CITY OF EDGEWOOD
COUNCIL STUDY SESSION AGENDA

Tuesday, July 1, 2025 – 7:00 PM ♦ City Hall – 2224 104th Avenue East ♦ Edgewood, WA
Meeting Link: https://cityofedgewood-org.zoom.us/s/86916509308

1. **CALL TO ORDER**
   Roll Call, Pledge of Allegiance
2. **COUNCIL BUSINESS**
   A. Equity, Diversity, and Inclusion Council Sub-Committee Update
   B. Budget Discussion – General Gund (GF) Projections
   C. Transportation Impact Fee Updates
   D. SR161 Fish Passages Sewer Agreement
3. **OTHER COUNCIL ITEMS**
4. **ADJOURN**

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

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

City Of Edgewood
Council Agenda Summary Sheet

Subject: Equity, Diversity, and Inclusion Council Sub-Committee Update	**Agenda Item #:** **2.A** **For Agenda of:** **7/1/2025** **Prepared by: Jill Schwerzler-Herrera**
Attachments (list):	

Approval of Materials:		
Jill Schwerzler-Herrera		**Expenditure Required:**
Rachel Pitzel, Assistant City Administrator	6/25/2025	**Amount Budgeted:**
Dave Olson, Mayor	6/25/2025	**Timeline:** Topic to be added to all future Study Sessions (see item history below)

Summary Statement:

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: Budget Discussion – General Gund (GF) Projections	**Agenda Item #:** **2.B** **For Agenda of:** **7/1/2025** **Prepared by: Hardeep Goraya**

Attachments (list):
1. BudgetDiscussionCouncil SS 7012025

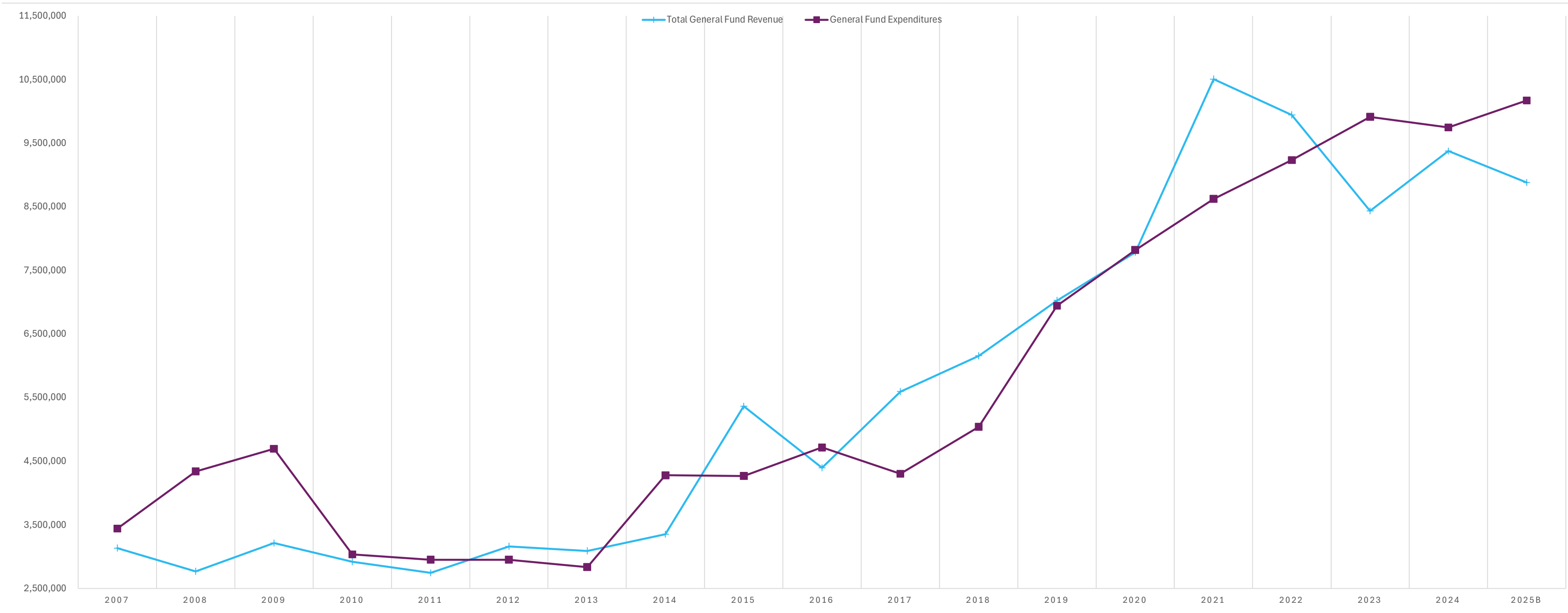
Approval of Materials:		
Hardeep Goraya		**Expenditure Required:** NA
Rachel Pitzel, Assistant City Administrator	6/26/2025	**Amount Budgeted:** NA
Dave Olson, Mayor	6/26/2025	**Timeline:** ~~SS 06172025~~

Summary Statement:
Presenting the General Fund 2025 budget changes, and projections for the years 2026-2030

Item History:
This data/information was presented in a Budget Retreat on April 29, 2025. Some of this was discussed again with updates in a study session on June 17, 2025.

Recommended Action:
NA

Fiscal Note/Consideration:
NA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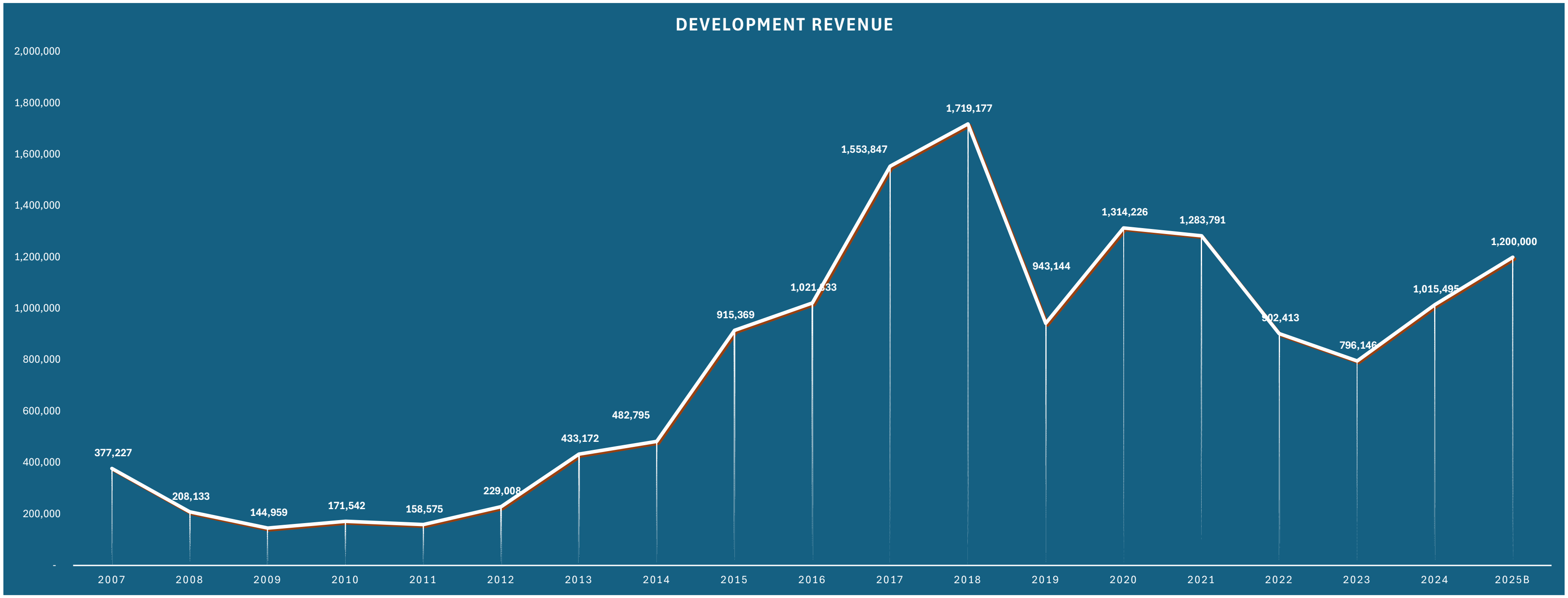

