



**CITY OF EDGEWOOD
COUNCIL STUDY SESSION AGENDA**

Tuesday, April 21, 2020 – 7:00 PM ♦ City Hall – 2224 104th Avenue East ♦ Edgewood, WA

1. CALL TO ORDER

Roll Call, Pledge of Allegiance

2. COUNCIL BUSINESS

A. Discussion - Development Review

B. Discussion - Resolution - Transportation Improvement Plan 2021-2026 Update

C. Discussion - City of Edgewood Transportation Benefit Charge (ETBC)

3. OTHER COUNCIL ITEMS

4. ADJOURN

Study Sessions are meetings for Council to review upcoming and pertinent business of the City, no action is taken by the City Council. Study Sessions are open to the public, but public input is reserved for the regular Council meetings

This meeting is accessible to persons with disabilities. For individuals who may require special accommodations, please contact City Hall at (253) 952.3299, 24 hours in advance.



City Of Edgewood Council Agenda Summary Sheet

Subject: Discussion - Development Review	Agenda Item #: 2.A
	For Agenda of: 4/21/2020
	Prepared by: Kristin Moerler
Attachments (list): 1. Monthly Permit Tally - March 2020 Numbers 2. April Pending Projects - Planning and Engineering Permits 3. April 2020 Land Division Report	
Approval of Materials: Kristin Moerler Rachel Pitzel 4/17/2020 Dave Gray 4/17/2020 Daryl Eidinger 4/17/2020	Expenditure Required: n/a Amount Budgeted: n/a Timeline: n/a

Summary Statement:

The City's Community Development Department (CDD) is entrusted by City Council, Edgewood citizens, and the State of Washington to provide growth management and development review, neighborhood preservation and revitalization, property inspection and maintenance, and other programs and business development services necessary to ensure the healthy, safety, and quality of life of Edgewood residents. To carry out these responsibilities, the CDD staff members perform numerous customer interactions, code interpretations, permitting functions, project reviews, on-site inspections, and multiple other functions. Kristin Moerler will be presenting the Development Review this month.

Item History:

Routine

Recommended Action:

Receive a briefing, hold a discussion, and provide any direction to staff regarding the reporting of community development project and permit statuses.

Fiscal Note/Consideration:

