



**CITY OF EDGEWOOD
COUNCIL STUDY SESSION AGENDA**

Tuesday, October 18, 2022 – 7:00 PM ♦ City Hall – 2224 104th Avenue East ♦ Edgewood, WA
Meeting Link: <https://us06web.zoom.us/j/86975821560>

1. CALL TO ORDER

2. PRESENTATION

A. 36th/Meridian/Chrisella Intersection Configuration

3. COUNCIL BUSINESS

A. Interviews - Position 4 Vacancy, Economic Development Advisory Board (EDAB)

B. Development Review

C. Equity, Diversity and Inclusion (Trainings, Planning, etc.)

D. 3rd Quarter Financials

E. Annual Traffic Impact Fee (TIF) Update

F. Ordinance - Capital Improvement Plan (CIP) Update

G. Resolution - Radio Frequency Mutual Aid Agreement

4. OTHER COUNCIL ITEMS

5. 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



City Of Edgewood Council Agenda Summary Sheet

Subject: 36th/Meridian/Chrisella Intersection Configuration	Agenda Item #: 2.A
	For Agenda of: 10/18/2022
	Prepared by: Jeremy Metzler
Attachments (list): 1. Chrisella Rd Update Presentation - Oct 18 2. 21147 - Task 08 - Final memo 3. (April 2022) Realigned Chrisella Road Alternatives Assessment Memo	
Approval of Materials: Jeremy Metzler	Expenditure Required: TBD
	Amount Budgeted: N/A
	Timeline: 10/18/2022 SS 11/17/2022 Open House (Meridian Corridor) 12/06/2022 SS (tentative) 12/13/2022 RCM PH (tentative)

Summary Statement:

The City's on-call traffic engineering consultant, Transpo Group, completed a study of design alternatives for the existing intersection of Meridian Ave E (SR-161), 36th St E and Chrisella Rd E in 2021. The goal of the study was to find a design alternative that would best alleviate concerns related to pedestrian and driver safety, multimodal connectivity and traffic operations at that location. Of the four alternatives evaluated, Council selected realignment of Chrisella Rd E as the preferred alternative and passed Resolution 21-0604 on November 9, 2021. With that direction, staff requested an evaluation of realignment alternatives, resulting in the memorandum presented to Council in April 2022 (attached).

Based on Council's discussion at the April meeting, Transpo was asked to further evaluate the safety impacts of changes at the intersection of 36th & Meridian, assuming it becomes a roundabout, and the connection of Chrisella at three different locations: 1) at the roundabout, 2) south of the roundabout, and 3) east of the roundabout. Their evaluation results are also attached, and Transpo is here this evening to present their findings.

Following tonight's conversation, staff is prepared to take appropriate next steps to advance the design of the Chrisella Road E Realignment, to include drafting of an affirming resolution for Council's consideration at a future study session. It is worth noting that staff already has an open house scheduled for Thursday, November 17, 2022, to discuss the pending Meridian Corridor Study Area, within which this project is located.

Item History:

06/15/2021 SS
06/22/2021 RCM PH
06/29/2021 SS
11/02/2021 SS
11/09/2021 RCM
04/19/2022 SS

Recommended Action:

Presentation followed by discussion, to provide staff guidance regarding 36th/Meridian/Chrisella Intersection Configuration.

Fiscal Note/Consideration:

Realignment of Chrisella Rd E is one of the alternatives described in the City's Comprehensive Plan, including the Functional Classification System and Meridian Corridor Collector Street Classifications maps, as well as the Transportation Projects and Programs list. Therefore, said work could be considered in the proposed Capital Improvement Plan (CIP) under Project T-10 - Meridian Parallel Road Network Construction (TIP No. 11), which could be funded in part by Traffic Impact Fees.



Chrisella Road E Realignment Update

October 18, 2022

Tonight's Agenda

- Review of previous study
- Scope of additional analysis
- Chrisella Rd alternatives
- Next Steps & Questions

Background / Purpose

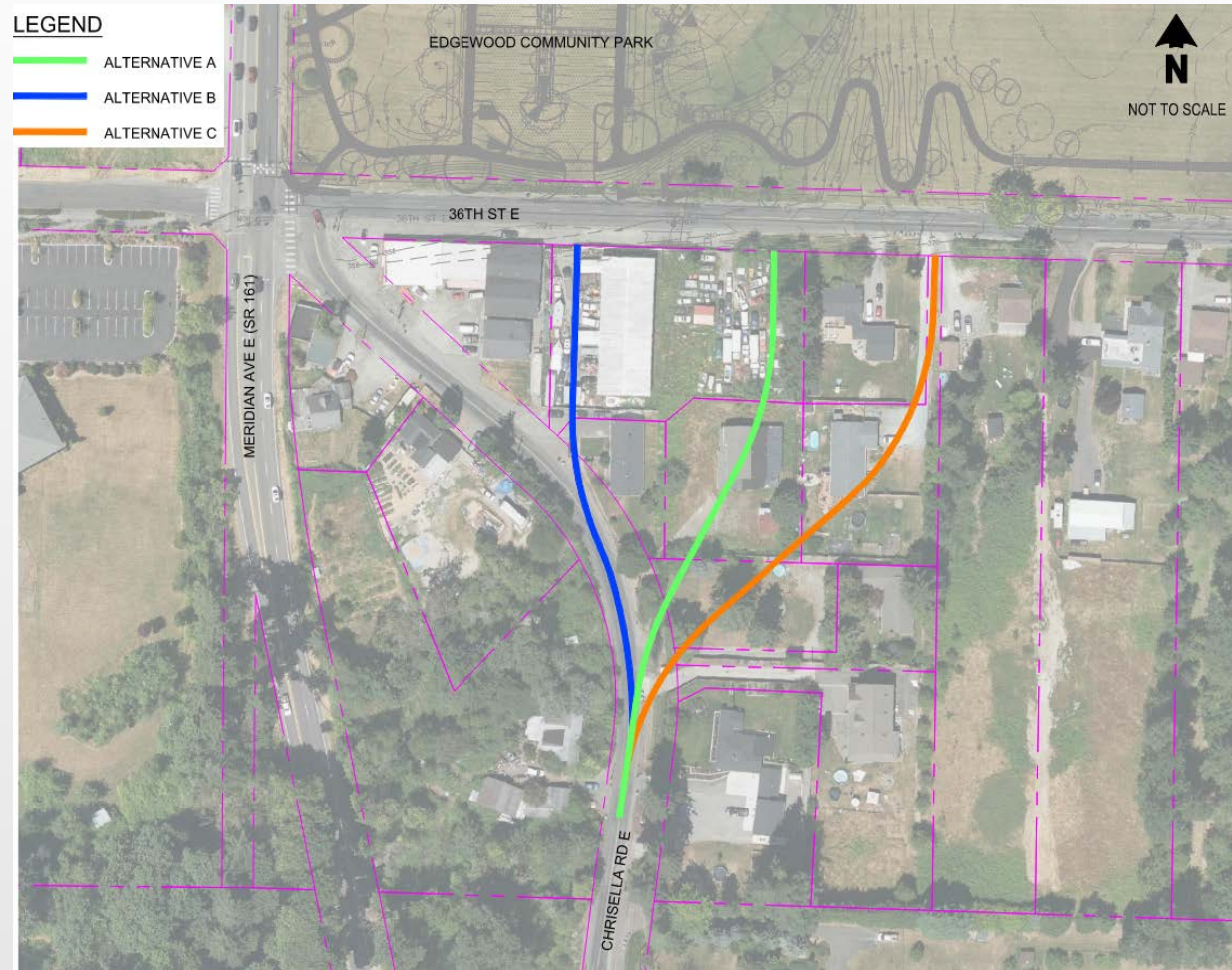
Purpose

To compare inclusion of Chrisella Road in a future 36th/Meridian intersection to realignment options

Past Events	Date
Adopted Resolution 21-0604 confirming the realignment of Chrisella Road and initiating additional analysis	November 9, 2021
Analysis of Chrisella realignment alternatives east of the existing intersection	April 2022
Confirm options for inclusion and/or relocation of Chrisella in 36 th /Meridian intersection	October 2022

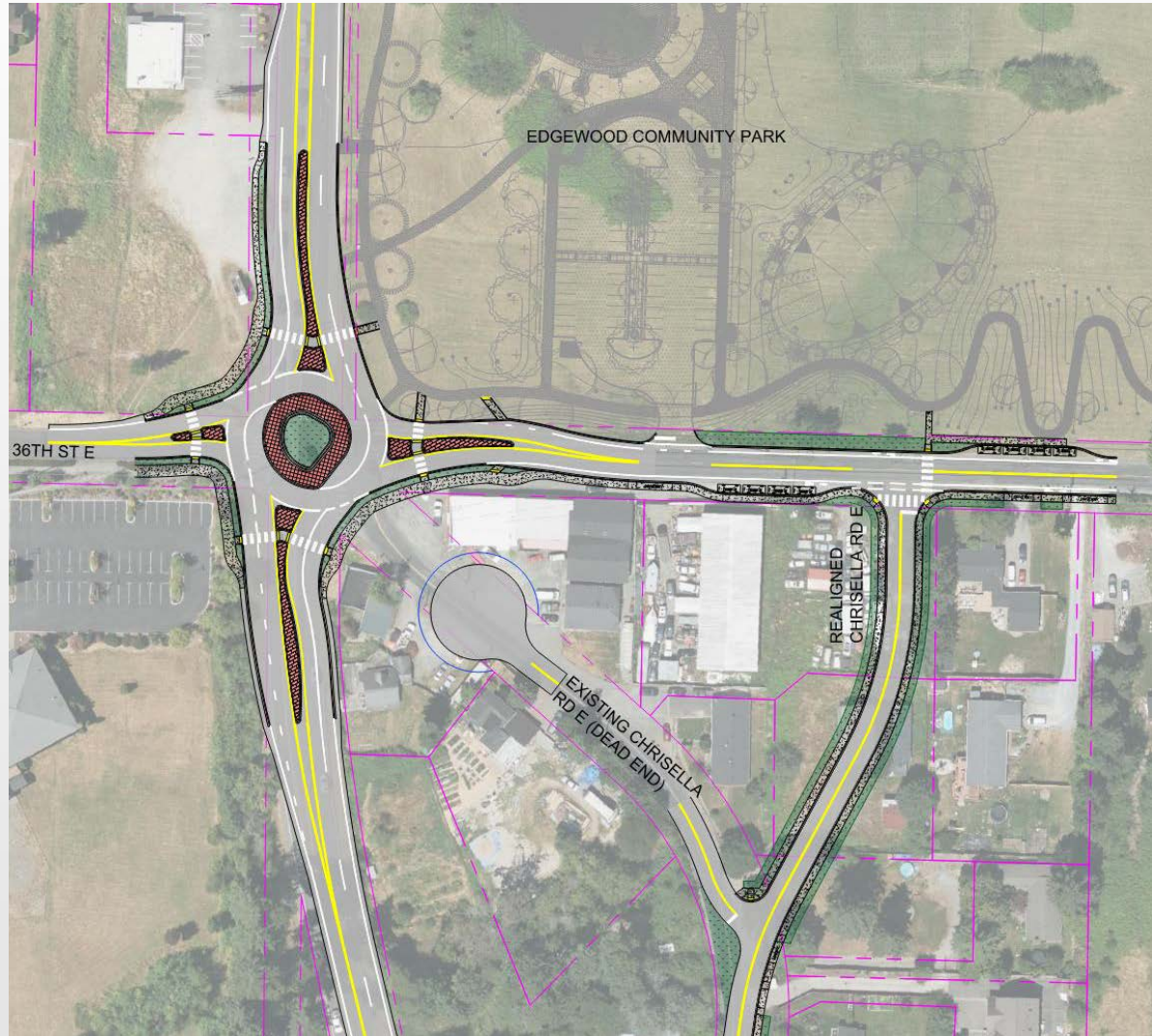
Realignment Alternatives (April 2022)

- Considered 3 new alignments
- All alignments assume a roundabout at 36th/Meridian and removal of Chrisella from the intersection



Preferred Improvement (April 2022)

- Makes the following improvements
 - Realigned Chrisella Road east of Meridian
 - 36th Street Corridor Improvements
 - 36th Street/SR 161 Roundabout
 - Chrisella Road Cul-de-Sac



Baseline Assumptions

Previously Studied

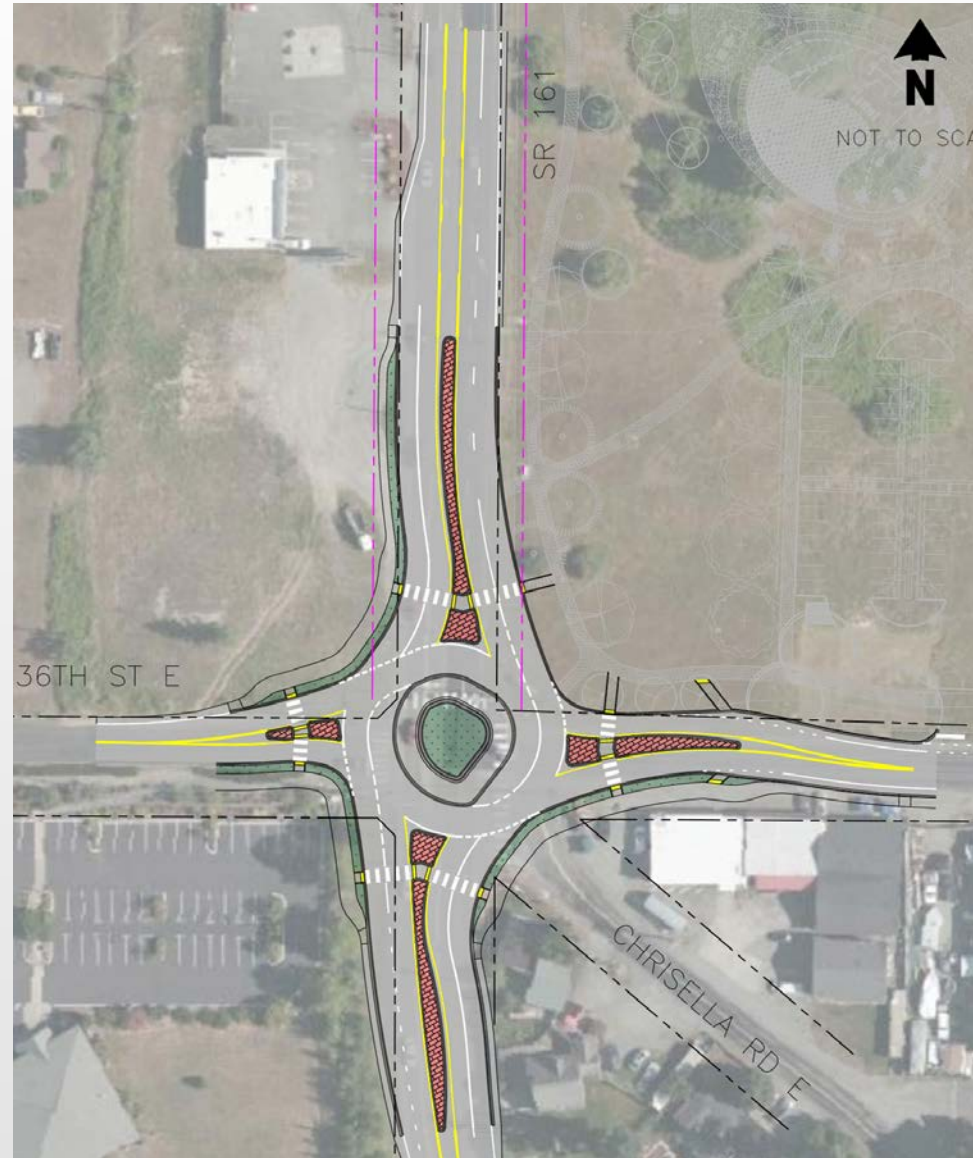
- Intersection of 36th and Meridian will be a roundabout in the future configuration
- Chrisella Road cannot remain in its current form

New Analysis

- A southern relocation of Chrisella Road is feasible
- Public outreach will follow Council decision on alternatives

36th/SR 161 Roundabout

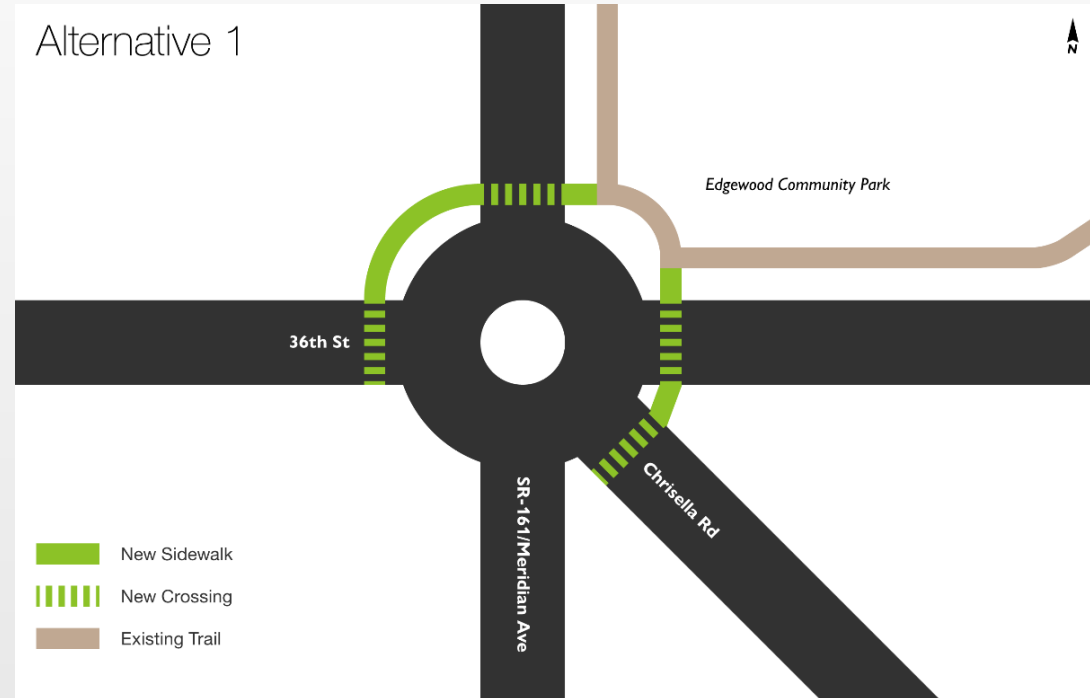
- Makes the following improvements
 - Reduces delay
 - Increases safety
 - Lowers vehicle speeds
 - Provides more protected pedestrian crossings
- Requires acquisition of right of way



Alternative 1

5 Leg Roundabout

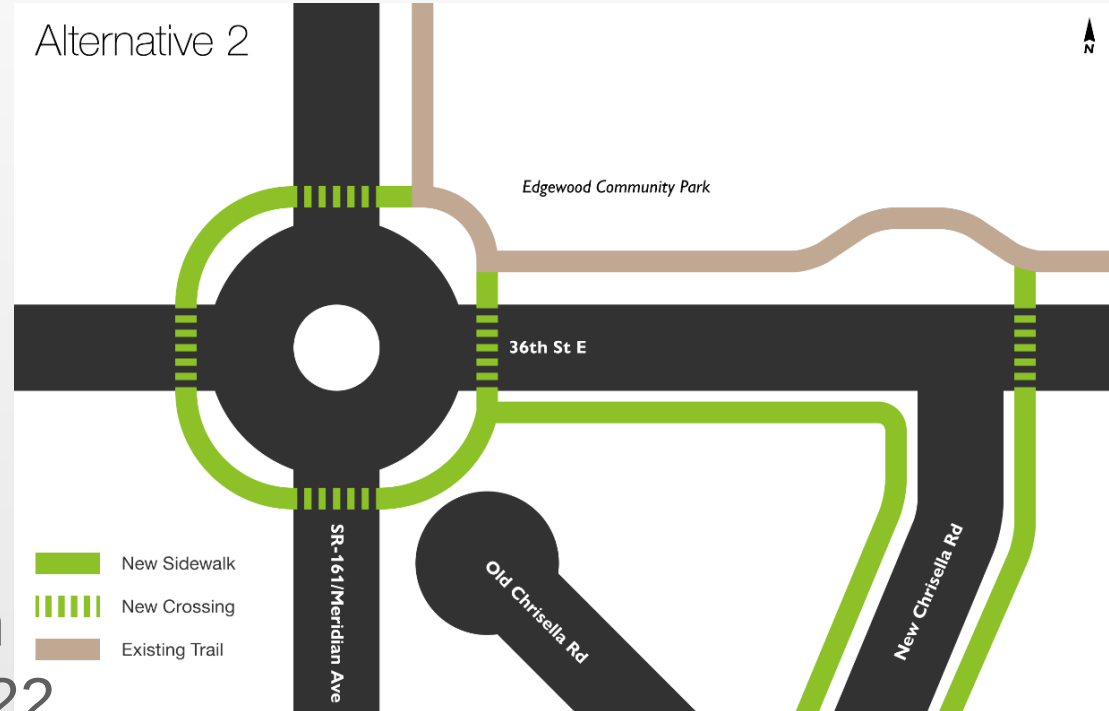
- Maintains the three existing roads in their existing alignments
- Physical constraints may not allow direct movements between all legs
- Pedestrian access and improvements primarily in northeast quadrant



Alternative 2

4 Leg RAB, Chrisella moved East

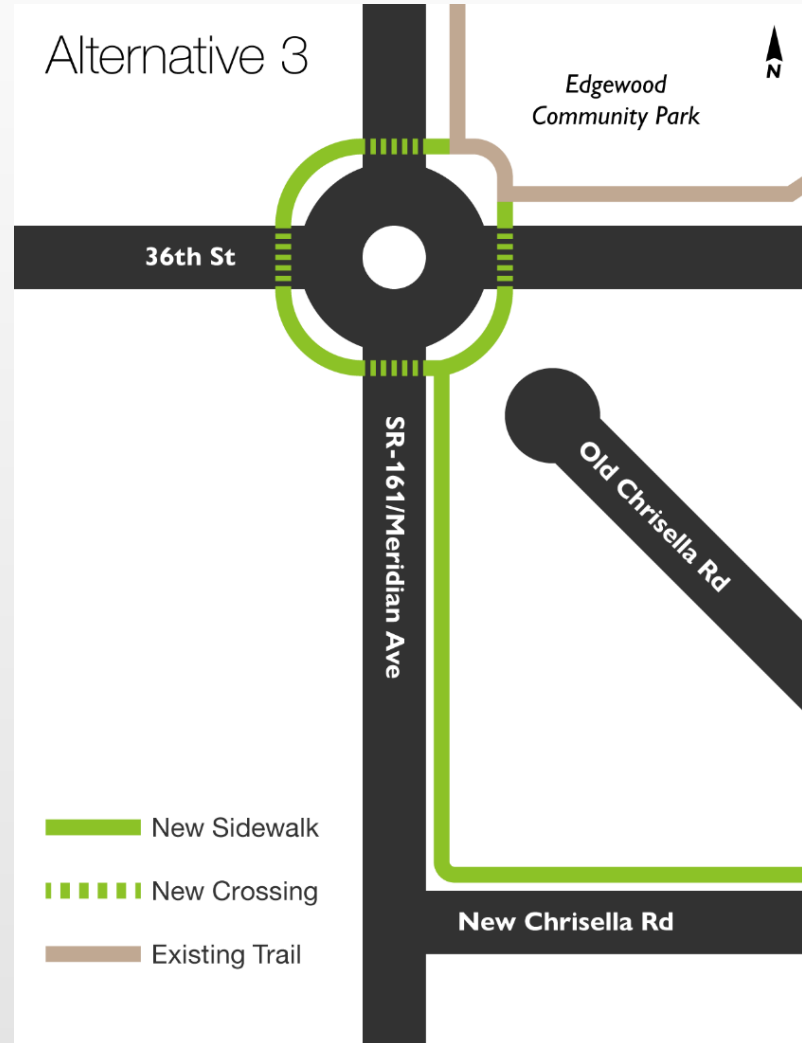
- Removes Chrisella from the RAB intersection
- Pedestrian access improvements to/from Community Park and on Chrisella Road
- Matches configuration presented in April, 2022



Alternative 3

4 Leg RAB, Chrisella moved South

- Removes Chrisella from the RAB intersection
- New Chrisella minor road intersection with Meridian Ave
- Pedestrian access improvements to/from Community Park and to new Chrisella Road



Evaluation Criteria

- Vehicle safety
- WSDOT approval
- Environmental impact
- Relative cost
- Traffic operations
- Local access

Evaluating Alternatives

Table 1. 36th Street E/Meridian Avenue/Chrisella Road Alternatives

A “choose by advantages” comparison of alternatives

Alternative	Pedestrian Safety	Vehicle Safety	WSDOT Approval	Environmental Impact	Cost	Traffic Operations	Local Access	Total Score
1 – 5 Leg RAB	▲	▲	▲	◄►	▽▽	▲	▲	+3
2 – 4 Leg RAB, East Chrisella	▲▲	▲▲	▲▲	▲	◄►	▲▲	◄►	+9
3 – 4 Leg RAB, South Chrisella	▲	◄►	▲	▽	▽	▲	▽	0

1. Evaluation in each criteria is relative to existing conditions and the other alternatives. ▲▲ represents a significant advantage, ▲ an advantage, ◄► indicates no advantage or disadvantage, ▽ a disadvantage and ▽▽ a significant disadvantage.
2. Scoring is based on +1 point for each ▲ and -1 point for each ▽. A ◄► is worth 0 points.

Relocating Chrisella Road to the east has significant advantages over other alternatives

Next Steps

- Address any comments/questions
- Confirm the preferred alternative
- Initiate design and right of way acquisition efforts



QUESTIONS

MEMORANDUM

Date:	August 18, 2022	TG:	21147.08
To:	Jeremy Metzler, PE, City of Edgewood		
From:	Brett Schock, PE, AICP, RSP2i, Transpo Group		
cc:	Jon Pascal, PE, Transpo Group		
Subject:	36th Street E/Meridian Avenue E/Chrisella Road Intersection Configuration		

Background

The intersection of Meridian Avenue E (State Route 161), 36th Street E and Chrisella Road E in the City of Edgewood is likely to be converted from a signalized intersection to a roundabout in the future, due to operational challenges and WSDOT preference for roundabouts. The intersection has been the subject of several previous studies by the City, including:

- A conceptual design process for a 5-leg roundabout, replacing the existing 5-leg signalized intersection (SCJ Alliance, 2016)
- An alternatives analysis comparing four alternatives to addressing Chrisella's inclusion in the intersection with Meridian and 36th (Transpo Group, April 2021)
- An alternatives analysis for relocation concepts for Chrisella along 36th, east of the existing intersection (Transpo Group, April 2022)

Through each analysis, the City has identified safety and operational benefits, as well as tradeoffs in access and cost, from various configurations of the intersection of the three roads. The following analysis advances the results of each study and compares the approaches to the intersection configuration, as well as a potential new alternative of relocating the intersection of Chrisella with Meridian to a point south of the existing signalized intersection.

Existing Conditions

The existing intersection is signalized, with all 5 legs having full two-way access. Meridian is a four-lane section through the intersection, with two northbound through lanes, one southbound through lane, and a left turn lane approaching from the north and south legs. 36th and Chrisella are two lane roads approaching the intersection. Chrisella is not striped directly into the intersection, but the striped centerline is only 35 feet east of the intersection, so it functions as a fifth leg. Traffic can access Chrisella directly from either 36th or Meridian. The intersection is sloped from north to south, and the grade of Meridian gets much steeper south of the intersection.

Marked crossings are only present on the west, north and east legs of the intersection. The pedestrian crossing on the east leg of the intersection, which crosses 36th and Chrisella, is 85 feet long, nearly triple the length of the crossing on the west leg of the intersection. The only sidewalk present in the vicinity of the intersection is along the 36th frontage of the property on the southwest corner. New pedestrian paths in Edgewood Community Park connect to the intersection in the northeast corner, but they do not directly abut the edge of the travel lanes or intersection.

There are existing businesses and residences on the southeast corner of the intersection, fronting both 36th and Chrisella. The northeast corner of the intersection was developed in 2021 into a new community park by the City of Edgewood. The park has a playground with a large, destination play structure, grassy amphitheater, a picnic shelter, trails and open green spaces.

Development Forecast

36th, west of Meridian, is the subject of active developments that will add more than 100 new single-family residences. Multimodal traffic on 36th, especially pedestrians accessing the new Edgewood Community Park, is expected to increase the pedestrian demand at the intersection of 36th and Meridian significantly in the next few years.

Alternatives Considered

The City has, through the various studies identified in the background, narrowed the alternative approaches for converting the subject intersection from a signalized intersection to a roundabout to three feasible options:

Alternative 1. 5 Leg roundabout

The 5 leg roundabout alternative maintains the three existing roads (Meridian, 36th and Chrisella) in their existing alignments. The roundabout would be designed in a manner that allows access to and from each leg. Physical constraints may not allow direct movements between all legs, such as northbound Meridian to southbound Chrisella, without use of the full roundabout circulation. Further description of this alternative is included in technical memoranda from Transpo Group presented to the Edgewood City Council in 2021 and 2022.

Alternative 2. 4 Leg roundabout, Chrisella relocated east

Relocating Chrisella to the east, at least 300 feet from the existing signal, removes Chrisella from the intersection, allowing for a more typical 4-leg, 90-degree intersecting roundabout connecting Meridian and 36th. The relocated Chrisella would connect to 36th as a minor road intersection. Further description of this alternative is included in the technical memorandum from Transpo Group presented to the Edgewood City Council in 2022.

Alternative 3. 4 Leg roundabout, Chrisella relocated south

Relocating Chrisella to the south, at least 300 feet from the existing signal, also allows for a more typical 4-leg, 90-degree intersecting roundabout connecting Meridian and 36th. The relocated Chrisella would connect to Meridian as a minor road intersection, and is not likely to be a signalized access due to present WSDOT intersection control and access standards. This relocation of Chrisella would also require the acquisition of right of way and the dead-ending of the existing alignment, similar to Alternative 2.

Evaluation of Alternatives

To compare the three alternatives, several criteria were selected to determine which alternative best met the overall goals of improving safety, especially for active mode users, improving traffic operations and being feasible to permit and construct in a reasonable timeframe. The highest priority for the City is addressing active mode safety, especially considering the new development in progress to the west along 36th and the recent opening of the Edgewood Community Park.

Pedestrian Safety

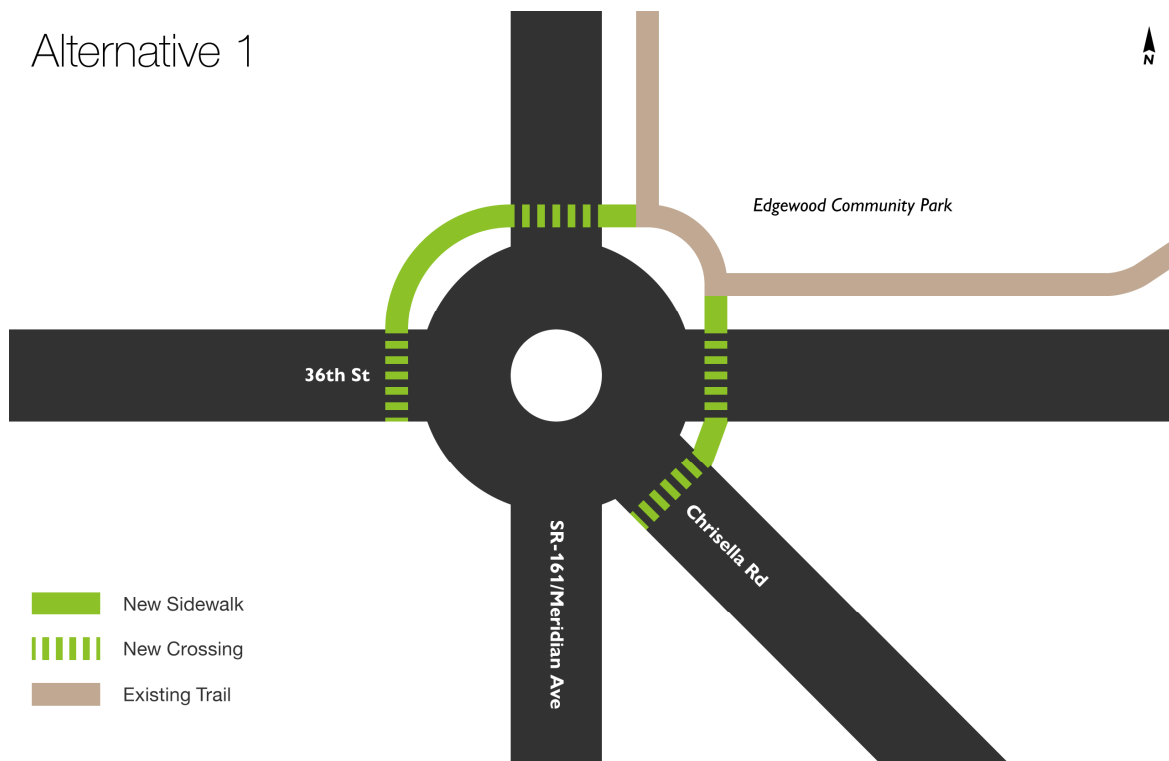
The existing intersection is uncomfortable for pedestrians, with several safety risk factors, especially on the east leg.



Existing intersection crossings

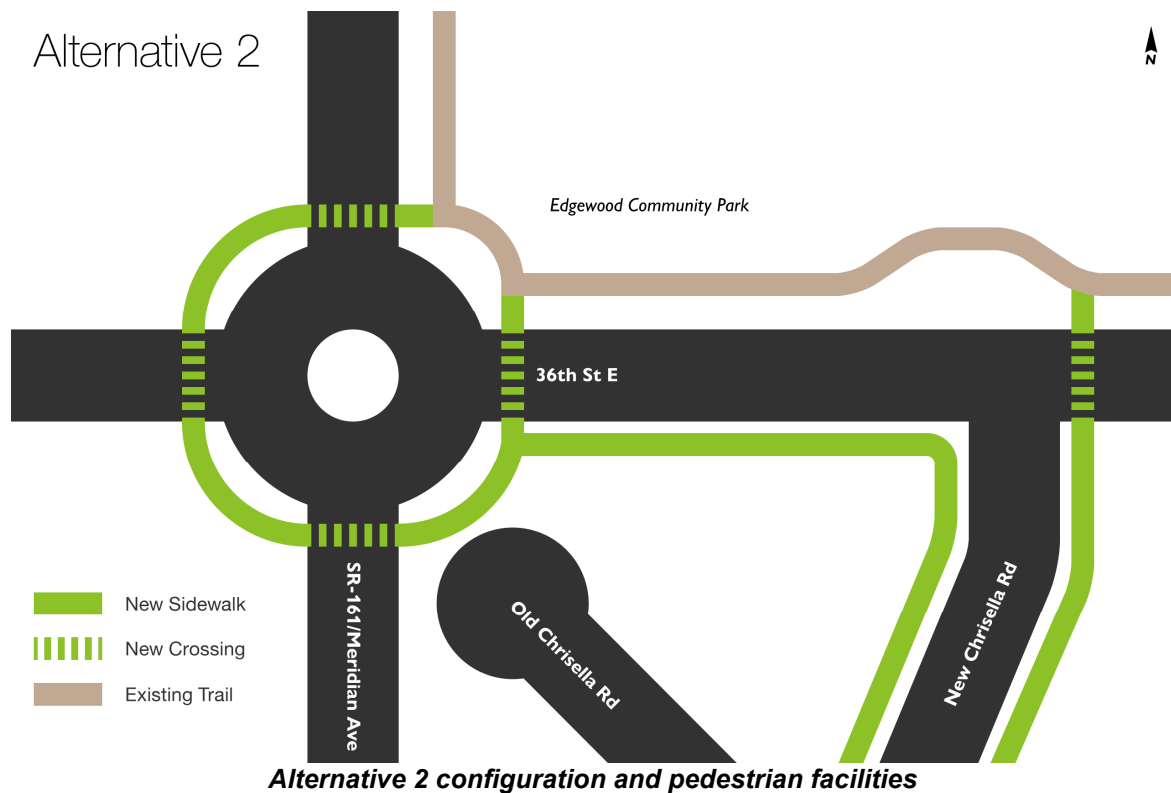
Each of the roundabout alternatives improves on the current conditions, reducing crossing distances, providing refuge islands, and per standard, providing rectangular rapid flashing beacons (RRFBs) on multi-lane crossings. The 5-leg roundabout, Alternative 1, would require an extra pair of roadway crossings at Chrisella to access the Community Park for those approaching from the southwest corner of the intersection, assuming the southern crosswalks are even provided. The southern leg crosswalks in Alternative 1 may not be feasible due to ADA concerns related to the sharp change in vertical grade south of 36th. The roundabout for Alternative 1 is larger than the other alternatives and pushes the southern crossings further down this non-ADA-compliant grade.