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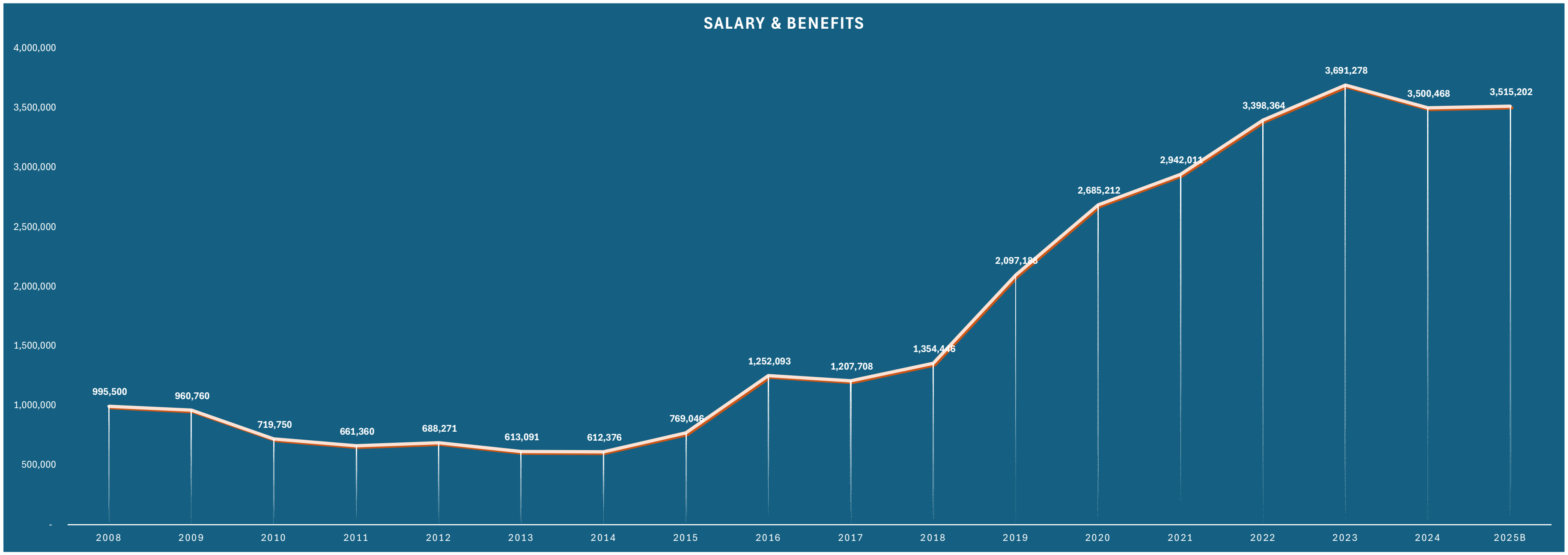
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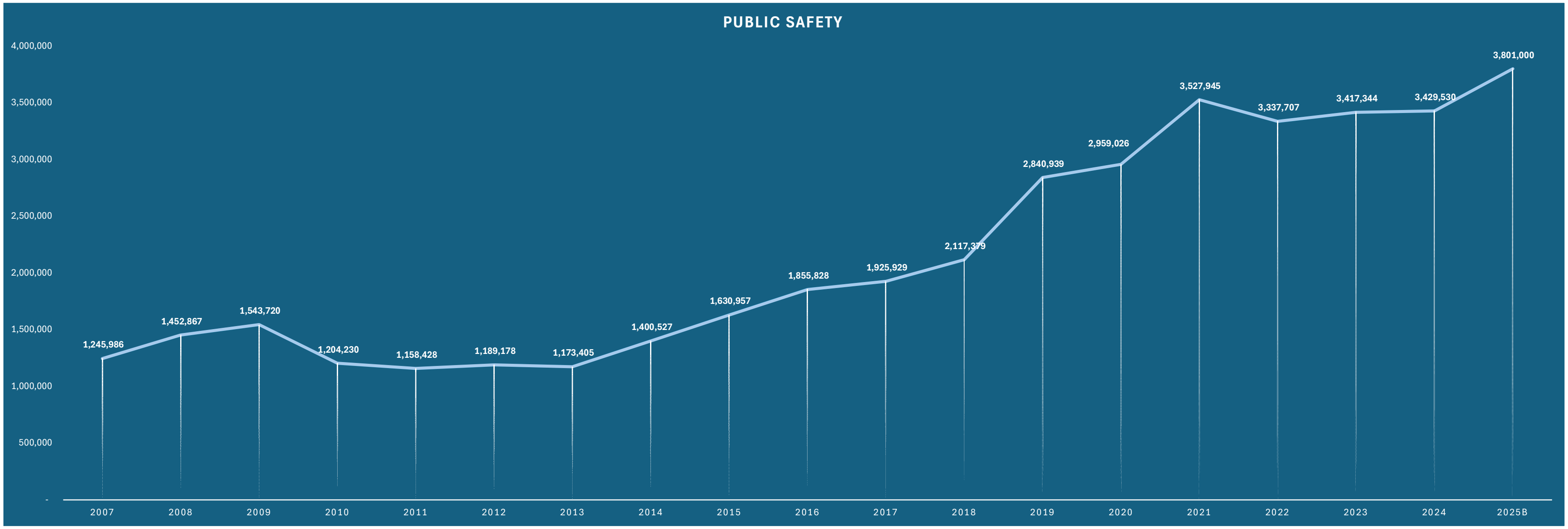
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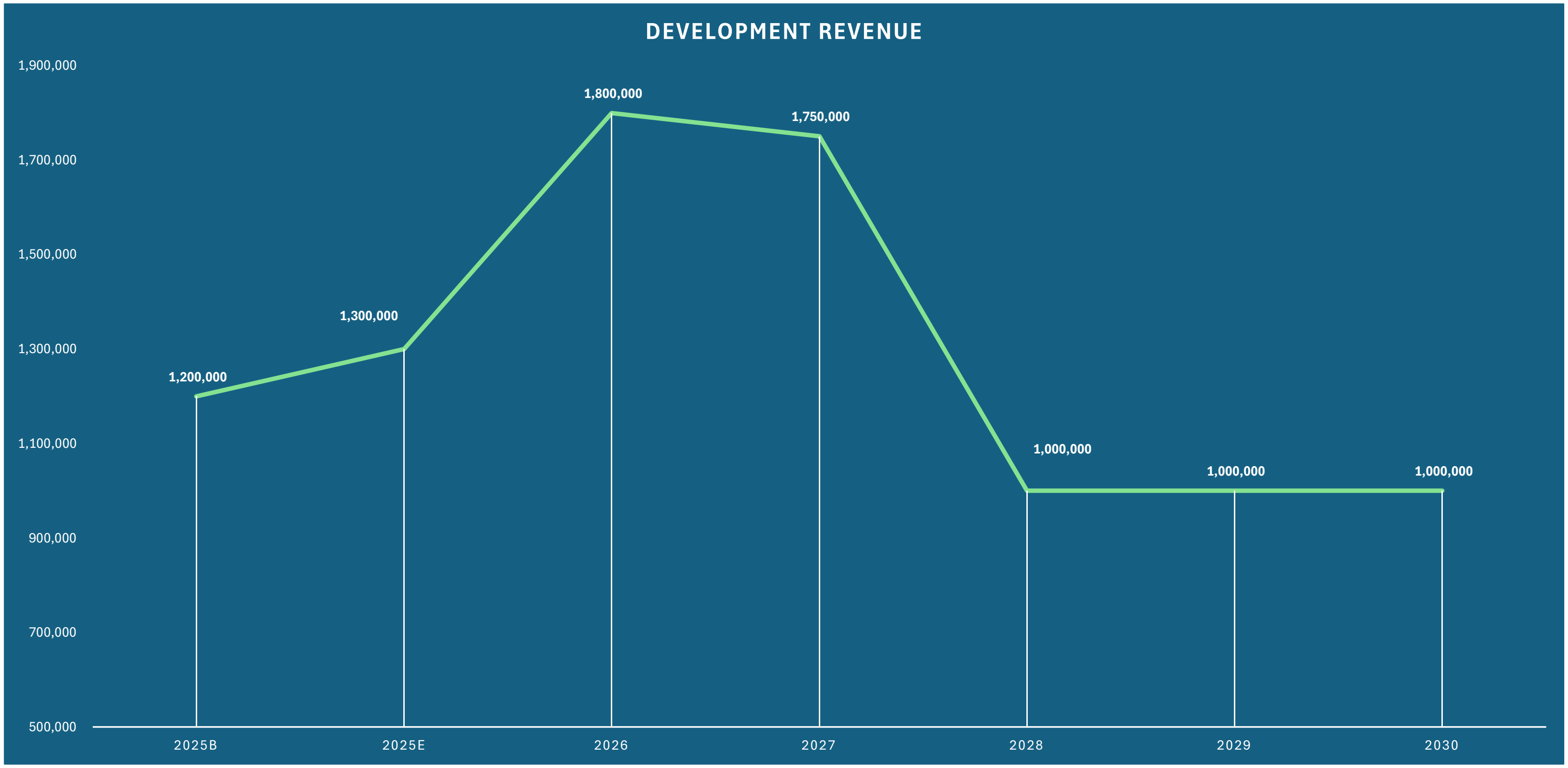
2025 General Fund Budget Changes		
Budgeted- Revenue less Expenditure	**(1,287,598)**	
Additional Revenues		
Development Revenue	100,000	
Investment Interest	350,000	
Property Tax	27,250	
	477,250	
Changes in Expenditures		
Code Enforcement officer	(99,000)	
Maintenance Worker	(58,000)	
Senior Planner	(73,000)	
PERS Contribution saving (rate dropped from 9.11% to 5.58%)	(50,000)	
Climate Grant - Payroll Saving and Others	(25,000)	
Temporary Maintenance Worker	10,000	
IT Cost Saving	(15,000)	
PD OT Reduction	(15,000)	
Edgewood Magazine	(35,000)	