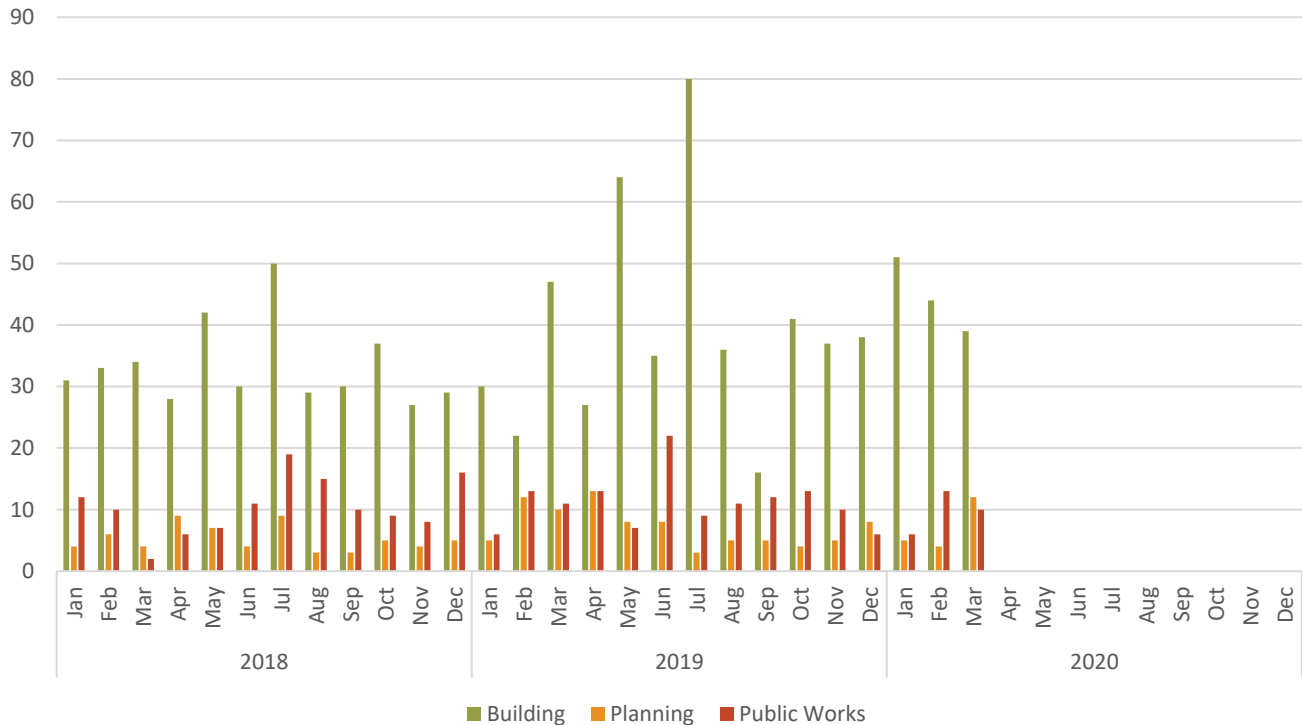
n/a

Mar 2020

City of Edgewood Monthly Development Report



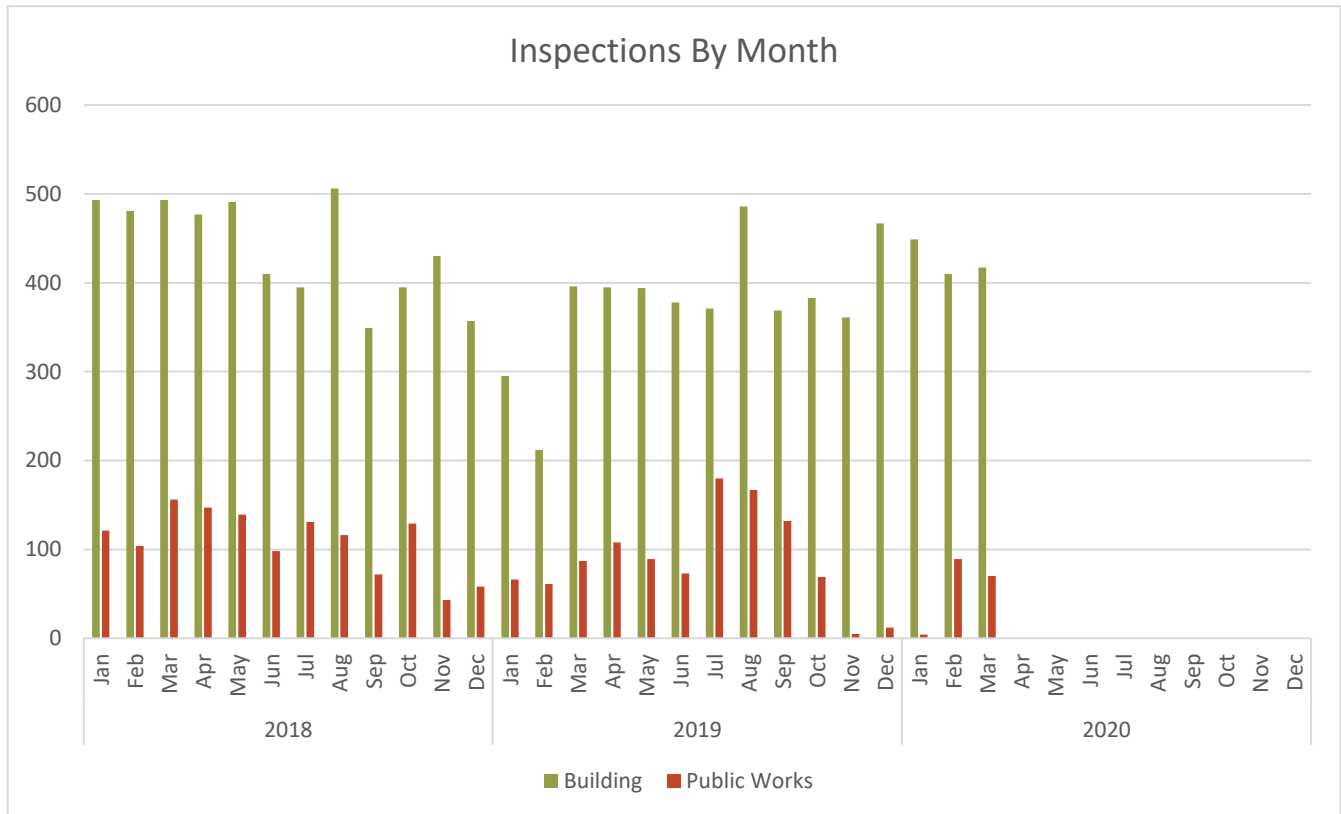
Permits Received by Month



Permits	Building		Planning		Public Works	
	Received	Issued	Received	Issued	Received	Issued
Mar 2020	39	36	12	0	10	5
Mar 2019	47	31	10	12	11	9
Mar 2018	34	34	4	0	2	5
Average 2020	45	31	7	1	10	8
Average 2019	39	38	7	6	11	10
Average 2018	33	32	5	2	10	7
YTD 2020	134	94	21	4	29	23
YTD 2019	99	94	27	16	30	31
YTD 2018	98	89	14	0	24	14
	Building		Planning		Public Works	
	Month	Received	Month	Received	Month	Received
Highest Month 2020	Jan	51	Mar	12	Feb	13
Highest Month 2019	Jul	80	Apr	13	Jun	22
Highest Month 2018	Jul	50	Apr	9	Jul	19

Mar 2020

City of Edgewood Monthly Development Report



<i>Inspections</i>	Building		Public Works	
Mar 2020	417		70	
Mar 2019	396		87	
Mar 2018	493		156	
Average 2020	425		54	
Average 2019	376		87	
Average 2018	440		110	
YTD 2020	1276		163	
YTD 2019	903		214	
YTD 2018	1467		381	
	Building		Public Works	
	Month	Insp.	Month	Insp.
Highest Month 2020	Jan	449	Feb	89
Highest Month 2019	Aug	486	Jul	180
Highest Month 2018	Aug	506	Mar	156

Pending Projects - Planning and Engineering Permits

48 Permits

Exported: 04/01/2020

Permit #	Project	Site Address	Parcel	Department	Type	Status	Submitted	Last Activity
ADMINISTRATIVE DECISION								
20-1035	WOLF POINT SUBDIVISION PRELIMINARY PLAT MODIFICATION	9810 36th St E	420165030	PLANNING	ADMINISTRATIVE DECISION	APPLICATION	01/24/2020	03/26/2020
20-1119	EDGEWOOD ESTATES PRELIMINARY PLAT MODIFICATION	12220 12TH ST E	420023062	PLANNING	ADMINISTRATIVE DECISION	APPLICATION	03/11/2020	03/12/2020
CLEAR AND GRADE								
18-1428	GREENE CLEAR AND GRADE	2818 105TH AV E	3625000211	ENGINEERING	CLEAR AND GRADE	WAITING ON REVISIONS	11/06/2018	12/16/2019
19-1408	BELAYAYEVA CLEAR AND GRADE	11826 24TH ST E	420113150	ENGINEERING	CLEAR AND GRADE	WAITING ON REVISIONS	08/21/2019	12/10/2019
CODE UPDATES/CHANGES								
19-1561	SANDHU COMPREHENSIVE PLAN AMENDMENT	830 WEST VALLEY HWY E	420024003	PLANNING	CODE UPDATES/CHANGES	APPLICATION	12/23/2019	01/15/2020
19-1569	BRIDGE DEVELOPMENT PARTNERS COMPREHENSIVE PLAN AMENDMENT/ REZONE	XXX 96TH AV E	420164050	PLANNING	CODE UPDATES/CHANGES	TECHNICALLY COMPLETE	12/31/2019	01/20/2020
19-1570	ABOLISH PUBLIC DESIGNATIONS			PLANNING	CODE UPDATES/CHANGES	APPLICATION	12/31/2019	01/20/2020
19-1571	EAST SIDE COMMERCIAL FLUM			PLANNING	CODE UPDATES/CHANGES	APPLICATION	12/31/2019	01/20/2020
19-1572	ELIMINATE STUDY OVERLAY			PLANNING	CODE UPDATES/CHANGES	APPLICATION	12/31/2019	01/20/2020
19-1573	STUDY OVERLAY INDUSTRIAL FLUM			PLANNING	CODE UPDATES/CHANGES	APPLICATION	12/31/2019	01/20/2020
19-1574	TRANSPORTATION SYSTEMS PLAN			PLANNING	CODE UPDATES/CHANGES	APPLICATION	12/31/2019	01/20/2020
CONDITIONAL USE PERMIT (CUP)								
20-1114	MOUNTAIN VIEW ELEMENTARY CUP	3411 119TH AV E	420142130	PLANNING	CONDITIONAL USE PERMIT (CUP)	APPLICATION	03/05/2020	03/24/2020
DESIGN STAND REVIEW								
19-1046	SINGH MULTIFAMILY PROJECT	1914 MERIDIAN AV E	420091134	PLANNING	DESIGN STAND REVIEW	WAITING ON REVISIONS	02/07/2019	01/17/2020
19-1436	THE LEARNING EXPERIENCE DESIGN STANDARDS REVIEW	527 MERIDIAN AV E	420036070	PLANNING	DESIGN STAND REVIEW	WAITING ON REVISIONS	09/18/2019	03/02/2020
20-1123	EDGEWOOD HEIGHTS PHASE II DESIGN REVIEW	1909 104TH AV E	420106035	PLANNING	DESIGN STAND REVIEW	APPLICATION	03/12/2020	03/12/2020
20-1144	CITY OF EDGEWOOD PARK DESIGN REVIEW	10301 36TH ST E	420152006	PLANNING	DESIGN STAND REVIEW	APPLICATION	03/25/2020	03/25/2020
20-1159	Cirilium	12211 TO 12522 30TH STCT E	420113007	PLANNING	DESIGN STAND REVIEW	APPLICATION	03/31/2020	04/01/2020
NPDES EROSION CONTROL								
TESC 20-005	VOLENTE	8626 33RD ST E	9853000240	ENGINEERING	NPDES EROSION CONTROL	APPLICATION	02/18/2020	02/18/2020
TESC 20-006	Caldwell Crest	4112 CALDWELL RD E	420147039	ENGINEERING	NPDES EROSION CONTROL	APPLICATION	03/06/2020	03/06/2020
TESC 20-007	Heart & Soul Short Plat	9725 18TH STCT E	420095021	ENGINEERING	NPDES EROSION CONTROL	APPLICATION	03/06/2020	03/06/2020
TESC 20-008	Domus	10525 11TH ST E	420033084	ENGINEERING	NPDES EROSION CONTROL	APPLICATION	03/06/2020	03/06/2020

