

# 2025 Regional Initiative Options

Strategy	Staff Team Suggestion	What we're already doing	Why this initiative is important	Pros of this Action being the 2025 Regional Initiative	Cons of this Action being the 2025 Regional Initiative
<b>T1 and T5</b>	<p>Gap Analysis<sup>1</sup> of regional and jurisdictional plans and policies that aim to reduce greenhouse gas (GHG) emissions in the Transportation Sector by reducing vehicle miles traveled (VMT).</p> <p><b>Deliverable:</b> A white paper describing the current status and trends related to VMT and housing density in Thurston County; which would include an assessment of existing VMT reduction policies/strategies in the TCMP and 2025 Comprehensive Plan Updates, gaps between current conditions and TCMP targets, and recommendations of policies, investments, or other strategies to close the gap.</p>	<p>TCMP Strategies T1 and T5 both address the goal of VMT reduction by facilitating travel by bike, foot, and other non-motorized modes. T1 focuses on land use policies that support increased urban density, and T5 aims to reduce car dependence through programs and infrastructure investments.</p> <p>Each TCMC jurisdiction is working on Comprehensive Plan Updates in 2024 and 2025. Among other goals, the updates will aim to reduce per capita VMT and reduce greenhouse gas (GHG) emissions. As part of the updates, each TCMC partner will evaluate and update their land use and transportation goals and policies to be consistent with the TCMP and statewide planning requirements.</p>	<p>The transportation sector is the second largest source of GHG emissions in Thurston County. Reducing VMT by enabling car-free travel modes is essential to making significant reductions in emissions from the transportation sector.</p> <p>It will take several decades to reshape our community to reduce vehicle dependence, not only by adding pedestrian-, bicycle-, and transit-supportive infrastructure, but also by changing land use patterns so that the distances people have to go are shorter.</p> <p>While land use planning and policy does not result in immediate GHG reduction, early and enduring action is necessary to achieve long-term reductions in VMT and transportation emissions.</p>	<ul style="list-style-type: none"> <li>Local governments in WA have significant authority over land use planning and investments in walk/roll/bike infrastructure.</li> <li>Conducting this gap analysis now will help prepare for forthcoming updates to the TCMP in 2028.</li> <li>Recommendations from this white paper may inform future regional initiatives and/or jurisdiction work plans beginning in 2026.</li> <li>Past TCMC Regional Initiatives have focused almost entirely on buildings and energy. This initiative would expand our work to address another key sector for GHG emissions.</li> </ul>	<ul style="list-style-type: none"> <li>While individual jurisdictions may be able to apply the results of this analysis immediately, the findings would not be incorporated into the TCMP until the next plan update in 2028.</li> <li>Since the Comprehensive Plan Updates are already in progress, a gap analysis would be most effective after the jurisdictions have completed these updates. Therefore, this work would likely not begin until at least June 2025.</li> </ul>

<sup>1</sup> A gap analysis compares observed outcomes vs expected results to identify suboptimal or missing strategies necessary to meet identified goals. A gap analysis typically asks three questions: where are we now, where do we want to be, and how do we close the gap.

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B1	<p>Review and analysis of home energy assessment and disclosure programs for multifamily and manufactured homes, with an emphasis on expanding the Home Energy Score Ordinance/Program to include these additional housing types.</p> <p><b>Deliverable:</b> A white paper describing opportunities and approaches for expanding the Home Energy Score Ordinance/Program to include multifamily and manufactured homes.</p>	<p><b>Policies</b> One of the 2024 Regional Initiatives is developing a Home Energy Score (HES) Model Ordinance. Due to limitations of the HES protocol, this ordinance is limited to single-family, duplex, and rowhouse-style homes.</p> <p>The City of Olympia has adopted a Rental Housing Registry and Inspection Program, and is exploring the development of energy efficiency standards for rental housing.</p> <p><b>Outreach and Incentives</b> The City of Olympia has implemented an annual heat pump group purchase program (Energize Olympia), which includes community education, outreach, technical assistance, and installation incentives for ductless heat pumps.</p> <p>The City of Lacey has implemented the PSE/Lacey matching rebate program and is looking to expand to multi-family housing next year. The current matching rebate program includes manufactured homes.</p> <p>The TCMC partners are developing a regional Energy Efficiency and Electrification Campaign, which will expand the scope of Energize Olympia throughout Thurston</p>	<p>Energy use in residential buildings accounts for 32% of inventoried GHG emissions in the Thurston region. While recent updates to the Washington State Building Code significantly increase energy performance requirements for new development, these requirements do not address existing homes, many of which were built to less efficient standards.</p> <p>More than 50% of the homes in Thurston County were built before 1990, with nearly 20% built at least 50 years ago. The large proportion of older homes in the region suggests that many would benefit from energy- and cost-saving retrofits.</p> <p>Historically, most energy efficiency programs and incentives have been targeted towards single-family homes and owner-occupied housing, contributing to underinvestment in improvements for other housing types.</p>	<ul style="list-style-type: none"> <li>• The US Department of Energy (DOE) has stated they will be expanding the HES program to include multifamily and manufactured homes soon.</li> <li>• Investigating how to integrate new housing types into the 2024 Model Ordinance builds on the TCMC's current regional initiative and may help improve the HES regional program in the future.</li> </ul>	<ul style="list-style-type: none"> <li>• Expanding the HES model ordinance to include multifamily and manufactured housing is contingent upon DOE's release of the HES tools for multifamily and manufactured housing. DOE has not stated when these tools will become available. Depending on the release date, this could delay or limit the scope of this initiative.</li> <li>• Stakeholder engagement activities for this initiative may overlap with the rollout of the original 2024 Model Ordinance and could confuse its implementation.</li> <li>• The City of Olympia is already exploring rental efficiency standards, which could complicate the development of a regional initiative across all four jurisdictions.</li> </ul>

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		<p>County and include a broader range of technologies and services. This will also include the development of a long-term plan for ongoing implementation of this new program.</p>			