City Hall Janitorial Contract	(36,000)	
Equipment & Vehicles	(50,000)	
Landscaping Contract Cancellation	(50,000)	
Street Repair	(150,000)	
City Hall Maintenance - (Roof $115K, Painting Outside $60K and Water Filteration $20K)	(195,000)	
	(841,000)	
Estimated - Revenue less Expenditure	**31,000**	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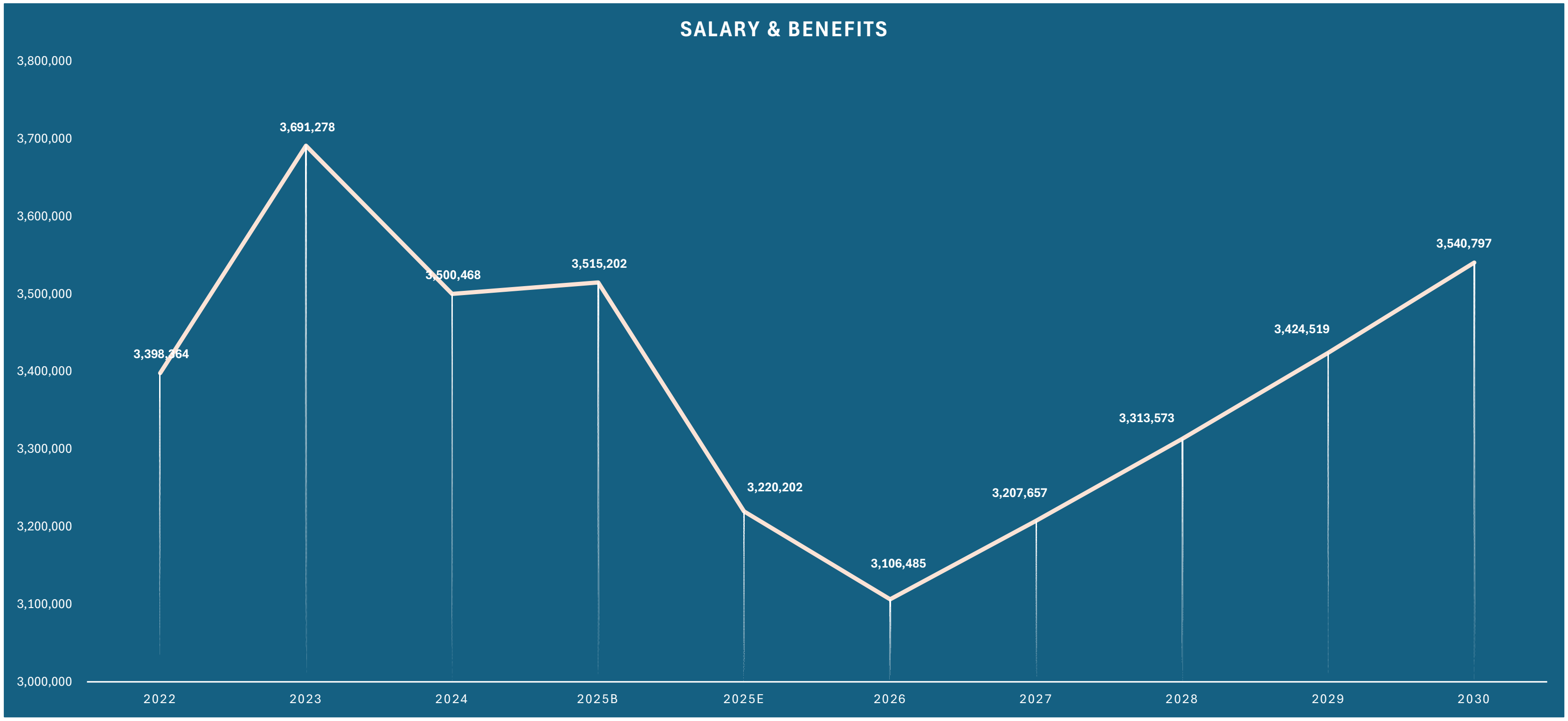
General Fund					
Economic & Financial Factors	**2026**	**2027**	**2028**	**2029**	**2030**
Property Tax	2.00%	3.00%	4.00%	4.00%	2.00%
Sales Tax	1.00%	1.00%	1.00%	1.00%	1.00%
Parks Sales & Use Tax	1.50%	1.50%	1.50%	1.50%	1.50%
Utility Tax	3.00%	3.00%	3.00%	3.00%	3.00%
Salaries & Wages	2.00%	2.00%	2.00%	2.00%	2.00%
Benefits	7.00%	7.00%	7.00%	7.00%	7.00%