Pending Projects - Planning and Engineering Permits

48 Permits

Exported: 04/01/2020

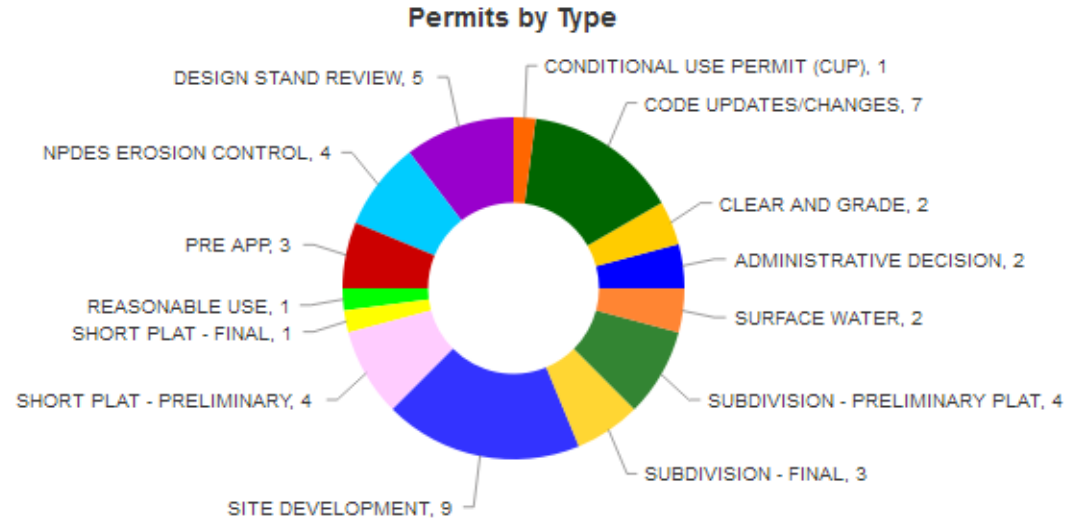
Permit #	Project	Site Address	Parcel	Department	Type	Status	Submitted	Last Activity
PRE APP								
20-1140	DHALIWAL TC LANDING PRE-APPLICATION MEETING	1914 MERIDIAN AV E	420091134	PLANNING	PRE APP	APPLICATION	03/24/2020	03/26/2020
20-1142	VIEW POINTE SELF STORAGE PHASE II AND III PRE-APPLICATION MEETING	10315 12TH STCT E	420037059	PLANNING	PRE APP	APPLICATION	03/25/2020	03/25/2020
20-1146	PARTHENON PACIFIC RUP PRE-APPLICATION MEETING	1525 114TH AV E	420034063	PLANNING	PRE APP	APPLICATION	03/25/2020	03/25/2020
REASONABLE USE								
19-1134	MCCUTCHEON REASONABLE USE PERMIT	XXX 36TH ST E	420152089	PLANNING	REASONABLE USE	UNDER REVIEW	04/05/2019	01/29/2020
SHORT PLAT - FINAL								
19-1488	CHUMAKIN SHORT PLAT- FINAL PLAT	2005 112TH AV E	9770000082	PLANNING	SHORT PLAT - FINAL	WAITING ON REVISIONS	11/06/2019	03/30/2020
SHORT PLAT - PRELIMINARY								
18-1214	GRUBB SHORT PLAT PRELIMINARY PLAT	12325 48TH ST E	6755000323	PLANNING	SHORT PLAT - PRELIMINARY	WAITING ON REVISIONS	06/15/2018	03/18/2020
19-1416	JENNA ACRES SHORT PLAT PRELIMINARY PLAT	1419 114TH AV E	420034061	PLANNING	SHORT PLAT - PRELIMINARY	UNDER REVIEW	08/28/2019	03/25/2020
20-1034	SMITH SHORT PLAT PRELIMINARY PLAT	2506 117TH AV E	420108013	PLANNING	SHORT PLAT - PRELIMINARY	WAITING ON REVISIONS	01/23/2020	02/13/2020
20-1100	DODDS SHORT PLAT PRELIMINARY PLAT	4902 EDGEWOOD DR E	420235048	PLANNING	SHORT PLAT - PRELIMINARY	WAITING ON REVISIONS	02/28/2020	03/26/2020
SITE DEVELOPMENT								
17-1488	THE LEARNING CENTER SITE DEVELOPMENT	XXX JOVITA BLVD E	420036058	ENGINEERING	SITE DEVELOPMENT	WAITING ON REVISIONS	11/13/2017	12/13/2019
17-1527	NORTHWOOD ESTATES WEST PHASE II SITE DEVELOPMENT	9609 24TH ST E	420091136	ENGINEERING	SITE DEVELOPMENT	UNDER REVIEW	12/05/2017	01/15/2020
18-1040	VIEW POINTE SELF STORAGE RV STORAGE SITE DEVELOPMENT & DESIGN REVIEW	10315 12TH STCT E	420037059	ENGINEERING	SITE DEVELOPMENT	INCOMPLETE	02/05/2018	10/07/2019
18-1412	2818 MERIDIAN APARTMENTS SITE DEVELOPMENT	2818 MERIDIAN AV E	420098023	ENGINEERING	SITE DEVELOPMENT	WAITING ON REVISIONS	10/25/2018	03/26/2020
19-1401	BEREZNYOV SHORT PLAT SITE DEVELOPMENT	8904 20TH ST E	420096012	ENGINEERING	SITE DEVELOPMENT	INCOMPLETE	08/16/2019	02/11/2020
19-1413	WOLF POINT SUBDIVISION SITE DEVELOPMENT	XXX MERIDIAN AV E	420164094	ENGINEERING	SITE DEVELOPMENT	TECHNICALLY COMPLETE	08/27/2019	02/13/2020
19-1435	EDGEWOOD ESTATES SUBDIVISION SITE DEV (Process Type 1)	12220 12TH ST E	420023062	ENGINEERING	SITE DEVELOPMENT	WAITING ON REVISIONS	09/18/2019	02/12/2020
20-1131	WAGNER SHORT PLAT SITE DEVELOPMENT	11226 18TH ST E	9770000069	ENGINEERING	SITE DEVELOPMENT	UNDER REVIEW	03/18/2020	03/26/2020
20-1145	CITY OF EDGEWOOD PARK SITE DEVELOPMENT	10301 36TH ST E	420152006	ENGINEERING	SITE DEVELOPMENT	APPLICATION	03/25/2020	04/01/2020
SUBDIVISION - FINAL								
19-1486	CIRILIUM SUBDIVISION FINAL PLAT	12311 31ST ST E	420113007	PLANNING	SUBDIVISION - FINAL	UNDER REVIEW	10/31/2019	03/23/2020
20-1097	EDGEWOOD VIEW ESTATES PHASE II FINAL PLAT	TRACTS	6027550260	PLANNING	SUBDIVISION - FINAL	UNDER REVIEW	02/27/2020	03/30/2020
20-1111	VOLENTE SUBDIVISION FINAL PLAT	XXX 87TH AV E	9853000260	PLANNING	SUBDIVISION - FINAL	APPLICATION	03/04/2020	03/11/2020
SUBDIVISION - PRELIMINARY PLAT								

Pending Projects - Planning and Engineering Permits

48 Permits

Exported: 04/01/2020

Permit #	Project	Site Address	Parcel	Department	Type	Status	Submitted	Last Activity
18-1132	MICKELSON SUBDIVISION PRELIMINARY PLAT	2804 90TH AV E	420093089	PLANNING	SUBDIVISION - PRELIMINARY PLAT	WAITING ON REVISIONS	04/17/2018	03/11/2020
18-1447	BARTH SUBDIVISION PRELIMINARY PLAT	XXX 96TH AV E	420164083	PLANNING	SUBDIVISION - PRELIMINARY PLAT	WAITING ON REVISIONS	11/26/2018	03/26/2020
19-1471	ESTATES ON CALDWELL PRELIMINARY PLAT (Process Type 3)	XXX CALDWELL RD E	6755000022	PLANNING	SUBDIVISION - PRELIMINARY PLAT	UNDER REVIEW	10/18/2019	03/10/2020
20-1133	PHILLIPS RIDGE SUBDIVISION PRELIMINARY PLAT	XXX 86TH AVCT E	420081040	PLANNING	SUBDIVISION - PRELIMINARY PLAT	APPLICATION	03/18/2020	03/20/2020
SURFACE WATER								
19-1423	56TH ST E STORMWATER IMPROVEMENTS SEPA	13122 56th St E	420234043	ENGINEERING	SURFACE WATER	UNDER REVIEW	09/09/2019	04/01/2020
20-1046	BECKER SHORT PLAT FRONTAGE IMPROVEMENTS	4122 CALDWELL RD E	420147038	ENGINEERING	SURFACE WATER	UNDER REVIEW	01/29/2020	03/02/2020



