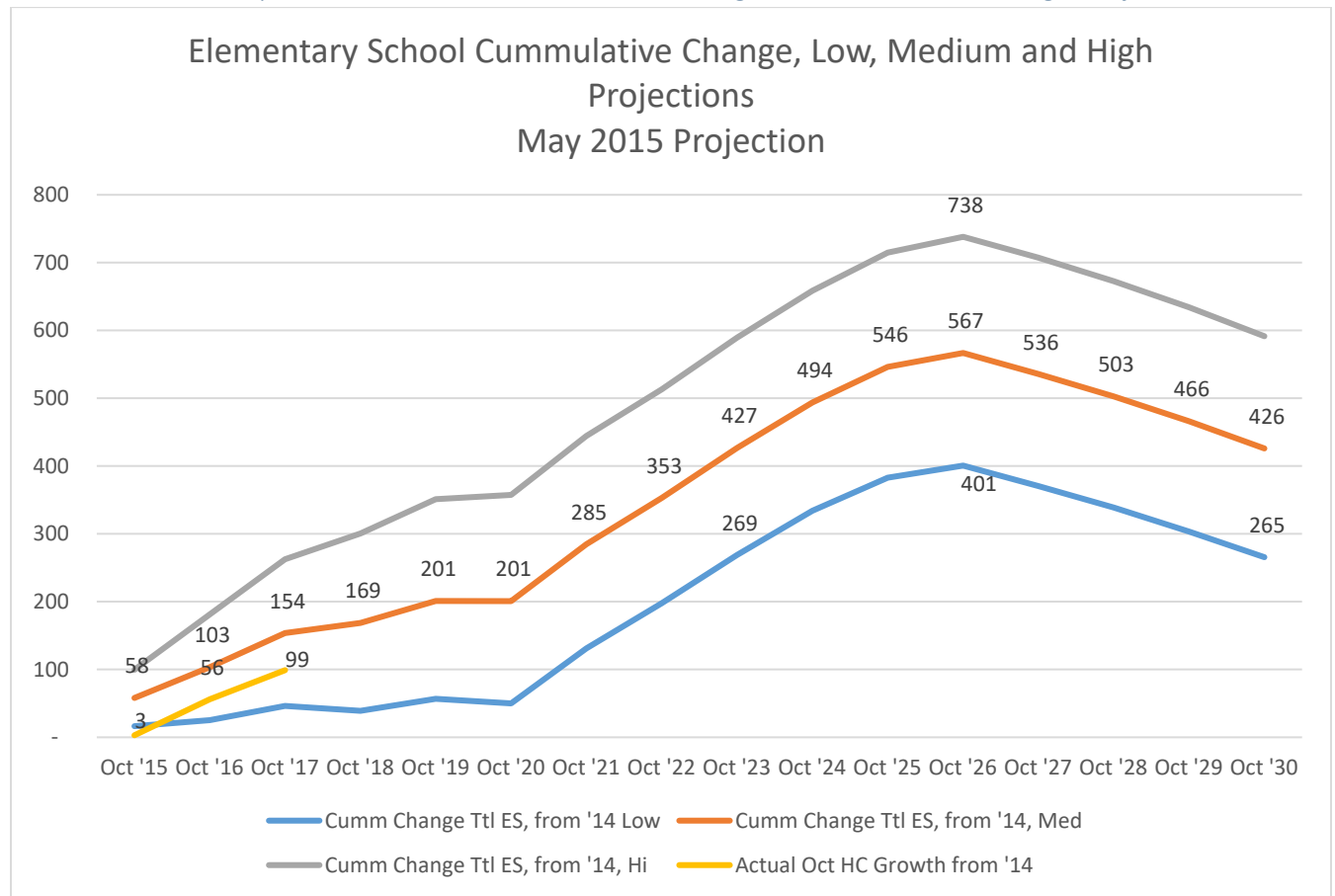


Figure 4 depicts the number of new students expected at the elementary level for each of the 3 enrollment projections: low, medium, and high. Based on the medium projection, in 10 years the district will be housing an additional 567 elementary-age students.

Figure 5 depicts the number of new students expected at the middle school level for each of the 3 enrollment projections: low, medium and high. Based on the medium projection, in 10 years the district will need to be housing an additional 322 middle school-age students.

Figure 5: Middle School Cumulative Enrollment Change; Low, Medium and High Projections

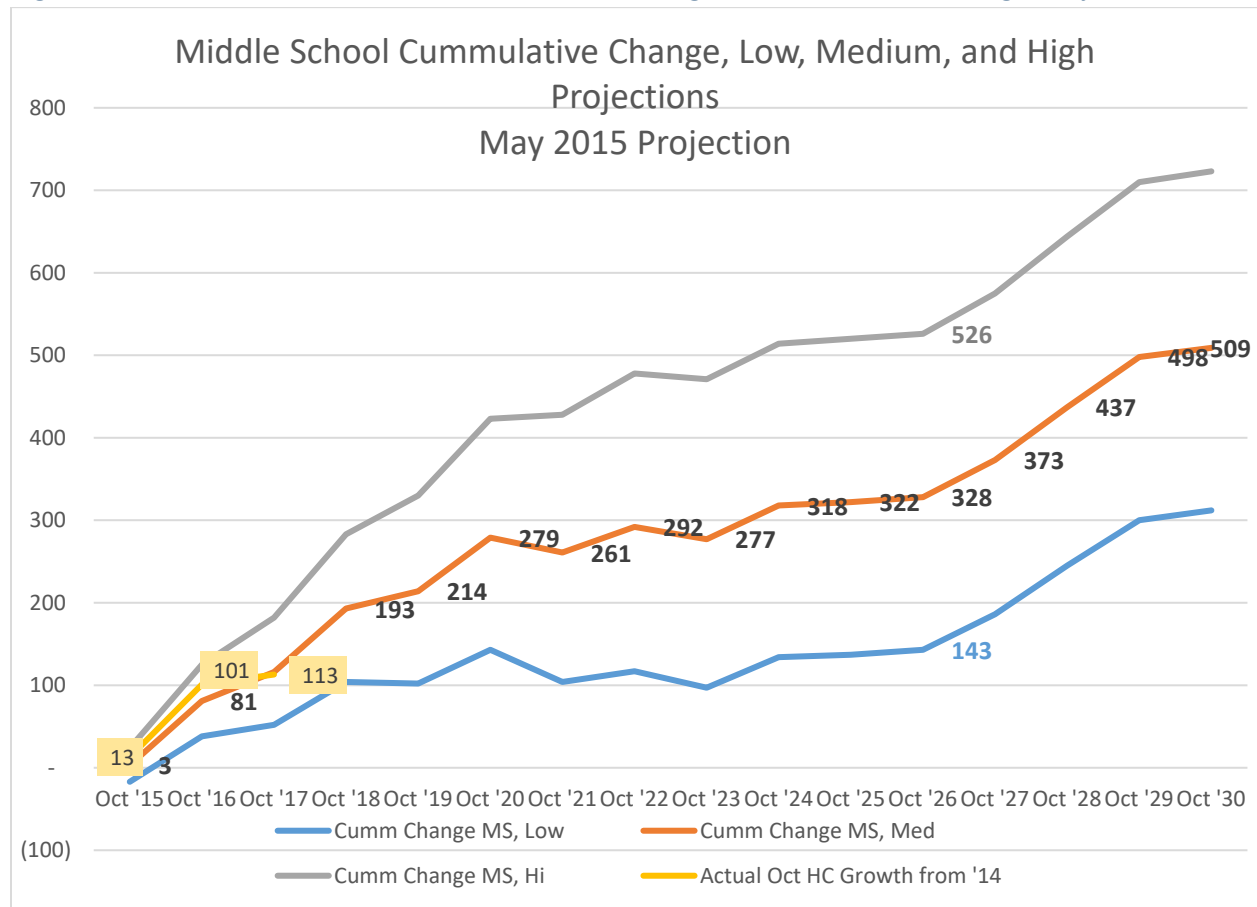


Figure 5 depicts the number of new students expected at the middle school level for each of the 3 enrollment projections: low, medium, and high. Based on the medium projection, in 10 years the district will need housing for an additional 322 middle school-age students.

Figure 6 depicts the number of new students expected at the high school level for each of the 3 enrollment projections: low, medium and high. Based on the medium projection, in 10 years the district will need to be housing an additional 629 high school-age students.

Figure 6: High School Cumulative Enrollment Change; Low, Medium and High Projections

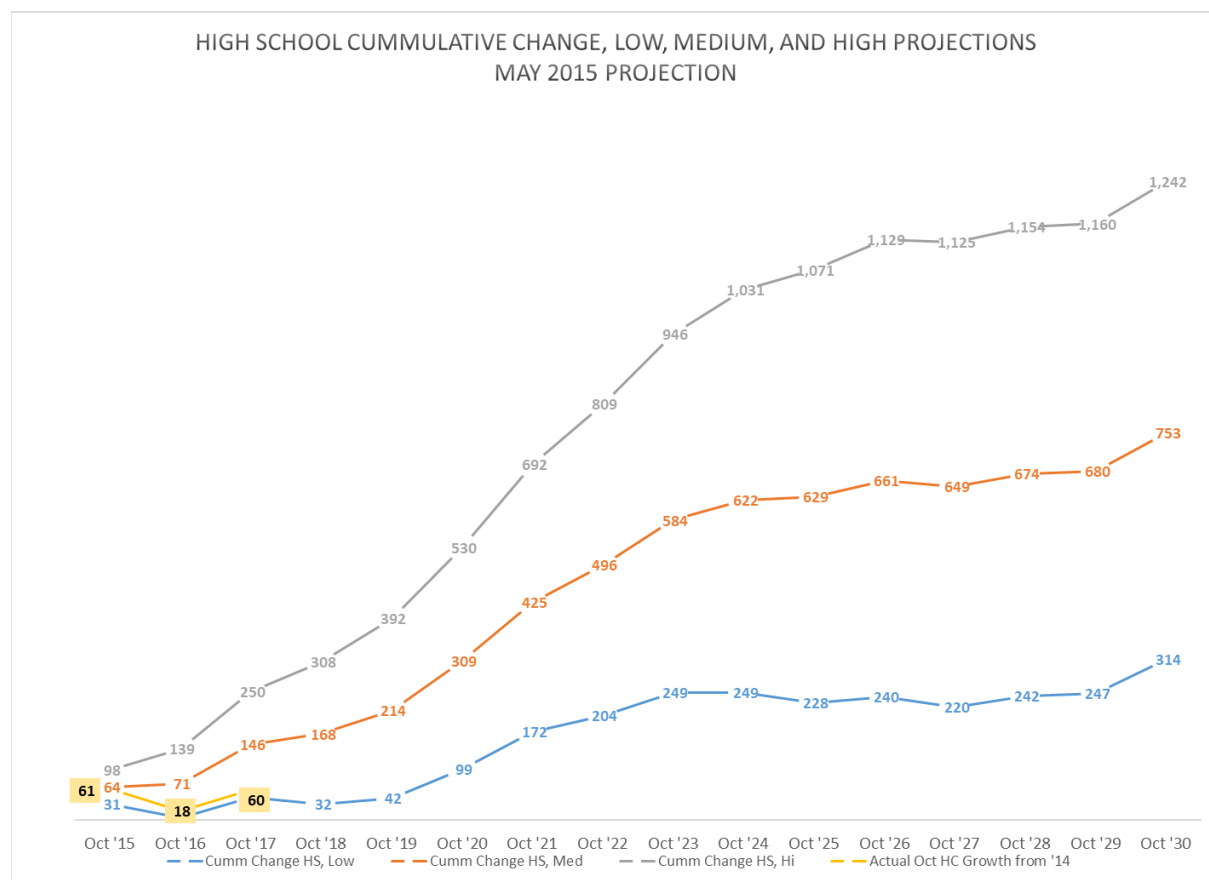


Figure 6 depicts the number of new students expected at the high school level for each of the 3 enrollment projections: low, medium, and high. Based on the medium projection, in 10 years the district will need to be housing an additional 629 high school-age students.