Public Safety	4.00%	4.00%	4.00%	4.00%	4.00%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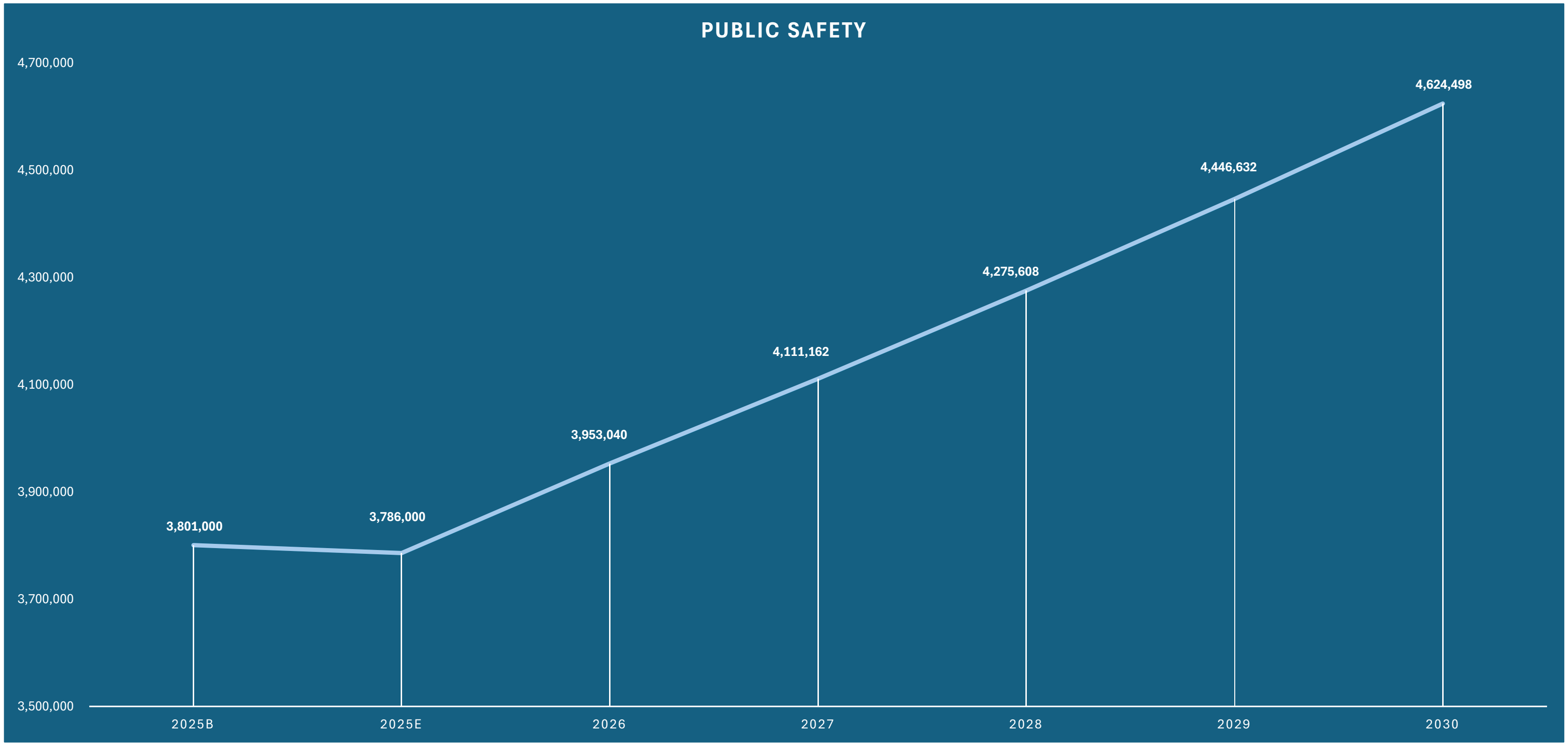
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4,111,162
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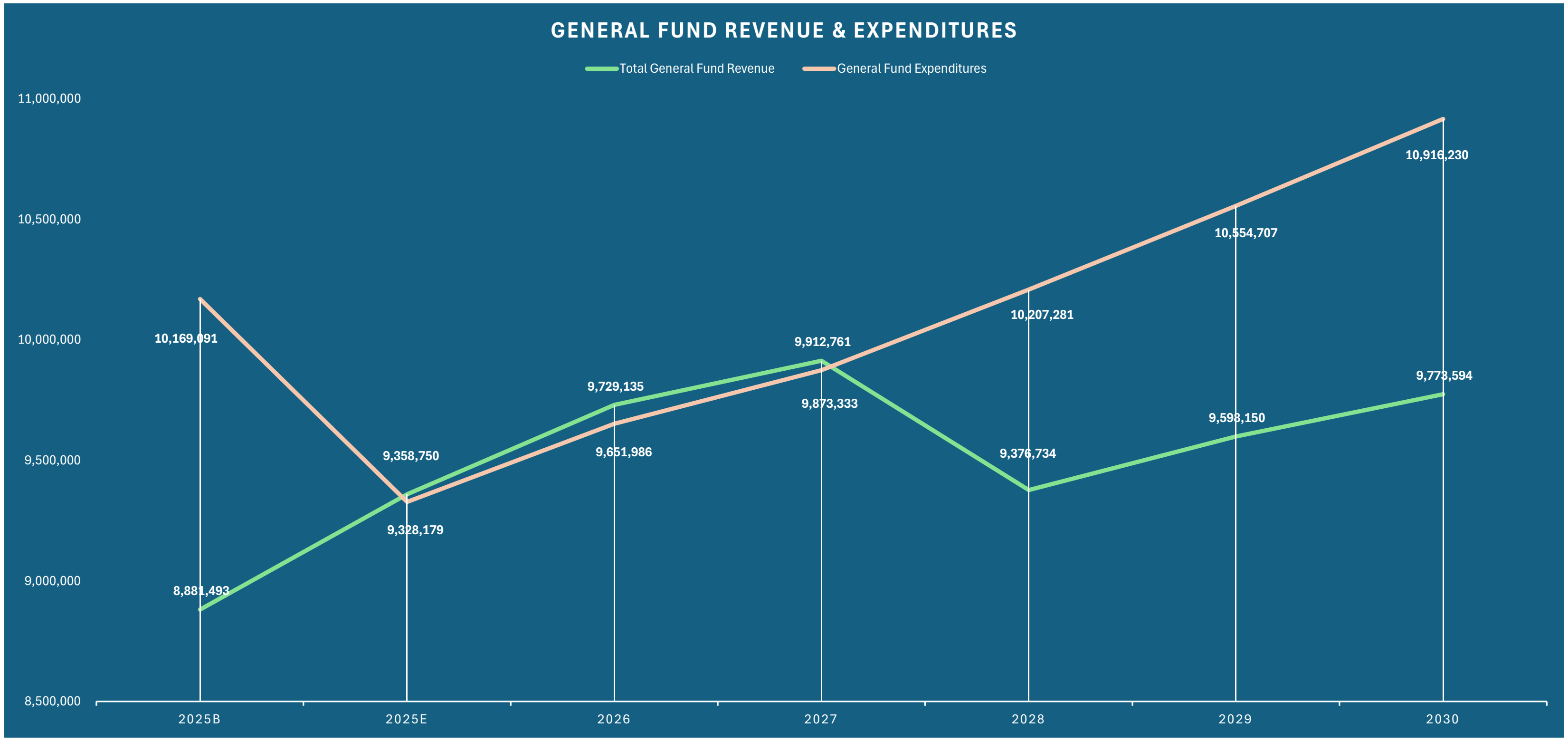
General Fund							
General Fund	Budget	Estimated	Projection				
	2025B	2025E	2026	2027	2028	2029	2030
Fund Balance	5,295,806	5,295,806	5,326,000	5,403,000	5,442,000	4,611,000	3,654,000
Revenue	8,881,493	9,358,750	9,729,135	9,912,761	9,376,734	9,598,150	9,773,594
Expenditures	10,169,091	9,328,179	9,651,986	9,873,333	10,207,281	10,554,707	10,916,230
Revenue less Expenditure	**(1,288,000)**	**31,000**	**77,000**	**39,000**	**(831,000)**	**(957,000)**	**(1,143,000)**
Ending Fund Balance	**4,008,000**	**5,326,000**	**5,403,000**	**5,442,000**	**4,611,000**	**3,654,000**	**2,511,000**