Alternative 1

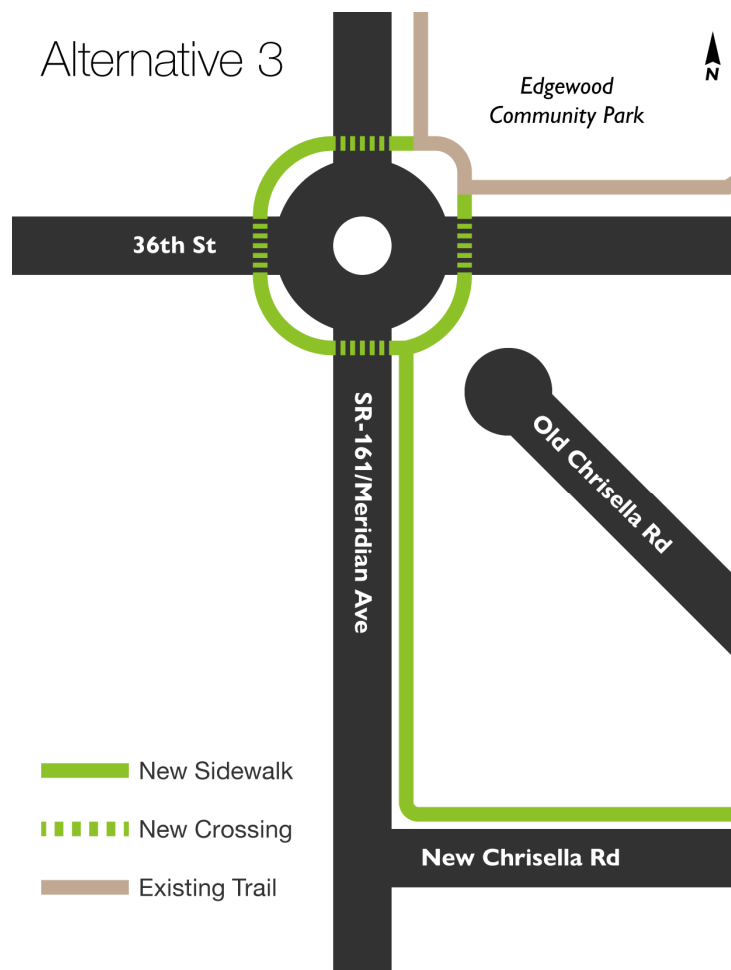


Alternative 1 configuration and pedestrian facilities

Alternative 2 includes new crossings at the roundabout in a slightly more compact footprint, requiring less total distance for pedestrians crossing from the southwest corner (new 36th Street development) to the northeast corner (Edgewood Community Park). Alternative 2 also includes new sidewalk along 36th and along Chrisella. The 36th and Chrisella sidewalks are not included in either Alternative 1 or 3.



Alternative 3's roundabout crossings are the same as Alternative 2. But, alternative 3 does not provide separated pedestrian facilities along 36th from Meridian to the Park entrance, which are included in Alternative 2. Alternative 3 could include pedestrian facilities along the east side of Meridian, connecting to the new Chrisella connection. No other sidewalks along Chrisella would be included in Alternative 3. A new crossing would not be provided at the south Chrisella and Meridian intersection.



Alternative 3 configuration and pedestrian facilities

Vehicle Safety

The roundabout alternatives each improve on the safety for vehicle modes in the intersection. Removing the fifth leg, Chrisella, creates a roundabout that is more intuitive and familiar to drivers, as compared to the 5-leg roundabout, and it would remove the possible need for northbound Meridian drivers to navigate the entire roundabout for access to Chrisella (more than a 360° movement).

Relocating Chrisella along the lower volume, 2-lane 36th (Alternative 2) creates a safer approach and connection for vehicles to Chrisella. In Alternative 3, vehicles looking to access Chrisella on southbound Meridian, and from 36th, may need to turn left across the higher traffic volumes of Meridian. The potential location of the Chrisella intersection in Alternative 3 is located in a section of Meridian with significant vertical grade and near to a significant horizontal curve. Turns to and from Chrisella in Alternative 3 would have potential sight distance issues, which may require right-in-right-out only for safety of drivers on both roads, not to mention additional risk factors due to lower light conditions, precipitation or ice and snow events.

WSDOT Approval

WSDOT has a strong preference for replacing signalized intersections with roundabouts on state routes such as Meridian (SR 161). A 5-leg roundabout may generate additional comments and requested modifications from WSDOT during the permitting process, compared to a more

traditional 4-leg intersection. Relocating Chrisella along 36th (Alternative 2) creates an intersection on local Edgewood roads, removing WSDOT from the permitting process of Chrisella's relocation. Relocating Chrisella to a point south along Meridian (Alternative 3) would require additional WSDOT coordination to approve the new connection and the configuration. WSDOT may require the new connection to be right-in-right-out only for safety, reducing local access to Chrisella compared to the other alternatives. Any limited access to Chrisella may result in other traffic pattern changes along 36th to the east, like increased traffic volumes on 108th Avenue E and 114th Avenue E, as Chrisella is a well-known bypass route for afternoon commute traffic when delays on Meridian to the south are significant.

Environmental Impact

The 5-leg roundabout would have a wider footprint than the two 4-leg roundabout alternatives, requiring additional right of way and more impervious area compared to the other two alternatives. Recent findings about tire-related pollutants affecting local salmon have increased the focus on limiting pollution-generating impervious surfaces, and surface water runoff from this project area drains through seasonal drainage courses and wetlands on its way toward Wapato Creek. Mitigation of the effects of pollution generating surfaces may be costly, and the timeline for review and approval is currently more than two years. A south relocation of Chrisella would cross an intermittent waterway and require impacting vegetation and soils on a steep slope approaching Meridian. The east relocation of Chrisella would require property acquisition and relocation/demolition of existing structures but is at a flatter topography. Both relocations (Alternatives 2 and 3) will have similar pollution generating footprints.

Cost

The costs of Alternatives 1 and 2 are covered in the previous studies completed for the intersection. Alternative 1 is estimated at more than \$7,000,000 in Transpo Group's April 2021 analysis. Unexpectedly high inflation in construction costs that has occurred since the 2021 memo would likely increase the cost of Alternative 1 to a price of more than \$8,000,000 (in today's dollars). The estimated cost of Alternative 2 is \$5,970,000 (Table 3, Package 3, Transpo, April 2022). A cost for Alternative 3 would include the same roundabout cost as Alternative 2, but it is estimated because of the more complex topography, environmental and WSDOT permitting and connection with a higher volume roadway, the cost of the realignment of Chrisella will be approximately 150% of the cost in Alternative 2. Therefore, for comparison of the alternatives, the estimated cost of Alternative 3 is \$6,800,000.

Traffic Operations

Implementation of a roundabout at the existing intersection will improve traffic operations over the existing signalized intersection. Each of the roundabout options provides some operational benefit. Alternative 1 (with the 5th leg for Chrisella) may experience some operational impact from the entry and exit of traffic to Chrisella compared to the other alternatives. Outside of the intersection, Alternative 3 may have an operational impact from traffic making left turns, if allowed, to the relocated Chrisella from Meridian. Even in a right-in-right-out scenario, there may be operational impacts to Chrisella and/or Meridian south of the roundabout with Alternative 3, compared to the other alternatives.

Local Access

Local access to Chrisella, especially north of the point where a relocated/realigned Chrisella would deviate from the existing alignment, will differ among the three alternatives. Alternative 1 maintains local access in the existing locations, but geometric constraints mean that northbound Meridian traffic would not be able to turn directly onto Chrisella and would need to make a full circulation "U-turn" at the roundabout. In Alternatives 2 and 3, local access is maintained from other roadways to Chrisella, meaning some parcels near the existing intersection will be accessed via a remnant stub and cul-de-sac/dead end. Access to Chrisella from 36th in Alternative 2 is likely to be easier,

compared to Alternative 3's higher volume access on Meridian where access may be restricted to right-in-right-out.

Summary of Evaluation and Scoring

Summarizing the analysis for the three alternatives, a score is developed for each alternative based on the advantages each has in each of the criteria. Advantages or disadvantages are evaluated based on comparing to the existing conditions and comparing between the three alternatives. A significant advantage or disadvantage is worth +2 or -2 points respectively. An advantage or disadvantage is worth +1 or -1 points respectively. If an alternative is evaluated to have no distinct advantage or disadvantage compared to existing conditions or compared to the other alternatives, 0 points are given.

Table 1 shows the summary of evaluation and the scores for each alternative.

Table 1. 36th Street E/Meridian Avenue/Chrisella Road Alternatives

A "choose by advantages" comparison of alternatives

Alternative	Pedestrian Safety	Vehicle Safety	WSDOT Approval	Environmental Impact	Cost	Traffic Operations	Local Access	Total Score
1 – 5 Leg RAB	▲	▲	▲	◄►	▽▽	▲	▲	+3
2 – 4 Leg RAB, East Chrisella	▲▲	▲▲	▲▲	▲	◄►	▲▲	◄►	+9
3 – 4 Leg RAB, South Chrisella	▲	◄►	▲	▽	▽	▲	▽	0

1. Evaluation in each criteria is relative to existing conditions and the other alternatives. ▲▲ represents a significant advantage, ▲ an advantage, ◄► indicates no advantage or disadvantage, ▽ a disadvantage and ▽▽ a significant disadvantage.
2. Scoring is based on +1 point for each ▲ and -1 point for each ▽. A ◄► is worth 0 points.

Preferred Alternative

Based on the criteria discussed above, the preferred alternative for the future configuration of the 36th/Meridian/Chrisella intersection is Alternative 2: a 4-leg roundabout with Chrisella relocated to a new connection with 36th to the east of the existing intersection. The preferred alternative matches the preferred alternative identified in Transpo's 2022 memorandum. The preferred alternative provides the highest level of safety and comfort improvements for active mode and motorized users over the existing conditions, as well as compared to the other alternatives. The preferred alternative is expected to have the easiest WSDOT and environmental permitting process and provides the best local access to businesses and residences along both 36th and Chrisella near the existing intersection, without requiring complex movements like full roundabout U-turns or left turns near tight horizontal curves and vertical grades in higher traffic areas.

The City has placed a high priority on improving pedestrian safety in the identification of a preferred alternative and improvements at the subject intersection. Even without additional weight given to the pedestrian safety criteria, Alternative 2 is the preferred alternative. To further improve upon pedestrian safety, especially connecting the future development along 36th to the west of the intersection and the Edgewood Community Park, additional crossing enhancements on the north leg of the Alternative 2 roundabout could include:

- RRFBs, as required by standard, on both two-lane crossings
- Additional flashing "Crosswalk ahead" signage in advance of both crossings (north of the intersection and in the south approach to the roundabout) actuated by the same pushbuttons for the north leg crossings

MEMORANDUM

Date:	April 13, 2022	TG:	1.21147.03
To:	Jeremy Metzler, Public Works Director, City of Edgewood		
From:	Jon Pascal, PE - Transpo Group Brett Schock, PE, AICP, RSP – Transpo Group Tuan Nguyen, PE – Transpo Group		
Subject:	Realigned Chrisella Road E Alternatives Evaluation		

The City of Edgewood is seeking to alleviate concerns related to pedestrian and driver safety, multimodal connectivity, and traffic operations at the existing intersection of 36th Street E, Chrisella Road E, and SR 161 (Meridian Avenue E). This alternatives evaluation expands upon a previous evaluation at this intersection with further investigation into improvement alternatives for a realigned Chrisella Road E. Several alternatives were evaluated and the following memorandum documents the development and assessment of each of the improvement alternatives with specific cost estimates to assist the City in identifying and confirming next steps.

Summary of Results

The purpose of the alternatives evaluation was to further assist the City in identifying the preferred approach to addressing safety, connectivity, and traffic at the 36th Street E and SR 161 (Meridian Ave E) intersection and the Chrisella Road E corridor. The three alternatives that were evaluated are:

- **Alternative A**
Realigns the Chrisella Road E approach approximately 500 linear feet to the east of the existing 36th Street E and SR 161 intersection.
- **Alternative B**
Realigns the Chrisella Road E approach to align with the Edgewood Community Park Driveway approximately 300 linear feet to the east of the existing 36th Street E and SR 161 intersection.
- **Alternative C**
Realigns the Chrisella Road E approach to the current shared driveway for the 10326 and 10404 36th Street E parcels, approximately 650 linear feet to the east of the 36th Street E and SR 161 intersection.

For the existing intersection of 36th Street E and SR 161 (Meridian Ave E), two alternatives were developed to improve the intersection and incorporate the alternatives as described above.

- **Traffic Signal Modification**
The existing signalized intersection of Meridian Avenue/36th Street E would be redesigned to shorten the crossing distance for the eastern leg of the intersection. The curb ramps would be upgraded to ADA compliant curb ramps and APS style pushbuttons would be installed for all crossings.
- **Roundabout**
The existing signalized intersection would be replaced with a two-lane roundabout. The fifth leg of Chrisella Road E would be removed and the roundabout would consist of four legs. Meridian Avenue would be widened to the north to accommodate a transition to two lanes in each direction with new right-of-way dedication. Single lane

approaches would be constructed for the east-west directions along with new crosswalks and pedestrian refuge islands.

Two alternatives were evaluated for the segment of the existing Chrisella Road E that would be terminated at the current intersection with Meridian Avenue as part of the realignment project.

- **Alternative A**
Provides an emergency turnaround near the existing 36th Street E and SR 161 intersection.
- **Alternative B**
Provides an emergency turnaround approximately 120 feet south of the 36th Street E and SR 161 intersection.

RECOMMENDATION: Based on the assessment of the alternatives, it is recommended the realignment of Chrisella Road E occur approximately 500 linear feet to the east of the existing 36th Street and SR 161 intersection (Alternative A), to reduce impacts to properties and on-street parking, and provide optimal intersection spacing and opportunities for improved pedestrian connectivity. The alignment should be paired with eventual construction of a roundabout at 36th Street and SR 161 intersection and frontage improvements along 36th Street E to provide safe active transportation facilities and connections into the adjoining park. An turnaround should be provided along the dead-end segment of Chrisella Road approximately 120 feet south of the 36th Street E and SR 161 intersection (Alternative B). The City should coordinate with adjoining property owners to discuss potential right of way vacation of the dead-end segment.

Background

The Realigned Chrisella Road E evaluation further expands upon previous alternatives evaluation for the intersection of 36th Street E and Meridian Ave E completed in 2021 by the City and Transpo Group. The study objectives for the previous alternatives evaluation were to improve safety for pedestrians, increase multimodal connections, improve safety for drivers, and improve traffic operations. Previous alternatives evaluation for this intersection included no build, realigning of Chrisella Road E, 5-leg roundabout, and traffic signal modifications at the existing intersection. An evaluation matrix was created based on six criteria: traffic operations, traffic safety, pedestrian connectivity, property impacts, coordination with City's Parallel Roads Ordinance, and project costs. Each of the prior alternatives were evaluated based on each of these criteria and the recommendation based on the evaluation matrix was to realign Chrisella Road E as it addressed the City's goals concerning vehicular and pedestrian safety as well as improving overall traffic operations.

The preliminary findings above were presented to the City Council during the June 15, 2021 council study meeting. A public hearing for the community to provide comments was conducted during the June 22, 2021 regular council meeting. A transportation open house was held on October 28, 2021 for additional questions and comments regarding the analysis. City Council subsequently passed Resolution 21-0604 on November 9, 2021 to formally establish their preferred alternative – realignment of Chrisella Road E, initiating this analysis.

Summary of Public Comments

The public comments in regards to the previous alternatives evaluation for the intersection of 36th Street E and Meridian Avenue E noted a number of concerns in regards to the potential removal of on-street parking on 36th Street East with the installation of new sidewalk and frontage improvements. The Ballet Theatre School currently exists on the south side of 36th Street E, just east of its intersection with Meridian Avenue E. Families with children who attend The Ballet

Theatre School currently park within the gravel shoulder area directly in front of the school and within the existing public right of way. The families and business owners expressed concerns with any removal of existing on-street parking.

Additional public comments received were in favor of the roundabout option in lieu of the existing traffic signal at the intersection. Some participants noted concerns with high vehicle speeds at the intersection and merging issues just north on Meridian Avenue and voiced their opinion that a roundabout could help alleviate these concerns. Some in the community were also concerned with the high cost of the roundabout option and asked whether or not the Washington State Department of Transportation (WSDOT) would be able to help share in some or all of the cost of a new roundabout.

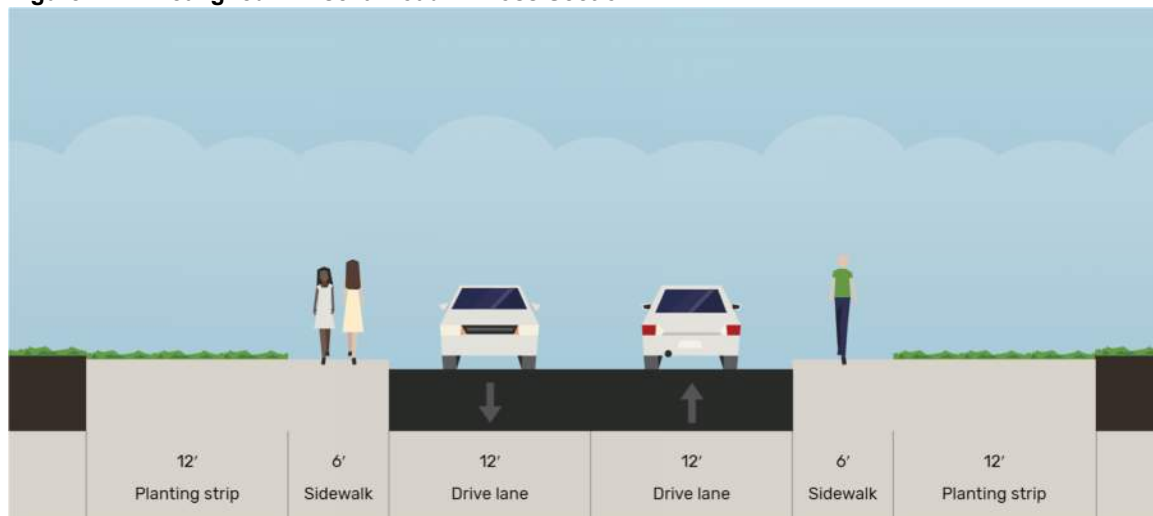
Residents noted concerns for a future planned collector roadway that is anticipated to run north/south through the Edgewood Community Park. This collector roadway has been identified by the City as part of the latest Comprehensive Plan update and would meet the vision of the Parallel Road Network Ordinance adopted many years ago by the City. The concerns with the new collector roadway were primarily focused on safety of park users since the road would run through a portion of the park.

Overview of the Improvement Alternatives

Chrisella Road E Realignment

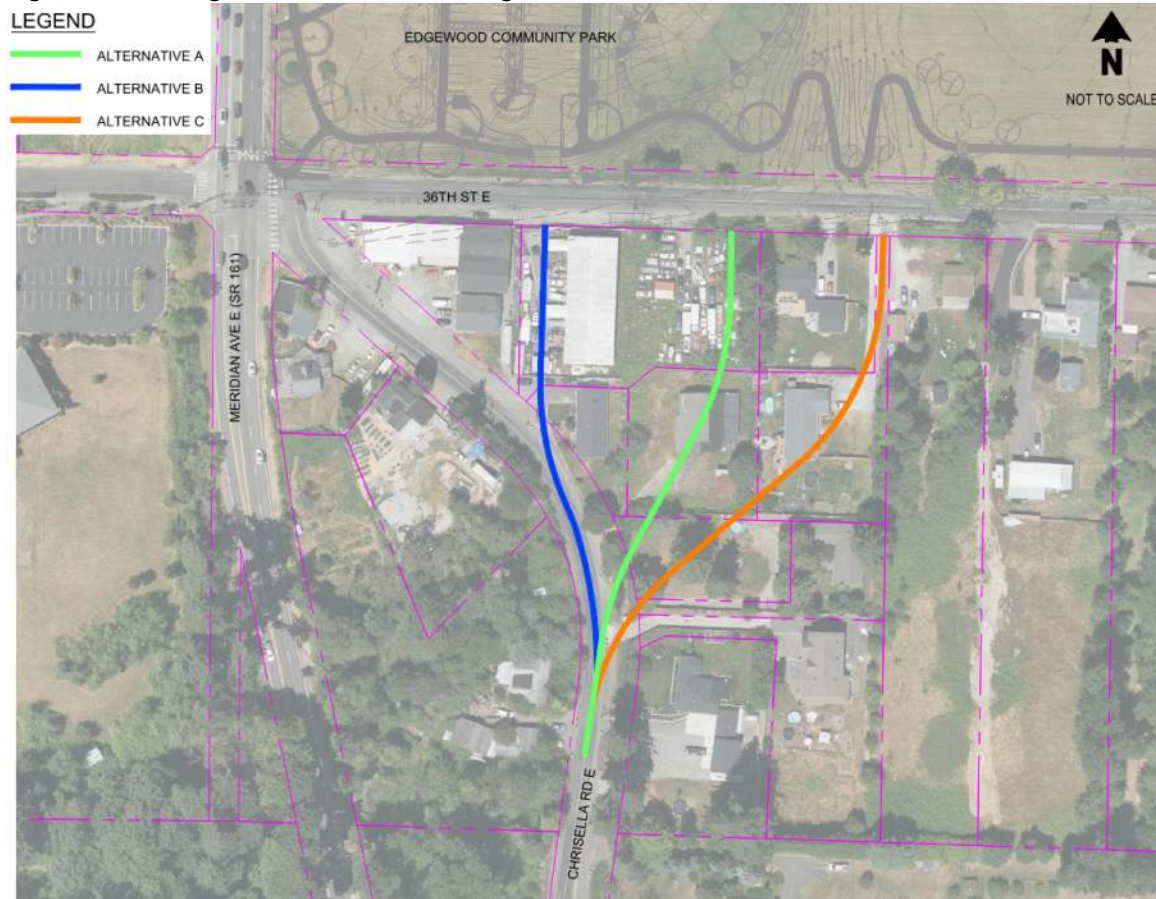
Chrisella Road E is an existing two-lane roadway with varying lane widths between 10 to 12 feet. The existing speed limit for Chrisella Road E is 25 MPH. It is classified as a Collector based on the City's Comprehensive Plan. Based on the City of Edgewood standards for a Collector, the new realigned segment of Chrisella Road E is proposed with the following cross-section of 6-foot sidewalks on either side and 12 foot travel lanes in each direction. The cross-section is illustrated in Figure 1.

Figure 1. Realigned Chrisella Road E Cross Section



Three alternative roadway alignments were identified for a realigned Chrisella Road E corridor. These approximate alignments are shown in Figure 2 and described in more detail below.

Figure 2. Realigned Chrisella Road E Alignment Alternatives



Alternative A

Chrisella Road E would deviate from its current alignment approximately 600 feet south of 36th Street E. The realigned Chrisella Road E begins with a horizontal curve to the northeast through the northwest corner of the 3711 Chrisella Road E parcel then a tangent section through the 3703 Chrisella Road E parcel and finally a second horizontal curve along the eastern property line of the 10218 36th Street E parcel. The realigned Chrisella Road E would intersect with 36th Street E approximately 500 feet to the east of the existing Meridian Avenue E and 36th Street E intersection.

Alternative B

Chrisella Road E would deviate from its current alignment approximately 450 feet south of 36th Street E. The realigned Chrisella Road E begins with a horizontal curve through the 3621 Chrisella Road E parcel ending with a tangent section along the western property line of the 10218 36th Street E parcel. The realigned Chrisella Road E would intersect with 36th Street E approximately 300 feet to the east of the existing Meridian Avenue E and 36th Street E intersection. The realigned Chrisella Road E would align with the existing driveway for the Edgewood Community Park on the north side of 36th Street E.

Alternative C

Chrisella Road E would deviate from its current alignment approximately 600 feet south of 36th Street E. The realigned Chrisella Road E begins with a horizontal curve through the 3611 and

3713 Chrisella Road E parcels, then a tangent section through the 10324 and 10326 36th Street E parcels and finally a second horizontal curve ending at the shared driveways of the 10326 and 10404 36th Street E parcels. The realigned Chrisella Road E would intersect with 36th Street E approximately 650 feet to the east of the existing Meridian Avenue E and 36th Street E intersection.

Alignments that were Advanced into Design

Based on the initial evaluation of the preliminary options, Alternatives A and B were advanced forward into a more detailed alternatives analysis. **Alternative C was not advanced** because of the larger number of impacted properties compared to the other two alternatives requiring a higher cost in terms of right-of-way acquisition, longer timeline for right-of-way acquisition, and higher construction cost.

Realigned Chrisella Road E and 36th Street E Intersection Control

For both Alternatives A and B, a traffic operations analysis was conducted using *Synchro 10* to verify the lane configuration and intersection control type required for the intersection of the realigned Chrisella Road E and 36th Street E in relation to the existing signalized intersection with Meridian Avenue E and 36th Street E. The operations analysis assumed Year 2027 PM peak hour traffic volumes based on the City's concurrency model as shown in Figure 3. The results of the traffic operations analysis are summarized in Table 1.

Figure 3. 2027 PM Peak Hour Turning Movements at 36th St/Chrisella Rd Intersection

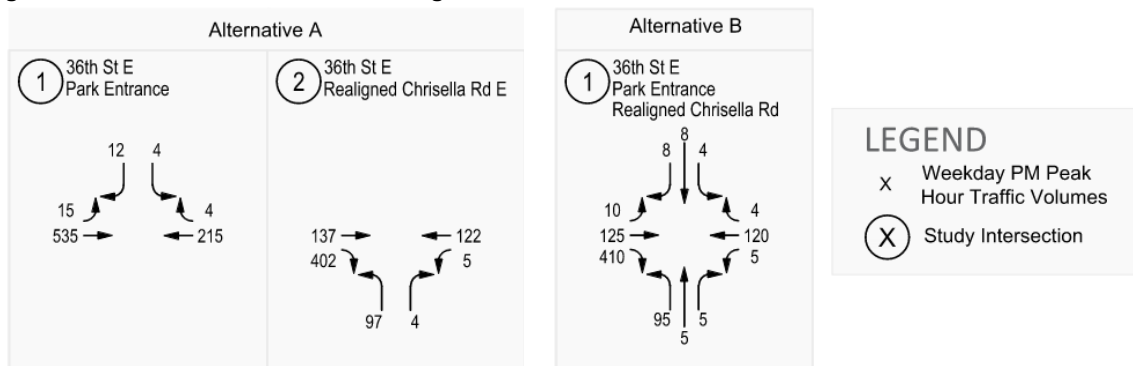


Table 1. Intersection Operations by Alternative (2027 PM Peak Hour)

Intersection	Stop Control	LOS ¹	Delay ²	V/C ³ or WM ⁴	95% queue (# veh)	Channelization
Alternative A (East of Park)						
Meridian Ave E / 36th St E	Signal	C	34.9			Existing Channelization
Realigned Chrisella Rd / 36th St E	TWSC	B	13.3	NB	<1	one lane each approach (no turn lanes)
36th St E / Park Entrance	TWSC	C	17.1	SB	<1	one lane each approach (no turn lanes)
Alternative B (at Park Entrance)						
Meridian Ave E / 36th St E	Signal	C	34.9			Existing Channelization
Realigned Chrisella Rd / 36th St E / Park Entrance	TWSC	C	15.4	NB	<1	one lane each approach (no turn lanes)

1. Level of service, based on Highway Capacity Manual 6th Edition methodology.
2. Average delay in seconds per vehicle.
3. Volume-to-capacity ratio reported for signalized intersections.
4. Worst movement reported for unsignalized intersections.

The results of the intersection operations analysis are as follows:

- Under Alternative A, the intersection of Meridian Avenue and 36th Street E operates at LOS C, consistent with the existing conditions. The new intersection of realigned Chrisella Road E and 36th Street E results in stop control for Chrisella Road E while 36th Street E is free-flowing. A separate turn lane for Chrisella Road is not required based on the operations analysis.
- Under Alternative B, the intersection of Meridian Avenue and 36th Street E operates at LOS C, also consistent with the existing conditions. The Edgewood Community Park driveway and new intersection with realigned Chrisella Road E were analyzed to confirm whether separate left turn lanes on 36th Street E are required since the existing signal is in close proximity to the new intersection and to avoid vehicle queues from extending into the adjoining intersection. Based on the analysis, separate left turn lanes on 36th Street E are not required. Similar to Alternative A, the realigned Chrisella Road E would be stop control and 36th Street would be free flowing.

36th Street E Corridor Improvements

36th Street E is an existing two-lane roadway with varying lane widths between 11 to 12 feet. The existing speed limit for 36th Street E is 25 MPH. It is classified as a Collector based on the City's Comprehensive Plan. Per the City's Transportation Element, bike lanes are proposed in both directions along the corridor. To accommodate bicycle lanes the existing roadway is proposed to be widened on both sides, with on-street parking, sidewalk, curb, and gutter on the south side between Meridian Avenue E and the realigned Chrisella Road E. There is an existing paved pedestrian pathway within the park on the north side of the corridor, so no sidewalk is proposed on the north side of street right of way. The typical cross-section of 36th Street E is shown in Figure 4.

Figure 4. 36th Street E Cross Section (looking west)



The removal of on-street parking was noted as a concern from the public. Through the refinement of the design for the 36th Street E corridor, on-street parallel parking is proposed on the south side of 36th Street E immediately east of the existing 36th Street E / SR 161 intersection.

In Alternative A as shown in Figure 5, a total of seven (7) on-street parking spaces are provided. In Alternative B as shown in Figure 6, a total of four (4) on-street parking spaces are provided on 36th Street and three (3) parking spaces are provided on the west side of the realigned Chrisella Road E which is around the corner from the four on-street parking spaces on 36th Street. Additionally, more parking would be provided at the new dead-end of Chrisella Road E immediately south of the 36th Street E / SR 161 intersection (see Figure 11). Both of the alternatives assume the existing traffic signal at the 36th Street E / SR 161 intersection is to remain.

A new marked crosswalk on 36th Street E in Alternative A would allow pedestrians to access the Edgewood Community Park Property from the south side of 36th Street E at the intersection of the realigned Chrisella Road E. A rectangular rapid flashing beacon (RRFB) could be installed for this crossing to provide a visual warning for drivers of a crossing pedestrian given the location next to the park. A crosswalk was not shown in Alternative B due to the proximity to the Meridian Avenue and 36th Street E intersection crossing.

Figure 5. 36th Street E – Realigned Chrisella Road E Alternative A

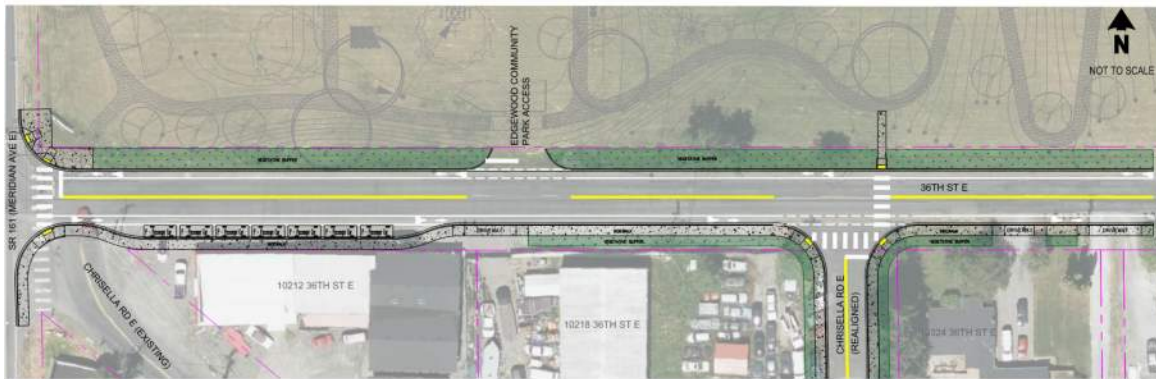
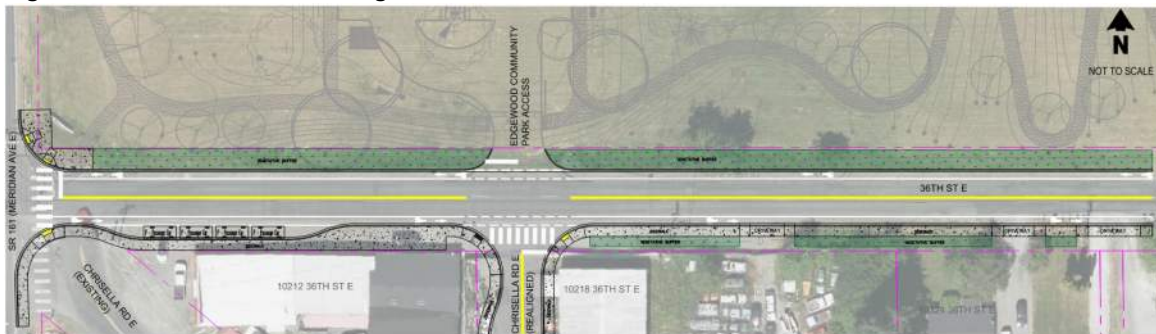


Figure 6. 36th Street E - Realigned Chrisella Road E Alternative B



36th Street E and SR 161 (Meridian Avenue E) Intersection

Two conceptual alternatives were identified for the 36th Street E and SR 161 (Meridian Avenue E) Intersection. Each intersection improvement alternative is described in more detail below.

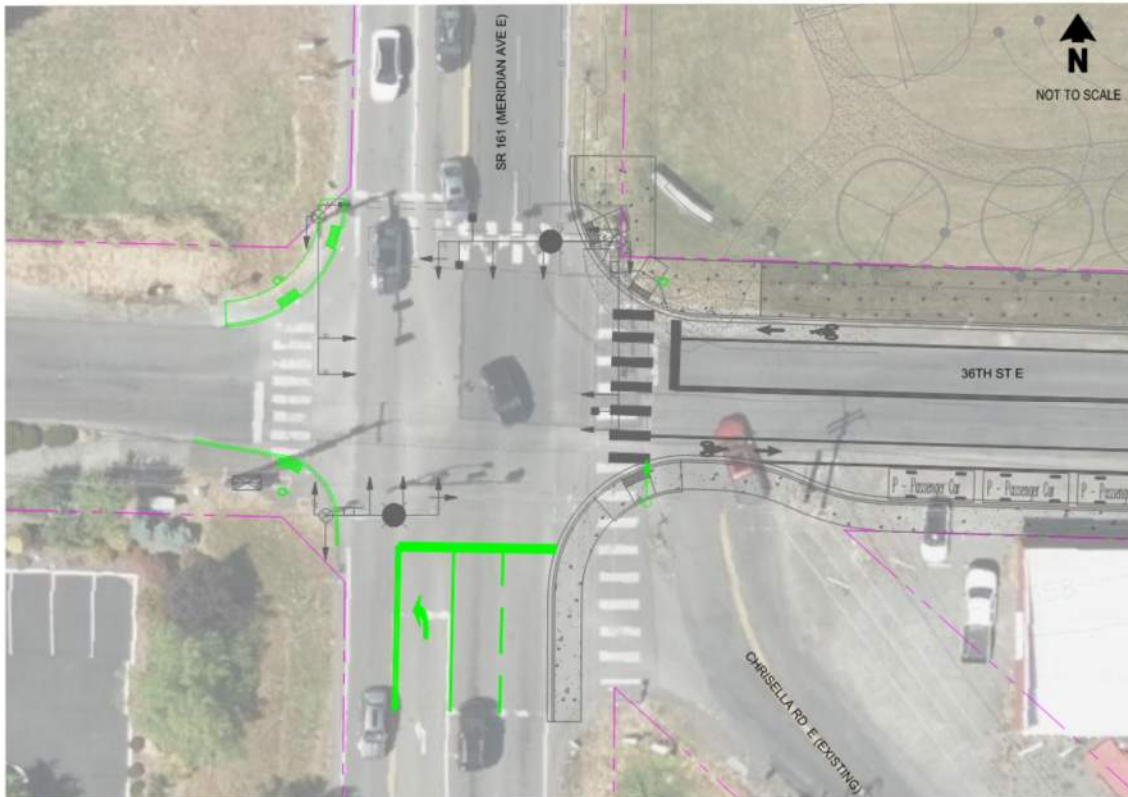
Traffic Signal Modification

The existing traffic signal at 36th Street E and Meridian Avenue E would be modified to a traditional four-legged intersection. Curbing and sidewalk improvements on the southeast corner of the intersection would close off the former Chrisella Road E approach. The existing Type 2, 3, and SD signal poles at the intersection can likely remain as-is with the revision to the intersection. However, the pedestrian pushbuttons and signal heads would need to be brought into ADA compliance with new APS style pushbuttons and countdown style signal heads. Additional Type PS and/or pedestrian pushbutton posts may be required to meet ADA guidelines for reach requirements.