School Forecasts

Forecasts were also created for schools. This involved allocating the district medium range projection to schools based on assumptions of differing growth rates in different service areas. Two sources of information were used for this forecast. First, housing development information by service area, provided by the Olympia School District, was used to forecast school enrollments between 2015 and 2020. (See next section for Student Generation Rate study results.) The average enrollment trends by grade were extrapolated into the future for each school. The numbers were then adjusted to account for additional growth or change due to new

home construction. For the period between 2020 and 2030 adjustments to the school trends were based on housing forecasts by service area obtained from the Thurston Regional Planning Council.

For secondary schools, the entry grade enrollment forecasts (grade 6 and 9) were based on enrollment trends and housing, as well as estimates of how students feed from elementary into middle school and middle into high school. For alternative schools and programs, it was assumed that their share of future enrollment would be consistent with recent trends. This means that ORLA, for example, would increase its enrollment over time, consistent with the overall growth in the district's enrollment.

In all cases, the final numbers were balanced to the district medium projection which is assumed to be most accurate. This analysis by school allows the district to look at differential growth rates for different parts of the district and plan accordingly. Summary projections by school are provided below.

Although the school projections are carried out to 2030, is very likely that changes in demographics, program adjustments, and even district policy changes will lead to strong deviations from the projected numbers that far out. Because school service area projections are based on small numbers (30–50 per grade level in some cases) they are subject to greater distortion than district-level projections (especially over a longer range time period) and higher error rates. Estimates beyond five years should be used with caution.

Instead of focusing on the exact projection number for the period between 2020 and 2030, it is recommended that the focus be on the comparative general trend for each school. Is it going up more severely than other schools, down more severely, or staying about the same during this time frame?

Table 2:

Projection Summary by School (October Headcount 0215-2030) Medium Range Forecast

School	Oct '15	Oct '16	Oct '17	Oct '18	Oct '19	Oct '20	Oct '21	Oct '22	Oct '23	Oct '24	Oct '25	Oct '26	Oct '27	Oct '28	Oct '29	Oct '30
Boston Harbor	130	122	117	115	122	122	125	129	133	136	139	141	140	139	138	137
Centennial	526	525	519	516	528	530	540	544	550	555	560	562	557	553	549	544
Garfield	327	332	332	335	333	336	343	350	357	363	367	367	365	362	359	356
Hansen	485	491	497	500	492	498	508	508	509	512	513	512	507	503	500	495
Lincoln	300	293	293	302	308	310	316	322	328	334	338	339	337	335	333	330
LPBrown	301	319	330	329	329	324	330	335	340	345	349	353	354	353	352	350
Madison	271	289	298	293	296	281	286	290	294	298	301	303	300	298	296	293
McKenny	361	359	370	370	368	372	379	401	422	439	453	457	454	448	442	437
McLane	351	371	367	381	392	396	404	401	400	401	400	399	396	393	390	386
Pioneer	459	465	481	491	498	504	513	510	510	510	510	509	503	499	494	489
Roosevelt	406	399	410	401	400	394	402	419	434	447	457	465	466	464	462	459
Jefferson	402	375	367	383	414	434	429	426	421	428	430	432	443	456	468	472
Marshall	387	384	387	408	428	422	430	428	431	433	426	420	420	425	430	429
Reeves	391	402	420	443	437	476	452	465	445	456	462	470	485	504	522	528
Washington	760	831	850	859	836	844	847	867	877	894	897	899	916	939	960	962
AHS	144	149	142	151	151	155	163	169	168	173	172	175	173	175	175	177
CHS	1,350	1,400	1,459	1,435	1,430	1,452	1,462	1,523	1,581	1,585	1,594	1,589	1,583	1,587	1,579	1,598
OHS	1,802	1,755	1,754	1,772	1,809	1,869	1,963	1,965	1,992	2,023	2,019	2,054	2,050	2,069	2,082	2,131
ORLA	265	266	269	271	273	276	280	284	288	292	295	296	296	297	298	299
ORLA B	175	198	221	239	252	262	266	270	275	278	280	281	281	282	283	284
Total	9,593	9,723	9,883	9,995	10,096	10,257	10,438	10,607	10,754	10,901	10,963	11,022	11,025	11,081	11,111	11,156

Student Generation Rates Used to Generate School Forecasts and Calculate Impact Fees

Enrollment forecasts for each school involved allocating the district medium projection to schools based on assumptions of differing growth rates in different service areas. Two sources of information were used for this forecast of student data. First, housing development information by service area, provided by the City and County. Second, student generation rates are based on City and County permits and OSD in-district enrollment data, 2013-2017². The student generation rates are applied to future housing development information to identify where the growth will occur.

The process of creating the student generation rates involved comparing the addresses of all students with the addresses of each residential development in the prior 5 completed years. Those which matched were aggregated to show the number of students in each of the grade groupings for each type of residential development. A total of 905 single family residential units were counted between 2013 and 2017 within the school district boundary. There are a total of 519 students from these units. A total of 757 multiple family units were counted. There are 162 students associated with these units.³

Based on this information, the resulting student generation rates are as follows:

Student Generation Rates

(Olympia only, not including Griffin; based on cumulative file 2013-2017 permits)

School Type	Single-Family	Multi-Family	Multi-Family Downtown ^{4*}
Elementary Schools (K-5)	0.304	0.100	0.023
Middle Schools (6-8)	0.127	0.059	0.015
High Schools (9-12)	0.143	0.054	0.038
Total	0.573	0.214	0.075
Change from August 2009 Study	3.5% Decrease	8.5% Decrease	Change cannot be measured because data was not measured in 2009

Based on this data, the district enrolls about 57 students for every 100 single family homes permitted over a five-year period. The rate is highest in the most mature developments. The rates are lowest in the most recent years because it is likely that the district has not yet seen all the students.

Again using the above data, the district enrolls about 21 students for every 100 multi-family units, but the rate varies considerably from year to year (most likely due to the type of development- rental, condo, townhome, and the number of bedrooms of each). Utilizing the

² Student generation rate study was conducted by Casey Bradfield, 3 Square Blocks, January 2019.

³ Bradfield, January 2019.

⁴ Downtown student generation rate study was conducted by Rebecca Fornaby, 3 Square Blocks, October 2019.

five-year average is probably best practice because it includes enough units and types to provide a reliable measure of growth from multi-family homes.

In 2019, the district contracted for an analysis of student generation rates downtown. In that study, it was identified that out of 133 new housing units in the study period, 10 students lived at new units. The table above includes a separate column for downtown student generation rates. The time frame on the downtown rates differs from the timeframe of the remainder of the district. The downtown timeframe was a 10-year period, 2008 to 2018. (During the 10 year period, there were no new single family residences, therefore this data was not measured.)

Class Size Reduction Assumptions

Elementary School

Elementary school class size represents a major set of assumptions to project adequacy of classroom space. In 2017, the permanently Legislature nullified implementation of Initiative 1351 at most grade levels. However, the Legislature reduced class size in kindergarten through the third grade by enacting ESHB 2242 in 2017. The Legislature did not decrease class size in grades 4 and 5.

One additional nuance to the class size planning effort is that the text of I-1351 and the Legislative implementation guidance includes specialist teachers in the calculation of class size. Therefore, to reach a K-3 class size of 17, a school district will meet requirements by pairing 1.1 teachers (1 full-time classroom and .05 PE and .05 music) with 19 students. All projections in this document assume that specialist teachers are contributing to the class size accountability tests.

The legislature has universally funded full day kindergarten (FDK) since fall 2016. Therefore, full day kindergarten (FDK) is also a major factor to the classroom space equation.

An additional assumption in this analysis is that all computer labs will be disbanded and replaced with mobile computer labs. This conserves several classrooms across the district and is consistent with best-resource practices.

Middle School

Analysis of the need for new classrooms is based on the following assumptions:

- The district typically allocates 1 teacher for every 28 students; but due to finance constraints will allocate 1 teacher for every 29 students beginning in the 2020-21 school year. This allocation level will be re-visited annually. (The state funds 6th grade at a class size of 1 teacher per 27 students and 7th and 8th grade at 1 teacher per 28.53 students.)
- The district will build classrooms to accommodate 30-32 students so as to ensure viability over the 30-year life of new construction and flexibility regardless of shifts in funding and class offerings.
- The district will assume that each classroom is “empty” for 1 period per day so the teacher can plan with his/her equipment rather than be forced to plan away from the classroom because the space is used for another classroom offering. (80% utilization rate.)
- For any major project, the district will maximize classrooms in order to accommodate potential class size reduction at grades 6-8. However, the district will not undertake a

construction project for the sole reason of reducing class size; legislative policy is unpredictable, and actions thus far indicate minimal commitment to secondary-grade class size reduction.

High School

Analysis of the need for new classrooms is based on the following assumptions:

- Typically the district allocates 1 teacher for every 28-29 students, and this has been consistent with the state allocation of 1 teacher for every 28.7 students. However, as with middle school, due to finance constraints the district will allocate 1 teacher for every 30 students beginning in the 2020-21 school year. This allocation will be re-visited annually.
- The district will build classrooms to accommodate 30-32 students so as to ensure viability over the 30-year life of new construction and flexibility regardless of shifts in funding and class offerings.
- The district will meet or exceed the state requirement that students obtain 3 laboratory science credits (instead of the historical 2 credits), and therefore construct enough science labs to serve students for three of their four high school years.
- The district will raise retention rates toward graduation.
- The district will assume that each classroom is 'empty' for 1 period so that the teacher can plan with his/her equipment rather than be forced to plan away from the classroom because the space is used for another classroom offering. (80% utilization rate.)
- For any major project, the district will maximize classrooms in order to accommodate potential class size reduction at grades 9-12. However, the district will not undertake a construction project for the sole reason of reducing class size; legislative policy is unpredictable, and actions thus far indicate minimal commitment to secondary-grade class size reduction.

Need for New Classrooms

In summary, the combination of enrollment projections (based on updated student generation rates and developments underway) and class size reduction, the district will need new classroom seats or student classroom capacity.

Elementary

Figure 7 on the next page depicts that, if class size is reduced to 19 students per classroom (17 students per teacher), in all grades K-3, the district will have an immediate need for additional classrooms. The seating capacity deficit, based on the medium projection, totals 415 students by October 2020.

Figure 8 depicts that if class size is reduced to 19 students per classroom (17 students per teacher) for grades K-3 only (grades 4-5 remain at traditional levels), and the district builds 5 mini-buildings of 10 classrooms each, the district has adequate capacity at the elementary level through 2030. This is the class size scenario enacted by the Legislature in House Bill 2242 on June 30, 2017 (six months after construction of the 5 mini-buildings was undertaken).