Land Division Report- April 2020

Preliminary Plat						Site Development	Final Plat		
Start Year	Submitted	Project	Total Lots Proposed	Status	Approved	Status	Status	Recorded Date	Total Lots Recorded
2020	3/18/2020	PHILLIPS RIDGE SUBDIVISION	14	APPLICATION		NOT SUBMITTED	NOT SUBMITTED		
	2/28/2020	DODDS SHORT PLAT	2	APPLICATION		NOT SUBMITTED	NOT SUBMITTED		
	1/23/2020	SMITH SHORT PLAT	2	APPLICATION		NOT SUBMITTED	NOT SUBMITTED		
2019	11/7/2019	BJERK SHORT PLAT	2	APPROVED	1/14/2020	NOT SUBMITTED	NOT SUBMITTED		
	10/18/2019	ESTATES ON CALDWELL SUBDIVISION	6	APPLICATION		NOT SUBMITTED	NOT SUBMITTED		
	8/28/2019	JENNA ACRES SHORT PLAT	4	APPLICATION		NOT SUBMITTED	NOT SUBMITTED		
	4/8/2019	SELLERS SHORT PLAT	2	APPROVED	9/27/2019	NOT SUBMITTED	NOT SUBMITTED		
	3/26/2019	WAGNER SHORT PLAT	3	APPROVED	10/23/2019	APPLICATION	NOT SUBMITTED		
	3/26/2019	RAMSAUR SHORT PLAT	4	APPROVED	6/21/2019	NOT SUBMITTED	NOT SUBMITTED		
	3/18/2019	MISENAR SHORT PLAT	2	APPROVED	5/23/2019	N/A	APPROVED	6/14/2019	2
	3/12/2019	BECKER SHORT PLAT	2	APPROVED	7/1/2019	APPLICATION	NOT SUBMITTED		
2018	11/26/2018	BARTH SUBDIVISION	37	APPLICATION		NOT SUBMITTED	NOT SUBMITTED		
	10/17/2018	T GARRETT SHORT PLAT	2	APPROVED	3/1/2019	APPROVED	APPROVED	10/4/2019	2
	7/13/2018	MAKSIMCHUK SHORT PLAT	2	APPROVED	1/25/2019	N/A	APPROVED	3/13/2019	2
	6/15/2018	GRUBB SHORT PLAT	3	APPLICATION		NOT SUBMITTED	NOT SUBMITTED		
	4/17/2018	HEART & SOUL SHORT PLAT	4	APPROVED	12/26/2018	ISSUED	NOT SUBMITTED		
	4/17/2018	MICKELSON SUBDIVISION	10	APPLICATION		NOT SUBMITTED	NOT SUBMITTED		
	2/15/2018	CHUMAKIN SHORT PLAT	4	APPROVED	6/22/2018	ISSUED	APPLICATION		
	2/8/2018	BEREZNYOV SHORT PLAT	4	APPROVED	1/10/2019	APPLICATION	NOT SUBMITTED		
	1/9/2018	ABEL SHORT PLAT	6	APPROVED	9/13/2018	ISSUED	NOT SUBMITTED		
2017	12/6/2017	CIRILIUM SUBDIVISION	18	APPROVED	8/15/2018	FINALED	APPROVED	3/27/2020	18
	10/11/2017	CHAMBERLIN SHORT PLAT	2	APPROVED	4/26/2018	N/A	APPROVED	7/11/2018	2
	10/10/2017	WOLF POINT SUBDIVISION	56	APPROVED	3/20/2019	APPLICATION	NOT SUBMITTED		
	3/23/2017	YURINA-COLLINS SHORT PLAT	3	APPROVED	10/19/2017	FINALED	APPROVED	3/12/2019	3
	3/22/2017	GAGNON SHORT PLAT	2	APPROVED	11/17/2017	APPLICATION	NOT SUBMITTED		
2016	11/3/2016	VOLENTE SUBDIVISION	15	APPROVED	6/6/2017	ISSUED	APPLICATION		
	9/23/2016	DOMUS TOWNHOMES PRD (THE WOODLANDS)	55	APPROVED	1/11/2017	ISSUED	APPROVED	7/11/2018	55
	9/2/2016	EDGEWOOD VIEW ESTATES SUBDIVISION PHASE 2	92	APPROVED	12/14/2017	FINALED	APPROVED	3/25/2020	69
		EDGEWOOD VIEW ESTATES SUBDIVISION PHASE 1					APPROVED	12/5/2019	23
	7/15/2016	PETERSON SHORT PLAT	3	APPROVED	12/10/2016	NOT SUBMITTED	NOT SUBMITTED		
	7/13/2016	DAFFODIL FARMS SHORT PLAT	5	APPROVED	3/7/2017	FINALED	APPROVED	5/29/2018	5
	6/3/2016	GERVAIS SHORT PLAT	3	APPROVED	12/22/2016	APPLICATION	NOT SUBMITTED		
	5/12/2016	NORTHWOOD ESTATES WEST SUBDIVISION- PHASE 2	41			APPLICATION	NOT SUBMITTED		
		NORTHWOOD ESTATES WEST SUBDIVISION- PHASE 1	13	APPROVED	10/24/2017	ISSUED	APPROVED	1/25/2018	13
	4/4/2016	PASCOLO ESTATES SUBDIVISION	19	APPROVED	3/21/2017	FINALED	APPROVED	12/18/2019	19
2015	2/16/2016	EDGEWOOD TERRACE SUBDIVISION	28	APPROVED	7/5/2017	NOT SUBMITTED	NOT SUBMITTED		
	12/10/2015	NICKLAUS SUBDIVISION	38	APPROVED	12/15/2016	FINALED	APPROVED	6/12/2019	38
	11/13/2015	CALDWELL CREST SUBDIVISION	15	APPROVED	6/30/2016	FINALED	APPROVED	11/16/2017	15
	11/12/2015	RAINIER VISTA SUBDIVISION	13	APPROVED	7/28/2016	FINALED	APPROVED	11/28/2018	13
	11/2/2015	CALIBER SHORT PLAT	6	APPROVED	9/8/2016	FINALED	APPROVED	9/6/2019	
	10/26/2015	EDGEWOOD HEIGHTS SHORT PLAT	2	APPROVED	8/4/2016	ISSUED	APPROVED	5/4/2017	0
	7/21/2015	LEEPER SHORT PLAT	3	APPROVED	9/26/2015	FINALED	APPROVED	3/5/2018	3
	7/8/2015	EDGEWOOD ESTATES SUBDIVISION	14	APPROVED	9/29/2016	APPLICATION	NOT SUBMITTED		
	6/24/2015	LARSON SHORT PLAT	4	APPROVED	2/23/2016	FINALED	APPROVED	1/20/2017	4
	3/3/2015	GRAHAM-WHITSON SHORT PLAT	2	APPROVED	5/1/2015	NOT SUBMITTED	NOT SUBMITTED		
	2/27/2015	VIEW POINTE SUBDIVISION	44	APPROVED	4/29/2016	FINALED	APPROVED	8/16/2017	44
	1/26/2015	MAPLE GROVE SUBDIVISION	8	APPROVED	9/13/2016	FINALED	APPROVED	11/13/2019	8
	1/23/2015	CURRAN ESTATES SUBDIVISION	9	APPROVED	12/30/2015	FINALED	APPROVED	6/12/2019	9
2014	10/31/2014	WAMPOLD SHORT PLAT	6	APPROVED	1/15/2015	FINALED	APPROVED	3/15/2017	6
	4/24/2014	FOREST WOOD ESTATES SHORT PLAT	4	APPROVED	7/15/2014	N/A	APPROVED	12/19/2014	4
	4/4/2014	NOLAN SHORT PLAT	2	APPROVED	7/21/2014	FINALED	APPROVED	7/17/2015	2
	1/27/2014	LISITSYN SHORT PLAT	6	APPROVED	7/15/2014	FINALED	APPROVED	7/15/2019	6
2013	6/19/2013	WESTRIDGE SUBDIVISION	360	APPROVED	9/4/2014	FINALED	APPROVED	7/20/2016	284



City Of Edgewood Council Agenda Summary Sheet

Subject: Discussion - Resolution - Transportation Improvement Plan 2021-2026 Update	Agenda Item #: 2.B
	For Agenda of: 4/21/2020
	Prepared by: Jeremy Metzler
Attachments (list): 1. Resolution No. 20-0xxx TIP Update 2. DRAFT - 2021 TIP Budget Spreadsheet 3. Edgewood 2019 Transportation Concurrency Report	
Approval of Materials: Jeremy Metzler Rachel Pitzel 4/17/2020 Dave Gray 4/17/2020 Daryl Eidinger 4/17/2020	Expenditure Required: N/A
	Amount Budgeted: N/A
	Timeline: SS 4/21/2020 RCM PH 4/28/2020 SS 5/05/2020 RCM 5/12/2020

Summary Statement:

The City is required to put together a Transportation Improvement Program (TIP), in accordance with RCW 35.77.010 and the Transportation Element of the City's adopted Comprehensive Plan. The TIP outlines the projects, their estimated costs, anticipated timelines for work, and the expected funding sources. These plans serve as the guiding documents for Staff to implement as resources are made available through City financial resources or other identified funding sources (i.e. TIB, WSDOT funding, other grants, loans, etc.).

The attached DRAFT plan represents Staff's recommendation as it pertains to project priorities, funding sources and timelines for implementation, as required under GMA. Staff relies on the City Council to help guide this planning in order to help it align with the Council's desires and the management of the City's financial resources. Staff is bringing this year's update forward earlier in the year to better coordinate with regional plan updates and grant funding opportunities.