GENERAL FUND REVENUE & EXPENDITURES
Total General Fund Revenue
General Fund Expenditures
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10,000,000
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10,169,091
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City Of Edgewood
Council Agenda Summary Sheet

Subject: Transportation Impact Fee Updates	**Agenda Item #:** 2.C
	For Agenda of: 7/1/2025
	Prepared by: Jeremy Metzler

Attachments (list):
1. Edgewood DRAFT 2025 TIF Program (June 2025)_v2
2. Edgewood Schedule of Transportation Impact Fees - June 2025_v2
3. SIGNED EDAB Recommendation - TIFs

Approval of Materials:		**Expenditure Required:** N/A
Jeremy Metzler		
Rachel Pitzel, Assistant City Administrator	6/26/2025	**Amount Budgeted:** N/A
Dave Olson, Mayor	6/26/2025	**Timeline:** 07/01/2025 SS 07/08/2025 RCM

Summary Statement: Pursuant to RCW Chapter 82.02, the City of Edgewood has adopted a Traffic Impact Fee (TIF) program. As currently codified, TIF's are established and regulated under Edgewood Municipal Code (EMC) Chapter 4.30, and Council passed Ordinance 25-0684 on June 24, 2025, allowing the Council to update the TIF by resolution (without the need to amend the EMC). The City's on-call transportation engineer, Transpo Group, was tasked 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 current Capital Improvement Plan, Transportation Improvement Plan, and the Capital Facilities and Transportation Elements of the recently updated Comprehensive Plan.

Attached is the draft updated Transportation Impact Fee Program Report and TIF Schedule for Council's review and discussion. In summary, the recommended TIF rate is $9,979 per evening (PM) peak hour trip. This would be a reduction from the currently adopted rate of $12,140, being $2,161 (17.8%) less per trip. MRSC has published a comparison of 2024 TIF rates for 79 different agencies in Western Washington, available here: https://mrsc.org/getmedia/7b937ea4-f666-4b86-b21d-fd21f43115e3/m58impactFeeCompare.pdf. Here is a summary of how this rate compares with other nearby agencies on this list:

- North Bend: $15,427
- Sammamish: $14,204
- Bothell: $12,477
- Renton: $12,209
- **Edgewood (current): $12,140**
- Issaquah: $11,132
- Shoreline: $10,830
- Kenmore: $10,752

- Newcastle: $10,013
- **Edgewood (proposed): $9,979**
- Kent: $8,979
- Federal Way: $8,138
- Des Moines: $7,465
- Sumner: $6,490
- Gig Harbor: $6,449
- Fife: $6,413
- Auburn: $6,146
- Pierce County: $5,705
- Milton: $4,807
- Puyallup, $4,500

Finally, starting on Page 24 of the draft report, "*Are any Developments Exempt from the Fees?*" includes exemptions for several non-residential land uses, following the May 5, 2025 recommendation of the Economic Development Advisory Board (attached), as listed at the bottom of the proposed TIF Schedule.

Staff offers the following action alternatives for the Council's consideration:

1. Adopt the recommended rate by resolution at next week's regular meeting, holding this rate and suspending the annual inflation adjustment through 2026,
2. Schedule a public hearing to solicit input on the proposed rate change, or
3. Request additional information and discuss this item further at a future study session.

Item History:
Economic Development Advisory Board: May 5, 2025 (includes links to March and April meetings)

Recommended Action:
Hold a discussion and provide staff guidance regarding Transportation Impact Fee Updates

Fiscal Note/Consideration: State law allows for cities to collect impact fees from developers, based on the impacts to the city's transportation system directly attributed to increased roadway trips from new development. Impact fees can only be used to fund the projects listed in the current TIF program. As presented in the attached report, Transpo has identified that the City could charge up to a maximum of $12,426 per PM peak hour trip, which represents a 2.4% increase over the current TIF of $12,140. The increase in the maximum allowable fee reflects a combination of increased project costs, additions and deletions to the project list, and modifications to the general scope and eligibility of each project.

The $12,426 TIF rate represents the maximum that can be charged, but a lower number can be, and often is, selected by jurisdictions. Transpo recommends a reduced rate of $9,979 based on transportation financing assumptions included in the Comprehensive Plan's Transportation Element. Some other policy considerations by Council in determining an appropriate fee could include the following:

- Trade-off of new growth versus existing taxpayers funding infrastructure capacity
- Impacts of fees on new development in the permitting pipeline
- Competitiveness with surrounding jurisdictions

- Potential impacts on housing affordability

CITY OF EDGEWOOD TRANSPORTATION IMPACT FEE PROGRAM REPORT

Prepared for:
City of Edgewood

June 2025

Prepared by:

transpogroup
WHAT TRANSPORTATION CAN BE.