New pavement, pedestrian curbing, and detectable warning surfaces would be installed to provide the pedestrian facilities for the northwest and southwest corners of the intersection. The signal

improvements are shown in Figure 7 and demonstrates how they would tie into the improvements along the 36th Street E corridor.

Figure 7. Traffic Signal Modification at the 36th Street E & Meridian Avenue E Intersection

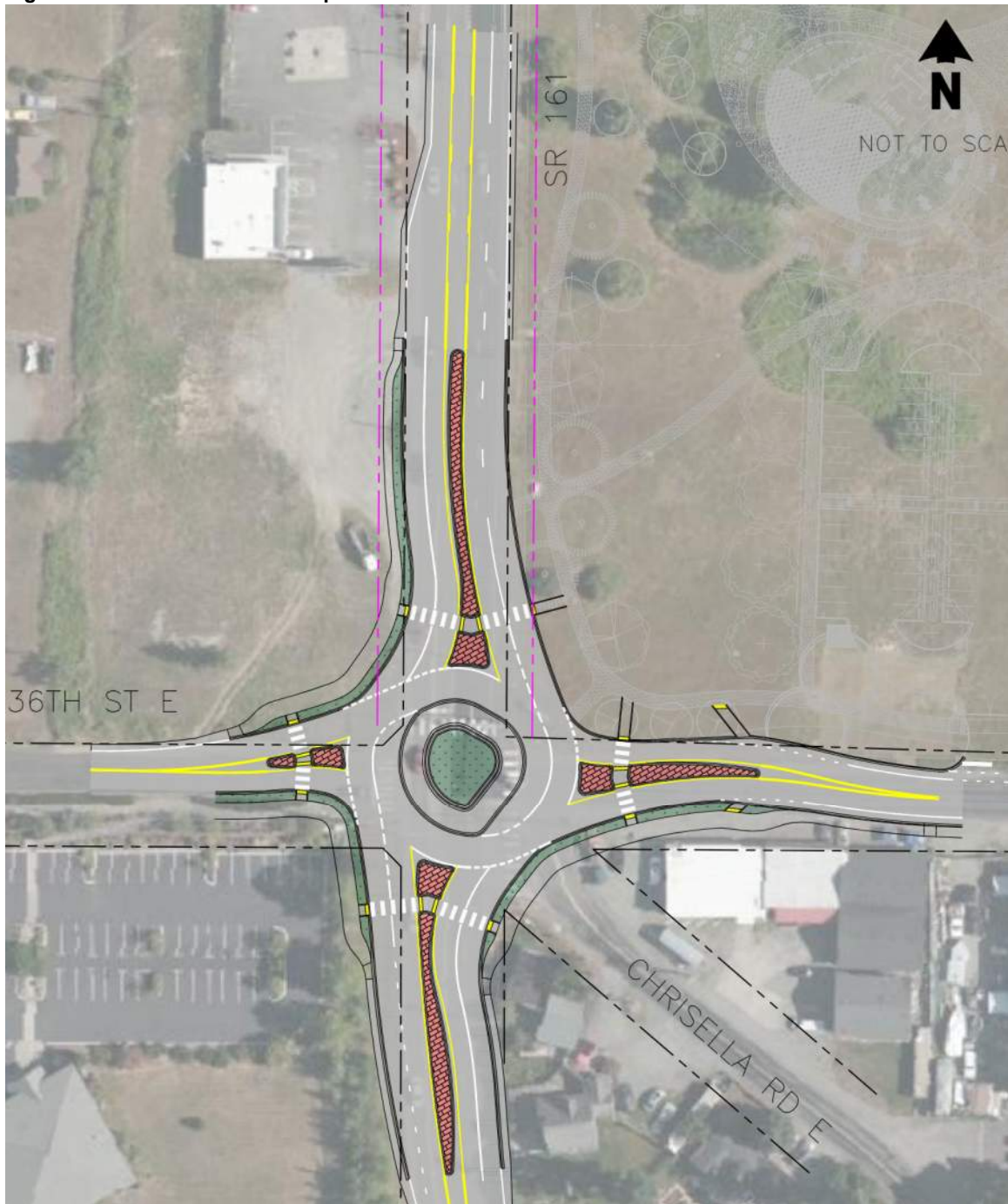


The existing signal is maintained and operated by WSDOT. Any signal improvement would need to go through the WSDOT design approval project including to preparation of an Intersection Control Evaluation (ICE) and Plan For Approval (PFA), which both occur around the 30 percent design stage. Given recent work with WSDOT at the 20th Street E intersection on SR 161, it may be difficult to obtain WSDOT acceptance to improve the existing signalized intersection.

Roundabout

A conceptual roundabout alternative was prepared that expands upon previous concepts developed in the past. This alternative differs from the previous evaluations since it assumes removal of the fifth leg of Chrisella Road E. The 4-legged roundabout concept is shown in Figure 8.

Figure 8. Roundabout Concept at the 36th Street E & Meridian Avenue E Intersection



The replacement of the existing signal with a roundabout would address poor traffic operations along the corridor, improve pedestrian safety and connections, and provide a traffic calming effect on both Meridian Avenue E and 36th Street E. The roundabout would require acquisition of right-of-way and a significant capital expenditure.

A roundabout with an elliptical shape in the east-west direction was chosen to provide enough deflection for northbound and southbound traffic entering/exiting the roundabout on Meridian

Avenue E while still maintaining a relatively small footprint on the corners of the roundabout. The north leg of the roundabout was designed for two lanes in each direction based on the ultimate cross section for Meridian Avenue E. An additional right-of-way dedication of 15 feet on either side of the existing Meridian Avenue E right-of-way is needed to accommodate for the four-lane cross section and would likely be required as part of any redevelopment on the west side, since the east side is already owned by the City.

The center of the roundabout is slightly shifted to the north from the current center of the existing signalized intersection to minimize the impacts to existing properties to the south. The roundabout itself contains two lanes with a circulating width between 15 to 18 feet. Bike lanes and ramps are provided on the east approach of 36th Street E based on the City's Comprehensive Plan. The design vehicles for the roundabout are a WB-67 for the north/south directions and a 36-foot school bus for the east/west directions. Turning maneuvers were conducted with these design vehicles as part of the design of the roundabout. The maneuvers of the WB-67 for the north/south directions utilizes the inner and outer lanes of the roundabout without the use of the truck apron or shoulder. U-turns for large trucks would require the use of the center island apron. The 36-foot school bus for the east/west directions does not require use of truck apron for all maneuvers at the roundabout.

On-street parking on 36th Street E can be provided however the location would be further to the east on 36th Street compared to Alternative A and B with the traffic signal modification which was closer to the intersection. This is due to three factors:

- the geometry of the roundabout approach
- the presence of the bicycle ramp exiting the roundabout
- sight distance

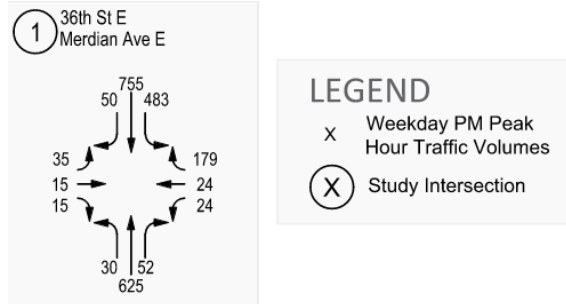
The curvature of the roundabout along the east approach is designed to slow vehicles entering/exiting the roundabout through a series of curves. In addition, a bicycle ramp was designed to introduce bicyclists exiting the roundabout to the proposed bicycle lanes on 36th Street E. Per design guidelines, the bicycle ramp for a roundabout should be located a minimum of 50 feet from the edge of the crosswalk lines for that approach. The proposed driveway for the 10218 36th Street E parcel in Alternative A and the realigned Chrisella Road E with the Edgewood Community Park driveway in Alternative B pose a concern for sight distance issues if on-street parking is proposed on 36th Street E as the parking may obscure the sight distance of drivers exiting the roundabout.

Since the roundabout is located on SR 161, a state-owned highway, a formal Intersection Control Evaluation (ICE), roundabout geometrics package, and Plan for Approval (PFA) would need to be completed through the WSDOT design approval process.

Intersection Operational Evaluation

To assist in sizing the roundabout, a traffic operations analysis was conducted using *Sidra* to verify the lane configurations at the 36th Street E and Meridian Avenue E intersection. The operations analysis assumed Year 2027 PM peak hour traffic volumes based on the City's concurrency model as shown in Figure 9.

Figure 9. 2027 PM Peak Hour Intersection Turning Movements at 36th St/Meridian Ave



The results of the traffic operations analysis are summarized in Table 2.

Table 2. Meridian Ave E and 36th Street E Intersection LOS

Intersection	Stop Control	LOS ¹	Delay ²	V/C ³ or WM ⁴	95% queue (# vehs)	Channelization
Meridian Ave E / 36th St E	RAB	A	7.3	0.62	<6	See Figure 8

1. Level of service, based on Highway Capacity Manual 6th Edition methodology.
 2. Average delay in seconds per vehicle.
 3. Volume-to-capacity ratio reported for signalized intersections.
 4. Worst movement reported for unsignalized intersections.

The results of the intersection operations indicate the 4-legged roundabout would operate at LOS A during the 2027 horizon year assuming all known development activity in the City. Queuing is not expected to be an issue at any of the approaches. The AM peak hour is assumed to operate in a similar manner given the PM peak hour includes much higher levels of traffic.

Chrisella Road E End Treatment

The removal of the fifth leg at the intersection of 36th Street E and Meridian Avenue E for the realigned Chrisella Road E ends up creating a dead end for the segment of existing Chrisella Road E. This segment of Chrisella Road E serves a few properties including 3615, 3618, and 3624 Chrisella Road E and 10212 36th Street E.

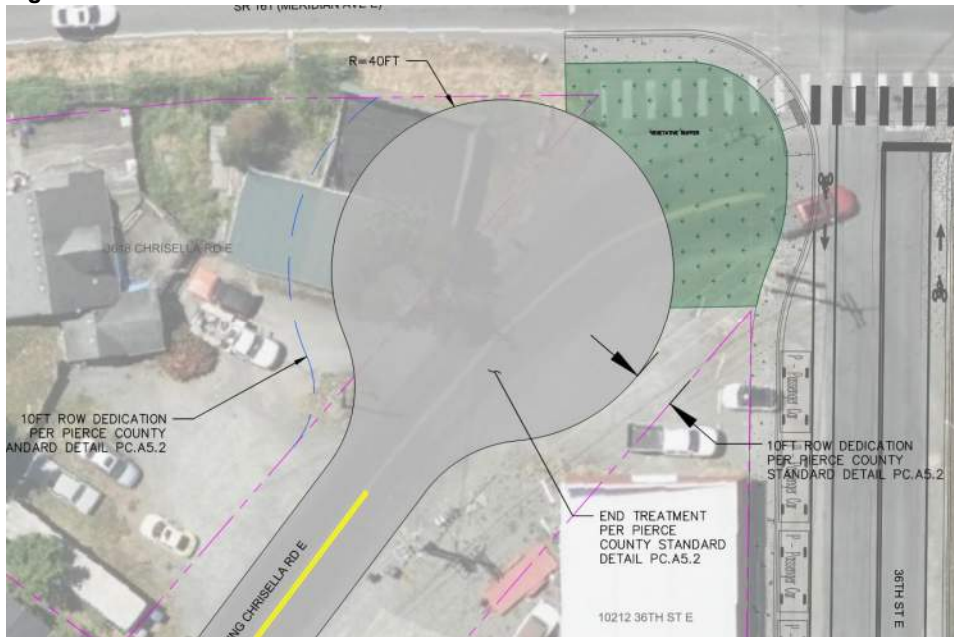
The dead-end segment and turnaround would need to be designed to accommodate for emergency vehicles to turnaround based on City design standards. Various styles of emergency turnarounds were evaluated including a hammer head style and "Y" style hammerhead. However, with the existing constraints, a cul-de-sac style turnaround was determined as the best design alternative to evaluate more closely.

The cul-de-sac turnaround is based on the Pierce County Design Manual and Standard Drawings PC.A5-1 and PC.A5-2 which consists of a paved bulb with a 40-foot radius. A 10-foot offset from this radius would be dedicated to right-of-way per the standard, and this could either remain as public right-of-way or be converted into private access easement with the public right of way being vacated. Such a decision could be made by the City at a later time as the project advances and discussions are held with the adjoining property owners. However, two alternatives were developed with the cul-de sac turnaround.

Alternative A

Includes a cul-de-sac turnaround closer to the existing 36th Street E and Meridian Ave E intersection. This alternative would impact and require the removal of the two northern existing buildings on the 3618 Chrisella Road E parcel. The concept for this cul-de-sac bulb is highlighted in Figure 10.

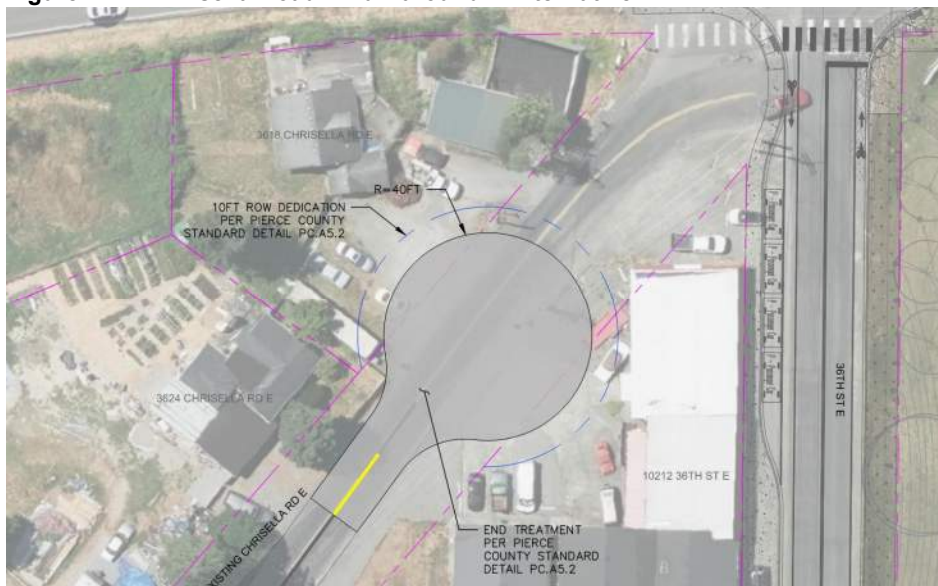
Figure 10. Chrisella Road E Turnaround – Alternative A



Alternative B

Alternative B consists of the cul-de-sac bulb further south of the existing 36th Street E and Meridian Ave intersection. This alternative does not impact any buildings for any of the parcels however an existing utility pole on the east side of the roadway would need to be relocated to accommodate for the bulb. Since the cul-de-sac bulb is located further south, the existing right-of-way north of the bulb could potentially be split and given to the adjacent property owners, as well as provide additional off-street parking for adjacent businesses. The concept for this cul-de-sac bulb is highlighted in Figure 11.

Figure 11. Chrisella Road E Turnaround – Alternative B



Improvement Alternatives Cost Comparisons

Development of planning level cost estimates were based on WSDOT Unit Bid Analysis as well as other recently available bids within the general geographic area. This section summarizes the costs associated with each alternative for a realigned Chrisella Road E, intersection improvements at 36th/SR 161 intersection and the end treatment for the existing Chrisella Road E. This section summarizes the costs associated with each alternative in terms of the following factors:

- Design
- Construction Management
- Right-of-Way (ROW)
- Construction
- Contingency

The costs for realigning Chrisella Road E were developed based on Alternatives A and B as shown in Figure 2. The existing property acquired by the City (3703 Chrisella Road E) was not included as part of the Right-of-Way determination costs. The traffic signal modification at the 36th Street E and SR 161 (Meridian Avenue E) intersection and the improvements along the 36th Street E corridor were assumed as part of the two alternatives and the total costs were respectively included as part of each alternative.

The estimated costs for providing an emergency turnaround for the Chrisella Road E dead end were developed based on Alternatives A and B as shown in Figures 10 and 11. For Alternative A, the two buildings to the north on the 3618 Chrisella Road E property were assumed to be removed to install the emergency turnaround. For Alternative B, the existing utility pole on the east side of Chrisella Road E is assumed to be relocated due to the location of the proposed end treatment. A comparison of the planning level cost estimates are provided in Attachment B. Ultimately the cost estimate for Alternative A was carried forward into the total costs shown in Table 3.

Another cost estimate was developed to construct the roundabout at the 36th Street E and SR 161 intersection. This cost estimate was based on Figure 8 and assumes Alternative A improvements for Chrisella Road.

Table 3 provides a general summary of the overall cost estimates of the alternatives. Each of the separate project elements were combined into three separate improvement project packages. The specific improvement assumptions have been identified along with the total cost.

Table 3. Planning Level Cost Estimates for Chrisella Road Realignment Improvement Packages

Alternative	Description of Improvements ¹	Estimated Cost ²
PACKAGE 1	- Realigned Chrisella Rd	
Alternative A	- 36th St Corridor Improvements	\$2,650,000
Chrisella Road	- 36th St/SR 161 Signal Modification	
(Signal Modification)	- Chrisella Rd Cul-da-Sac, Alternative B	
PACKAGE 2	- Realigned Chrisella Rd	
Alternative B	- 36th St Corridor Improvements	\$2,600,000
Chrisella Road	- 36th St/SR 161 Signal Modification	
(Signal Modification)	- Chrisella Rd Cul-da-Sac, Alternative B	
PACKAGE 3	- Realigned Chrisella Rd	
Alternative A	- 36th St Corridor Improvements	\$5,970,000
Chrisella Road	- 36th St/SR 161 Roundabout	
(Roundabout)	- Chrisella Rd Cul-da-Sac, Alternative B	

1. Includes several improvements combined into one project. The projects can be separated out separately as needed.

2. Costs based on 2022 unit prices



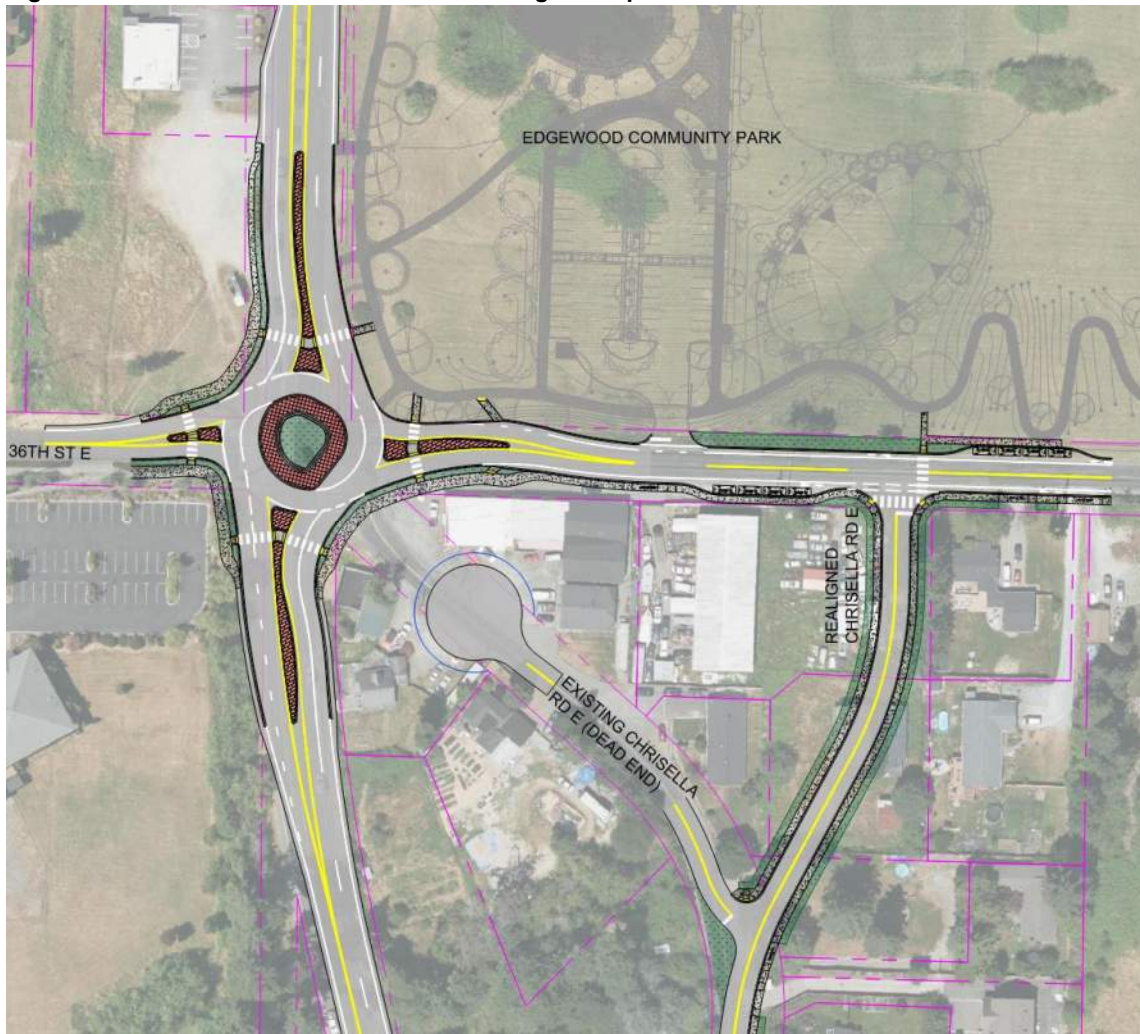
Selection of the Preferred Improvement Alternative

Based on the assessment of the engineering feasibility, design measures, safety and operations, WSDOT design approval, and overall costs, we recommend the City pursue implementation of Package 3 that assumes the following:

- Realigned Chrisella Road (Alternative A)
- 36th Street Corridor Improvements
- 36th Street/SR 161 Roundabout
- Chrisella Road Cul-da-Sac (Alternative B)

Figure 12 provides an illustrative example of the preferred package of improvements. Detailed drawings and cost estimates of the alternatives that were analyzed are included as Attachments A and B.

Figure 12. Illustration of the Preferred Package of Improvements

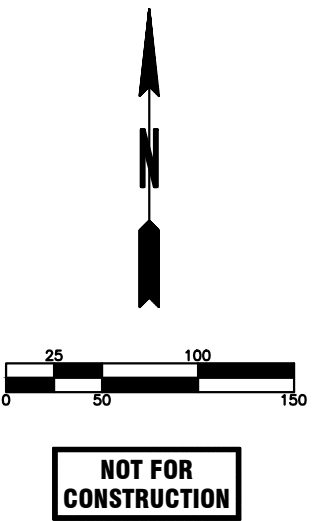


Attachment A

Chrisella Road E Realignment Concepts

LEGEND

- ALTERNATIVE A
- ALTERNATIVE B
- ALTERNATIVE C



Realigned Chrisella Road E Concept - Alternatives Map

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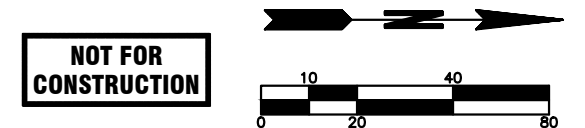
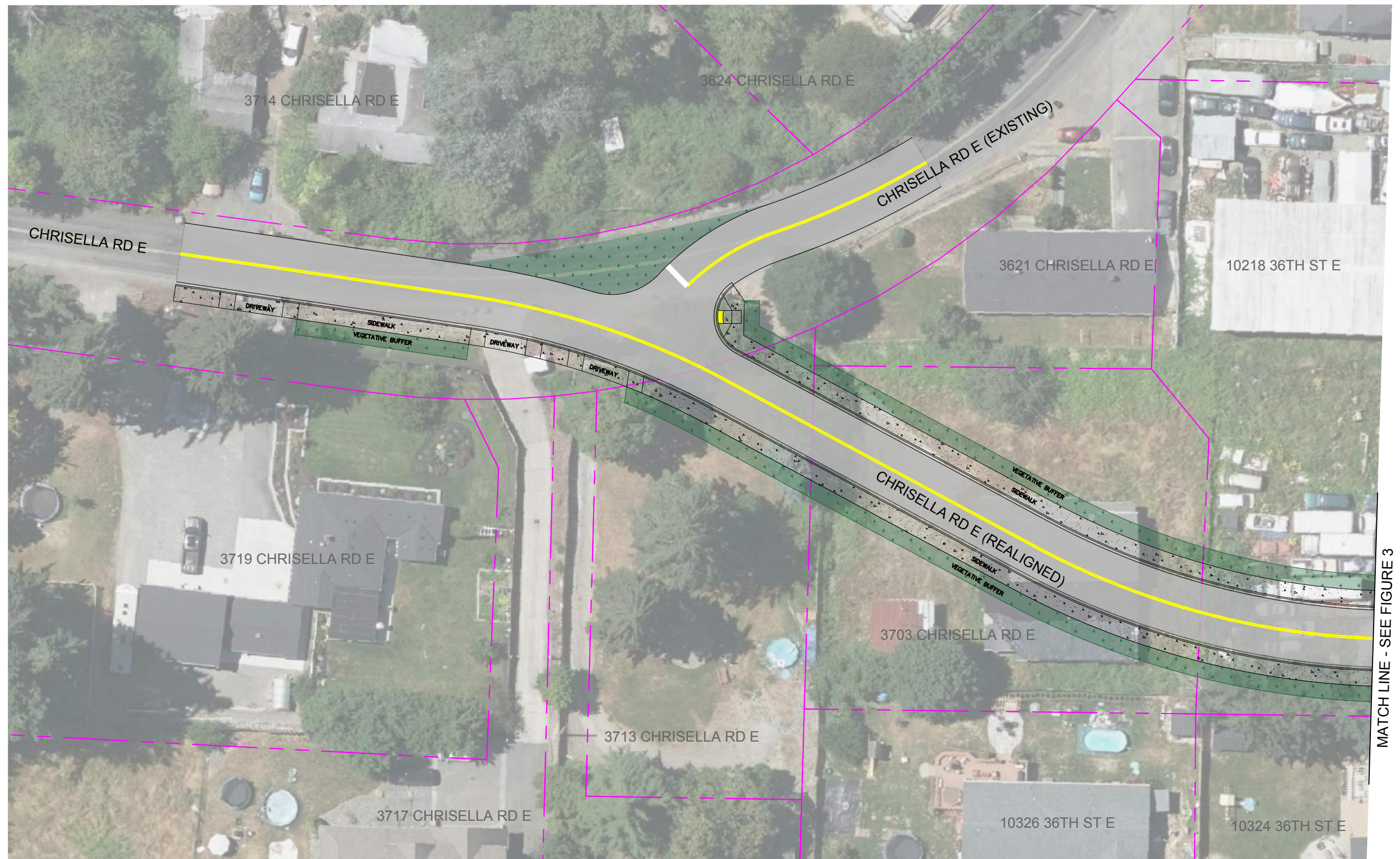
Apr 11, 2022 - 3:45pm tuann M:\21\1.21147.00 - Edgewood 2021 On-Call Consulting Services\Task 03 - Chrisella Road Realignment\Engineering\CAD\Conceptual\21147-CONCEPT-Alternatives Map.dwg Layout: FIG 1

April 11, 2022



FIGURE

1



Realigned Chrisella Road E Concept - Alternative A

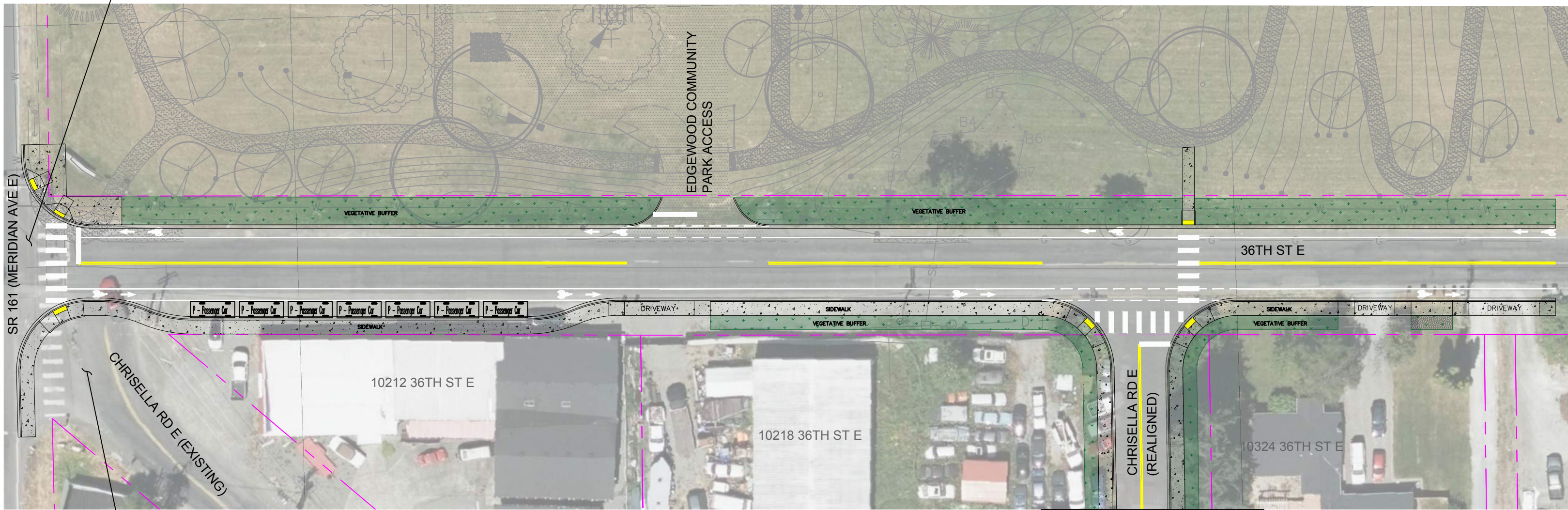
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April 11, 2022
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WHAT TRANSPORTATION CAN BE.

FIGURE
2

SR 161 AND 36TH ST E SHOWN HERE WITH TRAFFIC
SIGNAL LAYOUT ALTERNATIVE. SEE ROUNDABOUT
ALTERNATIVE FOR ADDITIONAL DETAILS



SEE FIGURES 6 AND 7 FOR END TREATMENT ALTERNATIVES

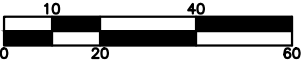
MATCH LINE - SEE FIGURE 2

Realigned Chrisella Road E Concept - Alternative A

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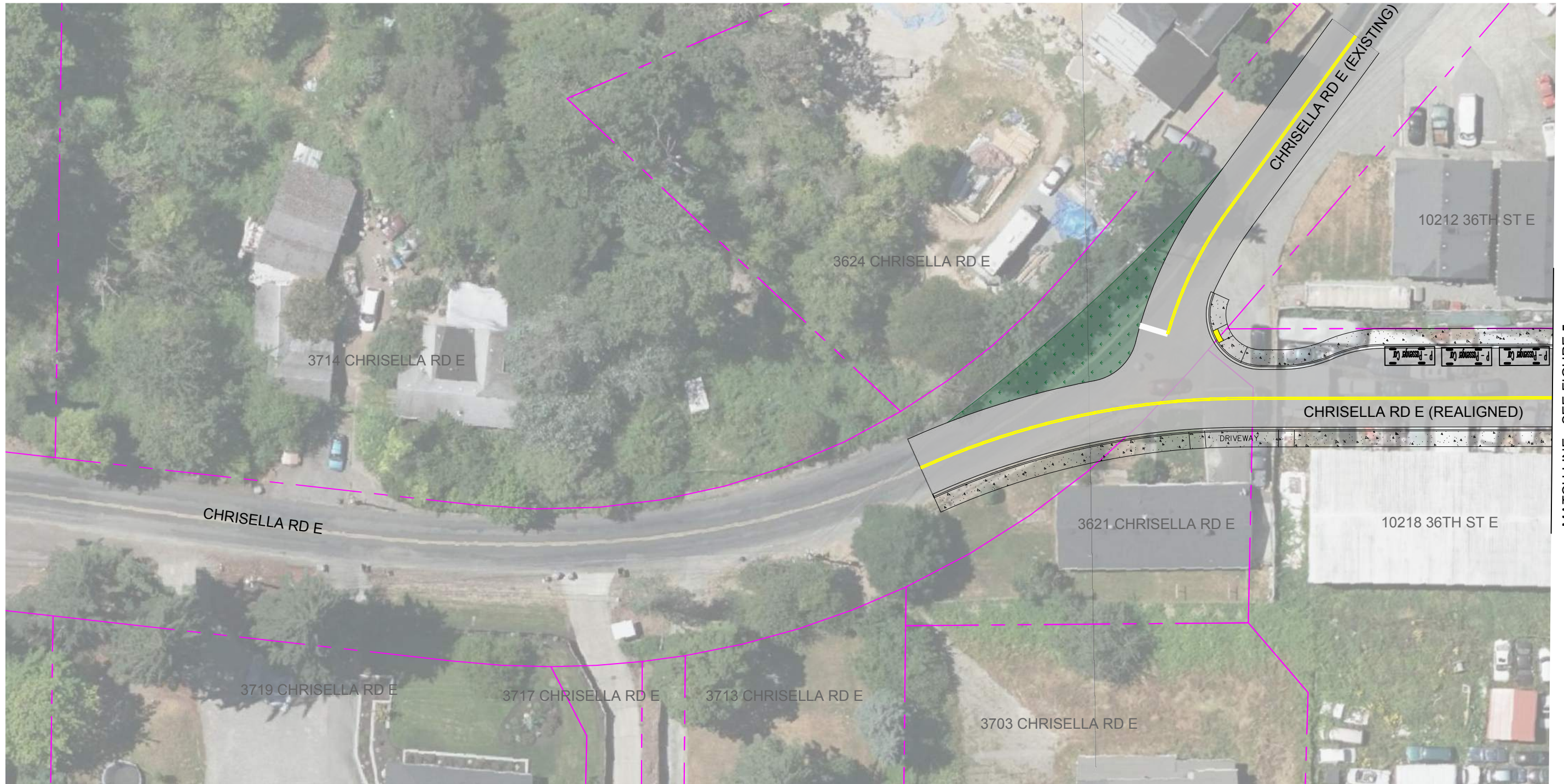
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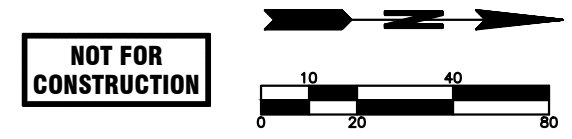
April 11, 2022

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WHAT TRANSPORTATION CAN BE.