Responding to comments received at the last Study Session, Council expressed concern regarding TIP Project No. 1, Meridian Ave E / 32nd St E Intersection improvements, wondering about its importance and expressing interest in deferral. What was shown for the prior discussion was taken directly from what was adopted in 2019. For additional context, the recommendations of the 2019 Annual Concurrency Program Report prepared by Transpo (attached) includes the following section regarding prioritization of projects in

the TIP:

The City should continue working to implement two intersection projects along Meridian Avenue that are already included as part of the City's 6-year Transportation Improvement Program (TIP). The projects include:

- * Construction of a new traffic signal or roundabout at Meridian Avenue E / 32nd Street E*
- * Upgrading the traffic signal at Meridian Avenue E / Emerald Street E to remove the current split-phase signal timing*

Both of the intersection projects are needed to maintain concurrency.

In summary, concurrency will not be met if the deficiencies at 32nd St E and Emerald St E are not addressed. Staff recognizes a solution to the deficiency at 32nd St E may be improvements at another intersection or construction of a parallel road segment. This draft TIP update shifts the focus from TIP Project No. 1 to TIP Project No. 2, the result of which will inform TIP Project No. 1 and any future costs.

Finally, additional funds are included under TIP Project No. 5 for a Highway Safety Improvement Program grant that was applied for in March 2020, pending selection and award.

Item History:

SS 4/07/2020

Recommended Action:

Hold a discussion and provide staff direction on the proposed annual update to the Transportation Improvement Plan, preparing for a Public Hearing scheduled on 4/28/2020.

Fiscal Note/Consideration:

As the Transportation Improvement Program (TIP) is a component of the annual budgeting process, the anticipated impacts to the City's budget and General Fund are outlined therein. TIPs are planning documents that express the Council's desires for future transportation improvements within the City. Local agency TIPs are also utilized by State and other planning agencies, for evaluating projects on a regional scale and consideration for outside funding resources. The TIP is not a final budget document; this is reserved for the actual budget that is adopted by the City Council towards the end of the City's fiscal year.

It is important to note that in order to maintain the projected level of TIF funding, the City must receive on average \$626,500 per year for fiscal years 2020 through 2026. Total TIF receipts in 2019 were \$555,240.

RESOLUTION NO. 20-0xxx

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF EDGEWOOD, WASHINGTON, RELATING
TO STREETS AND TRANSPORTATION, ADOPTING
THE 2021-2026 SIX-YEAR TRANSPORTATION
IMPROVEMENT PLAN**

WHEREAS, per RCW 35.77.010, the City is required to annually update its Six-Year Transportation Improvement Plan (TIP) before July 1st of each year and file the updated Transportation Improvement Plan with the Washington State Department of Transportation within thirty (30) days of adoption; and

WHEREAS, per RCW 35.77.010, the purpose of the requirement for annual updates is to assure that each city shall perpetually have advanced plans available, looking to the future for not less than six years as a guide in carrying out a coordinated transportation program; and

WHEREAS, it is also an eligibility requirement of many grant programs that the City update its Transportation Improvement Plan as required by RCW 35.77.010; and

WHEREAS, the transportation element of the City's Comprehensive Plan must also include and be consistent with the Six-Year Transportation Improvement Plan required by RCW 35.77.010; and

WHEREAS, the City's SEPA Responsible Official has determined that this procedural action is categorically exempt from SEPA threshold determination and EIS requirements pursuant to WAC 197-11-800(19); and

WHEREAS, per RCW 35.77.010, a public hearing was held on April 28th, 2020 on the proposed updates to the Transportation Improvement Plan;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. The City Council does hereby adopt the 2021-2026 Six-Year Transportation Improvement Plan (TIP), a copy of which is attached as Exhibit A and incorporated herein by reference.

Section 2. Effective Date. This resolution will take effect immediately upon passage by City Council.

ADOPTED THIS 12TH DAY OF MAY, 2020

Daryl Eidinger, Mayor

ATTEST:

Rachel Pitzel, CMC
City Clerk

DRAFT

Exhibit A
2021-2026 Transportation Improvement Plan (TIP)

DRAFT

Transportation Improvement Program (TIP)
Years 2021-2026

TIP Project No.	Transportation Project	Estimated Annual Project Expenditures									Total Project Cost	Comments
		Prior Years (Actual)	2020 Estimate	2021	2022	2023	2024	2025	2026	Future Years		
1	Meridian/32nd & Meridian/36th Intersection improvements	\$ 60,000	\$ 15,000	\$ -	TBD	TBD	TBD	\$ -	\$ -	\$ -	\$ 75,000	Coordinate intersection needs and alternatives with WSDOT, then construct improvements. (50% TIF Eligible)
2	Meridian Ave E (SR-161) Preliminary Design	\$ 30,000	\$ 75,000	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 455,000	Complete access management study for the corridor, review parallel roads, cross section and intersection treatment needs (including roundabout evaluation). (100% TIF Eligible)
3	Emergency Road Repair (Weather Related)	N/A	\$ 15,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	N/A	\$ 165,000	Annual Program - Road failures associated with severe weather events, wear and tear from freeze/thaw events and other causes.
4	Edgewood Drive Safety Improvements	\$ -	\$ 335,000	\$ -	\$ -	\$ 150,000	\$ 500,000	\$ 2,300,000	\$ 7,250,000	\$ -	\$ 10,535,000	2020: Intersection repair at bottom of hill. (84% TIB) 2025: Roadway widening, curb & gutter, stormwater system and pedestrian walkway. (20% TIF Eligible)
5	Chrisella Road East Safety Improvements	\$ -	\$ -	\$ 200,000	\$ 1,000,000	\$ 200,000	\$ 135,000	\$ 4,885,000	\$ -	\$ -	\$ 6,420,000	Improved markings, signage, lighting, sight distance, possible traffic calming measures; realign @ 36th St E & reinforce/repair slopes south of 48th St E (20% TIF Eligible)
6	Citywide Road Preservation Program	N/A	\$ 270,000	\$ 280,000	\$ 290,000	\$ 300,000	\$ 310,000	\$ 320,000	\$ 330,000	N/A	\$ 2,100,000	Annual program - Full width rubberized chipseal and/or 2" HMA grind and overlay. Minor crack sealing and digout repairs are included.
7	Interurban Trail Phase III, Connection Feasibility Study	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 75,000	Develop approximately 1.05-mile corridor as a trail from 114th Avenue East to the City of Pacific.
8	Citywide Pedestrian Mobility and Safety Improvements (Highest Priority)	N/A	\$ 1,075,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	N/A	\$ 1,525,000	Annual Program - Walkways and/or trails with vegetated buffers for traffic safety, low level pedestrian lighting where appropriate, signs and pavement markings, as shown in the 2004 Pedestrian Study (20% TIF Eligible)
9	Citywide Traffic Safety Program	N/A	\$ 20,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	N/A	\$ 230,000	Annual program - Neighborhood Traffic Calming Projects, Safety Projects and reconstruction of ADA deficiencies.
10	Citywide Road Maintenance Program (Traffic)	N/A	\$ 50,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	N/A	\$ 500,000	Annual program - Repair and maintenance of City transportation infrastructure, including traffic operations, signing and markings
11	Meridian Parallel Road Network Construction - Various Segments	\$ -	\$ 100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$ 4,500,000	Construct high-priority parallel road segments, closing gaps and fixing access deficiencies. (100% TIF Eligible)
12	Meridian Ave E / Emerald Street Signal Improvements (TIF NP-3)	\$ -	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000	Coordinate signal mast arm and detection design with WSDOT. (100% TIF Eligible)
13	36th Street E Walkway Extension Feas./Des./Build (TIF S-2/N-9)	\$ -	\$ -	\$ 50,000	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	Study project scope and costs, design and construct extension of existing walkway to new park property.
Annual Totals		\$ 90,000	\$ 2,305,000	\$ 2,190,000	\$ 3,050,000	\$ 2,035,000	\$ 2,255,000	\$ 7,715,000	\$ 7,790,000	\$ -	\$ 27,430,000	
				Proposed 6-Year Program Total:					\$ 25,035,000			
TIB Funding:			\$ 1,030,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 1,030,000	2020: 24th/Meridian Sidewalks; Edgewood/Sumner Hts Dr
STP/CMAQ Funding (PSRC/PCRC):			\$ -	\$ -	\$ -	\$ 302,750	\$ 549,275	\$ 6,215,025	\$ 6,271,250		\$ 13,338,300	Request for 2023/2024 due in 2020, 2025/2026 in 2022
WSDOT Funding:			\$ -	\$ 180,000	\$ 995,500	\$ -	\$ -	\$ -	\$ -		\$ 1,175,500	Chrisella HSIP Grant Application submitted March 2020
Public Works Trust Fund Loan:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
Total Unidentified Grant Funds:			\$ -	\$ 50,000	\$ 480,000	\$ 145,000	\$ 80,000	\$ 90,000	\$ 100,000		\$ 945,000	
Total Anticipated Grant Funding:			\$ 1,030,000	\$ 230,000	\$ 1,475,500	\$ 447,750	\$ 629,275	\$ 6,305,025	\$ 6,371,250		\$ 16,488,800	
Total City Funds Needed:			\$ 1,275,000	\$ 1,960,000	\$ 1,574,500	\$ 1,587,250	\$ 1,625,725	\$ 1,409,975	\$ 1,418,750		\$ 10,851,200	
Traffic Impact Fees			\$ 814,500	\$ 1,485,000	\$ 1,119,500	\$ 1,162,250	\$ 1,200,725	\$ 984,975	\$ 993,750		\$ 7,760,700	
REET Funds			\$ 460,500	\$ 300,000	\$ 280,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000		\$ 2,040,500	
Surface Water Fund			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
General Fund			\$ -	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 175,000		\$ 1,050,000	