Figure 7: Seating Capacity by Year for Elementary schools, Historical Class Size, Historical Capacity

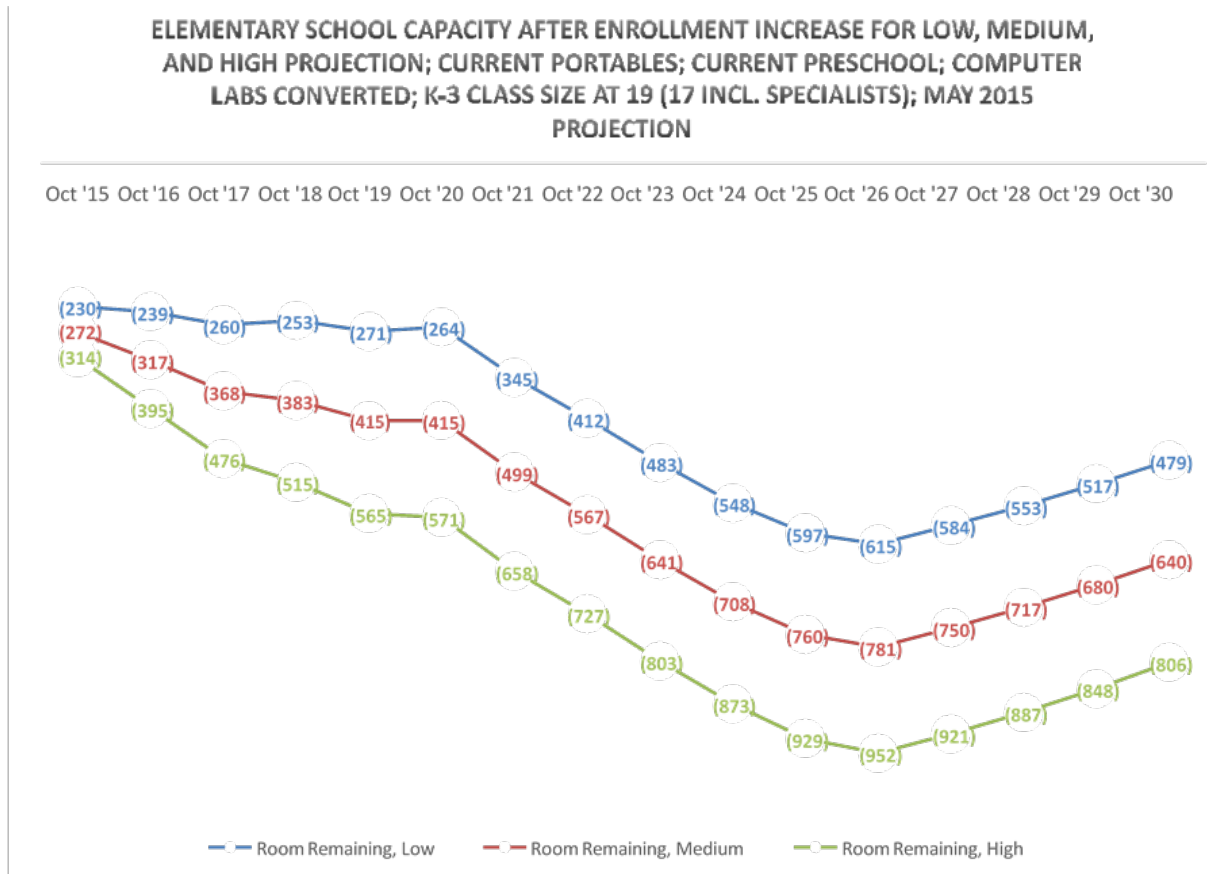


Figure 7 on the next page depicts that, if class size is reduced to 19 students per classroom (17 students per teacher), in all grades K-3, the district will have an immediate need for additional classrooms. The seating capacity deficit, based on the medium projection, totals 415 students by October 2020.

Figure 8: Seating Capacity (Room Remaining) by year for Elementary Schools, New Capacity via Capital Construction

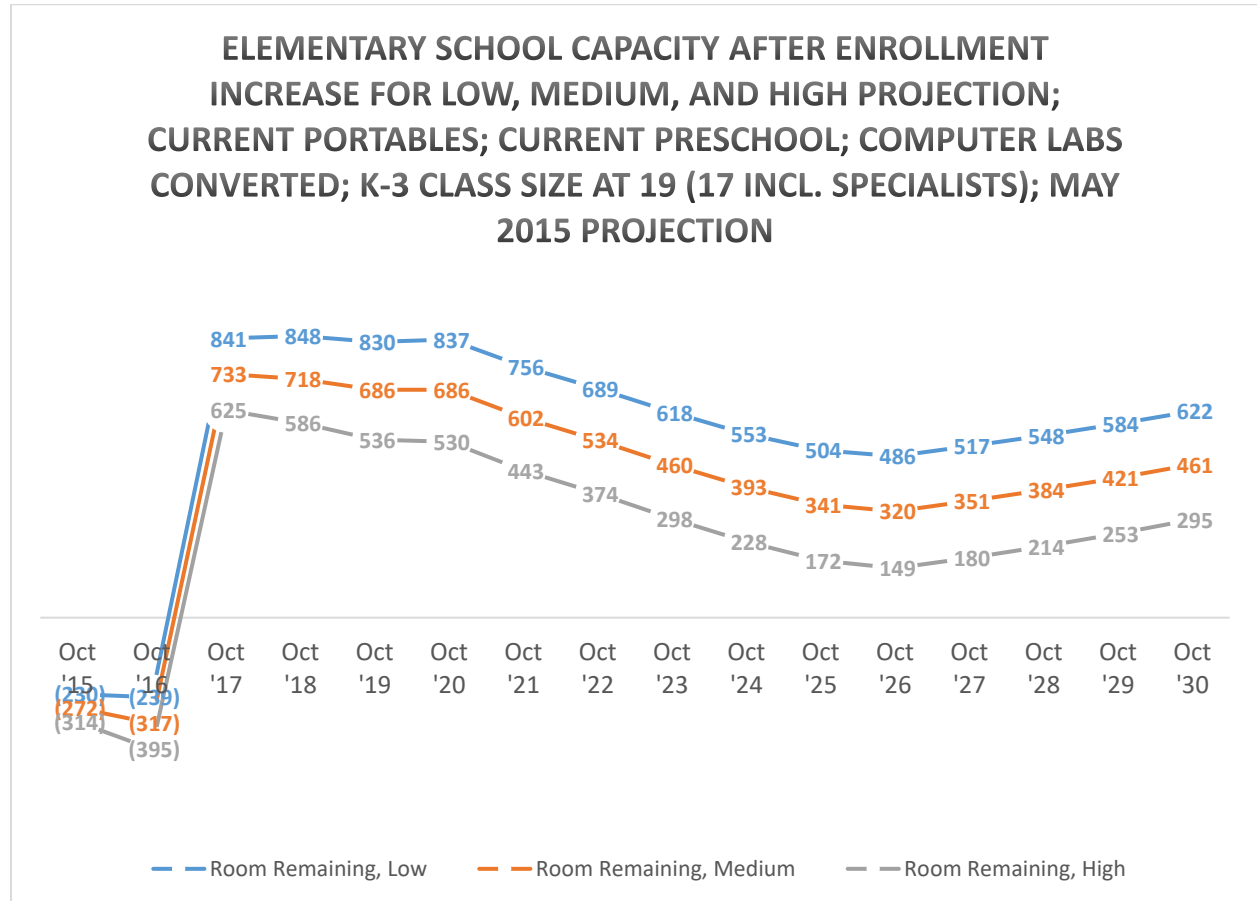


Figure 8 depicts that if class size is reduced to 19 students per classroom (17 students per teacher) for grades K-3 only (grades 4-5 remain at traditional levels), and the district builds 5 mini-buildings of 10 classrooms each, the district has adequate capacity at the elementary level through 2030.

Figure 9: Seating Capacity by Year by Middle School

At the middle school level, seating capacity is sufficient at 3 of 4 middle schools. The deficit at Washington Middle School is highly dependent on development of the Bentrige housing complex. Enrollment is being watched carefully for impact of new housing developments and out-of-district enrollment.

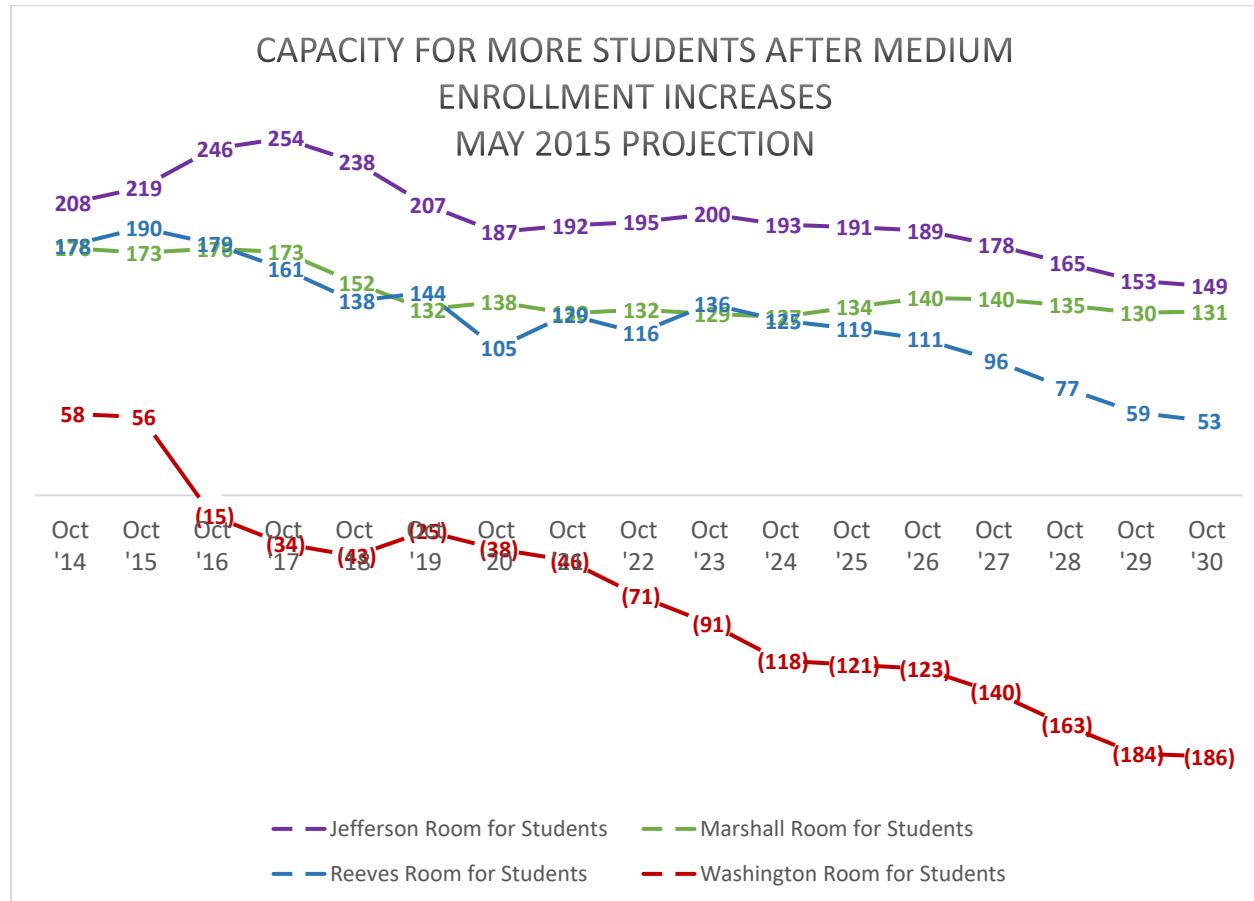


Figure 9 depicts seating capacity by year at each middle school. Seating capacity is sufficient at 3 of 4 middle schools. Enrollment at the 4th school is being watched carefully based on new housing developments that may or may not be developed.