FIGURE
3



MATCH LINE - SEE FIGURE 5



Realigned Chrisella Road E Concept - Alternative B

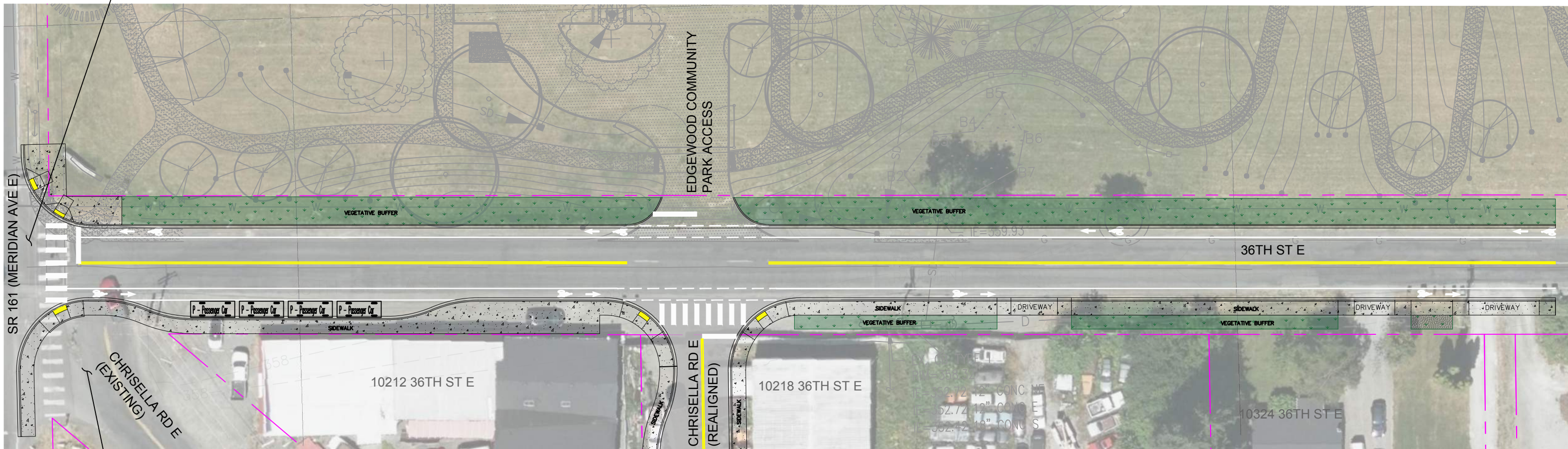
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April 11, 2022
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 WHAT TRANSPORTATION CAN BE.

FIGURE
 4

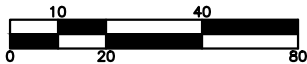
SR 161 AND 36TH ST E SHOWN HERE WITH TRAFFIC
SIGNAL LAYOUT ALTERNATIVE. SEE ROUNDABOUT
ALTERNATIVE FOR ADDITIONAL DETAILS



MATCH LINE - SEE FIGURE 4

SEE FIGURES 6 AND 7 FOR END TREATMENT ALTERNATIVES

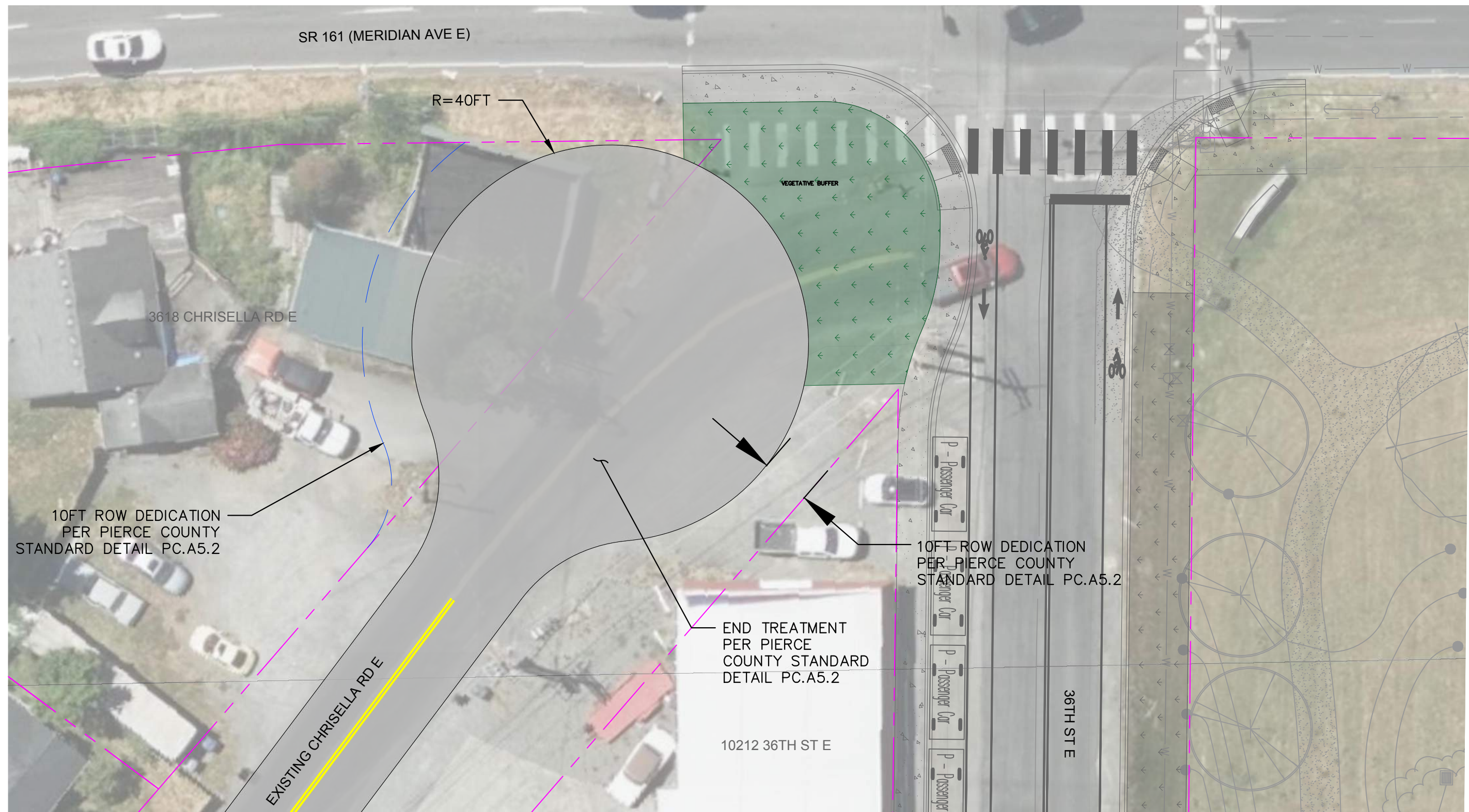
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Realigned Chrisella Road E Concept - Alternative B

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Existing Chrisella Road E Dead End Concept - Alternative A

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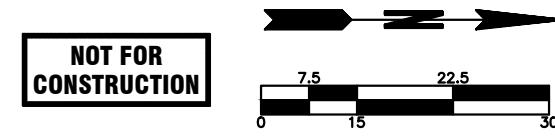
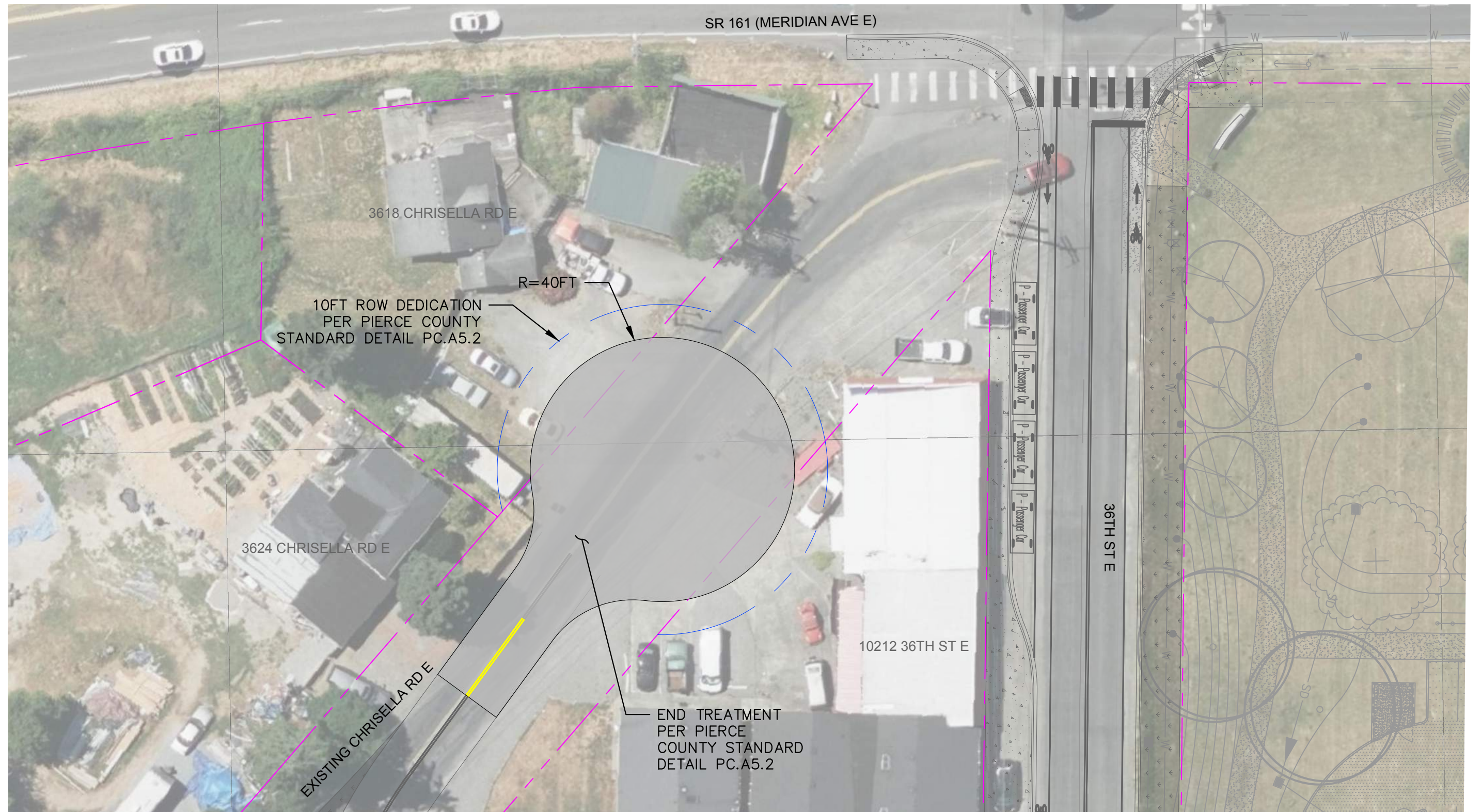
April 11, 2022

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WHAT TRANSPORTATION CAN BE.

FIGURE

6

Page 46 of 113



Existing Chrisella Road E Dead End Concept - Alternative B

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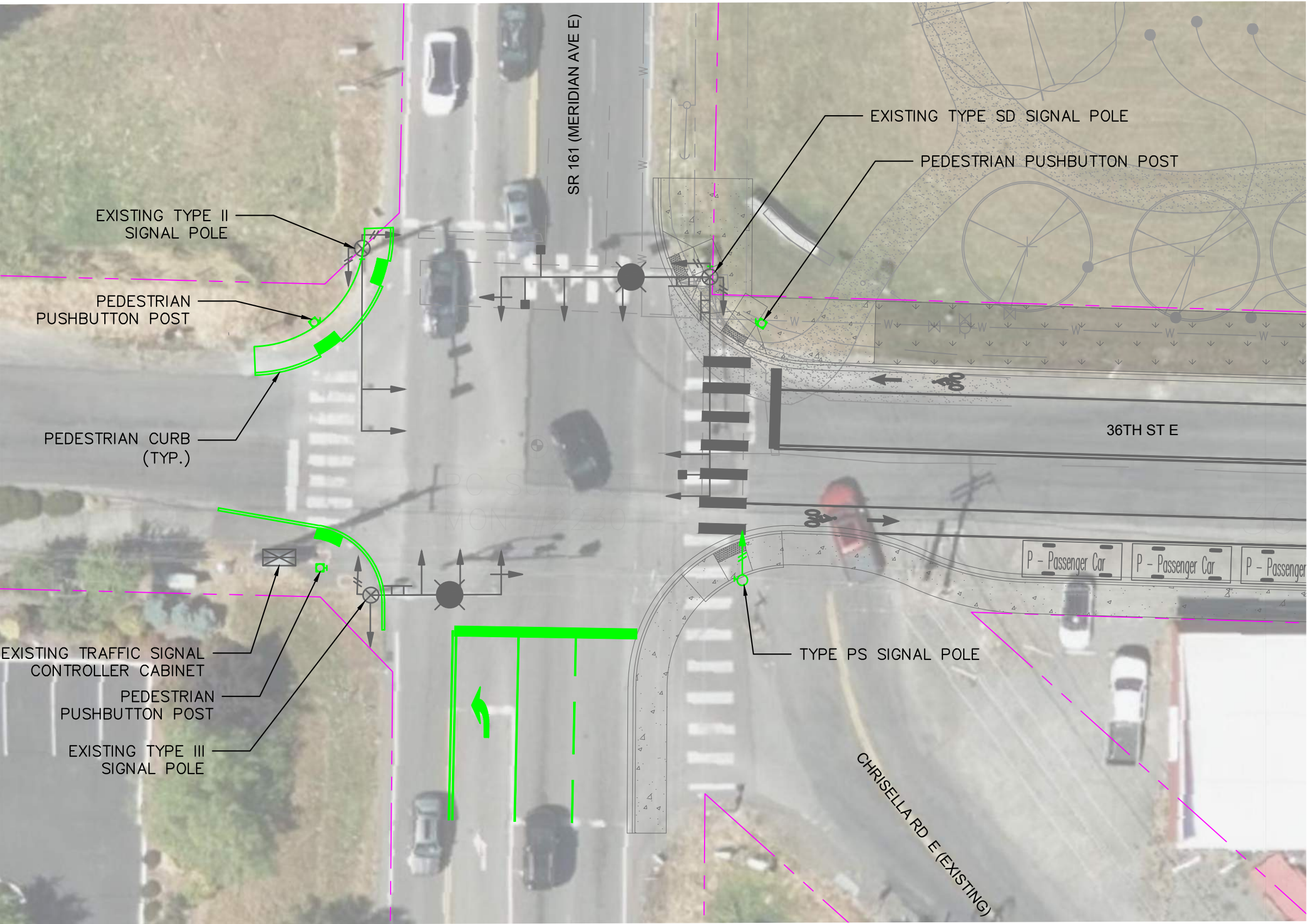
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April 11, 2022
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WHAT TRANSPORTATION CAN BE.

FIGURE
7

NOTES:

- 1. ASSUMED EXISTING TRAFFIC SIGNAL POLES AND CONTROLLER CABINET WILL REMAIN.



SR 161 (Meridian Ave E) and 36th St E - Traffic Signal Modification Concept

1.21147.00 - Edgewood 2021 On-Call Consulting Services

NOT FOR
CONSTRUCTION



April 11, 2022



FIGURE

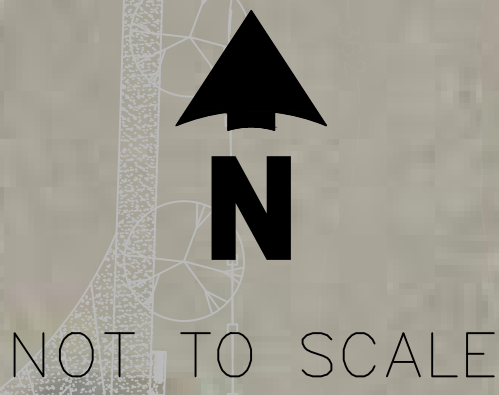
8

DESIGN VEHICLE CRITERIA

PASSENGER CAR:
MAKES ALL TURNING MANEUVERS AT
ROUNDAABOUT WITHIN OWN LANE. DOES NOT
REQUIRE USE OF SHOULDER OR TRUCK
APRON.

S-BUS-36:
MAKES ALL TURNING MANEUVERS AT
ROUNDAABOUT. DOES NOT REQUIRE USE OF
SHOULDER OR TRUCK APRON.

WB-67:
MAKES NORTHBOUND AND SOUTHBOUND
THROUGH MANEUVERS AT ROUNDAABOUT
THROUGH THE USE OF INNER/OUTER LANE.
DOES NOT REQUIRE USE OF SHOULDER OR
TRUCK APRON.



LEGEND

DESCRIPTION	SYMBOL
EX RIGHT-OF-WAY	---
FUTURE RIGHT-OF-WAY	---
PROPOSED FEATURE	---

SR 161/Meridian Ave E & 36th St E - Roundabout Concept - Alt A

1.21147.00 - Edgewood 2021 On-Call Consulting Services

April 11, 2022

FIGURE

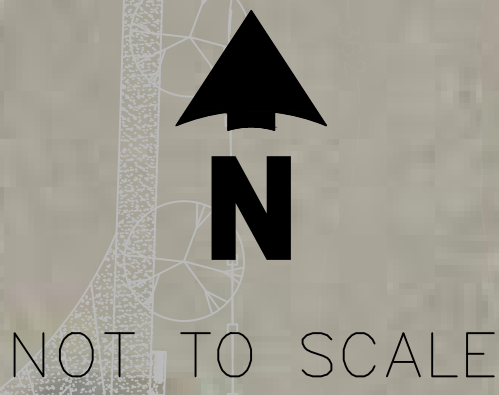
9

DESIGN VEHICLE CRITERIA

PASSENGER CAR:
MAKES ALL TURNING MANEUVERS AT
ROUNDAABOUT WITHIN OWN LANE. DOES NOT
REQUIRE USE OF SHOULDER OR TRUCK
APRON.

S-BUS-36:
MAKES ALL TURNING MANEUVERS AT
ROUNDAABOUT. DOES NOT REQUIRE USE OF
SHOULDER OR TRUCK APRON.

WB-67:
MAKES NORTHBOUND AND SOUTHBOUND
THROUGH MANEUVERS AT ROUNDAABOUT
THROUGH THE USE OF INNER/OUTER LANE.
DOES NOT REQUIRE USE OF SHOULDER OR
TRUCK APRON.



LEGEND

DESCRIPTION	SYMBOL
EX RIGHT-OF-WAY	---
FUTURE RIGHT-OF-WAY	---
PROPOSED FEATURE	---

SR 161/Meridian Ave E & 36th St E - Roundabout Concept - Alt B

1.21147.00 - Edgewood 2021 On-Call Consulting Services

April 11, 2022

FIGURE

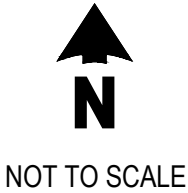
10

NOTES:

1. THIS FIGURE DEPICTS THE FOLLOWING ALTERNATIVES:

- REALIGNED CHRISSELLA RD E ALTERNATIVE A
- DEAD END CHRISSELLA RD E ALTERNATIVE B
- SR 161 AND 36TH ST E ROUNDABOUT ALTERNATIVE

NOT FOR
CONSTRUCTION



Preferred Alternative

1.21147.00 - Edgewood 2021 On-Call Consulting Services

April 11, 2022

FIGURE

11



Attachment B

Chrisella Road E Realignment Rough Order of Magnitude Estimate (ROMs)



Planning Level Engineer's Opinion of Probable Cost - Realigned Chrisella Rd E - Alternative A

Transpo Job No.: 1.21147.00

Description of Work:

This opinion of probable cost is based on removing the existing Chrisella Rd E approach from the SR 161 (Meridian Ave E) and 36th St E signalized intersection. Chrisella Rd E to be realigned further east approximately 180 feet east of the Edgewood Community Park driveway. See concept figures 2,3 and 8.

Last Edit: TVN - 03/09/2022

Checked: BAS - 03/15/2022

Item Description	Quantity	Unit	Unit Cost	Total
CONSTRUCTION SURVEY	1	LS	\$ 50,000	\$ 50,000
CLEARING AND GRUBBING	1	LS	\$ 30,000	\$ 30,000
REMOVAL OF STRUCTURES & OBSTRUCTIONS	1	LS	\$ 75,000	\$ 75,000
ROADWAY EXCAVATION INCL. HAUL	400	CY	\$ 40	\$ 16,000
SAWCUTTING	2,000	FT	\$ 5	\$ 10,000
CRUSH SURFACING TOP COURSE	280	TON	\$ 60	\$ 16,800
GRAVEL BASE	800	TON	\$ 50	\$ 40,000
PLANINING BITUMINOUS PAVEMENT	1,650	SY	\$ 10	\$ 16,500
HMA CL. 1/2IN. PG 64-22"	590	TON	\$ 135	\$ 79,650
CURB RAMP	7	EA	\$ 5,000	\$ 35,000
DETECTABLE WARNING SURFACE	110	SF	\$ 50	\$ 5,500
CEMENT CONCRETE SIDEWALK	970	SY	\$ 150	\$ 145,500
CEMENT CONCRETE CURB AND GUTTER	2,300	LF	\$ 50	\$ 115,000
CEMENT CONCRETE DRIVEWAY	150	SY	\$ 90	\$ 13,500
CEMENT CONCRETE PEDESTRIAN CURB	90	LF	\$ 50	\$ 4,500
PERMANENT SIGNING	1	LS	\$ 10,000	\$ 10,000
PERMANENT CHANNELIZATION	1	LS	\$ 20,000	\$ 20,000
TRAFFIC SIGNAL MODIFICATION	1	LS	\$ 150,000	\$ 150,000
Subtotal ₁				\$ 833,000
Subtotal ₁				\$ 833,000
Project Temporary Traffic Control (20% of Subtotal ¹)				\$ 167,000
Stormwater (15% of Subtotal ¹)				\$ 125,000
Mobilization (10% of Subtotal ¹)				\$ 84,000
Utility Adjustments (Fixed)				\$ 50,000
Landscaping (5% of Subtotal ¹)				\$ 42,000
Temporary Erosion and Sediment Control (5% of Subtotal ¹)				\$ 42,000
Subtotal ₂				\$ 510,000
20% Contingency (Subtotal ₁ + Subtotal ₂)				\$ 269,000
CONSTRUCTION ESTIMATE (Subtotal₁ + Subtotal₂ + Contingency)				\$ 1,612,000
Construction Administration (15% of Construction Estimate)-Construction Survey				\$ 192,000
Design Engineering (20% of Construction Estimate)				\$ 323,000
CONSTRUCTION ADMIN, AND DESIGN ENGINEERING ESTIMATE				\$ 515,000
ESTIMATED RIGHT-OF-WAY COSTS				\$ 295,000
TOTAL PROJECT PLANNING LEVEL ESTIMATE				\$ 2,422,000

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

Planning Level Engineer's Opinion of Probable Cost - Realigned Chrisella Rd E - Alternative B

Transpo Job No.: 1.21147.00

Description of Work:

This opinion of probable cost is based on removing the existing Chrisella Rd E approach from the SR 161 (Meridian Ave E) and 36th St E signalized intersection. Chrisella Rd E to be realigned east to align with then Edgewood Community Park driveway on the north side of 36th St E. See concept figures 4,5, and 8.

Last Edit: TVN - 03/09/2022

Checked: BAS - 03/15/2022

Item Description	Quantity	Unit	Unit Cost	Total
CONSTRUCTION SURVEY	1	LS	\$ 50,000	\$ 50,000
CLEARING AND GRUBBING	1	LS	\$ 20,000	\$ 20,000
REMOVAL OF STRUCTURES & OBSTRUCTIONS	1	LS	\$ 125,000	\$ 125,000
ROADWAY EXCAVATION INCL. HAUL	310	CY	\$ 40	\$ 12,400
SAWCUTTING	500	FT	\$ 5	\$ 2,500
CRUSH SURFACING TOP COURSE	230	TON	\$ 60	\$ 13,800
GRAVEL BASE	650	TON	\$ 50	\$ 32,500
PLANINING BITUMINOUS PAVEMENT	1,650	SY	\$ 10	\$ 16,500
HMA CL. 1/2IN. PG 64-22"	530	TON	\$ 135	\$ 71,550
CURB RAMP	6	EA	\$ 5,000	\$ 30,000
DETECTABLE WARNING SURFACE	100	SF	\$ 50	\$ 5,000
CEMENT CONCRETE SIDEWALK	980	SY	\$ 150	\$ 147,000
CEMENT CONCRETE CURB AND GUTTER	1,850	LF	\$ 50	\$ 92,500
CEMENT CONCRETE DRIVEWAY	120	SY	\$ 90	\$ 10,800
CEMENT CONCRETE PEDESTIRAN CURB	90	LF	\$ 50	\$ 4,500
PERMANENT SIGNING	1	LS	\$ 5,000	\$ 5,000
PERMANENT CHANNELIZATION	1	LS	\$ 15,000	\$ 15,000
TRAFFIC SIGNAL MODIFICATION	1	LS	\$ 150,000	\$ 150,000
Subtotal ₁				\$ 805,000
Subtotal ₁				\$ 805,000
Project Temporary Traffic Control (20% of Subtotal ¹)				\$ 161,000
Stormwater (15% of Subtotal ¹)				\$ 121,000
Mobilization (10% of Subtotal ¹)				\$ 81,000
Utility Adjustments (Fixed)				\$ 50,000
Landscaping (5% of Subtotal ¹)				\$ 41,000
Temporary Erosion and Sediment Control (5% of Subtotal ¹)				\$ 41,000
Subtotal ₂				\$ 495,000
20% Contingency (Subtotal ₁ + Subtotal ₂)				\$ 260,000
CONSTRUCTION ESTIMATE (Subtotal₁ + Subtotal₂ + Contingency)				\$ 1,560,000
Construction Administration (15% of Construction Estimate)-Construction Survey				\$ 184,000
Design Engineering (20% of Construction Estimate)				\$ 312,000
CONSTRUCTION ADMIN, AND DESIGN ENGINEERING ESTIMATE				\$ 496,000
ESTIMATED RIGHT-OF-WAY COSTS				\$ 315,000
TOTAL PROJECT PLANNING LEVEL ESTIMATE				\$ 2,371,000

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

Planning Level Engineer's Opinion of Probable Cost - Chrisella Dead End Supplement - Alternative A

Transpo Job No.: 1.21147.00

Description of Work:

This opinion of probable cost is based on removing the existing Chrisella Rd E approach from the SR 161 (Meridian Ave E) and 36th St E signalized intersection. Reconstruct existing Chrisella to provide an emergency turnaround. See concept figure 6.

Last Edit: TVN - 03/09/2022

Checked: BAS - 03/15/2022

Item Description	Quantity	Unit	Unit Cost	Total
CONSTRUCTION SURVEY	1	LS	\$ 10,000	\$ 10,000
CLEARING AND GRUBBING	1	LS	\$ 5,000	\$ 5,000
REMOVAL OF STRUCTURES & OBSTRUCTIONS	1	LS	\$ 50,000	\$ 50,000
ROADWAY EXCAVATION INCL. HAUL	30	CY	\$ 40	\$ 1,200
CRUSH SURFACING TOP COURSE	80	TON	\$ 60	\$ 4,800
GRAVEL BASE	240	TON	\$ 50	\$ 12,000
HMA CL. 1/2IN. PG 64-22"	140	TON	\$ 135	\$ 18,900
LANDSCAPING	1	LS	\$ 2,000	\$ 2,000
PERMANENT SIGNING	1	LS	\$ 1,000	\$ 1,000
PERMANENT CHANNELIZATION	1	LS	\$ 2,500	\$ 2,500
Subtotal ₁				\$ 108,000
Subtotal ₁				\$ 108,000
Project Temporary Traffic Control (10% of Subtotal ₁)				\$ 11,000
Mobilization (10% of Subtotal ₁)				\$ 11,000
Temporary Erosion and Sediment Control (5% of Subtotal ₁)				\$ 6,000
Subtotal ₂				\$ 28,000
20% Contingency (Subtotal ₁ + Subtotal ₂)				\$ 28,000
CONSTRUCTION ESTIMATE (Subtotal₁ + Subtotal₂ + Contingency)				\$ 164,000
Construction Administration (15% of Construction Estimate)-Construction Survey				\$ 15,000
Design Engineering (20% of Construction Estimate)				\$ 33,000
CONSTRUCTION ADMIN, AND DESIGN ENGINEERING ESTIMATE				\$ 48,000
ESTIMATED RIGHT-OF-WAY COSTS				\$ 78,000
TOTAL PROJECT PLANNING LEVEL ESTIMATE				\$ 290,000

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

Planning Level Engineer's Opinion of Probable Cost - Chrisella Dead End Supplement - Alternative B

Transpo Job No.: 1.21147.00

Description of Work:

This opinion of probable cost is based on removing the existing Chrisella Rd E approach from the SR 161 (Meridian Ave E) and 36th St E signalized intersection. Reconstruct existing Chrisella to provide an emergency turnaround. See concept figure 7.

Last Edit: TVN - 03/03/2022

Checked: BAS - 03/15/2022

Item Description	Quantity	Unit	Unit Cost	Total
CONSTRUCTION SURVEY	1	LS	\$ 10,000	\$ 10,000
CLEARING AND GRUBBING	1	LS	\$ 5,000	\$ 5,000
ROADWAY EXCAVATION INCL. HAUL	20	CY	\$ 40	\$ 800
CRUSH SURFACING TOP COURSE	80	TON	\$ 60	\$ 4,800
GRAVEL BASE	210	TON	\$ 50	\$ 10,500
HMA CL. 1/2IN. PG 64-22"	120	TON	\$ 135	\$ 16,200
UTILITY POLE ADJUSTMENTS	1	LS	\$ 30,000	\$ 30,000
PERMANENT SIGNING	1	LS	\$ 1,000	\$ 1,000
PERMANENT CHANNELIZATION	1	LS	\$ 2,500	\$ 2,500
Subtotal ₁				\$ 81,000
Subtotal ₁				\$ 81,000
Project Temporary Traffic Control (10% of Subtotal ₁)				\$ 9,000
Mobilization (10% of Subtotal ₁)				\$ 9,000
Temporary Erosion and Sediment Control (5% of Subtotal ₁)				\$ 5,000
Subtotal ₂				\$ 23,000
20% Contingency (Subtotal ₁ + Subtotal ₂)				\$ 21,000
CONSTRUCTION ESTIMATE (Subtotal₁ + Subtotal₂ + Contingency)				\$ 125,000
Construction Administration (15% of Construction Estimate)-Construction Survey				\$ 9,000
Design Engineering (20% of Construction Estimate)				\$ 25,000
CONSTRUCTION ADMIN, AND DESIGN ENGINEERING ESTIMATE				\$ 34,000
ESTIMATED RIGHT-OF-WAY COSTS				\$ 68,400
TOTAL PROJECT PLANNING LEVEL ESTIMATE				\$ 228,000

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

Planning Level Engineer's Opinion of Probable Cost - Realigned Chrisella Rd E - Alternative A for RAB

Transpo Job No.: 1.21147.00

Description of Work:

This opinion of probable cost is based on realigning Chrisella Rd E further east approximately 180 feet east of the Edgewood Community Park driveway. 36th approach to be aligned with the future RAB concept at 36th and SR 161. See concept figures 9 and 11.

Last Edit: TVN - 03/09/2022

Checked: BAS - 03/15/2022

Item Description	Quantity	Unit	Unit Cost	Total
CONSTRUCTION SURVEY	1	LS	\$ 30,000	\$ 30,000
CLEARING AND GRUBBING	1	LS	\$ 30,000	\$ 30,000
REMOVAL OF STRUCTURES & OBSTRUCTIONS	1	LS	\$ 75,000	\$ 75,000
ROADWAY EXCAVATION INCL. HAUL	360	CY	\$ 40	\$ 14,400
SAWCUTTING	500	FT	\$ 5	\$ 2,500
CRUSH SURFACING TOP COURSE	260	TON	\$ 60	\$ 15,600
GRAVEL BASE	740	TON	\$ 50	\$ 37,000
PLANINING BITUMINOUS PAVEMENT	950	SY	\$ 10	\$ 9,500
HMA CL. 1/2IN. PG 64-22"	470	TON	\$ 135	\$ 63,450
CURB RAMP	4	EA	\$ 5,000	\$ 20,000
DETECTABLE WARNING SURFACE	60	SF	\$ 50	\$ 3,000
CEMENT CONCRETE SIDEWALK	800	SY	\$ 150	\$ 120,000
CEMENT CONCRETE CURB AND GUTTER	1,670	LF	\$ 50	\$ 83,500
CEMENT CONCRETE DRIVEWAY	120	SY	\$ 90	\$ 10,800
PERMANENT SIGNING	1	LS	\$ 5,000	\$ 5,000
PERMANENT CHANNELIZATION	1	LS	\$ 10,000	\$ 10,000
Subtotal ₁				\$ 530,000
Subtotal ₁				\$ 530,000
Project Temporary Traffic Control (20% of Subtotal ¹)				\$ 106,000
Stormwater (15% of Subtotal ¹)				\$ 80,000
Mobilization (10% of Subtotal ¹)				\$ 53,000
Utility Adjustments (Fixed)				\$ 50,000
Landscaping (5% of Subtotal ¹)				\$ 27,000
Temporary Erosion and Sediment Control (5% of Subtotal ¹)				\$ 27,000
Subtotal ₂				\$ 343,000
20% Contingency (Subtotal ₁ + Subtotal ₂)				\$ 175,000
CONSTRUCTION ESTIMATE (Subtotal₁ + Subtotal₂ + Contingency)				\$ 1,048,000
Construction Administration (15% of Construction Estimate)-Construction Survey				\$ 128,000
Design Engineering (20% of Construction Estimate)				\$ 210,000
CONSTRUCTION ADMIN, AND DESIGN ENGINEERING ESTIMATE				\$ 338,000
ESTIMATED RIGHT-OF-WAY COSTS				\$ 295,000
TOTAL PROJECT PLANNING LEVEL ESTIMATE				\$ 1,681,000

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.

Planning Level Engineer's Opinion of Probable Cost - SR 161 & 36th St Roundabout

Transpo Job No.: 1.21147.00

Description of Work:

This opinion of probable cost is based on conceptual design for a two lane roundabout at the intersection of SR 161 and 36th St in Edgewood. See concept figures 9 and 10.

Last Edit: DGN - 03/09/2022

Checked: BAS - 03/15/2022

Item Description	Quantity	Unit	Unit Cost	Total
CONSTRUCTION SURVEY	1	LS	\$ 50,000	\$ 50,000
CLEARING AND GRUBBING	1	LS	\$ 15,000	\$ 15,000
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	\$ 50,000	\$ 50,000
ROADWAY EXCAVATION, INCL. HAUL	2778	CY	\$ 60	\$ 166,680
PAVEMENT SAWCUTTING	300	LF	\$ 25	\$ 7,500
GRAVEL BASE	2,570	TON	\$ 50	\$ 128,500
CRUSH SURFACING BASE COURSE	1,713	TON	\$ 65	\$ 111,345
HMA 1/2" PG 64-22	1,899	TON	\$ 150	\$ 284,850
ROUNDAOBT TRUCK APRON CEMENT CONCRETE ROLLED CURB	235	LF	\$ 150	\$ 35,250
TEXTURED CEMENT CONCRETE TRUCK APRON (12")	22	CY	\$ 350	\$ 7,700
TEXTURED CEMENT CONCRETE FOR ISLANDS (6")	62	CY	\$ 250	\$ 15,500
CEMENT CONCRETE SIDEWALK	765	SY	\$ 175	\$ 133,875
CEMENT CONCRETE CURB & GUTTER	1,510	LF	\$ 50	\$ 75,500
CURB RAMP	10	EA	\$ 5,000	\$ 50,000
DETECTABLE WARNING SURFACE	270	SF	\$ 50	\$ 13,500
CHANNELIZATION	1	LS	\$ 30,000	\$ 30,000
PERMANENT SIGNING	1	LS	\$ 15,000	\$ 15,000
RECTANGULAR RAPID FLASHING BEACON SYSTEM (HARDWIRED)	1	LS	\$ 100,000	\$ 100,000
ILLUMINATION	1	LS	\$ 75,000	\$ 75,000
Subtotal ₁				\$ 1,366,000
Subtotal ₁				\$ 1,366,000
Project Temporary Traffic Control (30% of Subtotal ¹)				\$ 410,000
Stormwater Improvements (15% of Subtotal ¹)				\$ 205,000
Mobilization (10% of Subtotal ¹)				\$ 137,000
Utility Adjustments (5% of Subtotal ¹)				\$ 69,000
Landscaping (Fixed)				\$ 50,000
Temporary Erosion and Sediment Control (5% of Subtotal ¹)				\$ 69,000
Subtotal ₂				\$ 940,000
20% Contingency (Subtotal ₁ + Subtotal ₂)				\$ 462,000
CONSTRUCTION ESTIMATE (Subtotal₁ + Subtotal₂ + Contingency)				\$ 2,768,000
Construction Administration (15% of Construction Estimate)-Construction Survey				\$ 366,000
Design Engineering (20% of Construction Estimate)				\$ 554,000
CONSTRUCTION ADMIN AND DESIGN ENGINEERING ESTIMATE				\$ 920,000
ESTIMATED RIGHT-OF-WAY COSTS				\$ 375,000
TOTAL PROJECT PLANNING LEVEL ESTIMATE				\$ 4,063,000

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.