Prepared by: Jeremy Metzler, P.E.
Date Prepared: 4/16/2020

MEMORANDUM

Date:	July 2, 2019	TG:	1.18149.00
To:	Jeremy Metzler, PE, City of Edgewood		
From:	Jon Pascal, PE, PTOE, Transpo Group		
Subject:	2019 Annual Transportation Concurrency Report		

This memorandum serves as the Annual Concurrency Report per the Edgewood Municipal Code (EMC) 18.105. The 2019 Annual Concurrency Report provides the current state of the City's transportation concurrency program. Per the EMC, the following items are addressed in the Annual Concurrency Report:

- **Development Summary.** A summary of development activity accounted for in the transportation concurrency program over the past 12 months.
- **Remaining Capacity.** Status of available intersection and roadway capacity and LOS metrics on current transportation facilities.
- **Recommended Changes.** Recommendations on amendments to the concurrency program metrics, and changes to project priorities to inform the update of the City's 6-year Transportation Improvement Program.

Background

The following topics provide a brief background on the City's Concurrency Program.

What is concurrency?

Concurrency is a tool to ensure that transportation facilities are constructed as growth occurs (one happens *concurrent* with the other). Concurrency provides a link between land use, transportation, and public investment.

What is the purpose of a concurrency program?

In general, if development occurs in a timeframe and at locations consistent with the Comprehensive Plan then concurrency would, in theory, always be achieved. The concurrency program is implemented by agencies to understand if the adopted LOS standards are being met "concurrent" with development. Concurrency programs in practice are used by agencies to monitor the current state of the transportation system on a system-wide basis.

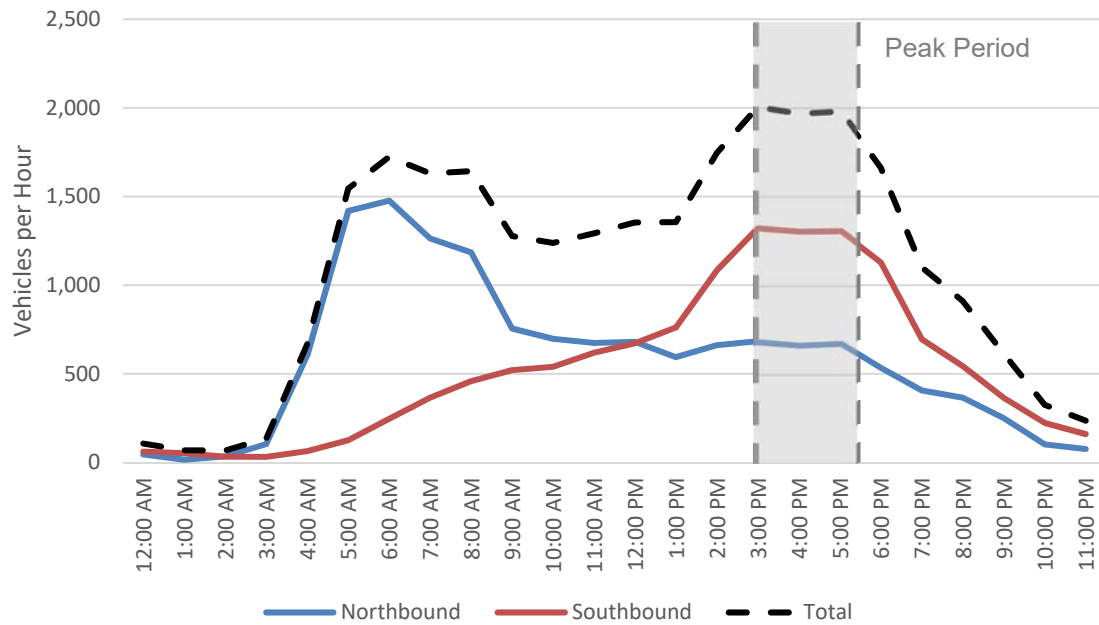
What metrics does the City use to monitor concurrency?

The City of Edgewood evaluates intersection LOS to understand delays and intersection capacity. The City also uses a roadway volume-to-capacity ratio to monitor the capacity of major arterials within the City.

Why does the City focus on the weekday PM peak hour?

Concurrency is typically linked with street or intersection capacity, and traffic volumes are typically closest to capacity during the weekday PM peak hour. For example, **Figure 1** shows hourly vehicle volumes along Meridian Avenue. While the single direction volume peak occurs during the AM peak hour (northbound at 6 AM), the overall volume peak occurs between 3 to 6 pm. The PM peak hour volumes have approximately 15 percent more vehicles than the AM peak hour.

Figure 1 - Hourly Volumes on Meridian Ave (south of 11th Street)



Development Summary

The concurrency evaluation analyzes six years in the future, year 2025, to capture developments already approved and transportation projects that are funded and will be completed within that timeframe. The developments that have been accounted for since the development of Edgewood's Concurrency program includes the following list in Table 1. To account for smaller developments not subject to concurrency requirements and other changes in regional traffic, an annual 1 percent growth rate is applied to the existing traffic counts.