Figure 10: Seating Capacity by Year by High School

At the high school level, seating capacity is sufficient through October 2020 at Olympia High school and sufficient through October 2023 at Capital High School.

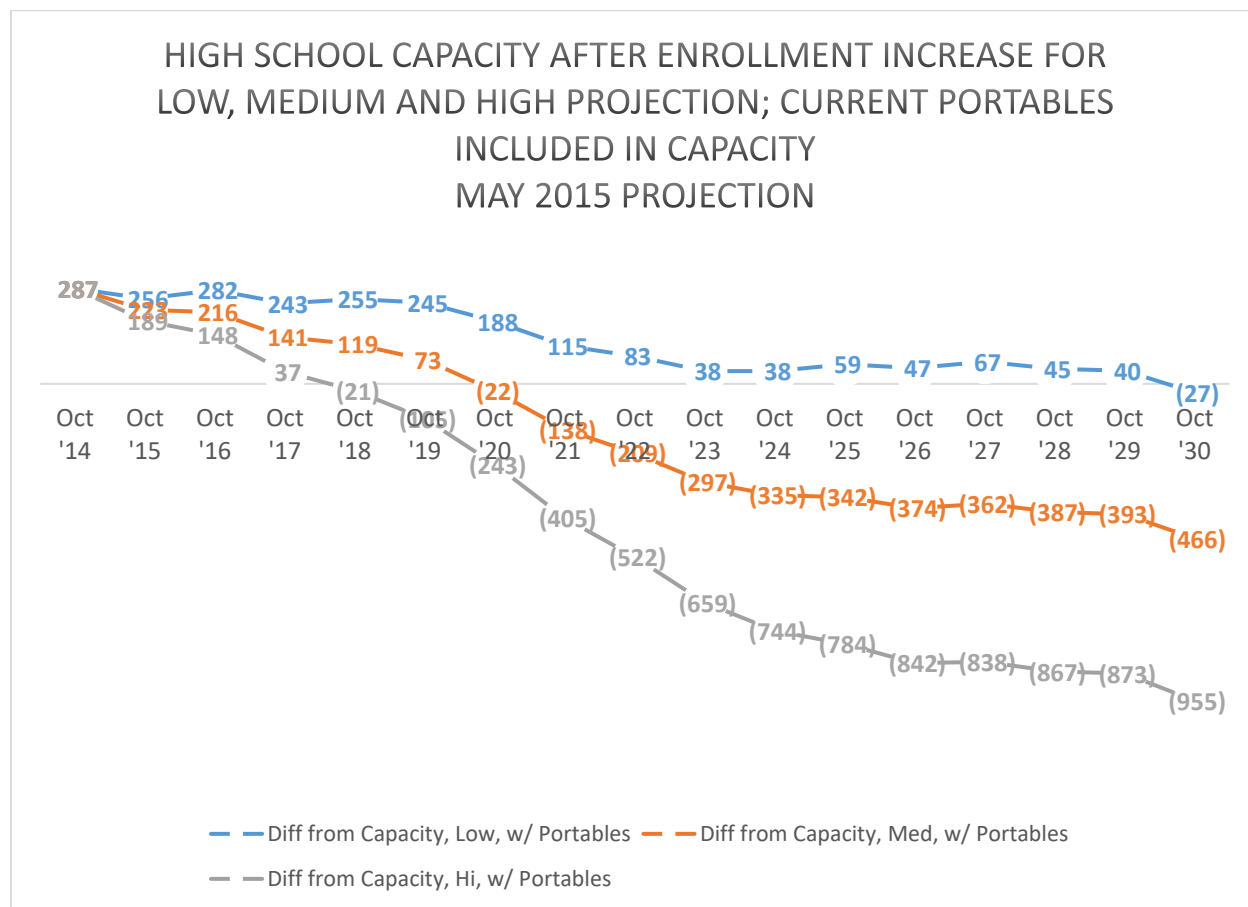


Figure 10 depicts seating capacity by year at the high school level. At the medium projection, the district would begin have a negative balancing in seating capacity in 2021.

III Six-Year Facilities and Construction Plan

History and Background

In September of 2010 Olympia School District initiated a Long-Range Facilities Master Planning endeavor to look 15 years ahead at trends in education for the 21st century. Conditions of district facilities, projected enrollment growth, utilization of current schools and the capacity of the district to meet these future needs were considered. The 15-year planning horizon enabled the district to take a broad view of the needs of the community, what the district is doing well, the challenges the district should anticipate and some solutions to get started on.

The Planning Advisory Committee (PAC), consisting of parents and interested community citizens, was convened in October of 2010 and met regularly through July 2011. They made

their presentation of development recommendations to the Olympia School Board on August 8th, 2011.

2011 Master Plan Recommendations

The following master plan development recommendations were identified to best meet needs over the first half of the 15-year planning horizon:

- Build a New Centennial Elementary/ Intermediate School on the Muirhead Property.
- Renovate Garfield ES and build a new gym due to deteriorating conditions. (Completed)
- Full Modernization of three “Prototype” Schools; Centennial, McLane & Roosevelt ES.
- Build a New Facility for Olympia Regional Learning Academy (ORLA). (Completed)
- Expand Avanti High School into the entire Knox Building, relocate District Administration.
- Replace 10 portables at Olympia HS with a Permanent Building.
- Capital HS renovation of components not remodeled to date and Improvements to support Advanced Programs.
- Remodel a portion of Jefferson MS to support the new advanced math and science programing. (Completed)
- Small works and minor repairs for remaining schools. (Substantially Completed)

Each of these development recommendations represent single or multiple projects that bundled together would constitute a capital bond package. In 2012 voters approved a capital bond package for the first Phase of the Master Plan.

In 2015 the district undertook an update to the 2011 Master Plan in order to more thoroughly plan for Phase II.

2015 Planning for Phase II of Master Plan

The district formed a citizen’s Facilities Advisory Committee (FAC). Sixteen members of the community devoted time over 6 months to review enrollment projections and plan for enrollment growth, review field condition studies, review and score small works project requests, and ultimately make recommendations for the next phase of construction and small works.

The district contracted with experts for several updates:

- An analysis of play field conditions to determine how to ensure safe play by students and the community.
- Enrollment projections (discussed previously).
- Seismic analysis of each school to ensure that any needed seismic upgrades were built into the construction plan.
- A Site Study and Survey update for each school, a state-required analysis of major mechanical systems.

District staff analyzed space utilization and readiness for class size reduction.

In addition, school administrators generated a Facilities Condition Assessment which comprised items that each administrator felt must be addressed at their school. These items were analyzed to eliminate duplicates, identify items that were maintenance requirements (not new construction), and bundle items that were associated with a major remodel of the facility. Remaining items totaled about 120 small works items. These items were analyzed for scope and cost, and were then scored using a rubric to rank urgency for investment. (The scoring

rubric rates the condition, consequence of not addressing, educational impact of not addressing, and impact on capacity of the facility.) Finally, the Facilities Advisory Committee ranked each item on a 1-3 scale (1- most important for investment).

The following describes the administrative recommendations which are largely based on the recommendations of the FAC. Where the administration recommendation varies from the FAC recommendation, this variation is noted.

Overview of Phase II Master Plan Update Recommendations (2015)

(Recommendations are updated for 2016 changes to mini-building plans.)

1. Do not construct an Intermediate School adjacent to Centennial Elementary School.
2. Complete renovation of the remaining 26-year-old Prototype Schools: Centennial, McLane and Roosevelt Elementary Schools. (Garfield renovation is completed.)
3. Reduce class size and accommodate enrollment growth by expanding the number of elementary classrooms across the school district with six permanently constructed mini-buildings on the grounds of current schools (sometimes referred to as pods of classrooms).
4. Build a new building on the Olympia High School grounds to reduce reliance on portables and accommodate enrollment growth.
5. Renovate portions of Capital High School.
6. Build a sufficient theater for Capital High School.
7. Expand Avanti High School to create an alternative arts-based school and relieve enrollment pressure from Olympia and Capital High Schools. This requires moving the district administration office to another site.
8. Renovate playfields to improve safety and playability hours.
9. Invest in electronic key systems to limit access to schools and to instigate lockdowns.
10. Address critical small works and HVAC or energy-improvement projects.

1. Do Not Construct an Intermediate School Adjacent to Centennial ES

In 2011 the Master Plan included a new school built on the Muirhead property. The recommendation was based on projected enrollment on the Eastside that would compromise the education quality. At this time, the school is **not** recommended for construction. Two factors contribute to the updated recommendation. First, enrollment growth has proceeded more slowly than projected. Two housing developments on the Eastside are delayed for construction, one is scaled down in size, and one may not proceed at all. Second, based on a species being listed as Endangered by the U.S. Fish and Wildlife Department, the district must develop a Habitat Conservation Plan (HCP) to mitigate the negative impact on the pocket gopher as a result of construction. The HCP is reliant on a larger county-wide effort to identify mitigation options. The district continues to make progress to gain approval by the U.S. Fish and Wildlife Department to construct on the site.

The delay due to a need for an HCP is fortuitous, as enrollment patterns do not warrant building of the school at this time.

The Muirhead land must likely be used for a school in the upcoming decades, and will be preserved for this purpose. However, in the meantime, the land can be used for its original purpose- agriculture. The district's farm-to-table program is housed on this site and will remain here for the near future.

Voters approved the resources for this construction in 2012. The resources have been retained and set-aside. The district will request voter approval on an updated construction request, and if approved, will devote the resources to Phase II of the Master Plan accordingly.

2. Complete the Remodel of Prototype Schools: Centennial, Garfield, McLane & Roosevelt Elementary Schools (Garfield was completed in 2014)

The four “prototype” schools built in the late 1980’s have some of the worst building condition ratings in the District. The 2009 facility condition survey and interviews with leaders of the schools identified problems with heating and cooling, inconsistent technology, poor air quality, parking and drop off/ pick up issues, poor drainage in the playfields, security at the front door and the multiple other entries, movable walls between classrooms that do not work, a shortage of office space for specialists, teacher meeting space that is used for instruction, security at the perimeter of the site, storage and crowded circulation through the school. We have also learned about the frequent use of the pod’s shared area outside the classrooms; while it’s heavily used, there isn’t quiet space for small group or individual activities. These schools also lack a stage in the multipurpose room. The 2010 Capital levy made improvements to some of these conditions, but a comprehensive modernization of these schools is required to extend their useful life another 20-30 years and make improvements to meet contemporary educational needs.