City Of Edgewood Council Agenda Summary Sheet

Subject: Interviews - Position 4 Vacancy, Economic Development Advisory Board (EDAB)	Agenda Item #: 3.A
	For Agenda of: 10/18/2022
	Prepared by: Morgan Dorner
Attachments (list): 1. EDAB_ Public Roster - Current as of 5-10-22	
Approval of Materials: Morgan Dorner Rachel Pitzel, City Clerk/HR Director 10/13/2022 Dave Gray 10/13/2022 Daryl Eidinger 10/13/2022	Expenditure Required: N/A Amount Budgeted: N/A Timeline: 10/18/22 Study Session Interviews 10/25/22 RCM Appointment

Summary Statement:

In accordance with Edgewood Municipal Code (EMC) Section 2.32.020 for Economic Development Advisory Board (EDAB) vacancies, City Council shall fill vacancies as stated in the Council Rules of Procedure. Per the Council Rules, once the applications are received, the City Council shall review and rank application packets. Should there be four or fewer applicants for any one position, however, all candidates shall be interviewed by the Council. In regard to this agenda item, we have one application for the EDAB. This agenda item is intended to allow City Council to interview said applicants. After the City Council's interview, the Mayor shall appoint the chosen interviewee and the Council shall confirm or deny the appointment proposed by the Mayor. The appointment confirmation is scheduled to occur during the regular council meeting next week (October 25, 2022) in anticipation of filling the vacant Position 4.

Item History:

N/A

Recommended Action:

Conduct interviews for the Economic Development Advisory Board vacant position.

Fiscal Note/Consideration:

N/A

EDAB Membership Roster			
Position	Member	City Email	Term Ending
1	Colleen Wise	colleen.wise@cityofedgewood.org	2023
2	Andrew Wiesenfeld	awiesenfeld@cityofedgewood.org	2023
3	Lora Butterfield	lbutterfield@cityofedgewood.org	2023
4	VACANT		2024
5	Angel Swanson*	aswanson@cityofedgewood.org	2024
6	Michael Pearce**	mpearce@cityofedgewood.org	2024
7	Jason Neil	jneil@cityofedgewood.org	2024

***Chair**

****Vice-Chair**



City Of Edgewood Council Agenda Summary Sheet

Subject: Development Review	Agenda Item #: 3.B
	For Agenda of: 10/18/2022
	Prepared by: Morgan Dorner, Silas Read
Attachments (list): 1. Monthly Projects - Council Summary - Pending Projects with Chart 2. Plat Buildout- September Summary 3. September Permit Inspection Tally	
Approval of Materials: Morgan Dorner, Silas Read Rachel Pitzel, City Clerk/HR Director 10/13/2022 Dave Gray 10/14/2022 Daryl Eidinger 10/14/2022	Expenditure Required: N/A Amount Budgeted: N/A Timeline: N/A

Summary Statement:

Update and review of monthly development reports.

Item History:

Monthly review update

Recommended Action:

N/A- Discussion only

Fiscal Note/Consideration:

N/A

Pending Projects - Planning and Engineering Permits

31 Permits

Exported: 10/01/2022

Permit #	Project	Site Address	Parcel	Department	Type	Status	Submitted	Last Activity
ADMINISTRATIVE INTERPRETATION								
22-1483	SINGLE FAMILY PARKING STANDARDS APPLICABILITY	2224 104TH AVE E	420102012	PLANNING	ADMINISTRATIVE INTERPRETATION	UNDER REVIEW	09/19/2022	09/27/2022
BLA								
22-1452	EDGEVUE ESTATES BLA	4524 CALDWELL RD E	6755000184	PLANNING	BLA	INCOMPLETE	08/29/2022	09/20/2022
CLEAR AND GRADE								
21-1298	PROLOGIS PARK PHASE I CLEAR AND GRADE	3926 90TH AVE E	420163076	ENGINEERING	CLEAR AND GRADE	WAITING ON REVISIONS	06/29/2021	09/08/2022
22-1101	DEROSS CLEAR AND GRADE	1105 108TH AVE E	420037014	ENGINEERING	CLEAR AND GRADE	UNDER REVIEW	03/24/2022	09/28/2022
CODE UPDATES AND CHANGES								
22-1064	TOWN CENTER SUBAREA PLAN	2224 104TH AVE E	420102012	PLANNING	CODE UPDATES AND CHANGES	APPLICATION	02/09/2022	08/16/2022
22-004	2021 CITY INITIATED COMPREHENSIVE PLAN AMENDMENT	2224 104TH AVE E	420102012	PLANNING	CODE UPDATES AND CHANGES	APPLICATION	04/26/2022	08/10/2022
DESIGN STAND REVIEW								
20-1348	DHALIWAL TC LANDING DESIGN STANDARDS REVIEW	1914 MERIDIAN AV E	420091134	PLANNING	DESIGN STAND REVIEW	UNDER REVIEW	07/13/2020	09/28/2022
POST REVISION - ENG								
19-1413 PR1	WOLF POINTE SITE DEVELOPMENT POST REVISION	9810 36TH ST E	420165030	ENGINEERING	POST REVISION - ENG	WAITING ON REVISIONS	03/10/2022	09/08/2022
PRE APP								
22-1462	ARCO AMPM PRE-APPLICATION	10315 12TH STREET CT E	420037059	PLANNING	PRE APP	UNDER REVIEW	09/02/2022	09/27/2022
22-1484	GRANT SHORT PLAT PRE-APPLICATION	2705 106TH AVE E	420107037	PLANNING	PRE APP	APPLICATION	09/19/2022	09/21/2022
22-1498	JOVITA HEATED STORAGE PRE-APP	12620 JOVITA BLVD E	420021022	PLANNING	PRE APP	APPLICATION	09/27/2022	09/28/2022
SHORT PLAT - FINAL								
21-1613	TEBALDI SHORT PLAT FINAL PLAT	4625 126TH AVE E	6755000240	PLANNING	SHORT PLAT - FINAL	UNDER REVIEW	01/10/2022	09/30/2022
SHORT PLAT - PRELIMINARY								
22-1385	AFICHUK PRELIMINARY SHORT PLAT	1625 112TH AVE E	9770000011	PLANNING	SHORT PLAT - PRELIMINARY	UNDER REVIEW	07/15/2022	09/30/2022
22-1479	JONES PRELIMINARY SHORT PLAT	11517 34TH ST E	420151002	PLANNING	SHORT PLAT - PRELIMINARY	UNDER REVIEW	09/16/2022	09/30/2022
SITE DEVELOPMENT								
19-1401	BEREZNYOV SHORT PLAT SITE DEVELOPMENT	8904 20TH ST E	420096012	ENGINEERING	SITE DEVELOPMENT	UNDER REVIEW	08/16/2019	09/08/2022
20-1236	JENNA ACRES SHORT PLAT SITE DEVELOPMENT	1419 114TH AV E	420034061	ENGINEERING	SITE DEVELOPMENT	UNDER REVIEW	05/20/2020	09/08/2022
20-1624	DHALIWAL TC LANDING SITE DEVELOPMENT	1914 MERIDIAN AV E	420091134	ENGINEERING	SITE DEVELOPMENT	WAITING ON REVISIONS	11/30/2020	08/01/2022
21-1430	WINDMILL PARK TOWNHOMES SITE DEVELOPMENT	3117 MERIDIAN AVE E	420103072	ENGINEERING	SITE DEVELOPMENT	WAITING ON REVISIONS	09/24/2021	09/23/2022
22-1218	TAPPS APARTMENT SITE DEVELOPMENT	XXX 29TH ST E	3625000372	ENGINEERING	SITE DEVELOPMENT	WAITING ON REVISIONS	04/22/2022	09/23/2022
22-1397	VIEW POINTE RV SITE DEVELOPMENT	10315 12TH STREET CT E	420037059	ENGINEERING	SITE DEVELOPMENT	WAITING ON REVISIONS	07/26/2022	09/26/2022
SITE PLAN DESIGN REVIEW								
21-1031	PROLOGIS PARK SITE PLAN REVIEW (PHASE I AND II)	3926 90TH AVE E	420163076	PLANNING	SITE PLAN DESIGN REVIEW	WAITING ON REVISIONS	01/22/2021	09/29/2022

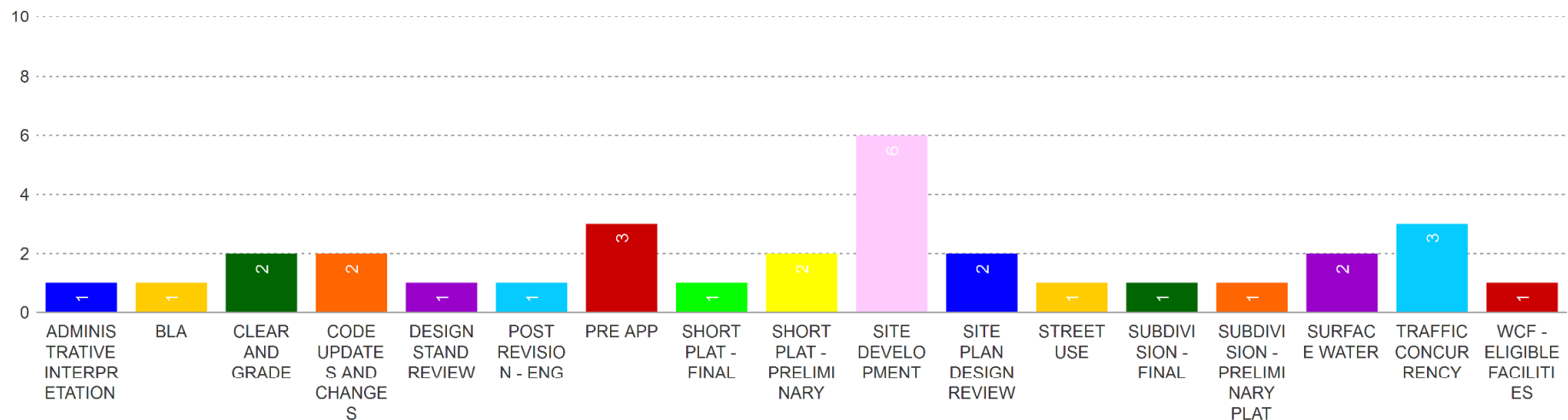
Pending Projects - Planning and Engineering Permits

31 Permits

Exported: 10/01/2022

Permit #	Project	Site Address	Parcel	Department	Type	Status	Submitted	Last Activity
22-1505	2513 Meridian Apartments	XXX MERIDIAN AVE E	420103027	PLANNING	SITE PLAN DESIGN REVIEW	APPLICATION	09/29/2022	09/30/2022
STREET USE								
22-031	DUNCAN STREET USE	113 MERIDIAN AVE E	420032021	PUBLIC WORKS	STREET USE	UNDER REVIEW	06/09/2022	07/15/2022
SUBDIVISION - FINAL								
22-1433	NORTHWOOD ESTATES WEST PHASE 2 SUBDIVISION FINAL PLAT	9609 24TH ST E	420091136	PLANNING	SUBDIVISION - FINAL	INCOMPLETE	08/18/2022	09/20/2022
SUBDIVISION - PRELIMINARY PLAT								
21-1282	WINDMILL PARK TOWNHOMES SUBDIVISION PRELIMINARY PLAT	3117 MERIDIAN AVE E	420103072	PLANNING	SUBDIVISION - PRELIMINARY PLAT	WAITING ON REVISIONS	06/17/2021	08/01/2022
SURFACE WATER								
21-1328	MANZA SIMPLE PAVING PERMIT	1019 114TH AVE E	420038030	ENGINEERING	SURFACE WATER	WAITING ON REVISIONS	07/19/2021	09/08/2022
22-1506	Church of Joy Playfield	1120 114TH AVE E	420034149	ENGINEERING	SURFACE WATER	APPLICATION	09/29/2022	09/29/2022
TRAFFIC CONCURRENCY								
22-1490	2513 MERIDIAN APARTMENTS TRAFFIC CONCURRENCY	XXX MERIDIAN AVE E	420103027	ENGINEERING	TRAFFIC CONCURRENCY	UNDER REVIEW	09/22/2022	09/26/2022
22-1490	2513 MERIDIAN APARTMENTS TRAFFIC CONCURRENCY	XXX MERIDIAN AVE E	420103027	ENGINEERING	TRAFFIC CONCURRENCY	UNDER REVIEW	09/22/2022	09/26/2022
22-1507	ARCO ampm - Edgewood	10315 12TH STREET CT E	420037059	ENGINEERING	TRAFFIC CONCURRENCY	APPLICATION	09/30/2022	09/30/2022
WCF - ELIGIBLE FACILITIES								
22-1488	VERIZON WIRELESS FACILITIES	10223 29TH ST E	3625000371	PLANNING	WCF - ELIGIBLE FACILITIES	APPLICATION	09/21/2022	09/26/2022

Permits by Type

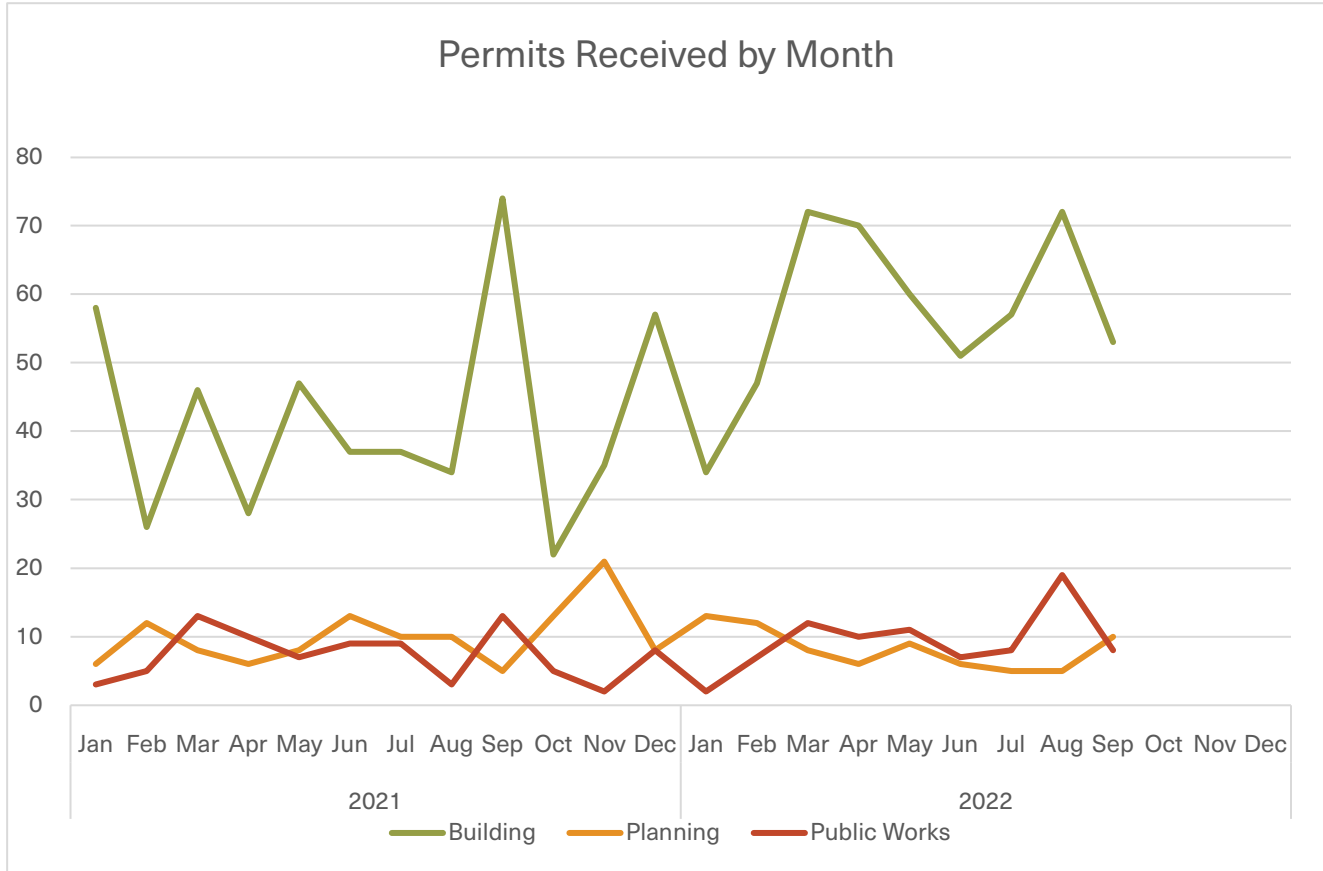


Plat Construction Tracking Report- September 2022

Preliminary Plat						Site Development	Final Plat		Buildout	
Submitted	Project	Address	Total Lots	Status	Approved	Status	Status	Lots Recorded	Completed Homes #	Completion Date
2022	JONES SHORT PLAT	11517 34TH ST E	3	APPLICATION						
	AFICHUK SHORT PLAT	1625 112TH AVE E	2	APPLICATION						
2021	WINDMILL PARK TOWNHOMES	3117 MERIDIAN AVE E	45	APPLICATION		APPLICATION				
	BREYER SHORT PLAT	2114 95TH AVCT E	5	APPROVED	9/20/2021	ISSUED				
2020	HUNTINGTON SHORT PLAT	9605 18TH STCT E	3	APPROVED	2/8/2021	FINALED	APPROVED	3	1	33%
	TEBALDI SHORT PLAT	4625 126TH AV E	2	APPROVED	11/12/2020	N/A	APPLICATION			
	PADEN SHORT PLAT	1302 114TH ST E	2	APPROVED	2/1/2021					
	HARRISON SHORT PLAT	12121 42ND ST E	2	APPROVED	2/1/2021	FINALED	APPROVED	2	1	50%
	PHILLIPS RIDGE SUBDIVISION	XXX 86TH AVCT E	14	APPROVED	12/29/2020	ISSUED	APPROVED	14		
	DODDS SHORT PLAT	4902 EDGEWOOD DR E	2	APPROVED	9/3/2020	N/A	APPROVED	2	1	50%
	SMITH SHORT PLAT	2506 117TH AV E	2	APPROVED	10/5/2021	ISSUED				
2019	BJERK SHORT PLAT	9815 31ST ST E	2	APPROVED	1/14/2020	N/A	APPROVED	2	1	50%
	ESTATES ON CALDWELL SUBDIVISION	XXX CALDWELL RD E	6	APPROVED	5/5/2020	FINALED	APPROVED	6	1	17%
	JENNA ACRES SHORT PLAT	1419 114TH AV E	4	APPROVED	9/14/2020	APPLICATION				
	SELLERS SHORT PLAT	11215 13TH ST E	2	APPROVED	9/27/2019					
	WAGNER SHORT PLAT	11226 18TH ST E	3	APPROVED	10/23/2019	ISSUED	APPROVED	3	3	33%
	RAMSAUR SHORT PLAT	9505 24TH ST E	4	APPROVED	6/21/2019	N/A	APPROVED	4	1	25%
	BECKER SHORT PLAT	4122 CALDWELL RD E	2	APPROVED	7/1/2019	ISSUED	APPROVED	2	1	50%
2018	BARTH SUBDIVISION	XXX 96TH AV E	37	APPROVED	6/4/2020	ISSUED	APPROVED	35	0	
	T GARRETT SHORT PLAT	10412 36TH ST E	2	APPROVED	3/1/2019	FINALED	APPROVED	2	2	100%
	GRUBB SHORT PLAT	12325 48TH ST E	3	APPROVED	12/29/2020					
	HEART & SOUL SHORT PLAT	9725 18TH STCT E	4	APPROVED	12/26/2018	FINALED	APPROVED	4	3	75%
	CHUMAKIN SHORT PLAT	2005 112TH AV E	4	APPROVED	6/22/2018	FINALED	APPROVED	4	1	25%
	BEREZNYOV SHORT PLAT	8904 20TH ST E	4	APPROVED	1/10/2019	APPLICATION				
	ABEL SHORT PLAT	12321 16TH ST E	6	APPROVED	9/13/2018	ISSUED	APPROVED	6	2	33%
2017	CIRILIUM (RESERVE AT HILLCREST) SUBDIVISION	12311 31ST ST E	18	APPROVED	8/15/2018	FINALED	APPROVED	18	17	94%
	WOLF POINT SUBDIVISION	XXX MERIDIAN AV E	56	APPROVED	3/20/2019	ISSUED				
	GAGNON SHORT PLAT	2620 110TH AV E	2	APPROVED	11/17/2017	FINALED	APPROVED	2	1	50%
2016	VOLENTE SUBDIVISION	8626 33RD ST E	15	APPROVED	6/6/2017	ISSUED	APPROVED	15	0	
	DOMUS TOWNHOMES PRD (THE WOODLANDS)	10525 11TH ST E	55	APPROVED	1/11/2017	FINALED	APPROVED	55	17	31%
	EDGEWOOD VIEW ESTATES SUBDIVISION PHASE 2	8224 20TH ST E	67	APPROVED	12/14/2017	FINALED	APPROVED	67	63	94%
	GERVAIS SHORT PLAT	1607 112TH AVE E	3	APPROVED	12/22/2016	ISSUED	APPROVED	3	1	33%
	NORTHWOOD ESTATES WEST SUBDIVISION- PHASE 2	9623 24TH ST E	41	APPROVED	10/24/2017	ISSUED	APPLICATION			
	PASCOLO ESTATES SUBDIVISION	2806 117TH AVE CT E	19	APPROVED	3/21/2017	FINALED	APPROVED	19	5	26%
2015	EDGEWOOD TERRACE SUBDIVISION	2907 122ND AVE E	28	APPROVED	7/5/2017					
	NICKLAUS (ASTER POINT) SUBDIVISION	2305-2307 94TH AVE CT E	38	APPROVED	12/15/2016	FINALED	APPROVED	38	30	78%
	CALIBER SHORT PLAT	3312 106TH AVE E	6	APPROVED	9/8/2016	FINALED	APPROVED	6	5	83%
	EDGEWOOD ESTATES SUBDIVISION	12220 12TH ST E	14	APPROVED	9/29/2016	ISSUED	APPROVED	14	8	57%
	VIEW POINTE SUBDIVISION	10413 13TH ST E	44	APPROVED	4/29/2016	FINALED	APPROVED	44	43	98%
2014	CURRAN ESTATES SUBDIVISION	412 114TH AVE E	9	APPROVED	12/30/2015	FINALED	APPROVED	9	4	44%
2014	LISITSYN SHORT PLAT	11120 COUNTY LINE RD E	6	APPROVED	7/15/2014	FINALED	APPROVED	6	3	50%
2013	WESTRIDGE SUBDIVISION	FREEMAN RD	290	APPROVED	9/4/2014	FINALED	APPROVED	284	279	98%

Sep 2022

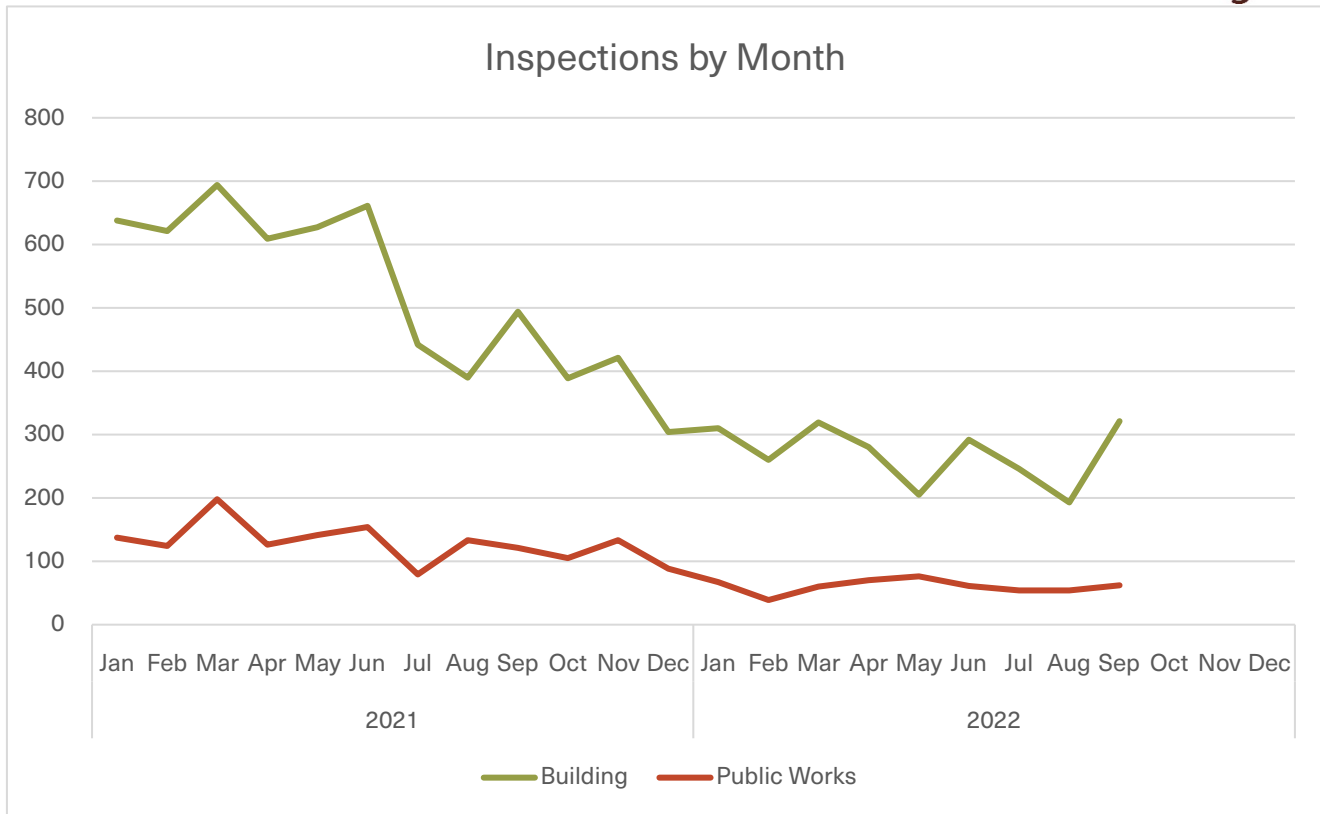
Monthly Development Report



Permits	Building		Planning		Public Works	
	Received	Issued	Received	Issued	Received	Issued
Sep 2022	53	23	10	5	8	3
Sep 2021	74	36	5	2	13	8
Average 2022	57	31	8	4	9	6
Average 2021	43	37	9	7	8	7
YTD 2022	516	279	74	37	84	57
YTD 2021	387	333	78	60	72	63
	Building		Planning		Public Works	
	Month	Received	Month	Received	Month	Received
Highest Month 2022	Mar	72	Jan	13	Aug	19
Highest Month 2021	Sep	74	Nov	21	Mar	13

Sep 2022

Monthly Development Report



<i>Inspections</i>	Building		Public Works	
Sep 2022	321		62	
Sep 2021	494		121	
Average 2022	270		60	
Average 2021	524		128	
YTD 2022	2426		543	
YTD 2021	5176		1213	
	Building		Public Works	
	Month	Insp.	Month	Insp.
Highest Month 2022	Sep	321	May	76
Highest Month 2021	Mar	694	Mar	198



City Of Edgewood Council Agenda Summary Sheet

Subject: Equity, Diversity and Inclusion (Trainings, Planning, etc.)	Agenda Item #: 3.C
	For Agenda of: 10/18/2022
	Prepared by: Daryl Eiding
Attachments (list):	
Approval of Materials: Daryl Eiding Rachel Pitzel, City Clerk/HR Director Dave Gray Daryl Eiding	Expenditure Required: Amount Budgeted: Timeline: Topic to be added to all future Study Sessions (see item history below)
10/13/2022 10/13/2022 10/13/2022	

Summary Statement:

The City Council is committed to creating a stronger and more inclusive community and believe that equity, diversity and inclusion are essential for our present and our future.

Councilmember Buckley will host a discussion on the video “How Systemic Racism Shaped the Ecosystems of U.S. Cities” (4 minutes) published by science.org: <https://www.youtube.com/watch?v=KfkIIeNZg>

Please watch this short video prior to the meeting. For those who are interested, the outlet also provides an article detailing more about the research that went into the video:

https://www.science.org/doi/10.1126/science.aay4497?utm_campaign=ecosystems-vid-24763&utm_medium=youtube&utm_source=general_public

CM Tomy will provide an update on the subcommittee’s meetings with BeCulture and scheduling a study session with BeCulture in the coming weeks.

Item History:

The council has asked that this topic be discussed at all study sessions for the foreseeable future. As such, this has been a reoccurring agenda item since September of 2020.

Recommended Action:

N/A

Fiscal Note/Consideration:

N/A



City Of Edgewood Council Agenda Summary Sheet

Subject: 3rd Quarter Financials	Agenda Item #: 3.D
	For Agenda of: 10/18/2022
	Prepared by: Dave Gray, Stephanie Goff
Attachments (list): 1. Q3 2022 Financial Position Statement 2. Q3 2022 Financials	
Approval of Materials: Dave Gray, Stephanie Goff Rachel Pitzel, City Clerk/HR Director 10/13/2022 Dave Gray 10/13/2022 Daryl Eidinger 10/13/2022	Expenditure Required: N/A Statutory Required Financial Presentation to the City Council and Public Amount Budgeted: N/A Timeline: 10/18/2023 Study Session Review & Discussion 10/25/2023 Regular Council Meeting Disclosure to the Public & Guidance on Posting as official document.

Summary Statement:

The City Council is presented with the quarter to date budget to actual financial statements details together with a summary statement and Financial Disclosure of the state of the cities financial condition. The council reviews, asks for clarification of any outstanding or concerning data and recommends further discussion or that the Mayor cause the statements to be posted for the official record of the City's interim financial position.

Item History:

Recommended Action:

Review, Discuss and provide guidance to the Mayor for further discussion or to request the matter move to the next regular council meeting on the consent agenda for potential action.

Fiscal Note/Consideration:

CITY OF EDGEWOOD
QUARTERLY FINANCIAL DISCLOSURE TO THE COUNCIL
THIRD QUARTER 2022 REVIEW OF FINANCIAL POSITION

General Statement of Financial Position:

The City has a strong Fund Balance position for all current expense funds for General Government operations, Surface Water operations, Equipment Replacement needs and the ability to fund 2022 Budgeted Capital Expenditures. Street funding continues to be challenged as fuel tax revenues due to both the high cost of fuel and general inflation remain lower. All transfer funding is performed in the fourth quarter, including moving REET and General Fund dollars to fund street maintenance and capital useful life extension costs. We've not found a nuanced way to both identify the need for transfer funding and express the need was known and budgeted...hence we allow the fund to show its deficit until the transfers are booked. Sales tax revenue continues to outperform budgeted expectations. With the current escalating inflation, we will likely test the durability of this revenue stream. Property Tax Revenue came in slightly higher than budgeted and Surface Water fees received to date are also above budget projections. Both revenues are received by the city twice a year, so the quarter-to-date numbers are adjusted down to show we don't expect to see the second half of property tax or surface water fees until November when the second half property tax collections hit our books.

Fees for Services are lower than budgeted to date, which is completely dependent upon project submittal timing, something the city does not control. Third quarter new permit volume has continued to look like an outline of the Alps with sharp ups and downs. Even so, the average volume as evidenced by new submissions in the pipeline is above the prior year. A reminder, the volume of building plans review for tells the upcoming building inspections that occur once the building plan is approved and construction starts to go vertical. The City expects ongoing development activity to continue to outpace the prior year. The city has one of three plans examiner/inspector positions open and posted to hire as well as an open combination inspector appropriated as of March. I have no new update on sharing Fire Review and Inspection with Bonney Lake or Sumner. Regulatory inspection and plans examination personnel are in short supply both for government and private contractors. No interfund transfers have been made which makes the revenues for funds heavily dependent upon them appear underfunded (Street Fund, and Capital Funds). We are discussing the practice some governments use of making quarterly transfers as opposed to what our practice has been of making them at the end of the year when the known deficits are identifiable and we use the discretion of not making the full authorized transfer if not needed or presenting a budget amendment to council if underfunded in the current budget appropriation.

Park Impact Fees collections year-to-date are just under \$400k and Traffic Impact Fees are about \$920k as of September 30.

REET revenue to date is just under \$1.6 million. LID debt is funded by property owner assessments, none of which are in default.

The Strategic Reserve Fund balance, which can only be expended via Council resolution, is slightly over \$1,350,000. Existing bond instruments were purchased before the bond rates began to rise with inflation. The city does not budget interest income, as this type of revenue is used only to preserve purchasing power against inflation.

The city has continued to operate all normal city services during the pandemic. The city received the second tranche of ARPA grant funding on July 5th. Staff continues to improve on our development review, processing and inspection services, increase our overall financial oversight practices and increase the headcount of those cross trained in the various support staff task, processes and procedures as a result of increased staffing.

Staff is meeting with our accounting consultant, Clark Nuber, to complete the ARPA grant funding project expenditure plan draft in preparation for review by the City Council. The Mayor has directed an emphasis under the final treasury guidance and consultations with Clark Nuber to focus on Surface Water NPDES efforts and general governance staffing. The draft plan is to enhance both internal capabilities (financial oversight, grant attraction, community engagement as well as to stand up community program abilities.

The City currently has no open or known pending lawsuits.

Quarterly Reporting:

- Council has chosen to receive formalized financial position statements quarterly throughout the fiscal year. The Mayor will advise Council of any interim financial concern if/when they occur. Council and the Public have full access to any interim financial data including the City's month end closing documents, as well as any ongoing financial documents such as invoices paid or receipts received, all of which are public records and available by contacting staff. The goal is to provide total access of all financial documentation and tracking information at any point on any day, while streamlining the information into a formalized standardized quarterly update that gives Council and the Public a succinct picture of the City's financial health.
- Quarterly financial disclosure documents will be posted to the City Web site after review by Council in a Study session and review and distribution to the public in a Regular Council Meeting.
- The Mayor and/or the Council have the ability to modify the presentation format and/or the timing of the release of financial information at any time or on an ad hoc basis.