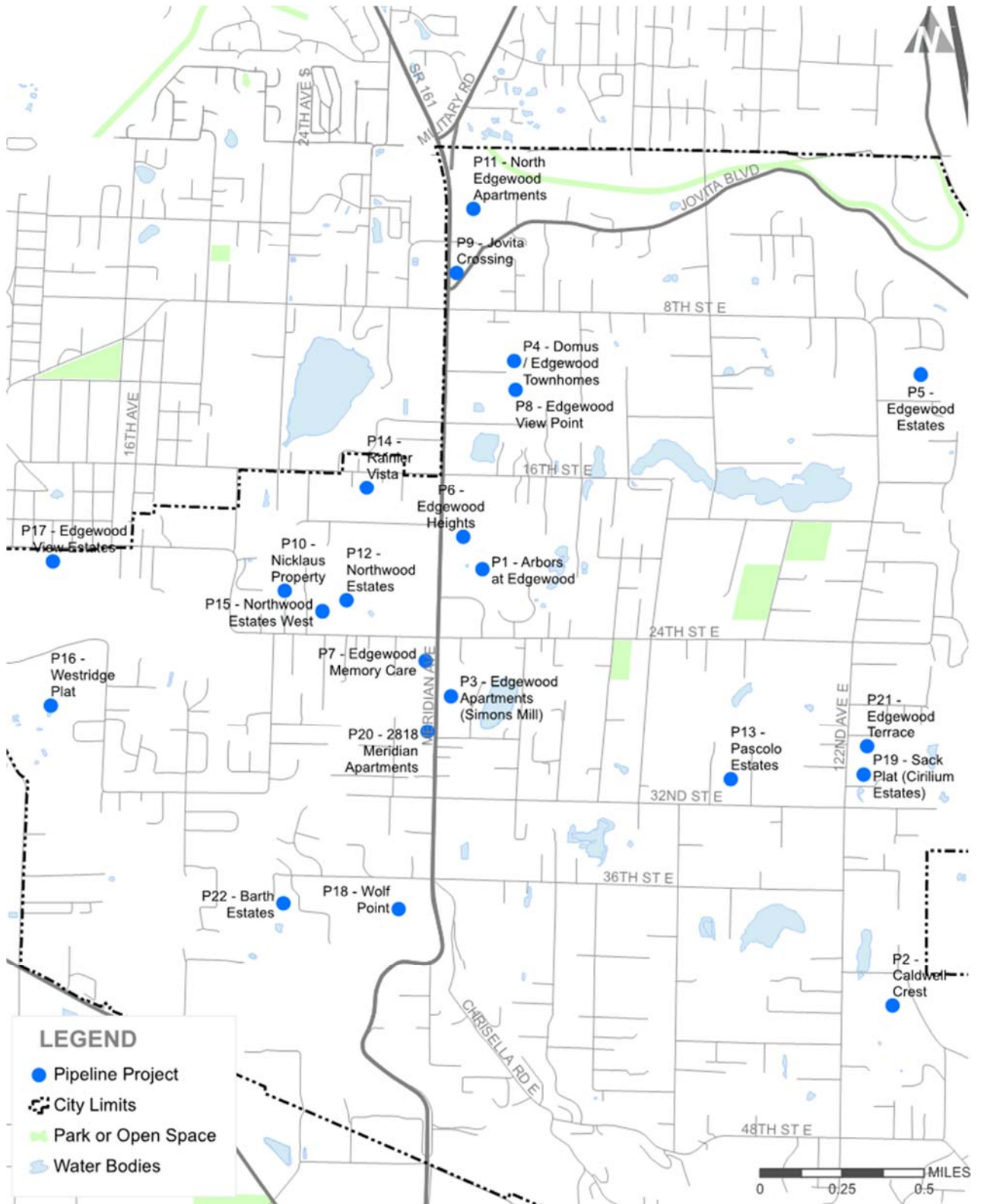
Table 1. Summary of Developments

Pipeline Development	Type and Size	New PM Peak Hour Trips	Development Status
P1. Arbors at Edgewood	254 apartments	156	Built and Occupied
P2. Caldwell Crest	14 single family DUs	18	Under Construction
P3. Edgewood Apartments	155 apartments	95	Built and Occupied
P4. Domus Townhomes PRD	55 condos, 4,265 sq ft commercial	29	Under Construction
P5. Edgewood Estates	14 single family DUs	18	Not Built
P6. Edgewood Heights	452 unit multifamily DUs	276	Under Construction
P7. Edgewood Memory Care	Memory Cary Campus – 62 beds	14	Built and Occupied
P8. Edgewood View Point	46 single family DUs	46	Built and Occupied
P9. Jovita Crossing	3,072 sq ft restaurant, 1,749 sq ft coffee shop	48	Built and Occupied
P10. Nicklaus Property	35 single family units	43	Not Built
P11. North Edgewood Apartments	288 apartments	175	Under Construction
P12. Northwood Estates	31 single family units	31	Phase 1 Built and Occupied
P13. Pascolo Estates	18 single family units	22	Under Construction
P14. Rainier Vista	12 single family units	16	Under Construction
P15. Northwood Estates West	44 single family units	44	Not Built
P16. Westridge Flat	290 single family units, 60 apartments	311	162 of 284 units built
P17. Edgewood View Estates	90 single family units	96	Not Built
P18. Wolf Point	56 single family units	62	Not Built
P19. Cirilium Estates (Sack Plat)	17 single family units	19	Under Construction
P20. 2818 Meridian Apartments	19 multi-family units	13	Not Built
P21. Edgewood Terrace	25 single family units	30	Not Built
P22. Barth Estates	32 single family units	34	Not Built
TOTAL		1,596	PM Peak Hour Trips

Source: City of Edgewood

The location of the developments is shown in Figure 2.

Figure 2 - Pipeline Development Projects



LOS Standards

Under GMA, local jurisdictions have the discretion in how they define their level of service standards and how to apply transportation concurrency within their growth plans, policies, regulations, and permit systems. As part of the requirement to develop a comprehensive plan, jurisdictions are required to establish LOS standards for transportation arterials. Once a jurisdiction sets a standard, it is used to determine whether the impacts of a proposed development can be met through existing capacity and/or to decide what level of mitigation will be required.

The LOS standard for City roadways is outlined in the City's Transportation Element of the Comprehensive Plan. The adopted intersection LOS standard is LOS E for all intersections along Meridian Avenue, and LOS D for all other intersections. Intersection LOS is based on the vehicular delay traveling through an intersection during the busiest one-hour period. Intersection LOS was analyzed in Synchro version 9, using The *Highway Capacity Manual* (HCM) 2010.

Smaller delays result in better LOS (A, B, C), while long delays mean worse LOS (D, E, F). The HCM methodology for estimating LOS for signalized intersections is measured as an average delay for vehicles entering on all approaches. In contrast, the HCM methodology for estimating LOS for two-way stop control (TWSC) intersections is to report the delay for the worst movement (such as eastbound left turns) to ensure that side street delay is adequately measured. TWSC intersections will have poor LOS when side street delay becomes excessive.

The concurrency methodology described below is focused on intersection and roadway LOS, but the methodology is unable to account for queuing or spillback issues that are occurring along Meridian Avenue during peak times and can impact intersection performance.

LOS Methodology

The roadway LOS standard is based on a volume-to-capacity ratio of 0.80 or 80 percent of capacity. The capacity estimates of each of the study roadways is based on capacity estimates developed within the Transportation Element of the City of Edgewood's Comprehensive Plan.

The analysis of intersection LOS and movement delay was conducted based on *Highway Capacity Manual* 2010 methodology using Synchro 9 traffic operations software. In general, the procedure for evaluating concurrency can be summarized as follows:

- Begin with existing traffic counts for the PM peak hour (latest baseline concurrency model)
- Add known City pipeline development traffic to the 2018/2019 counts
- Add known other agency pipeline development traffic to the 2018/2019 counts plus City pipeline volumes
- Grow all existing counts by 1% per year to account for other background growth
- Test the intersections to determine if they meet adopted LOS standards:
 - o LOS E for intersections along Meridian Avenue
 - Non-signalized or roundabout intersections are measured by the operation of the stop-controlled approach. The City's LOS standards allow for one or two-way stop control intersections to operate below standard if the approach would serve only a small volume of traffic and an alternative access was available.
 - o LOS D for all other intersections in the City
- Calculate roadway volume to capacity ratios and see if they meet LOS standards
 - o LOS C is standard for City minor arterials and collector streets as outlined in the Transportation Element. LOS C is a volume to capacity ratio of 0.80, or 80% of capacity.

The concurrency evaluation analyzes six years in the future, year 2025, to capture developments already approved and transportation projects that are funded and will be completed within that timeframe.

To account for smaller developments not subject to concurrency requirements and other changes in regional traffic, an annual 1% growth rate was applied to the existing traffic counts.

The transportation system assumptions include all future improvement projects that are funded and identified in the City's 6-year Transportation Improvement Program. Two notable projects are directly relevant to the future findings, and they include:

- Construction of a new traffic signal or roundabout at Meridian Avenue E / 32nd Street E
- Upgrade the traffic signal at Meridian Avenue E / Emerald Street E to remove the current split-phase signal timing

Concurrency Status

Table 2 summarizes the intersection LOS for 2025 based on the most recent intersection traffic counts plus the pipeline development shown in Table 1 and a 1 percent annual background growth rate in traffic. The annual growth rate is in addition to the pipeline development growth, so the actual growth rates are much higher than one percent depending on the intersection or roadway.