The 2011 Master Plan proposed a comprehensive modernization of Garfield, Centennial, McLane and Roosevelt Elementary Schools to improve all of these conditions. These renovations are now complete. The intent of the remaining projects is to do so as much as is feasible within the footprint of the school; the buildings are not well configured for additions. The exterior finishes of the schools have been refurbished; exterior windows and doors were replaced as needed. Interior spaces have been reconfigured to enhance security, efficiency and meet a greater range of diverse needs than when the schools were first designed. Major building systems have been replaced and updated. Site improvements have also be made.

The modernization and replacement projects also incorporated aspects of the future educational vision outlined in the master plan, such as these:

- Accommodate more collaborative hands on projects, so children learn how to work in teams and respect others
- Work with personal mobile technology that individualizes their learning
- Create settings for students to work independently
- Meet the needs of a diverse range of learning styles and abilities
- Create places for students to make presentations and display their work
- Ensure teacher planning and collaboration
- Foster media literacy among students and teachers
- Make the building more conducive to community use, while reducing the impact on education and security
- Support music, art and science

3. Invest in New Classrooms to Reduce Class Size and Respond to Enrollment Growth

Beginning in 2017, the Washington State Legislature reduced K-3 class size by about 30% from 23 students to 17 students. Class sizes of other grade levels have not been decreased, but some special programs have been decreased: Career and Technical Education (CTE) courses and laboratory sciences. The largest impact will be on elementary schools of course; but middle

and high schools will have increased need for classrooms (science laboratories and CTE) as a result of the changes.

Table 3 displays the changing outlook of classroom surplus and deficit based on legislative changes.

A	B	C	D
Elementary School Scenario	Historical K-5 Class Size	I-1351 and 2014 Legislative Intent (Basis for Mini-Buildings Construction	Enacted HB 2242 With Final Class Size and Addition of 5 of 6 Mini-Buildings
Elementary Classroom Capacity, No Portables	4,638	4,097	5,489
Projected Elementary Students In 2025	4,670	4,670	4,670
Classroom Capacity Surplus/ Deficit	1.5 Classroom Deficit	27 Classroom Deficit	39 Classroom Surplus

As the district considered options to respond to the deficit driven by Initiative 1351 and expressed Legislative intent, there were three main options: 1) Add portables to school grounds; 2) Build a new elementary school and change all boundaries to pull students into the new school and reduce enrollment at all other schools (only Boston Harbor boundaries would be unchanged); 3) Add mini buildings of classrooms at schools across the school district. Table F on the following page displays the pros and cons of each of these options.

Table 4: Benefits and Drawbacks of Investments in Portables, a New Building, or Mini-buildings
(Green identifies a benefit of the option; yellow identifies a concern of the option.)

Portable	New Building	Mini-Buildings or Pod of Classrooms
Yellow--Land Intensive: Requires more vacant land for corridors between portables at each school site (corridor land)	Yellow--Requires vacant land near center of district	Green--Requires vacant land OR must replace portables and build enough classrooms to both replace portables and expand capacity, BUT at 2 stories are space efficient and requires less "corridor" land than portables
Green--Cheapest option	Yellow--Expensive (\$35 million plus cost of land)	Green--Less expensive than a new school because not buying new land
Green--Can be distributed across the district, does not require boundary revisions	Yellow--Requires re-drawing most boundaries	Green--Can be distributed across the district, does not require boundary revisions
Yellow--Least attractive	Green--New building can be designed with full esthetic license	Green--Nice looking (can be built to match school)
Green--Variable number of portables can be added (as few or as many as required)	Green--Can build variable number of classrooms(as few or as many as required)	Yellow--Set number of classrooms not as variable as portables but more flexible than a new school
Yellow--Does not reduce strain on administrative space	Green--Reduces strain on administrative space of current schools by drawing away excess enrollment	Green--Reduces strain on administrative space if designed accordingly

The administration concurs with the FAC: the district should be less reliant on portables, build mini-buildings instead of portables, and add mini-buildings to conserve resources and largely retain current boundaries.

Based on these options and specific growth and class size reduction readiness, the district makes the following set of Westside and Eastside observations in Table 5 and Table 6 on the following pages. These observations are based on the initial planning for lower class sizes represented by Table 3, column B.

Table 5: Westside Observations regarding Elementary Capacity

School-by-School Planning	OK in 2016? (w/ Reduced Class Size)	OK in 2020? (w/ Reduced Class Size)	OK in 2025? (w/ Reduced Class Size)	Number New Classrooms by 2025	Mini-Building That Fits?
McLane (Remodel Planned in 2018-2019)	No, Team Teaching Required	No, Team Teaching or New Rooms Required	Same as 2020	3 New + 2 Replace Portable (RP) + Music + 1 Special Needs (SN)	Mini-building of 11 classrooms will fit w/o impinging on play area or fire lane
Hansen (No Remodel Pending)	Yes, with Team Teaching.	Yes, with Team Teaching.	Same as 2020	1 New	Mini-building of 11 classrooms will fit.
Garfield (Remodel Completed)	Yes	Yes	Yes	0	NA
LP Brown (No Remodel Pending)	Yes, with minor Team Teaching, or 1 classroom is needed for no Team Teaching.	Yes, with minor Team Teaching, or 1 classroom is needed for no Team Teaching.	Yes, with minor Team Teaching, or 2 classrooms are needed for no Team Teaching	0 classrooms if special needs classrooms can be moved to another school	NA

Table 6: Eastside Observations regarding Elementary Capacity

School-by-School Planning	Ok in 2016? (w/ Reduced Class Size)	OK in 2020? (w/ Reduced Class Size)	OK in 2025? (w/ Reduced Class Size)	Number New Classrooms by 2025	Mini-Building That Fits?
McKenny (No Remodel Planned)	Yes	No; Need Team Teaching or 1 New Classroom	No; Need Team Teaching or 8 New Classrooms	8 New+ 1SN + Music	Mini-building of 11 classrooms will fit. Need is highly dependent on 2 housing developments
Pioneer (No Remodel Pending)	No; Team Teaching Required	No; Team Teaching or New Rooms Required	Same as 2020	5 New + 2 RP* + Music + 1 SN	Mini-building of 11 classrooms will fit
Lincoln (No Remodel Pending)	No; Team Teaching Required	No; Team Teaching or New Rooms Required	Same as 2020	3 New or Policy Options	Mini-building of 7 classrooms will not fit. A building of fewer class-rooms is cost prohibitive. Pursue policy options.
Madison (No Remodel Pending)	No; Move Preschool or Team Teach	Same as 2016	Same as 2016	3 New or Policy Options	Mini-building of 7 classrooms will not fit. A building of fewer classrooms is cost prohibitive. Pursue policy options
Roosevelt (remodel Pending)	No; Team teaching Required	No; Teaching or New Rooms Required	Same as 2020	5 New + 1 SN +2 RP + Music	Mini-building of 11 classrooms will fit
Centennial (Remodel Pending)	No; Team Teaching Required	No; Team Teaching or New Rooms Required	Same as 2020	5 New + 1 SN+ 2RP + Music	Mini-building of 11 classrooms will fit ⁵
B Harbor (No Remodel Pending)	Yes	Yes	Yes	----	NA

⁵ Originally Centennial and Pioneer were identified as being able to accommodate a 7 – classroom building. Ultimately it was determined that these schools could accommodate a 10 classroom building, and have constructed these larger buildings.

Table 7, displays the original recommendations for elementary construction given the above observations, the combination of enrollment growth, need for classrooms to respond to 2014 class size reductions, and available space on the school grounds to build a mini-building. While much has changed about the outlook and need for classroom space, the table is included to identify the basis for construction decisions.

Table 7: Classroom Construction Recommendations

School	# Classrooms Needed by 2025	# Built	Classrooms/ Mini-building	Potential Cost
Lincoln, Mini-building Not Recommended	3	0	Building complexities and high cost; pursue policy options and team teaching	\$0
Madison, Mini-building Not Recommended	3	0	Building complexities and high cost; pursue policy options and team teaching	\$0
LP Brown, Mini-building Not Recommended	2	0	Building complexities and high cost; pursue policy options and team teaching	\$0
McKenny, Mini-building On Hold	9+1 SN (special needs)	10 New	1 Mini of 11 On Hold for Housing Development Changes	\$6.5 M On Hold
McLane, Recommended Mini-building	3+1M (music) + 1 SN	5 New + 2 PR (replace portable)	1 Mini of 10	\$6.5 M
Hansen, Recommended Mini-building	3+ 1 M	4 New + 4 PR	1 Mini of 10	\$6.5 M
Pioneer, Recommended Mini-building	5 + 1 M + 1 SN	7 New + 2 PR	1 Mini of 10	\$6.5 M
Roosevelt, Recommended Mini-building	4 +1 M +1 SN	6 New + 2 PR	1 Mini of 10	\$6.5 M
Centennial, Recommended Mini-building	5 + 1 M + 1 SN	7 New + 2 PR	1 Mini of 10	\$6.5 M
Subtotal, Recommended Mini-building	25 + 4 SN =29	29 + 12 PR=41	50	\$32.5M
McKenny, Washington, Reeves or preschool, Mini-building On Hold	9 + 1 SN	10 New	1 Mini of 10	\$7.7 M
Total Construction Financing Request	----	---	---	\$40.2 M

In addition, the administration recommends financing for one additional mini-building that can be deployed at McKenny or Washington, or Reeves, if needed to address the construction of two housing developments or to build a preschool center, which frees-up classrooms through-out the district. This will cost \$7.7 million; for a total investment in classrooms via the mini-building or option of \$40.2 million, in 2015 dollars. Escalation of costs is likely if the mini-buildings are constructed over time, the district will endeavor to shorten the construction timeframe of the first five buildings.

The mini-building structure that is identified for five to six elementary schools, accomplishes several improvements: portables are replaced with a permanent structure and can therefore better control the environment (heating/ cooling), are footprint efficient, and are more appealing.

The structures will cost \$6.5 million for construction and provide classrooms space for 189⁶ students assuming 9 classrooms, two large-group work-spaces between classrooms, 1 small office area, and 1 large music room (and stairs and an elevator). The mini-building includes restrooms, of course.

Importantly, the classrooms are expected to accommodate a class size of 25-28 in designing the mini-buildings (about 900 square feet). This is the appropriate size for 4th and 5th grade classrooms. The district needs to ensure that 4th and 5th grade classes can be placed in most classrooms, the building would likely serve 4th and 5th grade classes, and the building is a 30-year structure that must be designed to accommodate future state policy decisions regarding class size. (21 students per classroom is assumed to calculate classroom capacity of a school overall, as some classrooms will serve fewer than 28 students. However, building occupancy standards typically exceeds this number and a larger number for calculating capacity is possible.)

Also, the original recommendation of the FAC was to build mini-buildings of 7 classrooms each at Pioneer and Centennial. The district ultimately built larger buildings at Pioneer and Centennial (10 classrooms instead of 7) based on new information that the building site can accommodate a larger building. Based on original class size estimates (I-1351) both Centennial and Pioneer need 8 and 9 classrooms respectively; so a 7 classroom building was always smaller than was needed. At Centennial we originally anticipated needing to remove two portables in order to build the mini-building. At this time, the district must only remove 1 portable. Ultimately the district can remove more, but as a policy decision, not as a requirement to build.