Budget Amendments:

Adjustments to the Budget, which are a normal governmental process, happen through a formalized Budget Amendment presented to Council by the Mayor, specifically amending budget line items, requiring approval of a Budget Amendment Ordinance

FINANCIAL POSITION

3rd Quarter

Fiscal 2022-Sep 30, 2022

Revenues:

	2022	Budgeted	Actual	Budget vs.	Budget vs.
	Annual Budget	Quarter-To-Date	Year-To-Date	Actual \$	Actual %
Taxes	\$5,382,889	\$3,237,810	\$4,073,641	\$835,832	25.8%
Licenses & Permits	\$217,180	\$162,885	\$178,773	\$15,888	9.8%
Intergovernmental Revenues	\$2,091,537	\$1,568,653	\$2,079,097	\$510,445	32.5%
Charges for Goods & Services	\$9,000	\$6,750	\$3,236	-\$3,514	-52.1%
Fines & Penalties	\$504,000	\$378,000	\$365,674	-\$12,326	-3.3%
Interest & Other Earnings	\$1,500	\$1,125	\$32,261	\$31,136	2767.7%
Non Revenues	\$0	\$0	\$17,375	\$17,375	100.0%
Total General Fund Revenues	\$8,206,106	\$5,355,222	\$6,750,058	\$1,394,835	26.0%
Fees For Service	\$2,052,728	\$1,539,546	\$718,988	-\$820,558	-53.3%
Total One Time Revenues	\$2,052,728	\$1,539,546	\$718,988	-\$820,558	-53.3%
Street Revenues	\$1,095,837	\$821,878	\$199,988	-\$621,890	-75.7%
Sewer Revenues	\$114,061	\$85,546	\$117,174	\$31,628	37.0%
Surface Water Revenues	\$1,705,700	\$671,775	\$1,052,582	\$380,807	56.7%
Reet1	\$0	\$0	\$798,903	\$798,903	Not Budgeted
Reet2	\$0	\$0	\$798,902	\$798,902	Not Budgeted
Park Impact Fees	\$0	\$0	\$376,716	\$376,716	Not Budgeted
Traffic Impact Fees	\$0	\$0	\$920,212	\$920,212	Not Budgeted
Debt Service	\$1,238,438	\$928,829	\$904,626	-\$24,203	-2.6%
Capital Parks	\$630,000	\$472,500	\$241,921	-\$230,579	-48.8%
Capital Roads	\$1,547,960	\$1,160,970	\$380,055	-\$780,915	-67.3%
Capital TIB	\$0	\$0	\$0	\$0	0.0%
Equipment Replacement	\$61,995	\$46,496	\$8,511	-\$37,985	-81.7%
Sewer Capital	\$85,000	\$63,750	\$0	-\$63,750	No Activity To Date
Surface Water Capital	\$0	\$0	\$0	\$0	No Activity To Date
Fiduciary Funds	\$0	\$0	\$4,167	\$4,167	Not Budgeted
RECAP:					
General Fund	\$10,258,834	\$6,894,768	\$7,469,045	\$574,277	8.3%
Public Works	\$2,915,598	\$1,579,199	\$1,369,744	-\$209,455	-13.3%
Capital	\$3,563,393	\$2,672,545	\$4,434,012	\$2,894,732	108.3%

TOTAL REVENUES

\$13,272,801

Expenses:

General Fund Overhead	\$3,000,282	\$2,250,212	\$2,174,083	-\$76,128	-3.4%
Law Enforcement	\$3,771,581	\$2,828,686	\$2,472,381	-\$356,305	-12.6%
Total General Fund Expenses	\$6,771,863	\$5,078,897	\$4,646,464	-\$432,433	-8.5%

Fees For Service Overhead	\$2,688,869	\$2,016,652	\$1,636,471	-\$380,181	-18.9%
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Street	\$1,092,066	\$819,050	\$687,462	-\$131,588	-16.1%
Sewer	\$0	\$0	\$81,206	\$81,206	0.0%
Surface Water	\$1,216,722	\$912,542	\$749,252	-\$163,289	-17.9%
Total Public Works & PW Capital	\$2,308,788	\$1,731,591	\$1,517,920	-\$213,671	-12.3%

Impact Fees	\$0	\$0	\$0	\$0	0.0%
REET	\$0	\$0	\$0	\$0	0.0%
Debt Service	\$617,404	\$463,053	\$58,224	-\$404,829	-87.4%
Fiduciary Funds	\$0	\$0	\$2,506	\$2,506	0.0%

Capital	\$0	\$0	\$812,248	\$812,248	0.0%
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TOTAL EXPENSES **\$8,673,834**

Estimated Revenue Summary

Q3 2022

Account Number	Description	Budget 2022	Actual 2022
001-000-000-311-10-00-01	Property Tax	\$2,131,619.00	\$1,190,084.69
001-000-000-311-30-00-01	Sale of Tax Title Property	\$0.00	\$0.00
001-000-000-313-11-00-01	Sales & Use Tax	\$1,522,600.00	\$1,483,484.76
001-000-000-313-17-10-02	Local Parks - Sales/Use Tax	\$129,249.00	\$129,285.62
001-000-000-313-71-00-01	Local Criminal Justice	\$259,000.00	\$232,191.02
001-000-000-316-40-00-01	Utility Tax - Natural Gas	\$150,234.00	\$135,640.10
001-000-000-316-40-00-02	Utility Tax - Electricity	\$513,940.00	\$423,507.20
001-000-000-316-40-00-03	Utility Tax - Telephone	\$125,721.00	\$63,146.22
001-000-000-316-40-00-04	Utility Tax - Cable	\$235,000.00	\$176,025.86
001-000-000-316-40-00-05	Utility Tax - Garbage	\$142,620.00	\$128,770.75
001-000-000-316-40-00-06	Utility Tax - Sewer	\$65,000.00	\$42,466.19
001-000-000-316-40-00-07	Utility Tax - Water	\$107,906.00	\$68,900.27
001-000-000-317-00-00-01	Timber Excise Tax	\$0.00	\$0.00
001-000-000-317-20-00-01	Leasehold Excise Tax Revenue	\$0.00	\$138.79
	001-000-000-31 Total	\$5,382,889.00	\$4,073,641.47
001-000-000-321-60-00-04	Conditional Use Permit	\$0.00	\$0.00
001-000-000-321-60-00-05	Temporary Use Permit	\$0.00	\$0.00
001-000-000-321-91-00-01	Cable Franchise Fees	\$180,000.00	\$146,922.75
001-000-000-321-99-00-01	Business Licensing	\$37,180.00	\$31,849.99
001-000-000-322-10-00-01	Building Permit	\$0.00	\$0.00
001-000-000-322-10-00-02	Mechanical Permit	\$0.00	\$0.00
001-000-000-322-10-00-03	Plumbing Permit	\$0.00	\$0.00
001-000-000-322-10-00-04	Conditional Use Permit	\$0.00	\$0.00
001-000-000-322-10-00-05	Temporary Use Permit	\$0.00	\$0.00
001-000-000-322-10-00-06	Other/Miscellaneous Permits	\$0.00	\$0.00
	001-000-000-32 Total	\$217,180.00	\$178,772.74
001-000-000-332-92-10-01	Covid 19 Non Grant Assistance	\$1,823,638.00	\$1,823,639.00

001-000-000-333-21-00-01	U.S. Dept of Treasury Indirect Grant-CARES Act	\$0.00	\$0.00
001-000-000-335-04-01-01	One-Time Legislative Allocations (LE & City Assistance	\$0.00	\$0.00
001-000-000-336-00-98-01		\$81,576.00	\$75,095.71
001-000-000-336-06-21-01	Local Criminal Justice - Pop.	\$4,638.00	\$3,343.78
001-000-000-336-06-25-01	Criminal Justice-Contract Svs.	\$21,921.00	\$19,984.07
001-000-000-336-06-26-01	Criminal Justice-Special Prog.	\$16,430.00	\$11,865.41
001-000-000-336-06-41-01	Marijuana Enforcement	\$0.00	\$0.00
001-000-000-336-06-51-01	DUI Cities	\$0.00	\$1,068.56
001-000-000-336-06-94-01	Liquor Excise Tax	\$71,792.00	\$67,837.63
001-000-000-336-06-95-01	Liquor Board Profits	\$71,542.00	\$76,263.23
	001-000-000-33 Total	\$2,091,537.00	\$2,079,097.39
001-000-000-341-32-00-01	District/Municipal Court Records Services	\$0.00	\$3.34
001-000-000-341-33-00-01	District/Municipal Court Admin Fees	\$0.00	\$497.01
001-000-000-341-81-00-02	Duplication Services	\$0.00	\$5.50
001-000-000-341-81-00-03	Publication Services	\$9,000.00	\$1,800.00
001-000-000-342-10-00-00	Law Enforcement Services	\$0.00	\$0.00
001-000-000-342-21-00-01	Detention and Correction Services-	\$0.00	\$930.00
001-000-000-345-81-00-01	Zoning & Subdivision Fees & Services	\$0.00	\$0.00
001-000-000-345-81-00-05	Final Short Plat	\$0.00	\$0.00
001-000-000-345-81-00-06	Preliminary Short Plat	\$0.00	\$0.00
001-000-000-345-81-00-07	Clearing and Grading	\$0.00	\$0.00
001-000-000-345-81-00-08	Preliminary Subdivision	\$0.00	\$0.00
001-000-000-345-81-00-09	Boundary Line Adjustment	\$0.00	\$0.00
001-000-000-345-81-00-10	Final Subdivision	\$0.00	\$0.00
001-000-000-345-81-00-17	Deferred Impact Fees	\$0.00	\$0.00
001-000-000-345-83-00-01	Plan Review & Inspection Fees & Planning Review Fee	\$0.00	\$0.00
001-000-000-345-83-00-02		\$0.00	\$0.00
001-000-000-345-83-00-03	Inspection Fee	\$0.00	\$0.00
001-000-000-345-83-00-05	Energy Code Review	\$0.00	\$0.00
001-000-000-345-83-00-06	Traffic Eng-Peer Review Fees	\$0.00	\$0.00
001-000-000-345-85-00-01	TIF Administrative Fees	\$0.00	\$0.00
001-000-000-345-85-00-02	Concurrency Fees	\$0.00	\$0.00

001-000-000-345-89-00-01	Other/Environmental Review Fees &	\$0.00	\$0.00
001-000-000-345-89-00-04	SEPA - Major	\$0.00	\$0.00
001-000-000-345-89-00-05	SEPA - Minor	\$0.00	\$0.00
001-000-000-345-89-00-07	Posting Sign Fee	\$0.00	\$0.00
001-000-000-345-89-00-10	Design Standards Review	\$0.00	\$0.00
001-000-000-345-89-00-13	Pre-Dev. Conference	\$0.00	\$0.00
001-000-000-345-89-00-14	Comp Plan Amendment	\$0.00	\$0.00
001-000-000-345-89-00-15	Right of Way Permit	\$0.00	\$0.00
001-000-000-345-89-00-17	Driveway Access Review Fee	\$0.00	\$0.00
001-000-000-345-89-00-18	Site Development	\$0.00	\$0.00
001-000-000-345-89-00-22	Admin Interpretation/Decision	\$0.00	\$0.00
001-000-000-345-89-00-24	Building Permit Ext.	\$0.00	\$0.00
001-000-000-345-89-00-25	Pre-Application - Minor	\$0.00	\$0.00
001-000-000-345-89-00-26	Billable Staff Time	\$0.00	\$0.00
001-000-000-345-89-00-28	Subdivision Community Meeting	\$0.00	\$0.00
001-000-000-345-89-00-29	Administrative Decision Appeal	\$0.00	\$0.00
001-000-000-345-89-00-31	Critical Areas Checklist	\$0.00	\$0.00
001-000-000-345-89-00-33	Site Development - Minor	\$0.00	\$0.00
001-000-000-345-89-00-34	Site Plan Review	\$0.00	\$0.00
001-000-000-345-89-00-35	Critical Areas Review	\$0.00	\$0.00
001-000-000-347-30-00-01	Edgemont Park Facility Fee	\$0.00	\$0.00
	001-000-000-34 Total	\$9,000.00	\$3,235.85
001-000-000-352-20-00-01	Cruelty to Animals Penalties	\$0.00	\$0.00
001-000-000-352-30-00-01	Proof of Motor Vehicle Insurance	\$0.00	\$24.55
001-000-000-352-90-00-01	Other Civil Penalties	\$0.00	\$0.00
001-000-000-353-10-00-01	School Zone Camera Infraction Penalties	\$949,000.00	\$342,780.31
001-000-000-353-10-00-02	Traffic Infraction Penalties/JIS/ Trauma	\$47,000.00	\$19,819.08
001-000-000-353-70-00-01	Non Traffic Penalties/Infractions/Revenue	\$0.00	\$407.67
001-000-000-356-50-00-01	Restitution - Investigative Fund Assess	\$0.00	\$0.00
001-000-000-356-90-00-01	Other Criminal Non-Traffic Fines		\$138.50
001-000-000-359-00-00-01	Code Enforcement Fines/Penalties	\$0.00	\$2,503.75
	001-000-000-35 Total	\$996,000.00	\$365,673.86

001-000-000-361-11-00-01	Interest Savings Account	\$0.00	\$4,478.90
001-000-000-361-11-00-02	Investment Pool Interest	\$0.00	\$8,348.02
001-000-000-361-11-00-40	Interest Income - Bonds	\$0.00	\$16,706.25
001-000-000-361-32-00-40	Unrealized Gain/Loss on Inv	\$0.00	(\$6,530.31)
001-000-000-361-40-00-01	Other Interest	\$0.00	\$1,354.82
001-000-000-362-50-00-01	Facilities Rental - Long Term	\$0.00	\$0.00
001-000-000-369-10-00-01	Sale of Surplus Equipment	\$0.00	\$4,812.88
001-000-000-369-91-00-02	Reimbursement of City Expenses	\$0.00	\$1,757.24
001-000-000-369-91-00-03	Misc. Revenue	\$1,500.00	\$1,333.50
	001-000-000-36 Total	\$1,500.00	\$32,261.30
001-000-000-382-10-00-02	Deposits- Assignment of Funds	\$0.00	\$0.00
001-000-000-382-20-00-01	Retainage Deposits	\$0.00	\$0.00
	001-000-000-38 Total	\$0.00	\$0.00
001-000-000-398-10-00-01	Insurance Recoveries	\$0.00	\$12,753.59
	001-000-000-39 Total	\$0.00	\$12,753.59
	Fund Total	\$8,698,106.00	\$6,745,436.20
004-000-000-322-10-00-01	Building & Other Permits	\$616,783.00	\$305,178.72
	004-000-000-32 Total	\$616,783.00	\$305,178.72
004-000-000-345-81-00-01	Zoning/Short Plat/Subdivision Fees & Svcs	\$53,943.00	\$16,720.30
004-000-000-345-83-00-01	Plan Review/Inspection Fees & Svcs	\$1,079,601.00	\$192,980.34
004-000-000-345-85-00-01	TIF Administrative Fees	\$31,509.00	\$47,210.60
004-000-000-345-85-00-02	Concurrency Fees	\$17,500.00	\$10,000.00
004-000-000-345-89-00-01	Plan/Dev Review Fees & Svcs/Other Mitigation Svcs	\$253,392.00	\$146,897.63
	004-000-000-34 Total	\$1,435,945.00	\$413,808.87
	Fund Total	\$2,052,728.00	\$718,987.59
005-000-000-361-11-00-40	Interest Income - Bonds	\$0.00	\$0.00
	005-000-000-36 Total	\$0.00	\$0.00
	Fund Total	\$0.00	\$0.00
006-000-000-382-10-00-02	Deposits-Assignment of Funds	\$0.00	\$4,621.50
	006-000-000-38 Total	\$0.00	\$4,621.50
	Fund Total	\$0.00	\$4,621.50
101-000-000-317-60-00-01	Received from ETB - Veh License Fees	\$0.00	\$0.00

	101-000-000-31 Total	\$0.00	\$0.00
101-000-000-322-40-00-02	Street Vacation	\$0.00	\$0.00
101-000-000-322-40-00-03	Street Use Permit	\$500.00	\$0.00
	101-000-000-32 Total	\$500.00	\$0.00
101-000-000-334-01-80-01	WA State Military Dept. Asst.	\$0.00	\$0.00
101-000-000-336-00-71-01	Multimodal Transpo City	\$15,527.00	\$12,951.42
101-000-000-336-00-87-01	MV Fuel Tax-City Streets	\$94,679.00	\$146,421.21
101-000-000-336-00-87-02	MVFT Refund Cities	\$115,131.00	\$40,615.25
	101-000-000-33 Total	\$225,337.00	\$199,987.88
101-000-000-344-10-00-03	Admin. Fee - Traffic Eng.	\$0.00	\$0.00
	101-000-000-34 Total	\$0.00	\$0.00
101-000-000-369-40-00-01	Judgements and Settlements	\$0.00	\$0.00
	101-000-000-36 Total	\$0.00	\$0.00
101-000-000-397-00-00-01	Oper. Trn. - In	\$870,000.00	\$0.00
101-000-000-397-00-00-04	Oper. Trn. - MCR-REET2	\$0.00	\$0.00
	101-000-000-39 Total	\$870,000.00	\$0.00
	Fund Total	\$1,095,837.00	\$199,987.88
110-000-000-345-85-00-01	Park Impact Fee	\$0.00	\$376,716.00
	110-000-000-34 Total	\$0.00	\$376,716.00
	Fund Total	\$0.00	\$376,716.00
111-000-000-345-85-00-01	Traffic Mitigation Impact Fees	\$0.00	\$920,212.00
111-000-000-345-85-00-02	TIF Admin Fee	\$0.00	\$0.00
	111-000-000-34 Total	\$0.00	\$920,212.00
	Fund Total	\$0.00	\$920,212.00
130-000-000-318-34-00-01	Real Estate Excise Tax (REET1)	\$0.00	798,902.66
	130-000-000-31 Total	\$0.00	\$798,902.66
	Fund Total	\$0.00	\$798,902.66
132-000-000-318-34-00-01	Real Estate Excise Tax (REET 2)	\$0.00	\$798,901.67
	132-000-000-31 Total	\$0.00	\$798,901.67
	Fund Total	\$0.00	\$798,901.67
201-000-000-397-00-00-01	Oper. Trn. - General Fund	\$0.00	\$0.00
201-000-000-397-00-00-03	Transfer In - Sewer	\$123.00	\$0.00
201-000-000-397-00-00-04	Transfer In - Surface Water	\$12,044.00	\$0.00

201-000-000-397-00-00-07	Oper. Trn. - MCR-REET1	\$350,000.00	\$0.00
	201-000-000-39 Total	\$362,167.00	\$0.00
	Fund Total	\$362,167.00	\$0.00
202-000-000-345-83-00-01	Segregation Review	\$0.00	\$1,980.00
	202-000-000-34 Total	\$0.00	\$1,980.00
202-000-000-359-00-00-02	LID No. 1 Penalties Received	\$6,769.00	\$32,173.66
	202-000-000-35 Total	\$6,769.00	\$32,173.66
202-000-000-361-40-00-01	LID No. 1 Interest Received	\$210,000.00	\$160,305.90
202-000-000-368-10-00-01	LID #1 Principal Received	\$659,502.00	\$710,166.17
202-000-000-369-91-00-03	Misc. Revenue	\$0.00	\$0.00
	202-000-000-36 Total	\$869,502.00	\$870,472.07
202-000-000-391-30-10-01	USDA LID Bond	\$0.00	\$0.00
	202-000-000-39 Total	\$0.00	\$0.00
	Fund Total	\$876,271.00	\$904,625.73
203-000-000-361-11-00-02	Investment Pool Interest	\$0.00	\$0.00
	203-000-000-36 Total	\$0.00	\$0.00
203-000-000-397-00-00-01	Transfer In - Temp. LID Fund	\$0.00	\$0.00
	203-000-000-39 Total	\$0.00	\$0.00
	Fund Total	\$0.00	\$0.00
310-000-000-334-02-70-01	RCO Grant	\$0.00	\$241,920.60
	310-000-000-33 Total	\$0.00	\$241,920.60
310-000-000-361-11-00-02	Investment Pool Interest	\$0.00	\$0.00
	310-000-000-36 Total	\$0.00	\$0.00
310-000-000-397-00-00-01	Oper. Trn. - General Fund (Parks Tax)	\$0.00	\$0.00
310-000-000-397-00-00-04	Oper. Trn. - PIF	\$630,000.00	\$0.00
310-000-000-397-00-00-08	Oper. Trn. - MCR REET2	\$0.00	\$0.00
	310-000-000-39 Total	\$630,000.00	\$0.00
	Fund Total	\$630,000.00	\$241,920.60
340-000-000-334-03-60-01	State Grant - WSDOT	\$0.00	\$104,212.78
340-000-000-334-03-80-01	State TIB Grant	\$0.00	\$275,842.56
	340-000-000-33 Total	\$0.00	\$380,055.34
340-000-000-361-11-00-02	Investment Pool Interest	\$0.00	\$0.00
	340-000-000-36 Total	\$0.00	\$0.00

340-000-000-382-20-00-02	Contractor Retainage	\$0.00	\$0.00
	340-000-000-38 Total	\$0.00	\$0.00
340-000-000-397-00-00-01	Oper. Trn. - General Fund	\$0.00	\$0.00
340-000-000-397-00-00-08	Oper. Trn. - REET 2	\$200,000.00	\$0.00
340-000-000-397-00-00-09	Oper. Trn. - TMIF	\$1,347,960.00	\$0.00
	340-000-000-39 Total	\$1,547,960.00	\$0.00
	Fund Total	\$1,547,960.00	\$380,055.34
341-000-000-361-11-00-02	Investment Pool Interest	\$0.00	\$0.00
	341-000-000-36 Total	\$0.00	\$0.00
	Fund Total	\$0.00	\$0.00
350-000-000-334-03-80-01	TIB Grant - 24th Street	\$0.00	\$0.00
	350-000-000-33 Total	\$0.00	\$0.00
	Fund Total	\$0.00	\$0.00
401-000-000-343-50-00-01	Sewer Revenue	\$114,061.00	\$117,173.77
401-000-000-343-50-00-03	Conveyance Development Charges	\$0.00	\$0.00
	401-000-000-34 Total	\$114,061.00	\$117,173.77
401-000-000-361-11-00-02	Investment Pool Interest	\$0.00	\$0.00
	401-000-000-36 Total	\$0.00	\$0.00
	Fund Total	\$114,061.00	\$117,173.77
402-000-000-397-00-00-01	Operating Transf In	\$85,000.00	\$0.00
	402-000-000-39 Total	\$85,000.00	\$0.00
	Fund Total	\$85,000.00	\$0.00
410-000-000-334-03-10-01	Dept of Ecology Grant Revenue	\$25,000.00	\$30,556.16
410-000-000-337-00-00-01	Opportunity Fund Project Revenue	\$0.00	\$0.00
	410-000-000-33 Total	\$25,000.00	\$30,556.16
410-000-000-343-10-00-01	Surface Water Fees	\$1,620,000.00	\$994,581.46
410-000-000-343-10-00-02	Storm Drainage Fees & Charges	\$0.00	\$8,624.38
410-000-000-345-83-00-04	Stormwater Inspection	\$16,100.00	\$3,620.00
410-000-000-345-89-00-01	SW Plan Reviews	\$44,600.00	\$15,200.00
	410-000-000-34 Total	\$1,680,700.00	\$1,022,025.84
410-000-000-397-00-00-01	Oper. Trn. - In	\$0.00	\$0.00
	410-000-000-39 Total	\$0.00	\$0.00
	Fund Total	\$1,705,700.00	\$1,052,582.00
411-000-000-397-00-00-10	Op Trsf In-SW	\$0.00	\$0.00

411-000-000-397-00-00-30	Op Trsf In-REET 1	\$0.00	\$0.00
411-000-000-397-00-00-33	Op Trsf In-Grant Revenue	\$0.00	\$0.00
	411-000-000-39 Total	\$0.00	\$0.00
	Fund Total	\$0.00	\$0.00
501-000-000-362-00-00-01	Comcast PEG Fees	\$11,995.00	\$8,511.33
	501-000-000-36 Total	\$11,995.00	\$8,511.33
501-000-000-397-00-00-01	Oper. Trn. - In	\$50,000.00	\$0.00
	501-000-000-39 Total	\$50,000.00	\$0.00
	Fund Total	\$61,995.00	\$8,511.33
650-000-000-389-30-00-04	State Building Code Fee	\$0.00	\$1,870.00
650-000-000-389-30-00-05	Animal Licenses	\$0.00	\$1,410.00
650-000-000-389-30-00-06	Fire Plan Review	\$0.00	\$887.09
	650-000-000-38 Total	\$0.00	\$4,167.09
	Fund Total	\$0.00	\$4,167.09
	Grand Total	\$17,229,825.00	\$13,272,801.36

Estimated Expenditure Summary

Fiscal: 2022 - September

Account Number	Description	Budget 2022	Actual 2022
001-000-000-508-91-00-01	Ending Fund Bal-Unassigned	\$0.00	\$0.00
	001-000-000-50 Total	\$0.00	\$0.00
001-000-000-582-10-00-02	Refund Assignment of Funds Deposits	\$0.00	\$0.00
001-000-000-582-20-00-01	Refund Retainage Deposits	\$0.00	\$0.00
001-000-000-585-00-00-01	Special/Extraordinary Items	\$0.00	\$22,753.59
	001-000-000-58 Total	\$0.00	\$22,753.59
001-000-000-597-00-00-03	Oper. Trn.-Equip Rep	\$0.00	\$0.00
001-000-000-597-00-00-09	Oper. Trn. - Street Fund	\$200,000.00	\$0.00
	001-000-000-59 Total	\$200,000.00	\$0.00
001-011-000-511-60-10-99	Allocated Labor	\$63,000.00	\$47,668.50
001-011-000-511-60-20-99	Allocated Benefits	\$1,986.00	\$1,513.82
001-011-000-511-60-31-01	Office & Operational Supplies	\$1,162.00	\$191.10
001-011-000-511-60-31-05	Supplies-Misc	\$0.00	\$146.53
001-011-000-511-60-41-01	Professional Services	\$16,703.00	\$0.00
001-011-000-511-60-43-01	Travel/Training Costs	\$7,366.00	\$0.00
001-011-000-511-60-43-04	Meals Expense	\$0.00	\$0.00
001-011-000-511-60-49-01	Memberships	\$0.00	\$0.00
	001-011-000-51 Total	\$90,217.00	\$49,519.95
001-013-000-513-10-10-99	Allocated Labor	\$222,531.00	\$153,784.64
001-013-000-513-10-20-99	Allocated Benefits	\$76,558.00	\$57,564.01
001-013-000-513-10-30-99	Allocated Goods	\$5,266.00	\$5,029.74
001-013-000-513-10-31-01	Office & Operational Supplies	\$0.00	\$0.00
001-013-000-513-10-40-99	Allocated Services	\$75,720.00	\$33,360.39
001-013-000-513-10-43-01	Travel/Training Costs	\$1,724.00	\$5,250.60
001-013-000-513-10-43-03	Mileage Reimbursement	\$0.00	\$0.00
001-013-000-513-10-43-04	Meals Expense	\$0.00	\$1,041.22
001-013-000-513-10-49-01	Memberships	\$0.00	\$0.00
	001-013-000-51 Total	\$381,799.00	\$256,030.60
001-018-000-514-30-42-06	Website Services	\$720.00	\$555.00
001-018-000-518-10-21-05	PERS	\$0.00	\$0.00
001-018-000-518-20-11-01	Salaries & Wages	\$3,198,621.00	\$2,309,207.29
001-018-000-518-20-21-01	Medicare	\$46,380.00	\$33,485.80
001-018-000-518-20-21-02	Social Security Replacement	\$195,228.00	\$136,613.85
001-018-000-518-20-21-05	PERS	\$321,401.00	\$228,847.56
001-018-000-518-20-21-07	Labor & Industries	\$22,738.00	\$16,642.62
001-018-000-518-20-21-08	Unemployment	\$14,374.00	\$13,039.00
001-018-000-518-20-21-10	Medical	\$611,341.00	\$419,414.48
001-018-000-518-20-31-01	Office & Operational Supplies	\$20,000.00	\$14,317.47

001-018-000-518-20-31-02	Computer Supplies	\$2,000.00	\$0.00
001-018-000-518-20-31-08	Wellness Supplies	\$1,500.00	\$512.79
001-018-000-518-20-31-13	Safety Equipment	\$0.00	\$328.20
001-018-000-518-20-31-54	Clothing/Uniforms/PPE	\$4,500.00	\$5,408.40
001-018-000-518-20-35-01	Small Tools/Minor Equipment	\$0.00	\$717.60
001-018-000-518-20-35-02	Office Furniture	\$5,000.00	\$2,005.61
001-018-000-518-20-39-11	Teambuilding-Supplies	\$0.00	\$1,832.09
001-018-000-518-20-41-01	Professional Service	\$19,000.00	\$255.00
001-018-000-518-20-42-02	Postage	\$1,500.00	\$2,000.00
001-018-000-518-20-42-03	Copy Machine Charges	\$2,500.00	\$1,219.35
001-018-000-518-20-43-01	Travel/Training Costs	\$0.00	\$2,909.88
001-018-000-518-20-43-04	Employee Meals	\$0.00	\$428.95
001-018-000-518-20-45-03	Postage Meter Lease	\$900.00	\$754.16
001-018-000-518-20-47-03	Waste Disposal	\$3,000.00	\$1,284.37
001-018-000-518-20-49-01	Memberships	\$9,968.00	\$378.44
001-018-000-518-20-49-05	Printing & Binding-Magazine	\$35,000.00	\$20,541.07
001-018-000-518-20-49-11	City Employee Team Building	\$5,000.00	\$1,442.89
001-018-000-518-30-32-01	Fuel	\$12,945.00	\$20,068.46
001-018-000-518-30-32-02	Supplies/Parts - Vehicles &	\$15,000.00	\$15,991.50
001-018-000-518-30-35-01	Small Tools/Minor Equip.	\$1,500.00	\$0.00
001-018-000-518-30-41-01	Professional Services	\$26,663.00	\$13,583.07
001-018-000-518-30-41-02	Professional Services-Uniforms	\$0.00	\$0.00
001-018-000-518-30-41-03	Surface Water Charge	\$20,052.00	\$13,368.14
001-018-000-518-30-41-05	Alarm Monitoring	\$0.00	\$0.00
001-018-000-518-30-42-01	Telecommunications Charges	\$30,000.00	\$18,941.26
001-018-000-518-30-45-06	Copier Lease	\$5,000.00	\$737.02
001-018-000-518-30-45-07	Operating Permits	\$0.00	\$355.02
001-018-000-518-30-46-01	Alarm Monitoring	\$6,313.00	\$1,602.30
001-018-000-518-30-47-01	Electricity	\$60,000.00	\$52,472.67
001-018-000-518-30-47-02	Water	\$6,500.00	\$8,364.06
001-018-000-518-30-47-04	Sewer Charges	\$5,990.00	\$767.30
001-018-000-518-30-48-03	Maintenance/Repairs - Buildings	\$110,000.00	\$48,041.59
001-018-000-518-30-48-06	Maintenance/Repairs-Equipment	\$1,000.00	\$2,073.35
001-018-000-518-30-48-07	Maintenance & Repairs-Vehicles	\$20,000.00	\$6,666.66
001-018-000-518-80-41-01	Contracted IT Services	\$35,000.00	\$0.00
001-018-000-518-85-31-03	Computer Hardware	\$0.00	\$4,986.02
001-018-000-518-85-31-04	New Computer Software	\$0.00	\$0.00
001-018-000-518-85-48-02	Software Maintenance	\$7,000.00	\$6,606.59
001-018-000-518-85-49-03	Computer Subscriptions	\$135,000.00	\$98,077.36
001-018-000-518-85-49-04	Subscriptions	\$150.00	\$711.19
001-018-000-518-90-10-99	Allocated Labor	(\$3,198,621.00)	(\$2,309,207.29)
001-018-000-518-90-20-99	Allocated Benefits	(\$1,211,462.00)	(\$848,043.31)
001-018-000-518-90-30-99	Allocated Goods	(\$58,239.00)	(\$73,966.83)
001-018-000-518-90-40-99	Allocated Services	(\$1,010,308.00)	(\$490,594.04)
001-018-000-518-90-46-50	WCIA Insurance Premium	\$166,608.00	\$166,608.00

001-018-000-518-90-49-51	Puget Sound Clean Air Dues	\$9,058.00	\$9,058.00
001-018-000-518-90-49-52	Puget Sound Regional Council	\$4,300.00	\$0.00
001-018-000-518-90-49-53	AWC Dues	\$0.00	\$9,930.00
001-018-000-518-90-49-55	Pierce County Regional Council	\$0.00	\$861.35
001-018-000-518-90-49-57	Chamber Dues	\$500.00	\$0.00
001-018-000-518-90-49-58	Nat'l League of Cities Dues	\$0.00	\$0.00
	001-018-000-51 Total	(\$279,380.00)	(\$7,798.69)
001-018-000-594-18-64-01	Cap Exp-Office Furniture	\$20,000.00	\$0.00
001-018-000-594-18-64-02	Cap Exp-Computer Hardware	\$50,000.00	\$7,798.69
001-018-000-594-18-64-03	Cap Exp-Computer Software	\$0.00	\$0.00
001-018-000-594-18-64-04	Cap Exp-Communication Equipment	\$2,500.00	\$0.00
001-018-000-594-18-64-05	Cap Exp-Council Chambers Equipment	\$15,000.00	\$0.00
	001-018-000-59 Total	\$87,500.00	\$7,798.69
001-019-000-511-30-41-02	Legal Publications	\$7,400.00	\$4,148.65
001-019-000-512-50-41-01	Court Services-Contracted	\$111,160.00	\$85,454.25
001-019-000-514-20-10-99	Allocated Labor	\$0.00	\$0.00
001-019-000-514-20-20-99	Allocated Benefits	\$0.00	\$0.00
001-019-000-514-20-30-99	Allocated Goods	\$0.00	\$0.00
001-019-000-514-20-40-99	Allocated Services	\$0.00	\$0.00
001-019-000-514-20-42-05	Bank & Bond Fees	\$3,000.00	\$8,421.91
001-019-000-514-20-43-01	Travel & Training Costs	\$4,000.00	\$4,335.07
001-019-000-514-20-43-04	Meals Expense	\$0.00	\$50.00
001-019-000-514-20-49-01	Memberships & Subscriptions	\$2,000.00	\$1,225.89
001-019-000-514-23-41-01	State Auditor	\$20,000.00	\$7,198.20
001-019-000-514-90-41-01	Voter Registration	\$24,284.00	\$36,130.00
001-019-000-515-41-41-01	Legal Services-External	\$145,000.00	\$117,772.41
001-019-000-515-41-41-14	Hearing Examiner Legal Fees	\$10,000.00	\$2,947.50
001-019-000-518-20-47-50	LID No. 1 Interest	\$0.00	(\$2,972.44)
001-019-000-518-20-47-60	LID No. 1 Principal	\$0.00	(\$9,853.42)
001-019-000-518-63-40-00	Grants & Distributions to Local Gov't's	\$0.00	\$0.00
001-019-000-518-85-49-03	Software Subscriptions-Clerk	\$4,500.00	\$3,929.31
001-019-000-518-90-10-99	Allocated Labor	\$799,675.00	\$594,784.72
001-019-000-518-90-20-99	Allocated Benefits	\$294,178.00	\$222,637.26
001-019-000-518-90-30-99	Allocated Goods	\$19,206.00	\$19,453.28
001-019-000-518-90-31-01	Gen'l Gov't-Supplies	\$0.00	\$0.00
001-019-000-518-90-40-99	Allocated Services	\$172,663.00	\$129,026.23
001-019-000-518-90-41-01	Gen'l Gov't-Professional Services	\$100,000.00	\$50,756.70
001-019-000-518-90-41-03	COE Permits to COE	\$0.00	\$0.00
001-019-000-518-90-49-01	Memberships & Subscriptions	\$0.00	\$0.00
	001-019-000-51 Total	\$1,717,066.00	\$1,275,445.52
001-019-000-525-60-31-01	Emergency Preparedness-Supplies	\$10,000.00	\$485.01
001-019-000-525-60-41-01	Emergency Services	\$1,000.00	\$0.00
	001-019-000-52 Total	\$11,000.00	\$485.01
001-019-000-554-30-41-01	Animal Control Services	\$95,550.00	\$53,624.97
	001-019-000-55 Total	\$95,550.00	\$53,624.97