12131 113th Avenue NE, Suite 203
Kirkland, WA 98034-7120
Phone: 425-821-3665
www.transpogroup.com

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Appendix

Executive Summary

This report presents the Transportation Impact Fee (TIF) program for the City of Edgewood (City). The TIF program has been updated based on the transportation project list from the Transportation Element (TE) within the City's 2024 Comprehensive Plan. This report outlines the methodology for determining the amount of transportation project costs eligible for TIF funding and derives a TIF rate per PM peak hour vehicle based on forecast land use growth within the City. As required by the Growth Management Act (GMA), the impact fee calculation presented herein accounts only for transportation improvement costs needed to accommodate growth and does not address existing network deficiencies. The multimodal level of service (MMLOS) standards established in the TE were used to identify the transportation improvements needed to accommodate growth. The TIF-eligible project costs identified for the City have been reduced to account for only those projects likely to be completed within the 20-year period evaluated as part of the Transportation Element.

Table ES.1 summarizes the key findings of the TIF program. TIF-eligible transportation project costs are estimated at $44.3 million. The expected increase in PM peak hour trips associated with planned land use growth through 2044 is estimated to be 3,566 trips. The TIF-eligible costs were then divided by the estimated growth in PM peak hour trips to arrive at a base TIF rate of $12,426 per PM peak hour trip. The base TIF rate was further reduced based on transportation financing assumptions from the Transportation Element, for a reduced maximum TIF rate of $9,979 per PM peak hour trip.

Table ES.1 Citywide Transportation Impact Fee Rate

A. TIF-Eligible Project Costs[1]	**$44,310,000**
B. Growth in Trips[2]	3,566
C. Maximum Base TIF Rate for Service Area[3]	$12,426
D. Ratio of Capital Project Revenues to Costs[4]	0.80
E. Reduced Base TIF Rate for Service Area[5]	$9,979

1. See Table 2.
2. Based on analysis of land use growth from the 2024 Land Use Plan and PM peak hour trip generation rates from the ITE *Trip Generation Manual, 11th Edition.*
3. Values in line A divided by values in line B, rounded to nearest dollar.
4. The ratio of expected transportation capital project revenues (from the Transportation Element) to the expected transportation capital project costs was used to reduce the overall TIF rate for the City. Note that the expected capital project costs have been reduced to include only those projects expected to be completed within the 20-year period evaluated in the Transportation Element.
5. Base TIF Rate ($12,426) multiplied by values in line D, rounded to nearest dollar.

New developments planned within the City are required to make the necessary TIF payment at time of building permit issuance, as outlined in the Edgewood Municipal Code (EMC) Chapter 4.30. Impact fees collected by the City shall be used to fund those transportation projects outlined in Table 1 of this report.

The impact fee base rate shall be updated annually using the Consumer Price Index (CPI) in the region, unless a more applicable industry standard construction cost index is available. The City will prepare an annual report for the previous calendar year summarizing the fees collected and the projects financed using TIF funds.

Introduction

Edgewood, like many local government agencies in Washington State, has implemented transportation impact fees (TIF) to help fund improvements to its transportation system. The Growth Management Act (GMA) allows agencies to develop and implement a TIF program to help fund some of the costs of transportation facilities needed to accommodate growth. State law (Chapter 82.02 RCW) requires that TIFs are:

- Related to improvements serving new developments and not existing deficiencies;
- Assessed proportional to the impacts of new developments;
- Allocated for improvements that reasonably benefit new development; and
- Spent on facilities identified in the Capital Facilities Plan

The City first implemented and adopted a TIF program in 2007 (Ordinance No. 07-0282). The program is defined in Title 4.30 of the Edgewood Municipal Code. In 2015, the City updated its Comprehensive Plan to support the growth expected to occur between 2015 and 2035. The TIF program was updated in 2016 to be consistent with the Comprehensive Plan and again in 2021 to account for increased construction costs and reevaluate project eligibility. The analysis from the adopted 2024 Comprehensive Plan forms the basis for the 2025 TIF program update.

The TIF program builds from the long-term transportation project list contained in the Transportation and Capital Facilities Elements of the Comprehensive Plan. The project list was originally prepared by utilizing the City's travel demand model to evaluate future transportation system needs. The travel demand model is a tool for forecasting traffic volumes based on the projected growth in housing and employment identified in the Land Use Element. The travel demand model was utilized to provide the technical basis for the TIF program. The scope and cost of transportation projects has been updated and refined since adoption of the Comprehensive Plan to reflect further design elements, increased costs, or modifications to the general scope of the project.

In line with the multimodal level of service (MMLOS) requirements enacted by House Bill 1181 (HB1181) in 2023, the Washington State Legislature also passed Senate Bill 5452 (SB 5452) expanding the transportation improvements eligible for TIF funding. RCW 82.02.090(7) was amended to include pedestrian and bicycle facilities on the list of "public facilities" eligible for TIF funding. This update follows the adoption of the 2024 Comprehensive Plan, which included an expanded project list with pedestrian and bicycle projects, and updates the City's TIF program to incorporate the cost of these improvements into the fee calculation.

Further, recent legal rulings have changed the manner with which impact fees are calculated and documented. The U.S. Supreme Court in *Sheetz v. El Dorado County* (2024) ruled that legislatively imposed conditions to all development are not exempt from the Takings Clause outlined in the Fifth Amendment. Thus, impact fees must provide a nexus to the development and be roughly proportional to its impact. While TIFs in the state have long been subject to nexus and proportionality requirements, the *Sheetz* decision shifts the responsibility onto public agencies to document and support the methodology used to calculate the impact fee. The City's updated TIF program, outlined herein, has been refined and updated to meet the heightened requirements of this ruling.

This report documents the 2025 update of the City of Edgewood's TIF program. The report also highlights what transportation impact fees are and how they relate to other development regulations. An overview of the TIF program is provided to summarize how the program was set-up and how the fees were established. It also highlights how the program will be implemented by Edgewood.

What are Transportation Impact Fees?

Transportation impact fees (TIFs) are allowed under the GMA to help fund growth-related capital facility improvements to public streets and roads. Impact fees are also allowed under GMA to fund other public capital facilities such as parks, open space, recreation facilities, schools, and fire protection. The following summarizes the GMA definition of an impact fee:

"Impact fee" means a payment of money imposed upon development as a condition of development approval to pay for public facilities needed to serve new growth and development, and that is reasonably related to the new development that creates additional demand and need for public facilities, that is a proportionate share of the cost of the public facilities, and that is used for facilities that reasonably benefit the new development. (source: RCW 82.02.090[3])

Public transportation facilities for which TIF funding can be utilized include:

Public streets, roads, and bicycle and pedestrian facilities that were designed with multimodal commuting as an intended use; (source: RCW 82.02.090[7](a))

Impact fees are an optional element under GMA; agencies are not required to implement them. They are used to help mitigate some of the transportation impacts due to new development or redevelopment.

TIFs cannot be the only funding for the growth-related transportation improvement projects. The project cost allocations must account for other public funding which would be generated by development in forms of taxes or user fees.