The new larger buildings ultimately cost \$1.3 million more than was budgeted. The district absorbed this cost via savings in the 3 elementary remodel projects.

4. Olympia High School: Reduce Reliance on Portables with a Permanent Building

While there are still many physical improvements that need to be made at Olympia High School (HS), one of the greatest needs that the Planning Advisory Committee (PAC) identified in 2010 is the replacement of 10 portables with permanent space. District informal guidelines targets 1,800 students as the desired maximum enrollment that Olympia HS should serve. These 10 portables, while temporary capacity, are part of the high school's capacity for that many

⁶ The mini-buildings are calculated to serve 189 students assuming 21 students per classroom, the district standard calculator of classroom space. However, the buildings can comfortably and safely accommodate 252 students at 28 students per classroom.

students. The PAC's recommendation was that these portables should be replaced with a new permanent building and they considered some options with respect to the kinds of spaces that new permanent area should include:

- a) Replicate the uses of the current portables in new permanent space.
- b) Build new area that operates somewhat separate from the comprehensive HS to offer a new model.
- c) Build new area that is complimentary to the comprehensive high school, but a distinction from current educational model (if the current educational model has a high proportion of classrooms to specialized spaces), build new area with primarily specialized space following some of the themes the PAC considered for future learning environments, including:
 - Demonstrate a place for 21st century learning.
 - Retain students who are leaving for alternative programs at college or skills centers.
 - Partner with colleges to deliver advanced services.
 - Create a culture that equalizes the disparity between advanced students and those still needing remediation without holding either group back.
 - Create a social, networked and collaborative learning environment, assisted by assisted by personal mobile technology.
 - A place where students spend less of their time in classes, the remainder in small group and individual project work that contributes to earning course credits.
 - All grades, multi grade classes.
 - Art and science blend.
 - Convert traditional shops to more contemporary educational programs, environmental science, CAD/CNC manufacturing, health careers, biotechnology, material science, green economy/ energy & waste, etc.
 - More informal learning space for work done on computers by small teams and individuals.
 - Collaborative planning spaces, small conference rooms with smart boards.
 - A higher percentage of specialized spaces to classroom/ seminar spaces.
 - Focus on labs (research), studios (create) and shops (build) learn core subjects through projects in these spaces. (cross-credit for core subjects).
 - Blend with the tech center building and curriculum.
 - Consider the integration of specialized "elective" spaces with general education. All teachers contribute to integrated curriculum.
 - Provide a greater proportion of area in the school for individual and small group project work.
 - Support deep exploration of subjects and crafting rich material and media, support inquiry and creativity.

Music and science Programs are strong draws to Olympia High School, which also offers an Advanced Placement curriculum. Conversation with school leaders found support for the idea

of including more specialized spaces in the new building. Some of the suggested programs include:

- More science, green building, energy systems, environmental sciences.
- Material sciences and engineering.
- Art/ technology integration, music, dance, recording.
- Stage theater, digital entertainment.
- Need place for workshops, presentations, poetry out loud.

An idea that garnered support was to combine the development of a new building with the spaces in the school's Tech Building, a relatively new building on campus, detached from the rest of the school. The Tech Building serves sports medicine, health career technician, biotechnology and microbiology. It also has a wood shop that is used only two periods per day and an auto shop that is not used all day so alternative uses of those spaces should be considered.

Enrollment projections show that Olympia High School will exceed 1,800 students by more than 400 students later in the 15 year planning horizon. A new building could serve alternative schedules. Morning and afternoon sessions would double the number of students served by the building. A hybrid online arrangement could serve more students in the Olympia HS enrollment are without needing to serve more than 1,800 students on site at any given time.

If the combination of the Tech Building and this new addition was operated somewhat autonomously from the comprehensive high school, alternative education models could be implemented that would draw disaffected students back into learning in ways that engage them through more "hands on" experiential education.

2020 Update: The district has ultimately designed the addition of 21 classrooms at OHS distributed in 3 areas of the campus: a classroom addition in the space between Hall 4 and the cafeteria; a classroom addition in between Hall 2 and the Industrial Arts building; and, a classroom addition adjacent to the cafeteria and commons. This series of additions will give the campus more security by eliminating "walk-throughs" of the campus, house the new science labs near the current science wing, locate a new music classroom near the other music classrooms, and add classrooms near the commons permitting a restructuring of access to the school by incorporating a vestibule.

5. Capital High School Modernization and STEM Pathway

Capital High School has received three major phases of improvements over the last 15 years, but more improvements remain, particularly on the exterior of the building. The majority of the finishes on the exterior are from the original construction in 1975, 40 years ago. Most of the interior spaces and systems have seen improvements made, but some changes for contemporary educational considerations can still bring improvement.

One of the primary educational considerations the Planning Advisory Committee (PAC) explored is driven by the creation of the new Jefferson Advanced Math and Science (JAMS) program, which is centered around Science, Technology, Engineering and Math (STEM) programs, and the need to provide a continuing pathway for STEM students in that program who will later attend Capital HS. Relatively small improvements can be made to Capital HS that

relate to STEM education and also support Capital High School's International Baccalaureate (IB) focus as well.

The conversations with the PAC and leaders in the school focused on 21st century skills like creative problem solving, teamwork and communication. Proficiency with ever changing computer networking and communication/ media technologies were also discussed.

Offering an advanced program at the middle school was the impetus for the new JAMS program. Career and Technical Education (CTE) is changing at Capital HS to support STEM education and accommodate the students coming from Jefferson. Math and science at Capital HS would benefit from more integration. Contemporary CTE programs are transforming traditional shop programs like wood and metal shop into engineering, manufacturing and green building technologies. Employers are looking for graduates who can think critically and problem solve; mapping out the steps in a process and knowing how to receive a part, make their contribution and hand it off to the next step in fabrication. Employers want good people skills; collaborating and communicating well with others. Increasingly these skills will be applied working with colleagues in other countries and cultures. Global awareness will be important. JAMS at the middle school level, and STEM and IB at high school can be a good fit in this way.

The JAMS curriculum is a pathway into IB. The school is adjusting existing programs to accommodate IB programs. The JAMS program supports the Capital HS IB program through the advanced nature of the curriculum. 60 students are currently enrolled in IB and it was recently affirmed as a program the district would continue to support. The advanced nature of the JAMS program could increase enrollment in the Capital HS IB program. Leaders in the school intend that all students need to be part of this science/ math focus.

Capital High School is intentional about connecting to employers and to people from other cultures through distance learning. The district is working with Intel as a partner, bringing engineers in and having students move out to their site for visits and internships. Currently there is video conferencing in the Video Production Studio space. College courses can be brought into the high school, concentrating on courses that are a pathway to higher education. The district is already partnering with universities on their engineering and humanities programs to provide university credits.

The development recommendation for Capital High School is to remodel the classroom pods to re-create the learning purpose in the center of each pod. The more mobile learning assistive technologies like laptops and tablet computers, with full time access to a network of information and people to collaborate with are changing the way students can engage with the course material, their teachers and their peers. Further development is also recommended in the shops and adjacent media/ technology studios. The building area of these interior renovations is estimated to be 10% of the total building area.

Extensive renovation of the original exterior walls, windows, doors and roof areas that have not been recently improved is the other major component of this development recommendation.

6. Build a Theater sized for the Student-body of Capital High School

In 2000 when Capital High School was partially remodeled, construction costs were escalating and a decision had to be made to address a too-small cafeteria and commons area. At the time, the available solution was to reduce the theater by 200 seats. As the school has grown, and will grow further in the next 10 years, the reduced-size theater is now too small for the

school. The theater cannot hold even one class of CHS students, and can barely hold an evening performance for the Jefferson or Marshall Middle School orchestra, choir or band.

Remodeling the current theater was designed and priced. The cost of the remodel is as much as building a new theater and the remodeled theater would have several deficiencies. In order to remodel the theater, the roof would need to be raised and the commons reduced.)

Therefore, the administration is recommending the construction of a new theater on the south side of the gyms. The new theater will have 500 seats, 200 more than the current theater.

7. Avanti High School

Through the master plan process in 2010 and 2015, the district affirmed the importance of Avanti High School and directed that the master plan includes options for the future of the school. Avanti has changed its intent in recent years to provide an arts-based curriculum delivery with an entrepreneurial focus. Enrollment will be increased to 250 students with greater outreach to middle school students in the district who may choose Avanti as an alternative to the comprehensive high schools, Olympia and Capital High Schools. The school appreciates its current location, close proximity to the arts and business community downtown and the partnership with Madison Elementary School.

The six main classrooms in the building are not well suited to the Avanti curriculum as it is developing, and hinder the growth of the school. The settings in the school should better reflect the disciplines being taught through “hands on” learning. The school integrates the arts as a way to learn academic basics. Avanti creates a different learning culture through personalizing education, focuses on depth over breadth, and teaches good habits of the heart and mind. Students come together in seminars, so space is needed for “town hall” communication sessions. The auditorium does not work well for the town hall sessions as it is designed for presentations of information to an audience and the seating impedes audience participation—the school needs more options.

Recently Avanti has expanded by two classrooms and Knox Administrative space has been reduced.

To implement the Avanti expansion, the administration offices and warehouse will be moved to a recently purchased location, now referred to as the Knox 111 building on Bethel Street.

Ten learning settings were identified as an appropriate compliment of spaces with the intent for them all to support teaching visual and performing arts:

1. Drama (writing plays, production)
2. Music/ recording studio (writing songs)
3. Dance (math/ rhythm)
4. Painting/ drawing
5. Three dimensional art (physical & digital media, game design)
6. Photography/ video/ digital media (also support science & humanities)
7. Language Arts
8. Humanities
9. Math
10. Science

Additional support spaces: special needs, library, independent study, food service, collaborative study areas, administration/ counselors, community partnerships.

This development recommendation proposes that Avanti High School move into the entire Knox Building, including the district warehouse space. Light renovation of the buildings would create appropriate space of the kind and quality that the curriculum and culture of the school need.

The long-term growth of Avanti High School is seen as a way, over time, to relieve the pressure of projected enrollment growth at Olympia High School.

The 2015 Facility Advisory Committee also supported the expansion of Avanti, regardless of whether or not the school would ultimately reduce enrollment pressure at Olympia or Capital High Schools.

The 2015 Master Plan assumption is to budget \$9.9 million to remodel the 2nd floor of the Avanti building, expanding Avanti by about 12 classrooms, with light improvements to the warehouse. As of 2020, \$1.5 million has been added to the project in order to give more flexibility to improve programming.

8. Renovate Playfields to Improve Safety and Playability

Based on FAC support for improved fields and playgrounds, the district is recommending the installation of 2 turf fields and renovation of an additional 8 fields. The cost is estimated at \$6.9 million. Specifically, the district recommends the following improvements:

- a) North Street field at OHS: renovate the field with installation of new sod. [As of 2019, the district is proceeding with plans to install a turf field (with low level lighting and minor fencing, instead of sod.)]
- b) Henderson Street field at OHS: install a synthetic turf field, low level lighting and minor fencing. [As of 2019, the district is proceeding with no plans to install turf.]
- c) Football/ soccer field at CHS: install a synthetic turf field, low level lighting and minor fencing.⁷ [Completed in 2018.]
- d) Jefferson, Marshall and Reeves field: renovate the field with sod.
- e) Lincoln: renovate the playfield with seed and improve the playground. [Completed.]
- f) Centennial, McLane and Roosevelt: renovate the fields with seed (after remodel of the buildings). [Roosevelt was completed in 2018.]