001-019-000-594-18-63-01	Gen'l Govt-Cap Exp-City Campus Improvements	\$0.00	\$4,807.00
001-019-000-594-18-64-02	Cap Exp-Central Filing & Record	\$0.00	\$0.00
001-019-000-594-18-64-03	Cap Exp-Computer Software	\$0.00	\$0.00
	001-019-000-59 Total	\$0.00	\$4,807.00
001-021-000-521-10-42-01	Intergov Chemical Dependency	\$3,964.00	\$2,850.26
001-021-000-521-10-49-01	Dues & Memberships	\$0.00	\$0.00
001-021-000-521-20-21-07	L&I Volunteers	\$0.00	\$0.00
001-021-000-521-20-31-01	Office & Operational Supplies	\$1,767.00	\$1,219.23
001-021-000-521-20-31-05	Supplies-Misc	\$458.00	\$150.03
001-021-000-521-20-31-11	Signs	\$0.00	\$26.26
001-021-000-521-20-35-01	Small Tools/Minor Equipment	\$0.00	\$0.00
001-021-000-521-20-35-02	Office Furniture	\$2,000.00	\$0.00
001-021-000-521-20-41-01	Police Services	\$3,289,392.00	\$2,207,112.45
001-021-000-521-20-41-02	Police Overtime	\$45,000.00	\$7,577.20
001-021-000-521-20-42-02	Postage	\$0.00	\$0.00
001-021-000-521-20-43-04	Meals Expense	\$500.00	\$0.00
001-021-000-521-30-31-01	Crime Prevention-Supplies	\$1,000.00	\$195.11
001-021-000-521-30-41-01	Crime Prevention-Professional	\$0.00	\$0.00
001-021-000-521-30-43-01	Travel & Training Costs	\$2,500.00	\$0.00
001-021-000-521-30-43-04	Meals Expense	\$0.00	\$0.00
001-021-000-521-40-43-01	Training/Travel Costs	\$0.00	\$0.00
001-021-000-521-50-48-03	Facilities-Maintenance/Repairs	\$0.00	\$0.00
001-021-000-521-70-35-01	Traffic Policing-Small Tools/Minor	\$1,000.00	\$0.00
001-021-000-521-70-41-11	Traffic Policing-Traffic Camera	\$399,000.00	\$251,750.00
001-021-000-523-20-41-01	Professional Services-Electronic	\$0.00	\$0.00
001-021-000-523-60-41-01	Jail Services	\$25,000.00	\$1,500.33
	001-021-000-52 Total	\$3,771,581.00	\$2,472,380.87
001-058-000-558-50-10-99	Allocated Labor	\$0.00	\$0.00
001-058-000-558-50-11-02	Overtime Wages	\$0.00	\$0.00
001-058-000-558-50-20-99	Allocated Benefits	\$0.00	\$0.00
001-058-000-558-50-30-99	Allocated Goods	\$0.00	\$0.00
001-058-000-558-50-31-01	Office & Operational Supplies	\$0.00	\$0.00
001-058-000-558-50-31-05	Supplies-Misc	\$0.00	\$0.00
001-058-000-558-50-31-10	Outdoor Gear	\$0.00	\$0.00
001-058-000-558-50-40-99	Allocated Services	\$0.00	\$0.00
001-058-000-558-50-41-01	Professional Service	\$0.00	\$0.00
001-058-000-558-50-41-04	Contracted Labor	\$0.00	\$0.00
001-058-000-558-50-43-01	Training/Travel Costs	\$0.00	\$0.00
001-058-000-558-50-43-03	Mileage Reimbursement	\$0.00	\$0.00
001-058-000-558-50-43-04	Meals Expense	\$0.00	\$0.00
001-058-000-558-50-49-01	Memberships	\$0.00	\$0.00
001-058-000-558-50-49-04	Subscriptions	\$0.00	\$0.00
001-058-000-558-60-10-99	Allocated Labor	\$0.00	\$0.00
001-058-000-558-60-11-02	Overtime Wages	\$0.00	\$0.00
001-058-000-558-60-20-99	Allocated Benefits	\$0.00	\$0.00

001-058-000-558-60-30-99	Allocated Goods	\$0.00	\$0.00
001-058-000-558-60-31-01	Office & Operational Supplies	\$0.00	\$0.00
001-058-000-558-60-31-05	Supplies-Misc	\$0.00	\$0.00
001-058-000-558-60-31-10	Outdoor Gear	\$0.00	\$0.00
001-058-000-558-60-31-11	Signs	\$0.00	\$0.00
001-058-000-558-60-35-01	Small Tools/Minor Equipment	\$0.00	\$0.00
001-058-000-558-60-35-04	Software-Computer	\$0.00	\$0.00
001-058-000-558-60-40-99	Allocated Services	\$0.00	\$0.00
001-058-000-558-60-41-01	Reim.Engineering - Prof. Serv	\$0.00	\$0.00
001-058-000-558-60-41-03	Prof. Services (Non-reimbursable)	\$0.00	\$0.00
001-058-000-558-60-41-08	Legal Notices/Publications	\$0.00	\$0.00
001-058-000-558-60-41-10	Pierce County Recording Fees	\$0.00	\$0.00
001-058-000-558-60-41-19	Community Engagement	\$0.00	\$0.00
001-058-000-558-60-41-21	Professional Serv-Local Store Mkt	\$0.00	\$0.00
001-058-000-558-60-41-22	Prof Svcs-Town Center Masterplan	\$0.00	\$0.00
001-058-000-558-60-41-23	Professional Serv-GMA	\$0.00	\$0.00
001-058-000-558-60-43-01	Training/Travel Costs	\$0.00	\$0.00
001-058-000-558-60-43-04	Meals Expense	\$0.00	\$0.00
001-058-000-558-60-49-01	Memberships	\$0.00	\$0.00
001-058-000-558-60-49-04	Subscriptions	\$0.00	\$277.86
001-058-000-558-70-31-06	Economic Development	\$0.00	\$990.00
001-058-000-558-70-41-02	Professional Services - Marketing	\$25,000.00	\$696.33
001-058-000-558-70-41-26	Economic Development Services	\$25,000.00	\$0.00
	001-058-000-55 Total	\$50,000.00	\$1,964.19
001-076-000-573-90-31-01	Operational Supplies	\$0.00	\$0.00
001-076-000-573-90-35-01	Small Tools/Minor Equipment	\$0.00	\$648.99
001-076-000-576-80-10-99	Allocated Labor	\$280,975.00	\$208,061.57
001-076-000-576-80-11-02	Overtime Wages	\$1,000.00	\$0.00
001-076-000-576-80-20-99	Allocated Benefits	\$124,236.00	\$77,880.71
001-076-000-576-80-30-99	Allocated Goods	\$7,125.00	\$6,804.95
001-076-000-576-80-31-01	Operational Supplies	\$4,000.00	\$16,996.04
001-076-000-576-80-31-02	Recreation Activities & Events	\$10,000.00	\$1,624.05
001-076-000-576-80-31-09	Chemicals	\$500.00	\$688.79
001-076-000-576-80-31-10	Outdoor Gear	\$2,000.00	\$0.00
001-076-000-576-80-31-11	Signs	\$500.00	\$5,692.50
001-076-000-576-80-32-01	Fuel	\$1,500.00	\$426.94
001-076-000-576-80-35-01	Small Tools/Minor Equipment	\$3,000.00	\$919.36
001-076-000-576-80-35-05	Park Equipment	\$7,500.00	\$1,218.16
001-076-000-576-80-40-99	Allocated Services	\$102,444.00	\$45,134.65
001-076-000-576-80-41-01	Professional Services	\$60,000.00	\$61,646.61
001-076-000-576-80-41-03	Surface Water Fee	\$0.00	\$0.00
001-076-000-576-80-41-10	Parks Maintenance	\$15,000.00	\$0.00
001-076-000-576-80-43-01	Travel/Training Costs	\$1,000.00	\$573.00
001-076-000-576-80-45-03	Operating Rentals	\$15,000.00	\$12,115.50
001-076-000-576-80-48-01	Equipment Repair & Maintenance	\$5,000.00	\$0.00

001-076-000-576-80-48-05	Maintenance-Tank Pumping	\$5,000.00	\$0.00
001-076-000-576-80-49-01	Memberships	\$750.00	\$190.00
	001-076-000-57 Total	\$646,530.00	\$440,621.82
	Fund Total	\$6,771,863.00	\$4,577,633.52
004-058-000-558-50-10-99	Allocated Labor	\$761,140.00	\$551,815.46
004-058-000-558-50-11-02	Overtime Wages	\$4,000.00	\$0.00
004-058-000-558-50-20-99	Allocated Benefits	\$314,264.00	\$206,553.20
004-058-000-558-50-30-99	Allocated Goods	\$11,617.00	\$18,047.90
004-058-000-558-50-31-01	Office & Operational Supplies	\$2,000.00	\$1,072.44
004-058-000-558-50-31-10	Outdoor Gear	\$500.00	\$0.00
004-058-000-558-50-40-99	Allocated Services	\$167,028.00	\$119,704.95
004-058-000-558-50-41-01	Professional Services	\$80,000.00	\$150.00
004-058-000-558-50-43-01	Travel/Training Costs	\$15,000.00	\$9,311.05
004-058-000-558-50-43-04	Meals Expense	\$0.00	\$188.06
004-058-000-558-50-49-01	Memberships	\$2,000.00	\$175.00
004-058-000-558-50-49-04	Subscriptions	\$0.00	\$99.99
004-058-000-558-60-10-99	Allocated Labor	\$490,492.00	\$339,230.82
004-058-000-558-60-11-02	Overtime Wages	\$2,000.00	\$0.00
004-058-000-558-60-20-99	Allocated Benefits	\$169,731.00	\$126,979.42
004-058-000-558-60-30-99	Allocated Goods	\$18,897.00	\$11,095.02
004-058-000-558-60-31-01	Office & Operational Supplies	\$0.00	\$9.46
004-058-000-558-60-31-11	Signs	\$4,000.00	\$0.00
004-058-000-558-60-35-04	Software-Computer	\$0.00	\$339.11
004-058-000-558-60-40-99	Allocated Services	\$271,700.00	\$73,589.11
004-058-000-558-60-41-01	Professional Services - Reimbursable	\$100,000.00	\$43,620.76
004-058-000-558-60-41-03	Professional Services - Non reimbursable	\$65,000.00	\$75,467.50
004-058-000-558-60-41-08	Legal Notices/Publications	\$15,000.00	\$4,763.10
004-058-000-558-60-41-10	Pierce County Recording Fees	\$1,500.00	\$0.00
004-058-000-558-60-41-19	Community Engagement	\$20,000.00	\$0.00
004-058-000-558-60-41-21	Professional Svc-Local Store Mktg	\$45,000.00	\$0.00
004-058-000-558-60-41-22	Prof Svcs-Town Center Masterplan	\$0.00	\$32,825.00
004-058-000-558-60-41-23	Professional Services - GMA	\$100,000.00	\$0.00
004-058-000-558-60-43-01	Travel/Training Costs	\$20,000.00	\$15,388.76
004-058-000-558-60-43-04	Meals Expense	\$0.00	\$564.75
004-058-000-558-60-49-01	Memberships	\$5,000.00	\$4,180.00
004-058-000-558-60-49-04	Subscriptions	\$3,000.00	\$1,300.00
	004-058-000-55 Total	\$2,688,869.00	\$1,636,470.86
	Fund Total	\$2,688,869.00	\$1,636,470.86
005-000-000-508-41-00-01	Ending Fund Bal-Committed	\$0.00	\$0.00
	005-000-000-50 Total	\$0.00	\$0.00
	Fund Total	\$0.00	\$0.00
006-000-000-508-51-00-01	Ending Fund Bal-Assigned	\$0.00	\$0.00
	006-000-000-50 Total	\$0.00	\$0.00
006-000-000-582-10-00-02	Refunds-Assignment of Funds	\$0.00	\$68,830.64
	006-000-000-58 Total	\$0.00	\$68,830.64

	Fund Total	\$0.00	\$68,830.64
101-000-000-508-31-00-01	Ending Fund Bal-Restricted	\$0.00	\$0.00
	101-000-000-50 Total	\$0.00	\$0.00
101-000-000-542-30-31-01	Roadway-Operational Supplies	\$5,000.00	\$4,066.57
101-000-000-542-30-35-01	Roadway-Small Tools & Minor Equipment	\$1,500.00	\$956.15
101-000-000-542-30-41-01	Roadway-Professional Service	\$5,000.00	\$62,745.36
101-000-000-542-30-48-03	Roadway-Maintenance/Cleaning	\$0.00	\$0.00
101-000-000-542-38-41-02	Roadway-Road Maint (Intergov	\$350,000.00	\$8,370.15
101-000-000-542-40-41-02	Drainage-Prof Svcs- Contractor	\$15,000.00	\$0.00
101-000-000-542-63-35-01	Street Lighting-Small Tools/Minor Equipment	\$0.00	\$0.00
101-000-000-542-64-31-01	Traffic Control Devices-Office &	\$0.00	\$64.57
101-000-000-542-64-31-10	Traffic Control Devices-School Zone Flashers	\$2,500.00	\$3,540.00
101-000-000-542-64-31-11	Traffic Control Devices-Signs	\$10,000.00	\$5,204.41
101-000-000-542-64-41-01	Traffic Control Devices-Professional	\$10,000.00	\$3,675.32
101-000-000-542-64-41-02	Traffic Control Devices-Traffic Operations (Contract)	\$50,000.00	\$118,946.11
101-000-000-542-64-41-19	Traffic Control Devices-Guardrails	\$25,000.00	\$0.00
101-000-000-542-66-41-03	Snow & Ice Control-Prof Svcs	\$75,000.00	\$32,183.41
101-000-000-542-70-31-01	Roadside-Operational Supplies	\$0.00	\$26.25
101-000-000-542-70-31-09	Roadside-Supplies- Chemicals	\$1,000.00	\$0.00
101-000-000-542-70-41-04	Roadside-ROW Veg Maint (Intergov)	\$0.00	\$13,203.13
101-000-000-542-70-45-03	Roadside-Operating Rentals	\$2,500.00	\$2,429.64
101-000-000-542-70-48-04	Roadside- ROW Veg Maint	\$100,000.00	\$43,372.22
101-000-000-542-90-10-99	Allocated Labor	\$230,057.00	\$165,092.33
101-000-000-542-90-11-02	Admin/Overhead-Overtime Wages	\$4,000.00	\$0.00
101-000-000-542-90-20-99	Allocated Benefits	\$93,818.00	\$61,796.65
101-000-000-542-90-30-99	Allocated Goods	\$5,654.00	\$5,399.58
101-000-000-542-90-31-01	Admin/Overhead-Office Supplies	\$0.00	\$0.00
101-000-000-542-90-31-10	Admin/Overhead-Outdoor Gear	\$250.00	\$0.00
101-000-000-542-90-35-01	Admin/Overhead-Small Tools & Minor Equipment	\$1,500.00	\$0.00
101-000-000-542-90-40-99	Allocated Services	\$81,287.00	\$35,813.36
101-000-000-542-90-41-01	Admin/Overhead-Professional	\$0.00	\$0.00
101-000-000-542-90-43-01	Travel/Training Costs	\$1,500.00	\$666.51
101-000-000-542-90-43-03	Admin/Overhead-Mileage Reimbursement	\$0.00	\$0.00
101-000-000-542-90-43-04	Admin/Overhead-Meals Expense	\$0.00	\$67.50
101-000-000-542-90-49-01	Admin/Overhead-Memberships	\$500.00	\$315.00
101-000-000-542-90-49-09	Miscellaneous	\$1,000.00	\$60.00
101-000-000-544-40-41-01	Road/Street Ops-Planning-Prof Svcs	\$20,000.00	\$5,986.13
	101-000-000-54 Total	\$1,092,066.00	\$573,980.35
101-000-000-595-10-41-01	Professional Services-Capital Exp	\$0.00	\$113,481.47
	101-000-000-59 Total	\$0.00	\$113,481.47
	Fund Total	\$1,092,066.00	\$687,461.82
110-000-000-508-31-00-01	Ending Fund Bal-Restricted	\$0.00	\$0.00

	110-000-000-50 Total	\$0.00	\$0.00
110-000-000-597-00-00-01	Oper. Trn. - General Fund (Park	\$0.00	\$0.00
110-000-000-597-00-00-04	Oper. Trn. - Capital Parks	\$0.00	\$0.00
	110-000-000-59 Total	\$0.00	\$0.00
	Fund Total	\$0.00	\$0.00
111-000-000-508-31-00-01	Ending Fund Bal-Restricted	\$0.00	\$0.00
	111-000-000-50 Total	\$0.00	\$0.00
111-000-000-597-00-00-05	Transfer Out - Fund 340	\$0.00	\$0.00
	111-000-000-59 Total	\$0.00	\$0.00
	Fund Total	\$0.00	\$0.00
130-000-000-508-31-00-01	Ending Fund Bal-Restricted	\$0.00	\$0.00
	130-000-000-50 Total	\$0.00	\$0.00
130-000-000-597-00-00-07	Oper. Trn. - Capital Parks	\$0.00	\$0.00
130-000-000-597-00-00-10	Oper Trans - Civic Center Bond	\$0.00	\$0.00
130-000-000-597-00-00-11	Oper Trans - GG Facilities	\$0.00	\$0.00
	130-000-000-59 Total	\$0.00	\$0.00
	Fund Total	\$0.00	\$0.00
132-000-000-508-31-00-01	Ending Fund Bal-Restricted	\$0.00	\$0.00
	132-000-000-50 Total	\$0.00	\$0.00
132-000-000-597-00-00-03	Oper. Trn. - Street Fund	\$0.00	\$0.00
132-000-000-597-00-00-04	Transfer Out - Fund 340 Cap Roads	\$0.00	\$0.00
132-000-000-597-00-00-08	Oper. Trns. - Capital Parks	\$0.00	\$0.00
	132-000-000-59 Total	\$0.00	\$0.00
	Fund Total	\$0.00	\$0.00
201-000-000-508-41-00-01	Ending Fund Bal-Committed	\$0.00	\$0.00
	201-000-000-50 Total	\$0.00	\$0.00
201-000-000-591-18-71-01	Bond Repayment - Principal	\$0.00	\$0.00
201-000-000-592-18-83-01	Interest on Bonds	\$0.00	\$19,765.30
	201-000-000-59 Total	\$0.00	\$19,765.30
	Fund Total	\$0.00	\$19,765.30
202-000-000-508-41-00-01	Ending Fund Bal-Committed	\$0.00	\$0.00
	202-000-000-50 Total	\$0.00	\$0.00
202-000-000-515-41-41-02	Legal Services	\$0.00	\$0.00
	202-000-000-51 Total	\$0.00	\$0.00
202-000-000-535-10-41-01	Professional Services	\$0.00	\$8,017.77
	202-000-000-53 Total	\$0.00	\$8,017.77
202-000-000-591-35-71-01	USDA-RD GO Principal Payments	\$0.00	\$0.00
202-000-000-591-35-73-01	LID Loan Principal Payments	\$475,847.00	\$0.00
202-000-000-591-35-78-02	Principal PWTF Loan Payment	\$29,412.00	\$29,411.77
202-000-000-592-35-83-02	Interest PWTF Loan Payment	\$1,324.00	\$1,029.41
202-000-000-592-35-83-03	LID Loan Interest Payment	\$110,821.00	\$0.00
	202-000-000-59 Total	\$617,404.00	\$30,441.18
	Fund Total	\$617,404.00	\$38,458.95
203-000-000-508-41-00-01	Ending Fund Bal-Committed	\$0.00	\$0.00
	203-000-000-50 Total	\$0.00	\$0.00

	Fund Total	\$0.00	\$0.00
310-000-000-508-31-00-01	Ending Fund Bal-Restricted	\$0.00	\$0.00
	310-000-000-50 Total	\$0.00	\$0.00
310-000-000-594-76-41-03	Professional Svs.-Property	\$0.00	\$238,944.33
310-000-000-594-76-61-10	Permit Fees	\$0.00	\$0.00
310-000-000-594-76-62-06	Park Equipment	\$0.00	\$154,049.51
310-000-000-594-76-63-01	Park Improvements	\$0.00	\$89,871.94
310-000-000-594-76-63-04	Interurban Trail Phase III	\$0.00	\$3,475.00
	310-000-000-59 Total	\$0.00	\$486,340.78
	Fund Total	\$0.00	\$486,340.78
340-000-000-508-31-00-01	Ending Fund Bal-Restricted	\$0.00	\$0.00
	340-000-000-50 Total	\$0.00	\$0.00
340-000-000-582-20-00-02	Contractor Retainage-Release	\$0.00	\$47,751.14
	340-000-000-58 Total	\$0.00	\$47,751.14
340-000-000-591-95-78-02	Principal PWTF Loan Payment	\$0.00	\$13,186.92
340-000-000-592-95-82-01	Interest PWTF Loan Payment	\$0.00	\$329.67
340-000-000-595-10-41-06	Public Works Facility Acquisition	\$0.00	\$0.00
340-000-000-595-10-63-01	Capital Improvements-Engineering	\$0.00	\$10,000.00
340-000-000-595-20-61-01	ROW Acquisition - Land	\$0.00	\$1,683.50
340-000-000-595-30-63-03	Improvements - Other	\$0.00	\$0.00
340-000-000-595-30-63-04	Edgewood Drive Improvements	\$0.00	\$44,576.39
340-000-000-595-61-63-01	Construction/Improvements - Sidewalks	\$0.00	\$14,750.00
340-000-000-595-63-63-01	Improvements-Street Lighting	\$0.00	\$26,179.74
340-000-000-595-64-63-01	Traffic Control Devices-Other Improvements	\$0.00	\$3,904.22
340-000-000-595-69-63-01	Pedestrian & Traffic Safety	\$0.00	\$6,908.56
	340-000-000-59 Total	\$0.00	\$121,519.00
	Fund Total	\$0.00	\$169,270.14
341-000-000-508-31-00-01	Ending Fund Bal-Restricted	\$0.00	\$0.00
	341-000-000-50 Total	\$0.00	\$0.00
341-000-000-595-20-61-01	ROW Acquisition-Land	\$0.00	\$0.00
341-000-000-597-00-00-01	Fund Transfer Out	\$0.00	\$0.00
	341-000-000-59 Total	\$0.00	\$0.00
	Fund Total	\$0.00	\$0.00
350-000-000-508-31-00-01	Ending Fund Bal-Restricted	\$0.00	\$0.00
	350-000-000-50 Total	\$0.00	\$0.00
350-000-000-595-61-63-01	Pedestrian Projects	\$0.00	\$0.00
350-000-000-597-00-00-01	Oper. Trn. Out	\$0.00	\$0.00
	350-000-000-59 Total	\$0.00	\$0.00
	Fund Total	\$0.00	\$0.00
401-000-000-508-31-00-01	Ending Fund Bal-Restricted	\$0.00	\$0.00
	401-000-000-50 Total	\$0.00	\$0.00
401-000-000-535-10-41-01	Professional Services	\$0.00	\$2,730.61
401-000-000-535-10-41-51	State Taxes	\$0.00	\$5,919.62
	401-000-000-53 Total	\$0.00	\$8,650.23

401-000-000-594-35-61-01	Cap Improvements-Sewer Plan	\$0.00	\$72,555.84
401-000-000-594-35-63-05	Improvements - Northwood School	\$0.00	\$0.00
401-000-000-597-00-00-01	Transfer Out - General Fund OH	\$0.00	\$0.00
401-000-000-597-00-00-02	Transfer Out - Civic Center Bond	\$0.00	\$0.00
	401-000-000-59 Total	\$0.00	\$72,555.84
	Fund Total	\$0.00	\$81,206.07
402-000-000-594-35-61-01	Cap Imp-Sewer Plan Update	\$0.00	\$0.00
402-000-000-594-35-63-05	Cap Imp-Northwood School Mitigation	\$0.00	\$0.00
402-000-000-597-00-00-02	Transfer Out-Civic Center Bond	\$0.00	\$0.00
	402-000-000-59 Total	\$0.00	\$0.00
	Fund Total	\$0.00	\$0.00
410-000-000-508-31-00-01	Ending Fund Bal-Restricted	\$0.00	\$0.00
	410-000-000-50 Total	\$0.00	\$0.00
410-000-000-531-00-10-99	Allocated Labor	\$350,750.00	\$248,769.27
410-000-000-531-00-20-99	Allocated Benefits	\$136,690.00	\$93,118.24
410-000-000-531-00-30-99	Allocated Goods	\$8,519.00	\$8,136.35
410-000-000-531-00-40-99	Allocated Services	\$122,763.00	\$53,965.34
410-000-000-531-38-11-02	Overtime Wages	\$4,000.00	\$0.00
410-000-000-531-38-31-01	Operational Supplies	\$3,000.00	\$3,558.19
410-000-000-531-38-31-09	Chemicals	\$1,500.00	\$157.95
410-000-000-531-38-31-10	Outdoor Gear	\$1,000.00	\$0.00
410-000-000-531-38-32-01	Fuel	\$0.00	\$0.00
410-000-000-531-38-35-05	Equipment - Surface Water	\$2,000.00	\$672.96
410-000-000-531-38-41-01	Professional Service	\$50,000.00	\$59,510.57
410-000-000-531-38-41-04	Storm Drainage-Ponds Maint	\$15,000.00	\$0.00
410-000-000-531-38-41-06	Storm Drainage-ROW Veg Maint	\$75,000.00	\$80,345.78
410-000-000-531-38-41-07	Storm Drainage-Polution Control	\$10,000.00	\$3,098.08
410-000-000-531-38-41-10	Storm Drainage-Ditch Maint	\$150,000.00	\$77,589.70
410-000-000-531-38-41-12	Storm Drainage-Drain Maint	\$50,000.00	\$26,281.23
410-000-000-531-38-41-13	Storm Drainage-Structure Maint	\$200,000.00	\$42,075.88
410-000-000-531-38-41-20	Storm Drainage-NPDES Permit Fees-	\$5,000.00	\$4,893.41
410-000-000-531-38-43-01	Training/Travel Costs	\$1,500.00	\$961.00
410-000-000-531-38-43-02	Professional Licenses & Certification	\$500.00	\$0.00
410-000-000-531-38-43-03	Mileage Reimbursement	\$0.00	\$0.00
410-000-000-531-38-45-03	Operating Rentals	\$0.00	\$0.00
410-000-000-531-38-47-01	Dump Site Fees	\$500.00	\$0.00
410-000-000-531-38-48-01	Repair & Maintenance Costs	\$2,000.00	\$0.00
410-000-000-531-38-48-04	Equipment Repairs	\$500.00	\$0.00
410-000-000-531-38-49-01	Memberships	\$700.00	\$342.50
410-000-000-531-38-49-02	Non NPDES Permit Fees	\$10,000.00	\$4,874.00
410-000-000-531-38-49-09	Misc. Fees & Charges	\$3,500.00	\$1,079.10
	410-000-000-53 Total	\$1,204,422.00	\$709,429.55
410-000-000-594-31-61-01	Land	\$0.00	\$0.00
410-000-000-594-31-63-03	Drainage Improvements	\$0.00	\$267.35
410-000-000-594-31-64-04	Equipment	\$0.00	\$283.19

410-000-000-594-31-64-64	Infrastructure Spot Improvement	\$0.00	\$17,157.36
410-000-000-595-30-63-04	Roadway Construction-Edgewood Dr Improvements	\$0.00	\$22,114.80
410-000-000-597-00-00-02	Transfer Out - Capital	\$12,300.00	\$0.00
	410-000-000-59 Total	\$12,300.00	\$39,822.70
	Fund Total	\$1,216,722.00	\$749,252.25
411-000-000-508-31-00-01	End. Fund Bal.-Restricted	\$0.00	\$0.00
	411-000-000-50 Total	\$0.00	\$0.00
411-000-000-594-31-64-64	Capital Improvement Projects	\$0.00	\$0.00
411-000-000-597-00-00-02	Trsf Out-Civic Center Bond	\$0.00	\$0.00
	411-000-000-59 Total	\$0.00	\$0.00
	Fund Total	\$0.00	\$0.00
501-000-000-508-41-00-01	Ending Fund Bal-Committed	\$0.00	\$0.00
	501-000-000-50 Total	\$0.00	\$0.00
501-000-000-594-18-65-02	Security, Communication Upgrades	\$0.00	\$453.75
501-000-000-594-18-65-03	City Equipment	\$0.00	\$156,183.51
	501-000-000-59 Total	\$0.00	\$156,637.26
	Fund Total	\$0.00	\$156,637.26
641-000-000-508-21-00-01	Ending Fund Bal-Non Spendable	\$0.00	\$0.00
	641-000-000-50 Total	\$0.00	\$0.00
	Fund Total	\$0.00	\$0.00
650-000-000-508-21-00-01	Ending Fund Bal-Non Spendable	\$0.00	\$0.00
	650-000-000-50 Total	\$0.00	\$0.00
650-000-000-589-30-00-04	State Bldg Code Fee	\$0.00	\$1,221.00
650-000-000-589-30-00-05	Animal Licenses	\$0.00	\$622.00
650-000-000-589-30-00-06	Fire Plan Review	\$0.00	\$663.18
	650-000-000-58 Total	\$0.00	\$2,506.18
	Fund Total	\$0.00	\$2,506.18
	Grand Total	\$12,386,924.00	\$8,673,833.77



City Of Edgewood Council Agenda Summary Sheet

Subject: Annual Traffic Impact Fee (TIF) Update	Agenda Item #: 3.E
	For Agenda of: 10/18/2022
	Prepared by: Jeremy Metzler
Attachments (list): 1. ORDINANCE NO. 21.0617, RELATING TO TRAFFIC IMPACT FEES 2. City Cost Index - Seattle - As of September 2022 _ Engineering News-Record 3. DRAFT Edgewood TIF Schedule (2023)	
Approval of Materials: Jeremy Metzler Rachel Pitzel, City Clerk/HR Director 10/13/2022 Dave Gray 10/14/2022 Daryl Eidinger 10/14/2022	Expenditure Required: N/A Amount Budgeted: N/A Timeline: 10/18/2022 SS

Summary Statement:

As codified under Ordinance 21-0617 on December 28, 2021 (attached for reference), Edgewood Municipal Code (EMC) 4.30.130 establishes the following method for automatic annual updates to the Transportation Impact Fee (TIF) schedule: *"The public works director shall use the Construction Cost Index for Seattle (June-June) published by the Engineering News-Record to calculate annual inflation adjustments in the impact fee schedule. The impact fee schedule shall not be adjusted for inflation if the index remains unchanged."* Furthermore, *"A copy of the indexed impact fee schedule shall be provided to the city council each October, but the indexed impact fee schedule shall become effective without further council action."*

The current TIF schedule was adopted by Ordinance 22-0623 on March 22, 2022, setting the per-trip rate at \$10,317. Attached for Council's reference is the current Construction Cost Index report, including said index for the month of June in the years 2021 and 2022. June 2021's CCI is listed at 13165.01, and June 2022 is 14661.19. Dividing 2022's value by 2021's, we calculate a total increase of 11.36%. Following the aforementioned procedure, the TIF per-trip rate would become \$11,489 effective January 1, 2023. In accordance with this, attached is the draft proposed TIF schedule.

Item History:

N/A

Recommended Action:

Hold a discussion and provide staff guidance regarding Annual Traffic Impact Fee (TIF) Update

Fiscal Note/Consideration:

The current Traffic Impact Fee (TIF) fund balance is \$5,809,434. If the automatic increase is not desired by the Council, staff expects a loss in TIF revenues up to \$500,000 in 2023, or about \$1.6M over the next six years. For reference, the current Transportation Improvement Program (TIP) includes nearly \$14M in TIF expenditures through 2028.

ORDINANCE NO. 21-0617

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, WASHINGTON, RELATING TO TRAFFIC IMPACT FEES, ESTABLISHING AN UPDATED, TRAFFIC IMPACT FEE SCHEDULE, BASED ON A TRAFFIC IMPACT FEE PROGRAM REPORT PUBLISHED IN OCTOBER 2021 BY TRANSPO GROUP; AMENDING EMC 4.30.130; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, pursuant to Chapter 82.02 RCW, the City of Edgewood has adopted a traffic impact fee program and has codified regulations governing the calculation, assessment, collection, refund and administration of such fees at Chapter 4.30 EMC; and

WHEREAS, the City tasked their on-call transportation engineer, Transpo Group, with updating the Traffic Impact Fee Program underlying Chapter 4.30 EMC, in order to more closely align the impact fee with the City's adopted Capital Improvement Plan, Transportation Improvement Plan, and Capital Facilities element of the Comprehensive Plan; and

WHEREAS, on October 19, 2021, the City Council reviewed the DRAFT Traffic Impact Fee Program report and proposed impact fee rate; and

WHEREAS, on October 26, 2021, the City Council held a public hearing to receive public comments on the proposed changes to the Traffic Impact Fee program and associated fee; and

WHEREAS, the Council considered this Ordinance during its study sessions on November 2, 2021 and November 30, 2021, and December 21, 2021, and regular City Council meeting on December 28, 2021;

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

Section 1. Findings. The recitals above are hereby adopted as legislative findings in support of this ordinance. The City Council further adopts by reference previously held study session agenda bills of October 19, 2021, November 2, 2021, November 30, 2021, and December 14, 2021 as additional findings.

Section 2. Updated Program Adopted. The City of Edgewood Transportation Impact Fee Program report is hereby updated by adopting 2021 Traffic Impact Fee Program report, and the Schedule of Transportation Impact Fees attached hereto as Exhibit A, pursuant to EMC 4.30.150.

Section 3. Edgewood Municipal Code Section 4.30.130, Amended. Edgewood Municipal Code Section 4.30.130, Council review of impact fees, is hereby amended as set forth below:

4.30.130 Council review of impact fees.

A. The impact fee schedule adopted pursuant to this chapter shall be reviewed by the city council, as it deems necessary and appropriate, in conjunction with the update of the city's transportation improvement program. Amendments or updates to the impact fee schedule shall be adopted by ordinance.

B. Notwithstanding subsection (A) above, the impact fee schedule shall be automatically updated for inflation annually using the following procedures:

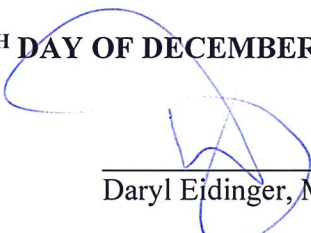
1. The Public Works Director shall use the Construction Cost Index for Seattle (June-June) published by the Engineering News Record to calculate annual inflation adjustments in the impact fee schedule. The impact fee schedule shall not be adjusted for inflation if the index remains unchanged.

2. The indexed impact fee schedule shall be effective January 1 beginning in 2023, and on January 1 of each year thereafter. A copy of the indexed impact fee schedule shall be provided to the City Council each October, but the indexed impact fee schedule shall become effective without further Council action.

Section 4. Severability. If any section, sentence, clause or phrase of this Ordinance should be held to be unconstitutional or unlawful by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

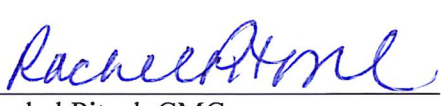
Section 5. Effective Date. A summary of this Ordinance consisting of its title shall be published in the official newspaper of the City. This Ordinance shall take effect and be in full force and effect five days after publication, as provided by law.

ADOPTED THIS 28TH DAY OF DECEMBER, 2021.



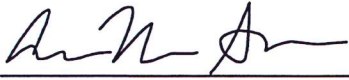
Daryl Eiding, Mayor

ATTEST:



Rachel Pitzel, CMC
City Clerk

APPROVED AS TO FORM:

A handwritten signature in black ink, appearing to read 'Ann Marie Soto', written over a horizontal line.