Transportation impact fees help mitigate development impacts for system wide traffic impacts. The following summarizes the key points:

- Supports "growth pays for growth" principal
- Funds must be spent on transportation improvement projects that are designed to serve new growth and not fix existing deficiencies
- Funds must be spent on improvements that generally benefit the developments paying the fee
- Impact fee projects are to address "system" improvements, not "project" improvements
- Must be generally proportional to impacts of development
- Helps provide funding for the agency's six-year Capital Improvement Program
- Funds assessed for several improvement needs can be "pooled" to address agency's priority projects

How do Transportation Impact Fees Relate to Other Development Regulations?

As noted above, TIFs are an optional element allowed under GMA. They are used to help mitigate some of a development's impacts to the transportation system. TIFs are used in conjunction with three other development review regulations as shown in Figure 1:

- Frontage Improvements/Development Regulations
- State Environmental Policy Act (SEPA)
- Transportation Concurrency

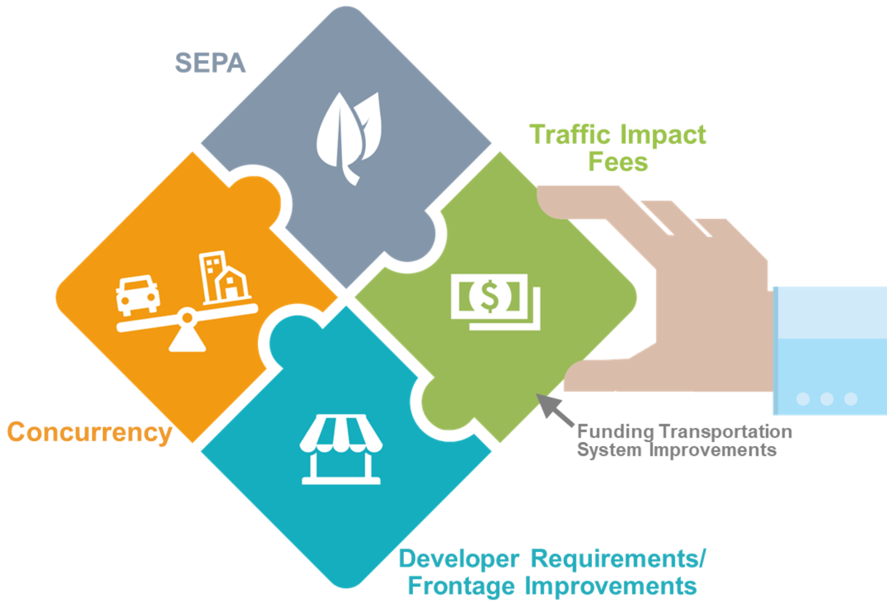


Figure 1. Elements of the Development Review Process

These other requirements basically cover transportation impacts directly resulting from development. They do not specifically address the long-term transportation system needs resulting from forecast growth. While transportation impact fees can change how agencies apply some of these other regulations, the other requirements do not go away with adoption of a TIF. The following summarizes the basic roles of the other transportation review and mitigation programs.

Development Regulations/Frontage Improvements

When properties are subdivided or otherwise developed, the permitting agency can require transportation and other improvements needed to promote the public health, safety, and general welfare (RCW 58.17). Frontage improvements and site development regulations help ensure that the City's road standards are met and that ultimately, new development is served by transportation facilities in a safe and efficient manner. Developers can be required to construct the site's frontage and on-site roadways based on the City's Road Standards (EMC 12.05). Frontage improvements apply to both vehicular and active transportation facilities. Key elements related to addressing impacts to the transportation system include:

- Addresses on-site impacts and access onto public rights-of-way
- Helps to ensure that new development is served by adequate roadways
- Developer can be responsible for frontage along public and private roads
- Can be used to address potential vehicular, transit, and active transportation needs serving the development

State Environmental Policy Act (SEPA)

Washington's State Environmental Policy Act (SEPA), adopted in 1971 (RCW 43.21C), directs State and local decision-makers to consider the environmental consequences of their actions. "SEPA gives agencies the tools to both consider and mitigate for environmental impacts of proposals." (*Washington State Department of Ecology, SEPA Handbook, 2003*) Implementing regulations, in the form of the SEPA Rules (WAC 197-11) establish uniform requirements for agencies to use in evaluating the potential environmental impacts of a proposal. The process also allows review of possible project alternatives or mitigation measures that will reduce the environmental impacts of a project. For transportation, SEPA is typically used to review impacts within the immediate and nearby vicinity, such as vehicular access points, and operations and safety at nearby intersections or roadways. Depending on the potential for impacts, SEPA review can extend beyond the immediate vicinity of the development based on an assessment of the impacts of the proposed development. SEPA uses the “significant adverse environmental impact” standard as the threshold for triggering mitigation. The intention of SEPA, as applied for transportation, is to mitigate a development’s significant adverse impact on the transportation system in terms of capacity, operations, and safety, including access, circulation, pedestrian connections and safety, bicycle system needs, and transit facilities and services.

The following summarizes key items of SEPA in the review of specific development projects:

- Uses “significant adverse impact” standard (not just level of service)
- Broad scope can be used to address impacts on capacity, safety, operations, non-motorized travel, and transit
- Typically reviewed on a development by development basis, or as part of a Planned Action Ordinance
- Can be used to mitigate both on- and off-site impacts
- Mitigation can be in the form of constructing improvements or payment of proportionate share of improvement costs
- Pooling of mitigation funds from one impact location to another location is generally not allowed
- Does not require denial of developments if standards are not met

Concurrency

The GMA (RCW 36.70A.070) requires that infrastructure improvements or strategies to accommodate development be available when the impacts of development occur. For transportation facilities, concurrency is defined in the GMA and the Washington Administrative Code (WAC) to mean that any needed transportation improvements or programs be in place at the time of development or that a financial commitment exists to complete the improvements or strategies within six years. Local governments have flexibility regarding how to set level of service standards and how to apply transportation concurrency within their plans, regulations, and permit systems.

As part of the requirement to develop a comprehensive plan, jurisdictions are required to establish level-of-service standards for arterials, transit service, and other facilities, such as water and sewer. With the passage of HB 1181, when evaluating the performance of the transportation networks, jurisdictions are now required to adopt multimodal level-of-service standards by which to measure the performance not just for vehicles, but for pedestrians, bicyclists, and transit users as well. As part of the 2024 Comprehensive Plan update, the City adopted multimodal level of service standards.

Once a jurisdiction adopts a standard, it is used to determine whether the impacts of a proposed development can be accommodated with the existing transportation system. If a “development causes the level of service on a locally owned transportation facility to decline below the standards adopted in its transportation element”, jurisdictions are required to prohibit development approval unless transportation improvements or strategies to accommodate the impacts of development are made ***concurrent*** with the development. Transportation is the only area of concurrency that specifies denial of development if the standards are not met within six years. The Growth Management Hearings Boards reiterated the role of a concurrency program, finding that “the concept of concurrency is not an end in of itself but a foundation for local governments to achieve the coordinated, consistent, sustainable growth called for by the Act” *(source: Puget Sound Regional Council, Assessing the Effectiveness of Concurrency, 2002).*

Concurrency provides a link between land use, transportation, and public investments. The following identifies key requirements for concurrency programs.