9. Invest in Electronic Key Systems to Limit Access to Schools and Instigate Lockdowns

The district is recommending the investment of \$2 million in key systems across the district, targeting schools that have not been upgraded as part of a remodel.

⁷ The administrative recommendation for turf fields includes low-level lighting and fencing for each; lighting/ fencing is included to extend play hours to off-set the higher expense of a turf field. The CHS football and Henderson turf field with lighting and fencing will cost \$3.3 million. If the hours cannot be extended with lighting, the original administrative recommendation was to renovate the Capital football and Henderson fields with improved drainage and new sod, instead of turf, and use the remaining resources to renovate the Capital soccer, Washington, Jefferson and Marshall fields (drainage/ sod) and running tracks. This alternative increases the hours-of- play available generally in the community as these fields are generally considered less “playable” in their current state. Improved drainage and new sod at the Henderson field, Washington, and CHS football and soccer fields, and drainage, sod and improve running tracks at Jefferson and Marshall fields would cost \$3 million; roughly the same as the two turf fields.

10. Address Critical Small Works and HVAC or Energy- Improvement Projects

The district will pursue state of Washington energy grants for a portion of a total investment of \$8.5 million.

In addition, the small works roster is summarized below. The roster represents the facilities projects that must be undertaken in the near future. While we have attempted to plan for a six year small- works list, new items may be identified during the life of the CFP.

Improve and upgrade:

- Parking lots and paving at five schools.
- Drainage controls, and/ or repair foundations at five schools/ sites.
- Electrical service and new fire or intrusion alarm systems at four schools, security cameras at multiple schools, access controls at multiple schools and perimeter fencing at five schools.
- Roofing at three schools, install roof tie-off safety equipment at multiple sites, and caulk and or paint and renovate siding at four sites.
- Gutter systems at two schools.
- Interior and classroom capital improvements at twelve sites.
- Wiring and electrical systems at two sites.

In addition, the district Board of Directors will determine the next steps for the John Rogers building. This building has been in service for 50 years and requires significant upgrades. In the upcoming six- year period the district will either demolish the building (and seed the field), or perform small repairs to decommission the building for possible use at a later time. [As of 2019, the district is implementing plans to demolish the building.]

Utilization of Portables as Necessary

The CFP continues to include expenditures for portables, as these represent a foundation investment where enrollment is faster than expected. Portables are considered to be a last-resort and are utilized where other options are not possible.

Capital Facilities Plan (CFP) Project Revisions for Class Size Reductions

Table 8 below describes several components of the CFP analysis. First, the table describes the recommended construction built into the district's facilities plan. The second column identifies if the project is included in the Impact Fee Calculation. The third column identifies the reason the project is included or not.

Table 8: CFP Considerations

Project	Included in 2021 Impact Fee?	Reason
Centennial Elementary	No	This project is complete.
Roosevelt Elementary	No	This project is complete.
McLane Elementary	No	This project is complete.
Hansen Elementary	No	This project is complete.
Pioneer Elementary	No	This project is complete.

#6 th Mini-Building	Yes	This project is possible within the 6 year horizon of the Capital Facilities Plan.
Olympia High School	Yes	This project will add capacity to accommodate additional growth of 235 students
Portables	No	The plan includes the cost of 5 portables but these are a second priority to mini-buildings
Capital High School Modernization	Yes	This project will add capacity for 112 students.
Avanti High School	Yes	This project will add capacity for 100 students.

Cost of Converting Portables to Permanent Construction

Further, the value of converting a portable into permanent construction is included in full in the calculation of the impact fee. This bears further explanation. The impact fee calculation is based on construction costs (costs that are within the timeframe of the CFP) associated with growth, divided by the number of growth/ seats/ students. So, if the CFP includes a plan to construct a \$10 million structure to house 100 students, and 90 students are generated by new housing/ developments, then the per student cost of construction to accommodate growth is \$90,000 ($(\$10,000,000 / 100) * (90/100) = \$90,000$). This is the amount that is included in the calculation of the impact fee. Even if the new building replaces 50 portable seats, the calculation is the same: what is the cost of planned construction, and what proportion is associated with seats needed to accommodate growth, and therefore, what is the per growth seat cost of construction regardless of prior use of portables?

The number of students expected to be driven by growth is the key factor (90 in this example). The student growth must be based on upcoming growth and cannot be based on prior growth (from the example above, it could not be based on 50 + 90). It is important to note that, regardless of the number of portables being converted, a proportional cost of a \$6.5 million mini-building is included based on expected growth; portable conversion is not deducted from the calculation.

IV Finance Plan

Impact Fees

Impact fees are utilized to assist in funding capital improvement projects required to serve new development. For example, local bond monies from the 1990 authority and impact fees were used to plan, design, and construct Hansen Elementary School and Marshall Middle School. The district paid part of the costs of these new schools with a portion of the impact fees collected. Using impact fees in this manner delays the need for future bond issues and/ or reduces debt service on outstanding bonds. Thurston County, the City of Olympia and the City of Tumwater all collect school impact fees on behalf of the district.

Impact fees must be reasonably related to new development and the need for public facilities. While some public services use service areas or zones to demonstrate benefit to development, there are four reasons why the use of zones is inappropriate for school impact fees: 1) the construction of a new school benefits residential developments outside the immediate service

area because the new school relieves overcrowding in other schools; 2) some facilities and programs of the district are used by students throughout the district (Special Education, Options and ALPS programs); 3) school busing is provide for a variety of reasons including special education students traveling to centralized facilities and transportation of students for safety or due to distance from schools; 4) a uniform system of free public schools throughout the district is a desirable public policy objective.

The use of zones of any kind, whether municipal, school attendance boundaries, or some other method, conflict with the ability of the school board to provide reasonable comparability in public school facilities. Based on this analysis, the district impact fee policy shall be adopted and administered on a district-wide basis.

Current impact fee rates, current student generation rates, and the number of additional single and multi-family housing units projected over the next six-year period are sources of information the district uses to project the fees to be collected.

These fees are then allocated for capacity-related projects as recommended by a citizens' facilities advisory committee and approved by the Board of Directors.

The fee calculation is prescribed by law:

- The calculation is designed to identify the cost of the new classrooms space for new students associated with new development.
- The cost of constructing classrooms for current students is not included in the impact fee calculation.
- The calculation includes site acquisition costs, school construction costs, and any costs for temporary facilities.
 - $\text{Facility Cost} / \text{Facility Capacity} = \text{Cost per Seat} / \text{Student Generation Rate} = \text{Cost per Single Family Home (or Cost Per Multi-Family Home)}$.
 - The Cost Per Single Family home is then discounted for 1) any state construction funding the district receives and 2) a credit for the taxes that the home will generate for the upcoming 10 years.
 - As an example, a \$15,000,000 facility, and a .20 single-family home student generation rate is calculated as such: $\$15,000,000 / 500 = \$30,000 * .20 = \$6,000$. This \$6,000 is then reduced by state construction funds (\$9 per home in 2015) and a 10-year tax credit (\$1,912 in 2015). This leaves a single-family home rate of \$4,079 (*example amount only*).
 - The Olympia School District Board of Directors would then reduce the \$4,079 by a "discount rate". This is the margin that districts use to ensure that they do not collect too much impact fee (and possibly pay back part of the fees if construction costs are reduced or state construction funding is increased.) The Olympia School District has typically used a discount rate of 15%, which would leave a single-family home impact fee of \$3,467 or $(\$4079 * .85)$.

The prescribed calculation, the district's construction plan in the CFP planning horizon, expected state revenue and expected taxes credited to new housing developments, and the district's decision with regard to the discount applied, yield an impact fee as follows:

- Beginning January 1, 2021 Single Family residences: \$5,448 (Includes Downtown Area Single Family) (15% Discount)
- Beginning January 1, 2021, Non-Downtown Area Multi-family: \$2,133 (15% Discount)
- Beginning January 1, 2021, Downtown Area Multi-family: \$1,756 (30% Discount)

Table 9 identifies the impact fee history.

Table 9: Historical Impact Fees with 2020 Fee (Fee structure for July 1, 2020 is displayed)

Year	Discount Percentage	Single Family Home Fee	Multi-Family Home Fee	Downtown Residence Fee	Mobile Home Fee
1995	70	\$1,754	\$661	---	\$1,033
1996	52	\$1,725	\$661	---	\$1,176
1997	51	\$1,729	\$558	---	---
1998	56	\$1,718	\$532	---	---
1999	50 & 70	\$2,949	\$1,874	---	---
2000	50 & 70	\$2,949	\$1,874	---	---
2001	50 & 70	\$2,949	\$1,874	\$841	---
2002	50 & 70	\$2,949	\$1,874	\$841	---
2003	50 & 70	\$2,949	\$1,874	\$841	---
2004	50 & 70	\$2,949	\$1,874	\$841	---
2005	40 & 60	\$4,336	\$3,183	\$957	---
2006	45 & 60	\$4,336	\$3,183	\$957	---
2007	15	\$5,042	\$1,833	\$874	---
2008	15	\$5,042	\$1,833	\$0	---
2009	15	\$4,193	\$1,770	\$0	---
2010	15	\$2,735	\$1,156	\$0	---
2011	15	\$659	\$1,152	\$0	---
2012	15	\$2,969	\$235	\$0	---
2013	15	\$5,179	\$0	\$0	---
2014	15	\$5,895	\$1,749	\$0	---
2015	15	\$4,978	\$1,676	\$0	---
2016	15	\$5,240	\$2,498	\$0	---
2017	15	\$5,298	\$2,520	\$0	---
2018	15	\$5,350	\$2,621	\$0	---
2019	15	\$4,972	\$2,575	\$0	---
1-Jan-20	15	\$5,177	\$2,033	\$0	---
1-Jul-20	15 / 32	\$5,177	\$2,033	\$1,627*	---
2021	15 / 30	\$5,448	\$2,133	\$1,756	---
Prior 10-Yr Avg	---	\$4,328	\$1,618	\$0	---
10-Yr Avg Incl 2021	---	\$5,051	\$1,804	\$286	---

*In 2020, this is the fee for multi-family homes in the Downtown Area, which begins July 1, 2020. Single family homes are levied the same impact fee districtwide; \$5,177 for the 2020 calendar year, beginning January 1, 2020.

Eligibility for State Funding Assistance

The district will always apply to the state for state construction funding assistance and attempt to maximize this support. We estimate that the district will qualify for at least \$12 million for the remodel of Centennial, McLane and Roosevelt Elementary Schools. This is a conservative estimate, as the district qualified for about \$6 million for the Garfield remodel.

Bond Revenue

The primary source of school construction funding is voter-approved bonds. Bonds are typically used for site acquisition, construction of new schools, modernization of existing facilities and other capital improvement projects. A 60% super-majority voter approval is required to pass a bond. Bonds are then retired through the collection of local property taxes. Proceeds from

bond sales are limited by bond covenants and must be used for the purposes for which bonds are issued. They cannot be converted to a non-capital or operating use. As described earlier, the vast majority of the funding for all district capital improvements since 2003 has been local bonds.