Ann Marie Soto, City Attorney

Published: 12/30/2021

Effective Date: 1/04/2022

Exhibit A
Schedule of Transportation Impact Fees

City of Edgewood
Schedule of Transportation Impact Fees
 Cost per PM peak hour trip end = \$6,000

Land Use Category - ITE 9th Edition	Notes (see below)	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (3)	Impact Fee Per Unit (4)
RESIDENTIAL							
Single-Family Detached Housing	2	210	1.01	Dwelling Unit	1.00	1.01	\$6,060
Multi-Family Housing (Low-Rise)	2	220	0.56	Dwelling Unit	1.00	0.56	\$3,360
Multi-Family Housing (Mid-Rise)	2	221	0.44	Dwelling Unit	1.00	0.44	\$2,640
Mobile Home Park	2	240	0.59	Occupied Dwelling Unit	1.00	0.59	\$3,540
Senior Adult Housing-Detached	2	251	0.30	Dwelling Unit	1.00	0.30	\$1,800
INSTITUTIONAL							
Public Park		411	0.11	Acre	1.00	0.11	\$660
Multi-Purpose Recreational Facility	1	435	3.58	1,000 sf GFA	1.00	3.58	\$21,480
Movie Theater	1	444	0.09	Seat	1.00	0.09	\$540
Casino/Video Lottery Establishment		473	13.49	1,000 sf GFA	1.00	13.49	\$80,940
Racquet / Tennis Club	1	491	3.82	Court	1.00	3.82	\$22,920
Health/Fitness Club		492	3.45	1,000 sf GFA	1.00	3.45	\$20,700
Elementary School		520	0.16	Student	1.00	0.16	\$960
Middle School/Junior High School		522	0.15	Student	1.00	0.15	\$900
High School		525	0.14	Student	1.00	0.14	\$840
Private School (K-12)	1	532	0.17	Student	1.00	0.17	\$1,020
Church		560	0.49	1,000 sf GFA	1.00	0.49	\$2,940
Day Care Center	4	565	11.12	1,000 sf GFA	1.00	11.12	\$66,720
Library		590	8.16	1,000 sf GFA	1.00	8.16	\$48,960
Hospital	2	610	0.97	1,000 sf GFA	1.00	0.97	\$5,820
Nursing Home		620	0.59	1,000 sf GFA	1.00	0.59	\$3,540
BUSINESS & COMMERCIAL							
Hotel	3 (a)	310	0.60	Room	0.75	0.45	\$2,700
All Suites Hotel	3 (a)	311	0.35	Room	0.75	0.27	\$1,620
Motel	3 (a)	320	0.29	Room	0.75	0.22	\$1,320
Building Materials/Lumber Sales	3 (a)	812	2.06	1,000 sf GFA	0.75	1.55	\$9,270
Free-Standing Discount Superstore		813	4.33	1,000 sf GFA	0.71	3.07	\$18,446
Free-Standing Discount Store		815	4.83	1,000 sf GFA	0.83	4.01	\$24,053
Hardware/Paint Store		816	2.68	1,000 sf GFA	0.74	1.98	\$11,899
Nursery (Garden Center)		817	6.58	1,000 sf GFA	0.75	5.21	\$31,230
Nursery (Wholesale)		818	5.18	1,000 sf GFA	0.75	3.89	\$23,310
Shopping Center	2	820	3.81	1,000 sf GLA	0.66	2.51	\$15,088
Quality Restaurant		931	7.80	1,000 sf GFA	0.56	4.37	\$26,208
High Turnover (Sit-Down) Restaurant		932	9.77	1,000 sf GFA	0.57	5.57	\$33,413
Fast Food Restaurant without Drive-Through	1	933	28.34	1,000 sf GFA	0.50	14.17	\$85,020
Fast Food Restaurant with Drive-Through		934	32.67	1,000 sf GFA	0.5	16.34	\$98,010
Quick Lubrication Vehicle Shop		941	7.85	Servicing Position	0.61	2.96	\$17,751
Automobile Care Center		942	3.11	1,000 sf GLA	0.61	1.90	\$11,383
Automobile Sales		841	3.75	1,000 sf GFA	0.75	2.81	\$16,875
Automobile Parts Sales		843	4.91	1,000 sf GFA	0.57	2.80	\$16,792
Gasoline/Service Station		944	14.03	Vehicle Fueling Position	0.58	8.14	\$48,824
Gasoline/Service Station with Convenience Market		945	13.99	Vehicle Fueling Position	0.44	6.16	\$36,934
Self-Service Car Wash		947	5.54	Wash Stall	0.77	4.27	\$25,595
Tire Store		848	3.98	1,000 sf GFA	0.72	2.87	\$17,194
Tire Superstore		849	2.11	1,000 sf GFA	0.72	1.52	\$9,115
Supermarket	2	850	9.24	1,000 sf GFA	0.64	5.91	\$35,482
Convenience Market		851	49.11	1,000 sf GFA	0.49	24.05	\$144,383
Convenience Market with Gas Pumps		853	49.29	1,000 sf GFA	0.34	16.76	\$100,552
Discount Supermarket		854	8.38	1,000 sf GFA	0.79	6.62	\$39,721
Discount Club		857	4.18	1,000 sf GFA	0.63	2.63	\$15,800
Home Improvement Superstore		862	2.33	1,000 sf GFA	0.58	1.35	\$8,108
Electronics Superstore		863	4.26	1,000 sf GFA	0.60	2.56	\$15,336
Toy/Children's Superstore	1, 3 (b)	864	5.00	1,000 sf GFA	0.66	3.30	\$19,800
Pet Supply Superstore		865	3.55	1,000 sf GFA	0.60	2.13	\$12,780
Apparel Store	3 (a)	876	4.12	1,000 sf GFA	0.75	3.09	\$18,540
Pharmacy/Drug Store without Drive-Through		880	8.51	1,000 sf GFA	0.47	4.00	\$23,998
Pharmacy/Drug Store with Drive-Through		881	10.29	1,000 sf GFA	0.51	5.25	\$31,487
Furniture Store		890	0.52	1,000 sf GFA	0.47	0.24	\$1,468
Walk-in Bank	1, 3 (c)	911	12.13	1,000 sf GFA	0.65	7.88	\$47,307
Drive-in Bank		912	20.45	1,000 sf GFA	0.65	13.29	\$79,755
OFFICE							
Clinic	1	630	3.28	1,000 sf GFA	1.00	3.28	\$19,680
Animal Hospital/Veterinary Clinic		640	3.53	1,000 sf GFA	1.00	3.53	\$21,180
General Office Building	2	710	1.15	1,000 sf GFA	1.00	1.15	\$6,900
Medical-Dental Office Building	2	720	3.46	1,000 sf GFA	1.00	3.46	\$20,760
United States Post Office		732	11.21	1,000 sf GFA	1.00	11.21	\$67,260
Office Park	1	750	1.07	1,000 sf GFA	1.00	1.07	\$6,420
Research and Development Center	2	760	0.49	1,000 sf GFA	1.00	0.49	\$2,940
Business Park	1	770	0.42	1,000 sf GFA	1.00	0.42	\$2,520
INDUSTRIAL							
General Light Industrial	2	110	0.63	1,000 sf GFA	1.00	0.63	\$3,780
Industrial Park		130	0.40	1,000 sf GFA	1.00	0.40	\$2,400
Manufacturing		140	0.67	1,000 sf GFA	1.00	0.67	\$4,020
Warehousing	2	150	0.19	1,000 sf GFA	1.00	0.19	\$1,140
Mini-Warehouse (Self-Storage)		151	0.17	1,000 sf GFA	1.00	0.17	\$1,020
High-Cube Fulfillment Center Warehouse	1	155	1.37	1,000 sf GFA	1.00	1.37	\$8,220
Utility	2	170	2.27	1,000 sf GFA	1.00	2.27	\$13,620
PORT and TERMINAL							
Intermodal Truck Terminal	1	30	1.87	1,000 sf GFA	1.00	1.87	\$11,220
Park-and-Ride Lot with Bus or Light Rail Service	2	90	0.43	Parking Space	1.00	0.43	\$2,580

* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area.

** The Pass-By Trip Reduction Factor reduces the Average Trip Rate based on average Pass-By trip percentages published in the *ITE Trip Generation Handbook* (3rd Edition, 2017) and previously adopted factors.

NET NEW TRIP RATE CALCULATION:

IMPACT FEE CALCULATION: \$6,000

NOTES:

- (1) *Trip Generation* (10th Edition, 2017) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (2) Alternatively, the PM peak hour trip regression equation in *Trip Generation* can be used instead of the average trip rate identified in the table. However the equation must be used according to the instructions in *Trip Generation*.
- (3) No pass-by rates are available. Pass-by rates were estimated from other similar uses.

Code	Land Use	Pass-By Trip Reduction Factor
3 (a)	No Data Available 25% Estimated Pass-by	0.75
3 (b)	Shopping Center (GSO)	0.66
3 (c)	Drive-in Bank (P12)	0.65
- (4) Consistent with RCW 82.02.060, Day Care Centers shall not have a fee greater than that imposed on commercial development activities that generate a similar number, volume, type, and duration of vehicle trips.

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City Cost Index - Seattle - As of September 2022

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The building and construction cost indexes for ENR's individual cities use the same components and weighting as those for the 20-city national indexes. The city indexes use local prices for portland cement and 2 X 4 lumber and the national average price for structural steel. The city's BCI uses local union wages, plus fringes, for carpenters, bricklayers and iron workers. The city's CCI uses the same union wages for laborers.

To find more recent cost index data, go to this webpage (link below) and click on the link for the year you need, and then navigate to the week you need. Keep in mind that the city cost index figures are always published in the second weekly issue of the month.

http://www.enr.com/economics/current_costs

Go back to [view all City Indexes.](#)

ENR COST INDEXES IN SEATTLE (1978-2022)

YEAR	MONTH	BCI	%CHG	CCI	%CHG
2022	September	8619.17	+15.7	15202.41	+12.4
2022	August	8366.51	+13.2	14873.27	+10.4
2022	July	8231.90	+14.7	14738.60	+11.2
2022	June	8154.49	+15.0	14661.19	+11.4
2022	May	8116.99	+17.3	14623.69	+12.5

YEAR	MONTH	BCI	%CHG	CCI	%CHG
2022	April	7932.84	+15.5	14493.29	+12.0
2022	March	7890.59	+16.2	14451.04	+12.3
2022	February	7648.51	+13.3	14425.33	+12.5
2022	January	7648.51	+13.0	13722.83	+6.8
2021	December	7608.39	+12.4	13682.71	+6.6
2021	November	7521.26	+13.0	13595.58	+6.2
2021	October	7499.63	+14.0%	13573.94	+6.2%
2021	September	7451.38	+13.4	13525.69	+5.9
2021	August	7392.63	+13.2	13466.93	+8.3
2021	July	7174.02	+9.8	13248.30	+9.1
2021	June	7090.73	+10.5	13165.01	+8.4
2021	May	6920.15	+7.8	12994.43	+7.0
2021	April	6870.90	+7.1	12945.18	+6.6
2021	March	6790.81	+8.4	12865.08	+7.3
2021	Feb	6751.80	+5.7	12826.05	+5.9
2021	Jan	6771.14	+5.9	12845.38	+6.0
2020	Dec	6766.15	+6.0	12840.41	+6.0
2020	Nov	6653.06	4.5%	12796.59	5.8%
2020	Oct	6575.76	+3.3	12776.24	+5.6
2020	Sept	6571.23	+3.3	12771.70	+5.6
2020	Aug	6529.50	+2.6	12430.98	+2.8
2020	July	6534.00	+3.0	12140.48	+1.2
2020	June	6415.06	+0.7	12141.83	+0.9
2020	May	6418.90	+0.8	12145.67	+1.0
2020	April	6414.78	+0.9	12141.53	+1.0

City of Edgewood
Schedule of Transportation Impact Fees

Cost per PM peak hour trip end = \$11,489

Land Use Category - ITE 9th Edition	Notes (see below)	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate (1)	Unit*	Pass-By Trip Reduction Factor ** (2)	Net New Trip Rate (3)	Impact Fee Per Unit (4)
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RESIDENTIAL							
Single-Family Detached Housing	2	210	1.01	Dwelling Unit	1.00	1.01	\$11,604
Multi-Family Housing (Low-Rise)	2	220	0.56	Dwelling Unit	1.00	0.56	\$6,434
Multi-Family Housing (Mid-Rise)	2	221	0.44	Dwelling Unit	1.00	0.44	\$5,055
Mobile Home Park	2	240	0.59	Occupied Dwelling Unit	1.00	0.59	\$6,779
Senior Adult Housing-Detached	2	251	0.30	Dwelling Unit	1.00	0.30	\$3,447

INSTITUTIONAL							
Public Park		411	0.11	Acre	1.00	0.11	\$1,264
Multi-Purpose Recreational Facility	1	435	3.58	1,000 sf GFA	1.00	3.58	\$41,131
Movie Theater	1	444	0.09	Seat	1.00	0.09	\$1,034
Casino/Video Lottery Establishment		473	13.49	1,000 sf GFA	1.00	13.49	\$154,987
Racquet / Tennis Club	1	491	3.82	Court	1.00	3.82	\$43,888
Health/Fitness Club		492	3.45	1,000 sf GFA	1.00	3.45	\$39,637
Elementary School		520	0.16	Student	1.00	0.16	\$1,838
Middle School/Junior High School		522	0.15	Student	1.00	0.15	\$1,723
High School		525	0.14	Student	1.00	0.14	\$1,608
Private School (K-12)	1	532	0.17	Student	1.00	0.17	\$1,953
Church		560	0.49	1,000 sf GFA	1.00	0.49	\$5,630
Day Care Center	4	565	11.12	1,000 sf GFA	1.00	11.12	\$127,758
Library		590	8.16	1,000 sf GFA	1.00	8.16	\$93,750
Hospital	2	610	0.97	1,000 sf GFA	1.00	0.97	\$11,144
Nursing Home		620	0.59	1,000 sf GFA	1.00	0.59	\$6,779

BUSINESS & COMMERCIAL							
Hotel	3 (a)	310	0.60	Room	0.75	0.45	\$5,170
All Suites Hotel	3 (a)	311	0.36	Room	0.75	0.27	\$3,102
Motel	3 (a)	320	0.38	Room	0.75	0.29	\$3,274
Building Materials/Lumber Sales	3 (a)	812	2.06	1,000 sf GFA	0.75	1.55	\$17,751
Free-Standing Discount Superstore		813	4.33	1,000 sf GFA	0.71	3.07	\$35,321
Free-Standing Discount Store		815	4.83	1,000 sf GFA	0.83	4.01	\$46,058
Hardware/Paint Store		816	2.68	1,000 sf GFA	0.74	1.98	\$22,785
Nursery (Garden Center)		817	6.94	1,000 sf GFA	0.75	5.21	\$59,800
Nursery (Wholesale)		818	5.18	1,000 sf GFA	0.75	3.89	\$44,635
Shopping Center	2	820	3.81	1,000 sf GLA	0.66	2.51	\$28,890
Quality Restaurant		931	7.80	1,000 sf GFA	0.56	4.37	\$50,184
High Turnover (Sit-Down) Restaurant		932	9.77	1,000 sf GFA	0.57	5.57	\$63,981
Fast Food Restaurant without Drive-Through	1	933	28.34	1,000 sf GFA	0.50	14.17	\$162,799
Fast Food Restaurant with Drive-Through		934	32.67	1,000 sf GFA	0.5	16.34	\$187,673
Quick Lubrication Vehicle Shop		941	4.85	Servicing Position	0.61	2.96	\$33,990
Automobile Care Center		942	3.11	1,000 sf GLA	0.61	1.90	\$21,796
Automobile Sales		841	3.75	1,000 sf GFA	0.75	2.81	\$32,313
Automobile Parts Sales		843	4.91	1,000 sf GFA	0.57	2.80	\$32,154
Gasoline/Service Station		944	14.03	Vehicle Fueling Position	0.58	8.14	\$93,491
Gasoline/Service Station with Convenience Market		945	13.99	Vehicle Fueling Position	0.44	6.16	\$70,722
Self-Service Car Wash		947	5.54	Wash Stall	0.77	4.27	\$49,010
Tire Store		848	3.98	1,000 sf GFA	0.72	2.87	\$32,923
Tire Superstore		849	2.11	1,000 sf GFA	0.72	1.52	\$17,454
Supermarket	2	850	9.24	1,000 sf GFA	0.64	5.91	\$67,941
Convenience Market		851	49.11	1,000 sf GFA	0.49	24.06	\$276,470
Convenience Market with Gas Pumps		853	49.29	1,000 sf GFA	0.34	16.76	\$192,540
Discount Supermarket		854	8.38	1,000 sf GFA	0.79	6.62	\$76,059
Discount Club		857	4.18	1,000 sf GFA	0.63	2.63	\$30,255
Home Improvement Superstore		862	2.33	1,000 sf GFA	0.58	1.35	\$15,526
Electronics Superstore	1	863	4.26	1,000 sf GFA	0.60	2.56	\$29,366
Toy/Children's Superstore	1, 3 (b)	864	5.00	1,000 sf GFA	0.66	3.30	\$37,914
Pet Supply Superstore		866	3.55	1,000 sf GFA	0.60	2.13	\$24,472
Apparel Store	3 (a)	876	4.12	1,000 sf GFA	0.75	3.09	\$35,501
Pharmacy/Drug Store without Drive-Through		880	8.51	1,000 sf GFA	0.47	4.00	\$45,953
Pharmacy/Drug Store with Drive-Through		881	10.29	1,000 sf GFA	0.51	5.25	\$60,293
Furniture Store		890	0.52	1,000 sf GFA	0.47	0.24	\$2,808
Walk-in Bank	1, 3 (c)	911	12.13	1,000 sf GFA	0.65	7.88	\$90,585
Drive-in Bank		912	20.45	1,000 sf GFA	0.65	13.29	\$152,718

OFFICE							
Clinic	1	630	3.28	1,000 sf GFA	1.00	3.28	\$37,684
Animal Hospital/Veterinary Clinic		640	3.53	1,000 sf GFA	1.00	3.53	\$40,556
General Office Building	2	710	1.15	1,000 sf GFA	1.00	1.15	\$13,212
Medical-Dental Office Building	2	720	3.46	1,000 sf GFA	1.00	3.46	\$39,752
United States Post Office		732	11.21	1,000 sf GFA	1.00	11.21	\$128,792
Office Park	1	750	1.07	1,000 sf GFA	1.00	1.07	\$12,293
Research and Development Center	2	760	0.49	1,000 sf GFA	1.00	0.49	\$5,630
Business Park	1	770	0.42	1,000 sf GFA	1.00	0.42	\$4,825

INDUSTRIAL							
General Light Industrial	2	110	0.63	1,000 sf GFA	1.00	0.63	\$7,238
Industrial Park		130	0.40	1,000 sf GFA	1.00	0.40	\$4,596
Manufacturing		140	0.67	1,000 sf GFA	1.00	0.67	\$7,698
Warehousing	2	150	0.19	1,000 sf GFA	1.00	0.19	\$2,183
Mini-Warehouse (Self-Storage)		151	0.17	1,000 sf GFA	1.00	0.17	\$1,953
High-Cube Fulfillment Center Warehouse	1	155	1.37	1,000 sf GFA	1.00	1.37	\$15,740
Utility	2	170	2.27	1,000 sf GFA	1.00	2.27	\$26,080

PORT and TERMINAL							
Intermodal Truck Terminal	1	30	1.87	1,000 sf GFA	1.00	1.87	\$21,484
Park-and-Ride Lot with Bus or Light Rail Service	2	90	0.43	Parking Space	1.00	0.43	\$4,940

* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area.

** The Pass-By Trip Reduction Factor reduces the Average Trip Rate based on average Pass-By trip percentages published in the *ITE Trip Generation Handbook* (3rd Edition, 2017) and previously adopted factors.

NET NEW TRIP RATE CALCULATION:

ITE Trip Rate	Pass-By Reduction Factor	Net New Trip Rate
(1)	X (2)	= (3)

IMPACT FEE CALCULATION:

Net New Trip Rate		\$11,489	Impact Fee per Unit of Development
(3)	X	Per New PM Peak Hour Trip	= (4)

NOTES:

- (1) *Trip Generation* (10th Edition, 2017) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (2) Alternatively, the PM peak hour trip regression equation in *Trip Generation* can be used instead of the average trip rate identified in the table. However the equation must be used according to the instructions in *Trip Generation*.
- (3) No pass-by rates are available. Pass-by rates were estimated from other similar uses.

Code	Land Use	Pass-By Trip Reduction Factor
3 (a)	No Data Available 25% Estimated Pass-by	0.75
3 (b)	Shopping Center (850)	0.66
3 (c)	Drive-in Bank (912)	0.65

- (4) Consistent with RCW 82.02.060, Day Care Centers shall not have a fee greater than that imposed on commercial development activities that generate a similar number, volume, type, and duration of vehicle trips.



City Of Edgewood Council Agenda Summary Sheet

Subject: Ordinance - Capital Improvement Plan (CIP) Update	Agenda Item #: 3.F
	For Agenda of: 10/18/2022
	Prepared by: Jeremy Metzler
Attachments (list): 1. DRAFT CIP Prioritized List	
Approval of Materials: Jeremy Metzler Rachel Pitzel, City Clerk/HR Director 10/14/2022 Dave Gray 10/14/2022 Daryl Eidinger 10/14/2022	Expenditure Required: N/A Amount Budgeted: N/A Timeline: 10/18/2022 SS 10/25/2022 RCM PH 11/01/2022 SS 11/08/2022 RCM

Summary Statement:

The City utilizes an annually-updated Capital Improvement Plan (CIP), in conformance with the Capital Facilities Element of the City's Comprehensive Plan, which outlines projects, their estimated costs, timelines for work, and anticipated funding sources. These plans serve as the guiding documents for Staff to execute capital improvements throughout the City, as resources are made available through City financial resources or other identified funding sources (i.e. Impact Fees, grants, General Fund, etc.).

Given recent conversation with the Council regarding citywide walkability, and ongoing efforts to update the City's General Sewer Plan (including capital project development), staff is taking a different approach with this year's CIP Program update - taking a look back at the last five annual CIP's, comparing what was completed each year to what was originally programmed, we have completed roughly \$2M in capital projects each year (excluding any large projects, like the Edgewood Community Park). Therefore, given current staff and consultant resources, staff believes it reasonable to program no more than \$2.5M in capital projects annually. The attached DRAFT CIP Project List represents staff's current recommendation on project priorities, only considering the projects currently in the six-year CIP Program.

Please note that this is still a "work in progress" - Attached for reference is last year's CIP Program, and the individual project budget sheets will be updated in the coming weeks. Staff relies on the City Council to guide this planning, to ensure it aligns with the Council's desires and sound management of the City's financial resources. A Public Hearing on this matter is scheduled for the next Regular Council Meeting.

Item History:

N/A

Recommended Action:

Hold a discussion and provide staff guidance regarding Ordinance - Capital Improvement Plan (CIP) Update

Fiscal Note/Consideration:

Please note that this is a planning document - Project selection and funding resources contained herein are still under consideration, as project priorities, timelines and other planning requirements are set by the City Council through adoption of the Annual Budget.

No.	Project Name	Est. 1-Yr Cost
Annual Programs		
SW-1	City Drainage Infrastructure Program / Spot Improvements	\$ 100,000
SW-6	SWMP Update (including SW Comp. Plan Update)	\$ 25,000
T-1	Citywide Road Preservation Program (TIP No. 6)	\$ 345,000
T-2	Citywide Traffic Safety Program (TIP No. 9)	\$ 50,000
T-6	Transportation Engineering / Plan Support	\$ 50,000
T-9	Citywide Pedestrian Mobility and Safety Improvements (TIP No. 8)	\$ 75,000
P-2	Miscellaneous Park Improvements	\$ 25,000
P-6	Land Acquisition	\$ 50,000
City-led Capital Projects		
SW-2	Mortenson Farm Regional Stormwater Improvements	\$ 324,000
P-1 / T-3	Interurban Trail Phase III Design / Construction (TIP No. 7)	\$ 500,000
T-4	Chrisella Road East Safety Improvements (TIP No. 5) - HSIP GRANT	\$ 1,105,000
T-8	Meridian Ave E. Preliminary Design (TIP No. 2)	\$ 275,000
P-4	Nelson Farmhouse Remodel Eval.	\$ 55,000
P-5	Nelson Nature Park Rehabilitation	\$ 150,000
PF-1	Citywide IT/Security Upgrades	\$ 50,000
PF-2	Civic Center Campus Improvements	\$ 100,000
PF-3	Public Works Service Facility	\$ 100,000
SS-1	General Sewer Plan Update	\$ 50,000
SW-8	Lake Chalet Pothole Flood Reduction Project	\$ 500,000
SW-9	24th / 112th Seasonal Ponding	\$ 170,000
SW-14	Monta Vista Dr E Drainage Improvements	\$ 350,000
\$2.5M Total Capital Project 1-Yr Cost Limit		
SW-4	Edgewood Pothole Pilot Project Feasibility Assessment	\$ 400,000
SW-5	108th Ave E / 36th St E Flooding	\$ 1,150,000
SW-13	56th St E / Edgewood Dr E Drainage Improvements	\$ 800,000
T-10	Meridian Parallel Road Network Constr. - Various Seg's (TIP No. 11)	\$ 1,000,000
T-12	36th Street East Walkway Extension (TIP No. 13)	\$ 75,000
P-7	Edgemont Park Improvements	\$ 250,000
SW-12	Flood Reduction Plan for Edgewood Pothole	\$ 170,000
SW-15	48th St E / 127th Ave E Drainage Improvements	\$ 550,000
SW-7	25th St E Drainage Improvements	\$ 235,000
T-4	Chrisella Road East Safety Improvements (TIP No. 5) - 48th to C/L	\$ 450,000
T-5	Edgewood Drive Safety Improvements (TIP No. 4)	\$ 535,000
P-3	Edgewood Multi-Modal Trail Loop (8th, 122nd, 24th)	\$ 160,000
SW-10	108th Ave E - 8th to 16th Flooding	\$ 400,000
SW-3	Jovita Creek Regional Improvement Feasibility Study	\$ 580,000
Developer-coordinated Capital Projects		
P-9	Wolf Point Trail	\$ 450,000
SS-2	Wetland Mitigation - Northwood Elementary (LID No. 1)	\$ 55,000



City Of Edgewood Council Agenda Summary Sheet

Subject: Resolution - Radio Frequency Mutual Aid Agreement	Agenda Item #: 3.G
	For Agenda of: 10/18/2022
	Prepared by: Matthew Ray
Attachments (list): 1. Resolution Pierce County Combined communications network Mutual Aid 2. Edgewood MAA 2022 - Revised 9.27.2022	
Approval of Materials: Matthew Ray Rachel Pitzel, City Clerk/HR Director Dave Gray Daryl Eidinger	Expenditure Required: Amount Budgeted: Timeline: 10/18/2022 SS Discussion 10/25/2022 RCM Action

Summary Statement:

In December of 2020, the city entered into an agreement with Pierce County to provide access to its Single County Wide Communication System. This allows staff to use mobile, portable radios and associated equipment on Pierce County frequencies. The original agreement was designed to sunset after two years. This new agreement will allow staff to continue to use our equipment on Pierce County's network as well as a mechanism to pay Pierce County in the event that we need to have units programmed to work on their network. This agreement also allows for an automatic renewal at the end of two years.

Item History:

Recommended Action:

Hold a discussion and provide staff guidance regarding Resolution - Radio Frequency Mutual Aid Agreement

Fiscal Note/Consideration:

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EDGEWOOD, PIERCE COUNTY, WASHINGTON, AUTHORIZING THE MAYOR TO EXECUTE A CONTRACT WITH PIERCE COUNTY COMBINED COMMUNICATIONS NETWORK (CCN) TO USE SINGLE COUNTY WIDE COMMUNICATIONS SYSTEM AND THE MAINTENANCE OF CITY OWNED RADIO EQUIPMENT

WHEREAS, ; First Responders ability to communicate during an emergency is key to ensure public safety, protection of property, and coordinate response efforts; and

WHEREAS, the City has determined it is in the City's best interests to add interoperable radios to provide Public Works and First Responders a reliable communication network that works with Pierce County staff; and

WHEREAS, Pierce County maintains and operates a County Wide Radio network providing Radio Frequency to the County, Cities and Utilities made up therein; and

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

Section 1. Contract Authorized. The Mayor is authorized to execute the Radio Frequency Use Mutual Aid Agreement with Pierce Transit-Pierce County Combined Communications Network, attached hereto.

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

ADOPTED THIS DAY OF OCTOBER, 2022

Daryl Eidinger, Mayor

ATTEST:

Rachel Pitzel, CMC
City Clerk

RADIO FREQUENCY USE MUTUAL AID AGREEMENT (MAA)

Between

PIERCE COUNTY

And

CITY OF EDGEWOOD

This Mutual Aid Agreement (MAA) is made by and between Pierce County (hereinafter “County”) and City of Edgewood (hereinafter “Agency”) to memorialize their mutual understanding regarding access, for the purposes of mutual aid only, to the Single County-Wide Communication System, (hereinafter “SCWCS”), for use of its mobile, portable radios and associated equipment from November 1, 2022 through October 31, 2024.

OVERVIEW

The SCWCS consists of, but is not limited to, the following Subsystems associated to the 700, 410 VHF, VHF Overlay, and UHF systems:

P25 Master Site	Microwave	Fiber
Networking	Radio Infrastructure	Recording
Key Management	Wireless Data	Spectrum Assets

1. RECITALS

- 1.1 The Agency desires to access the SCWCS for public safety and first responder mutual aid, using its approved mobile and portable radios and associated equipment, on a non-exclusive shared basis with Pierce County (the “County”), and other Subscribers operating on the system;
- 1.2 The County desires to provide the Agency access to the SCWCS for mutual aid use only under the terms and conditions provided herein; and
- 1.3 NOW, THEREFORE, in consideration of the mutual promises and covenants herein contained, to be kept, performed, and fulfilled by the respective parties hereto, and other good consideration, the County and Agency mutually agree as follows:

2. AGENCY RESPONSIBILITIES

- 2.1 Agency acknowledges and agrees that its access to and use of the SCWCS is for mutual aid purposes only, and is on a non-exclusive, shared basis with other Agencies of the system, including the County. Agency agrees that it will operate its equipment so as not to cause undue interference with any other Agency operating on the SCWCS.

- 2.2 It is the responsibility of the Agency to perform its own communications coverage study to ensure that the Agency is fully aware of the coverage within its operational area. Therefore, the Agency is accepting the SCWCS coverage “as is”.
- 2.3 Agency shall assume responsibility for all Agency employees, contractors, subcontractors and or agents having access to and use of the SCWCS.
- 2.4 Agency shall at all times comply with the rules and regulations set forth by Part 90 of the Federal Communication Commission Rules and Regulations for public safety, first responder, and public service Agency communications, including but not limited to Part 90, Subpart R of the Rules of the FCC, 47 C.F.R. § 90.521, et seq.; Section 90.179 of the Rules of the FCC, 47 C.F.R. § 90.179 (shared use of radio stations); all other Rules of the FCC and all decisions and orders of the FCC applicable to SCWCS and Agency’s access to and use thereof, including all FCC technical requirements applicable to its use of the system; and the Communications Act of 1934, as amended (“FCC Rules”). Agency will immediately cease any operation that is contrary to the FCC Rules.
- 2.5 Agency will provide notice to County of any FCC correspondence or inquiries on matters that relate to its access to or use of the SCWCS within three (3) business days of Agency’s receipt thereof.
- 2.6 Agency shall notify the Principal Contacts in Section 11 by e-mail and phone call if one or more of its subscriber units have been lost or stolen within twenty-four (24) hours of determining that the subscriber units have been lost or stolen.
- 2.7 Subscriber Equipment: Agency assumes all costs and responsibility for providing the Agency subscriber units (portables, mobiles, base stations, and consolettes) that will have access to the SCWCS. Agency may only use subscriber equipment that is compatible with and does not impact the capability and daily operations of the SCWCS, and has been approved by County.
 - (a) Agencies are responsible for acquiring their own subscriber equipment.
 - (b) Agency is responsible for proper Preventive Maintenance (PM) and repair of their Agency’s equipment. This assures that the Agency subscriber equipment is in optimal operating order and will not have an adverse impact on other Subscriber Agencies’ use of the SCWCS.
 - (c) Agency mobile radios and control stations will not exceed 10 watts of power output.

3. STIPULATIONS

- 3.1 Interoperable communications are essential for mutual aid operations; this MAA is entered into and provides for joint mutual aid operations on Pierce County frequencies in accordance with the following stipulations.
 - (a) Operations are not authorized until this MAA is signed by both parties.
 - (b) Operations are not authorized until the Principal Contacts under Section 11 has been completed by both parties.
 - (c) Uses of the authorized frequencies are for official use only and are restricted to intercommunication for the purpose of public safety mutual aid communications only.

- (d) The Agency operations under this MAA must conform in all respects to any restriction or limitation imposed by the Federal Communications Commission (FCC) on the principal licensee (Pierce County).
- (e) The County shall incur no additional costs as a result of the Agency use of the system, and the Agency shall bear all costs associated therewith.
- (f) All radios operated by the Agency utilizing the County radio system shall be FCC Part 90 Certified and have been programmed, serviced and repaired only by industry-qualified personnel at a manufacturer-authorized land mobile radio service facility. The Agency shall bear all costs associated with therewith.

4. DURATION, CANCELLATION & TERMINATION

- 4.1 The MAA shall be renewed automatically for succeeding terms of two (2) years each unless either party provides written notice of intent to terminate the MAA to the other party at least thirty (30) days prior to the expiration date of the MAA.
- 4.2 The MAA may also be cancelled by the County or the Agency with thirty (30) day written notice.

5. INTERRUPTION OF SERVICE; FORCE MAJEURE

- 5.1 County does not assume and shall have no liability under this MAA for failure to provide, or delay in providing, service due directly or indirectly to causes beyond the control of County or its subcontractors, including but not restricted to, acts of God, or governmental entities, or of the public enemy, strikes, or unusually severe weather conditions.
- 5.2 County will notify Agency of all interruptions or delays in providing service within 72 hours of County's learning of the interruption or delay.

6. LIMITATIONS OF LIABILITY; INDEMNIFICATION

- 6.1 Agency acknowledges that the radio service provided hereunder uses radio channels to transmit voice and data communications and that the service may not be completely private. County is not liable to Agency for any claims, loss, damages or cost which may result from lack of privacy on the system.
- 6.2 Agency hereby agrees to indemnify and save County harmless against claims for libel, slander, infringement or copyright from the material, in any form, transmitted over the radio system by Agency or those using Agency's equipment; against claims for infringement of patents arising from combining or using apparatus or systems of the Agency with the facilities of County or any carrier; and against all other claims arising out of any act or omission of Agency in connection with the facilities or service provided by County.
- 6.3 The Parties to this MAA verify their represented agencies and customers accept responsibility for any property damage, injury or death, caused by the acts or omissions of their respective employees acting within the scope of their employment under this MAA to the fullest extent permitted by law. Signatories shall not be held personally liable for financial or any other obligations, clauses, or responsibilities regarding this system or its affects.

- 6.4 Agency agrees to release, defend, indemnify and hold harmless County, its officers and employees, to the full extent permitted by law from and against any and all claims, damages, liabilities and expenses, including legal and attorney fees, of any nature arising directly or indirectly out of Agency's acts or omissions in its use of or access to the SCWCS, including without limitation, claims for personal injury or wrongful death.

7. NOTICES

- 7.1 All notices given under this MAA, except for emergency service requests, will be made in writing. All notices must be sent to the County and Agency Principal Contacts provided in section 11.

8. MISCELLANEOUS

- 8.1 **Modification:** No change, alteration or amendment of this MAA may be made except by written consent of both parties.
- 8.2 **Governing Law:** This MAA shall be governed by, and construed in accordance with the laws of the State of Washington.
- 8.3 **Change of Law:** Agency recognizes that applicable FCC Rules and other statutes, laws, ordinances, rules and regulations may change from time to time and that, accordingly, County in its sole discretion has the right without liability to modify this MAA to comply with any such changes. County will notify Agency in writing of such changes within three (3) business days.
- 8.4 **Assignment:** This MAA is for the Agency and may not be assigned in whole or in part by the Agency to any other person or entity, without County's prior written consent, which shall not be unreasonably withheld. County reserves the right to assign this MAA or subcontract any of its obligations hereunder.
- 8.5 **Effective Date:** This MAA is effective upon signature of both parties.

9. Optional Upgrades, Repair, Maintenance and Installation

- 9.1 Agency shall reimburse the County for its services, including the programming of subscriber equipment and related database management, at the rate of One Hundred Twenty Five (\$125.00) Dollars per hour from 7:30 a.m. through 4:00 p.m., plus time and one-half or double time adjustments required by law, where performed outside these hours as authorized by Agency. Payment shall be made by Agency within thirty (30) days of presentation of invoice listing time, parts and materials by the County. Rate may be subject to change upon each automatic renewal. County will notify Agency of any rate change in writing at least sixty (60) days prior to the expiration date of the MAA.

10. Principal Contacts: the individuals listed below are authorized to act in their respective areas for matters related to this instrument.

Pierce County Contact		Pierce County Technical Contact	
Name	Tim Lenk	Name	Lonny Louck
Position Title	Chief of Operations	Position Title	Communications Systems Technician
Telephone	253-798-7011	Telephone	253-798-7008
E-Mail Address	Tim.lenk@piercecountywa.gov	E-Mail Address	Lonny Louck@piercecountywa.gov

Mutual Aid Agency Operational Contact		Mutual Aid Agency Technical Contact	
Name		Name	
Position Title		Position Title	
Telephone		Telephone	
E-Mail Address		E-Mail Address	

**PIERCE COUNTY
CONTRACT SIGNATURE PAGE**

Contract # _____

IN WITNESS WHEREOF, the parties have executed this Agreement this ____ day of _____, 20____.

AGENCY:

Agency Signature Date

Title of Signatory

Name: _____

PIERCE COUNTY:

Approved As to Legal Form Only:

Prosecuting Attorney Date

Approved:

Finance Date

Department Director Date
(less than \$250,000)

County Executive (over \$250,000)
Dat