Table 2. Forecast 2025 Intersection LOS

Intersection	2025 Traffic Control	LOS Standard	Forecast 2025 LOS	Estimated Trips Remaining ¹
1. 114th Street E / Jovita Blvd	Signal	D	C	1,200
2. Jovita Blvd E / Emerald Street E	Roundabout	D	A	1,400
3. Meridian Avenue E / Emerald Street E	Signal ²	E	C	1,300
4. Meridian Avenue E / 8th Street E	Signal	E	D	1,000
5. Meridian Avenue E / 12th Street E	TWSC	E	C	500 - 750
6. Meridian Avenue E / 13th Street E	TWSC	E	F	N/A
7. Meridian Avenue E / 16th Street E	Signal	E	B	2,000
8. Meridian Avenue E / 20th Street E	TWSC	E	E	150 - 350
9. Meridian Avenue E / 22nd Street E	TWSC	E	C	250 - 400
10. Meridian Avenue E / 24th Street E	Signal	E	C	1,200
11. Meridian Avenue E / 29th Street E	TWSC	E	C	175 - 350
12. Meridian Avenue E / 32nd Street E	Signal ³	E	A	1,100
13. Meridian Avenue E / 36th Street E	Signal	E	C	1,400
14. 122nd Avenue E / 24th Street E	TWSC	D	B	400 - 500

Source: City of Edgewood

1. The estimated trips remaining at signalized intersection was calculated by growing all approach volumes at a uniform percentage until operations degraded below LOS standard. TWSC growth was estimated by proportionally increasing the side street volumes until LOS degraded below LOS standards.

2. This assumes a signal re-timing project that removes the split phasing at Meridian Ave E / Emerald St E has been completed.

3. Assumes the installation of a traffic signal or roundabout at Meridian Ave E / 32nd Street E as shown in the City's 6-year TIP.

All intersections are expected to operate at or better than LOS standards, except for the intersection of Meridian Avenue E and 13th Street E. This intersection is a two-way stop-controlled intersection that is expected to experience excessive side street delay on the EB and WB legs for vehicles making left turns onto Meridian Avenue. The west leg of the intersection is within the City of Milton and thus is not subject to Edgewood's concurrency requirements. The LOS standards set within the Transportation Element of Edgewood's Comprehensive Plan states that "To avoid mitigation that would only serve a small volume of traffic, the City may allow two-way and one-way stop-controlled intersections to operate worse than LOS standards." Additionally, with the build-out of the parallel roadway network, vehicles will have alternative access points north and south of 13th Street E that will improve access to Meridian Avenue.

In addition to forecasting the intersection LOS, the estimated remaining trip capacity per intersection is shown in Table 2. For signalized intersections, the number of trips was calculated by applying a consistent percent growth rate to all volumes (i.e. all turning movements grown by 10 percent), then testing intersection LOS. If the LOS was at or above the standard, the growth rate was continually increased until the intersection operated below the LOS standard. If trip growth does not occur uniformly by movement (which it likely will not), the actual number of additional trips that the intersection can process will be lower than those reported in Table 2.

Estimated trip capacity for TWSC intersections was estimated by proportionally increasing the side street volumes (without decreasing mainline volumes) until the intersection operations decreased

below the LOS standard. This was done to show that these intersections are much more susceptible to LOS changes from a small change in volumes on side streets.

The forecasted roadway LOS is summarized in Table 3, based on the most recent intersection and roadway counts plus the pipeline development shown in Table 1 and a 1 percent annual background growth rate.

Table 3. Forecast 2025 Roadway LOS

Roadway Segments	LOS Standard	2025 NB / EB LOS (v/c Ratio)	2025 SB / WB LOS (v/c Ratio)	Estimated Trips Remaining (NB/EB / SB/WB)
1. 114th Ave E, south of Jovita Blvd	C	A (0.16)	C (0.62)	630 / 180
2. 8th St E, east of Meridian Ave E	C	A (0.3)	B (0.42)	495 / 375
3. 24th St E, west of Meridian Ave E	C	B (0.38)	B (0.43)	415 / 365
4. 24th St E, east of Meridian Ave E	C	A (0.24)	A (0.19)	555 / 600
5. 24th St E, west of 122nd Ave	C	A (0.1)	A (0.07)	690 / 725
6. 122nd Ave E, north of 24th St E	C	A (0.15)	B (0.41)	640 / 380
7. 122nd Ave E, south of 24th St E	C	A (0.2)	B (0.48)	595 / 310
8. 32nd St E, west of Meridian Ave E	C	A (0.03)	A (0.03)	765 / 765
9. 36th St E, east of Chrisella Rd E	C	A (0.1)	A (0.08)	695 / 715
10. 48th St E, east of 122nd Ave E	C	A (0.21)	A (0.12)	580 / 670
11. Chrisella Rd E, south of 48th St E	C	A (0.11)	B (0.42)	680 / 375

Source: City of Edgewood

All roadway segments are expected to operate at or above the LOS standard in 2025. The roadway LOS is based on volume to capacity ratio, which enables a more accurate estimate of the available number of trips on each roadway. These remaining trip estimates are also provided in Table 3 and range from 180 to 765 additional vehicles per hour of available capacity.

Recommendations

How Concurrency is Monitored

After completing the parallel roadway network evaluation earlier this year, it became apparent that there was a need to monitor more intersections along Meridian Avenue. The concurrency program has been expanded to include five new TWSC intersections along Meridian Avenue: 12th Street, 13th Street, 20th Street, 22nd Street and 29th Street. The operations at these roadways will play a key role in determining the timing for implementation of the parallel roadway network, and which segments of this network should be prioritized based on forecast intersection operations within the concurrency model.

Prioritization of Projects in the City's 6-Year TIP

The City should continue working to implement two intersection projects along Meridian Avenue that are already included as part of the City's 6-year Transportation Improvement Program (TIP). The projects include:

- Construction of a new traffic signal or roundabout at Meridian Avenue E / 32nd Street E



- Upgrading the traffic signal at Meridian Avenue E / Emerald Street E to remove the current split-phase signal timing

Both of the intersection projects are needed to maintain concurrency. In addition to those projects, the City should begin planning to address missing segments of the parallel roadway network between 8th Street E and 20th Street E. Two of the stop-controlled intersections along Meridian Avenue at 13th Street E and 20th Street E are forecasted to operate at or below LOS standards by 2025. The expected poor performance of the intersections suggests that completion of segments of the parallel roadway network need to be prioritized in the City's 6-year TIP to provide for improved access and circulation along Meridian Avenue and maintain transportation concurrency.



City Of Edgewood Council Agenda Summary Sheet

Subject: Discussion - City of Edgewood Transportation Benefit Charge (ETBC)	Agenda Item #: 2.C
	For Agenda of: 4/21/2020
	Prepared by: Dave Gray
Attachments (list):	
Approval of Materials: Dave Gray Rachel Pitzel 4/17/2020 Dave Gray 4/17/2020 Daryl Eidingen 4/17/2020	Expenditure Required: The cost of either rescinding or increasing the City of Edgewood Transportation Benefit Charge (Car Tab Fee) would be nominal and related to the normal and customary cost of legal oversight by the City Attorney, and internal staff time already budgeted for fiscal 2020.
	Amount Budgeted: As the initial vote passing I-976 in Pierce County at something over 67 percent, the City Council elected to remove any 2020 revenue funding from it's Transportation Benefit Charge assessed with residents car tab fees. Zero revenue was budgeted for the 2020 fiscal year.
	Timeline: November 2019 Council acts to remove the TBC from the 2020 Budget passing the Final 2020 Budget in December unanimously, with its removal. Study Session April 21, 2020 Discussion of the ETBC.

Summary Statement:

Legal opinion notwithstanding, last November the majority of the voting public in Pierce County cast their ballot in favor of a voter petitioned initiative to restrict car tab fees to \$30 dollars per vehicle per year. The State as a whole passed initiative I-967 with about a 55 percent majority while Pierce County came in at about 67 percent in favor. Shortly after the ballot results the Edgewood City Council removed budgeted funding collected with residents annual vehicle licensing fees (car tab fees) from the 2020 Revenue Budget. Some Cities and Counties petitioned the Washington Judiciary to hear arguments challenging the legality of the initiative. The Courts initially stayed the implementation (reduction) of Initiative I-967, and as of this date the matter has been referred to the State Supreme Court.

Item History:

Recommended Action:

Have an open public discussion regarding the merits of maintaining or modifying the currently imposed City of Edgewood Transportation Benefit Charge of \$20 dollars per vehicle per year.

Fiscal Note/Consideration:

The 2020 Revenue Budget was modified shortly after passage of I-967 to remove the Transportation Benefit Charge. This was a reduction of an estimated \$240,000 dollars, which by law was restricted for transportation related use, and was in fact used for the City's annual road maintenance. Specifically the revenue paid for about half of the annual "chip sealing" road preservation program. The 2020 Budget was balanced by moving General Fund reserves via fund transfer to the Street Fund reducing the General Fund reserve by \$120,000, together with an increase in REET2 transfers of another \$120,000, reducing the REET2 fund balance available for other scheduled Capital Expenditure projects.