The projects contained in this plan exceed available resources in the capital fund, and anticipated School Impact and Mitigation Fee revenue. The Board of Directors sold bonds in June 2012 allowing an additional \$82 million in available revenue for construction projects.

Voters have approved \$161 million in bond sales to finance Phase II of the Master Plan. Of this amount, \$55 million have been sold; \$72 million were sold in 2018; and \$34 million will be sold in 2020.

Current Balance in Capital Fund

The finance plan for this schedule of construction is heavily dependent on the current balance in the district's Capital Fund. First, funds from the 2012 voter approved bond, about \$28 million in bond resources, have been preserved to devote to the finance plan of Phase II of the Master Plan. Second, the district successfully qualified for state construction assistance of \$10 million for the construction of ORLA and remodel of Garfield. These resources are reserved. The balance of resources is a combination of impact fees, mitigation fees, and a small amount of capital levy funds.

Finance Plan Summary

Table L, on the following page, represents preliminary estimates of revenue associated with each group of projects.

Table 10: Financial Summary

Item Description	Project Amount
1. New Classrooms (Minis at Pioneer, Hansen, Centennial, Roosevelt, McLane, + 1 additional	\$37,063,000
2. Phase II of 2011 Master Plan (Multiple Items Above)	\$136,559,394
3. Capital High School Theater	\$12,665,000
4. Small Works Projects, Categorized as Immediate Need	\$10,733,848
5. John Rogers Demolition and Re-seed	\$520,000
6. Security- Access Control Systems	\$2,000,000
7. Heating/ Ventilation Improvements and Energy Savings	\$8,484,000
8. Field and Playground Renovations	\$6,873,845
Subtotal of Planned Investments	\$214,899,087
Existing Resources (Capital Fund Balance)	Minus \$42,200,000
Estimated New State Construction Funding	Minus \$12,000,000
New Construction Bond Authority Approved by Voters in 2016	Equals \$ 160,699,087

Appendix A – Inventory of Unused District Property

Future School Sites

The following is a list of potential future school sites currently owned by the district. Construction of school facilities on these sites is not included in the six-year planning and construction plan

- **Mud Bay Road Site**
This site is a 16.0-acre parcel adjacent to Mud Bay Road and Highway 101 interchange. The site is currently undeveloped. Future plans include the construction of a new school depending on growth in the student enrollment of adjoining school service areas.
- **Muirhead Site**
This is a 14.92-acre undeveloped site directly adjacent to Centennial Elementary School, purchased in 2006. The district currently utilizes this property for an Olympia High School farm and science program. Further development of this property involves approval of a formal plan to mitigate negative impact on an endangered species, the prairie Pocket Gopher.
- **Harrison Avenue Site**
The is a 27-acre undeveloped site on Harrison Avenue and Kaiser Road. The district purchased this land in 2020 as a potential future school site.

Other District Owned Property

- **Henderson Street and North Street (Tree Farm) Site**
This site is a 2.25-acre parcel across Henderson Street from Pioneer Elementary School and Ingersoll Stadium. The site is currently undeveloped. Previously, the site was used as a tree farm by Olympia High School's vocational program.

Future Site Acquisition

The district is seeking additional properties for use as future school sites. Construction of school facilities for these sites is not included in the six-year planning and construction plan.

The district has identified the following priorities for acquisition:

- New west side elementary school site – approximately 10-acres
- New east side elementary school site – approximately 10-acres

Elementary School Modernization

Grades K-5

Project Name:

Centennial Elementary School Modernization

Location:

2637 45th Ave SE, Olympia

Site:

11.8-acres

Capacity:

357 students (189 seats new student capacity)

Square Footage:

45,345 s.f.

Cost:

Total project \$27.9 million, including a \$6.3 million mini-building of 10 classrooms and \$800,000 field renovation.

Project Description:

Major modernization of existing school facility. Modernization work will include all new interior finishes and fixtures, furniture and equipment, as well as exterior finishes.

Status:

The facility was substantially completed in 2020, but remain under construction for minor issues.

Elementary School Modernization

Grades K-5

Project Name:

McLane Elementary School Modernization

Location:

200 Delphi Road SW, Olympia

Site:

8.2-acres

Capacity:

310 students (189 seats new student capacity)

(New Lower Utilization Standard)

Square Footage:

45,715 S.f.

Cost:

Total project: \$23.5 million, including a \$6.3 million mini-building of 10 classrooms and a \$700,000 field renovation.

Project Description:

Major modernization of existing school facility. Modernization work will include all new interior finishes and fixtures, furniture and equipment, as well as exterior finishes.

Status:

The facility was substantially completed in 2020, but remain under construction for minor issues.

Elementary School Modernization

Grades K-5

Project Name:

Roosevelt Elementary School Modernization

Location:

1417 San Francisco Ave NE, Olympia

Site:

6.4 acres

Capacity:

386 students (189 new student capacity)

(New Lower Utilization Standard)

Square Footage:

47,616 s.f.

Cost:

Total project: \$22.4 million, including a \$6.3 million mini-building of 10 classrooms and \$800,000 field renovation.

Project Description:

Major modernization of existing school facility. Modernization work will include all new interior finishes and fixtures, furniture and equipment, as well as exterior finishes.

Status:

The facility was substantially completed in 2020, but remain under construction for minor issues.

High School Modernization

Grades 9-12

Project Name:

Capital High School modernization

Location:

2707 Conger Ave NW, Olympia

Site:

40-acres

Capacity:

1,496 students (new student capacity not yet determined)

(current Utilization Standard)

Square Footage:

254,772 s.f.

Cost: Total project: \$20.6 million

Project Description:

Modify classroom pod areas and other portions of the existing school in order to support educational trends and students matriculating from the Jefferson Advanced Math and Science program. Replace older failing exterior finishes and roofing.

Status:

Project is under construction in fall 2020.

High School Addition

Grades 9-12

Project Name:

Olympia High School Addition/ portable replacement

Location:

1302 North Street SE, Olympia

Site:

40-acres

Capacity:

will limit to 1811 students, adds 280 permanent seats. Which is 70

(Current Utilization Standard) new seating/ student capacity

Square Footage:

233,960 s.f.

Cost:

Total project: \$24.3 million

Project Description:

Provide additional permanent building area to replace ten portable classrooms. Support educational trends with these new spaces.

Status:

Project is under construction in fall 2020.

Elementary School Expansion

Grades K-5

Project Name:

Pioneer and Hansen Elementary Schools

Capacity:

Replace portables with new two-story structures at each school.

Adds 189 student seats to each school to address new capacity of 82 students needed at

Pioneer and 67 students needed at Hansen.

Cost:

Each structure will cost \$6.3 million. Pioneer costs associated with growth and therefore, impact fees total \$2.1 million; Hansen growth costs total \$700,000.

Status:

Project is complete.

High School Addition/ Admin. Center

Grades 9-12

Project Name: Avanti High School Addition and Modernization & Re-location of district Administrative Center

Location:

Avanti HS: 1113 Legion Way SE, Olympia (Currently located on 1st floor of district Administrative Center.)

District Administrative Center: Newly purchased The Olympian Building.

Site: Avanti HS: 7.5-acres

Capacity: Avanti HS: will limit to 250 students
(current Utilization Standard)

District Administrative Center: To be determined

Square Footage: Avanti HS: 78,000 s.f.

District Administrative Center: To be determined

Cost: Avanti HS: Total project: \$9.9 million

District Administrative Center: Estimated \$7.8 million

Project Descriptions: Avanti HS:

Expand Avanti High School by allowing the school to occupy all three floors of the District Administrative Center. Expanding the school will allow additional programs and teaching and learning options that might not be available at the comprehensive high schools.

District Administrative Center: Provide a new location for administrative offices somewhere in the downtown vicinity.

Status: The facility was substantially completed in 2019, but remain under construction for minor issues.

Appendix C- Figures 11: Single Family and Multi- Family Residences Impact Fee Calculations for 2021

Figure 11 is a picture of the legal calculation of the impact fee.

SCHOOL IMPACT FEE CALCULATIONS							
DISTRICT	Olympia School District						
YEAR	2021 - SF and MF Residence						
School Site Acquisition Cost:							
((AcresxCost per Acre)/Facility Capacity)xStudent Generation Factor							
				Student	Student		
	Facility	Cost/	Facility	Factor	Factor	Cost/	Cost/
	Acreage	Acre	Capacity	SFR	MFR	SFR	MFR
Elementa	10.00	\$ -	400	0.304	0.100	\$0	\$0
Middle	20.00	\$ -	600	0.127	0.059	\$0	\$0
High	40.00	\$ -	1,000	0.143	0.054	\$0	\$0
					TOTAL	\$0	\$0
School Construction Cost:							
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(permanent/Total Sq Ft)							
				Student	Student		
	%Perm/	Facility	Facility	Factor	Factor	Cost/	Cost/
	Total Sq.Ft.	Cost	Capacity	SFR	MFR	SFR	MFR
Elementa	94.8%	\$ 5,732,000.00	189	0.304	0.100	\$8,740	\$2,875
Middle	94.8%		1	0.127	0.059	\$0	\$0
High	94.8%	\$ 32,310,000.00	597	0.143	0.054	\$7,337	\$2,771
					TOTAL	\$16,077	\$5,646
Temporary Facility Cost:							
((Facility Cost/Facility Capacity)xStudent Generation Factor)x(Temporary/Total Square Feet)							
				Student	Student	Cost/	Cost/
	%Temp/	Facility	Facility	Factor	Factor	SFR	MFR
	Total Sq.Ft.	Cost	Size	SFR	MFR		
Elementa	5.20%	\$ 250,000	25	0.304	0.100	\$158	\$52
Middle	5.20%	\$ 250,000	25	0.127	0.059	\$66	\$31
High	5.20%	\$ 250,000	25	0.143	0.054	\$74	\$28
						\$298	\$111

State Matching Credit:							
Boeckh Index X SPI Square Footage X District Match % X Student Factor							
				Student	Student		
	Boeckh	SPI	District	Factor	Factor	Cost/	Cost/
	Index	Footage	Match %	SFR	MFR	SFR	MFR
Elementa	\$238.22	90	57.39%	0.304	0.100	\$3,740	\$1,230
Middle	\$238.22	117		0.127	0.059	\$0	\$0
High	\$238.22	130		0.143	0.054	\$0	\$0
						\$3,740	\$1,230
Tax Payment Credit:						SFR	MFR
Average Assessed Value						\$372,970	\$120,795
Capital Bond Interest Rate						1.81%	1.81%
Net Present Value of Average Dwelling						\$3,383,784	\$1,095,919
Years Amortized						10	10
Property Tax Levy Rate						\$1.8400	\$1.8400
	Present Value of Revenue Stream					\$6,226	\$2,016
	Fee Summary:			Single	Multi-		
				Family	Family		
	Site Acquisition Costs			\$0	\$0		
	Permanent Facility Cost			\$16,077	\$5,646		
	Temporary Facility Cost			\$298	\$111		
	State Match Credit			(\$3,740)	(\$1,230)		
	Tax Payment Credit			(\$6,226)	(\$2,016)		
	FEE (AS CALCULATED)			\$6,409	\$2,509		
	FEE (AS DISCOUNTED 15%)			\$5,448	\$2,133		