- Compliance with the GMA
- Local governments have flexibility in applying concurrency
- Measured with level of service standards as defined by the City's Comprehensive Plan
- Addresses system wide impacts
- Developments shall not be approved if development causes the level of service to decline below identified standards and the standards cannot be met within six years.

Development of the City of Edgewood's Transportation Impact Fee Program

The updated Transportation Impact Fee program for the City of Edgewood is based on technical analyses and policy direction as part of the adopted Transportation Element of the City's Comprehensive Plan, which was last updated in 2024. The 2025 update to the TIF program represented a comprehensive review of the existing impact fee methodologies and rates to better align with legislative changes allowing for the incorporation of active transportation projects into the program. In addition to the expansion of the methodology, this update included updating project cost estimates and reviewing project scope and project eligibility criteria more closely. Material and labor costs associated with construction have continued to increase since the TIF program was last updated in 2021.

Key elements of the program are presented in this section, including:

- What improvement projects and costs are included?
- What share of the TIF Costs are allocated to growth in Edgewood?
- What is the service area for the TIF Program?
- What are the resulting impact fee rates and schedules?
- How are TIF rates determined for uses not specifically included in the rate schedule?
- How are the transportation impact fees collected and spent?
- Are any developments exempt from the fees?
- How will the impact fees be kept up to date?

What Improvement Projects and Costs are Included?

As noted above, the GMA specifies that Transportation Impact Fees shall only be used for system improvements that are reasonably related to new development. As defined by GMA (RCW 82.02.090), *"system improvements mean public facilities that are included in the capital facilities plan and are designed to provide service to service areas within the community at large, in contrast to project improvements."*

The City's Transportation Element includes a list of transportation projects needed to address existing and forecast capacity, operations, and safety needs through 2044. The plan builds upon the City's policies, standards, and overall transportation funding strategy. The plan also reflects state and regional plans and programs, including planned improvements to the state highway system.

The project list was reviewed to confirm improvements that were needed to address deficiencies and serve growth (and therefore, TIF eligible) and those that were not TIF-eligible. The multimodal level of service (LOS) standards established in the Transportation Element were used to determine whether a project could be considered necessary to address future land use growth. This initial screening of the project list used the results of the analysis conducted as part of the Transportation Element update and evaluated both vehicular and active transportation needs. In addition, the project list was reviewed to determine those projects reasonably expected to be completed within the 20-year period evaluated in the Comprehensive Plan. Projects expected to be completed beyond the 20-year window were removed from the project list for purposes of the TIF calculations.

TIF Eligible Projects

The first step in calculating the TIF-eligible project costs was to determine which Transportation Element projects are required to address future growth. The process used to determine whether projects were eligible for TIF funding looked at the results of the LOS analysis conducted as part of the Transportation Element to determine whether transportation deficiencies are projected under 2044 Baseline conditions. All projects proposed at locations identified as operating below either the City's vehicular or active transportation LOS standards (as established in the Transportation Element) were assumed to be TIF-eligible. The City's planned growth would contribute vehicle trips to these locations operating below the established LOS under future conditions, and therefore, can reasonably be determined to contribute to the network deficiencies.

The following LOS standards are established in the Transportation Element and were used to identify the TIF-eligible projects:

Vehicular Intersection LOS

- **Meridian Avenue (SR 161):** LOS E or better for SR 161, as established by WSDOT and PSRC
- **Other Intersections:** LOS D or better[1]

Vehicular Roadway Segment LOS

- **Minor Arterial and Collector Streets:** LOS C or better, based on a volume-to-capacity (V/C) ratio of 0.80 or less

Pedestrian LOS

- **Planned Pedestrian Network Roadways:** an orange or acceptable LOS, indicating pedestrian facilities exist (which meet the City standards) but may or may not be built as identified in planned network

Bicycle LOS

- **Planned Bicycle Network Roadways:** an orange or acceptable LOS, indicating bicycle facilities exist (which meet the City standards) but may or may not be built as identified in planned network

Table 1 and Figures 2 and 3 show the transportation improvements from the 2024 Transportation Element that were identified as being growth-related system improvements needed to address future deficiencies. The projects listed represent most of the improvement projects in the Transportation Element. As shown, the TIF-eligible projects have an estimated total cost of approximately $178 million (in 2024 dollars).

[1] To avoid mitigation that would only serve a small volume of traffic, the City may allow two-way and one-way stop-controlled intersections to operate worse than the LOS standards. However, the City requires that these instances be thoroughly analyzed from an operational and safety perspective.

Table 1. TIF Program Projects

Project ID	Project Name	Project Limits	Project Description	Project Cost ($1,000s)[1]
Roadway and Intersection Projects				
R-2	Meridian Avenue Phase 1 Improvements	24th Street to north of 36th St	Widen to 4 lanes, add multiuse path on both sides of Meridian, RAB at 32nd Street	$18,100
R-3	Meridian Avenue Phase 2 Improvements*	North of 36th Street to south of 36th Street	Widen to 4 lanes, add multiuse path on both sides of Meridian, RAB at 36th Street	$11,100
R-4	Meridian Avenue Phase 3 Improvements	south of 36th Street intersection to north of 43rd St Ct E	Extend the 3-lane facility (2 NB and 1 SB lane), add multiuse path on east side of Meridian, intersection improvements at 102nd Ave E	$19,300
I-01	Meridian & 12th / 13th St Intersection Improvements*	Meridian Avenue E / 12th St & 13th St	Design and construct intersection improvement(s) to address existing deficiencies	$4,650
Meridian Corridor Projects				
E-1	8th St E	Meridian to 105th Avenue	Improve corridor to collector arterial standard	$4,129
E-2	104th Ave E/105th Ave E*	8th Street E to 10th Street Ct E	Build corridor to collector arterial standard	$4,129
E-3	105th Ave E*	Jovita Blvd E to 8th Street E	Build or improve corridor to collector arterial standard	$510
E-4	12th St E	Meridian to 104th Avenue	Improve corridor to collector arterial standard	$1,990
E-6	16th St E	Meridian to 104th Avenue E	Improve corridor to collector arterial standard	$1,860
E-7	104th Ave E*	16th Street E to 1800 block	Build corridor to collector arterial standard	$1,150
E-10	22nd St E	Meridian to 104th Avenue E	Improve corridor to collector arterial standard	$820
E-11	24th St E	Meridian to 104th Avenue E	Improve corridor to collector arterial standard	$1,860
E-16	106th Ave E/ Chrisella Rd Extension*	32nd Street E to Chrisella Rd E	Build or improve corridor to collector arterial standard	$2,930
E-17	36th St E	Meridian to Chrisella Rd Extension	Improve corridor to collector arterial standard	$570
W-2	101st Ave E	16th Street E to 20th Street E	Build or improve corridor to collector arterial standard	$1,570
W-4	101st Ave E / 100th Ave E	18th Street Ct E to 24th Street E	Build or improve corridor to collector arterial standard	$3,430
W-5	24th St E	100th Avenue E to Meridian	Improve corridor to collector arterial standard	$1,480

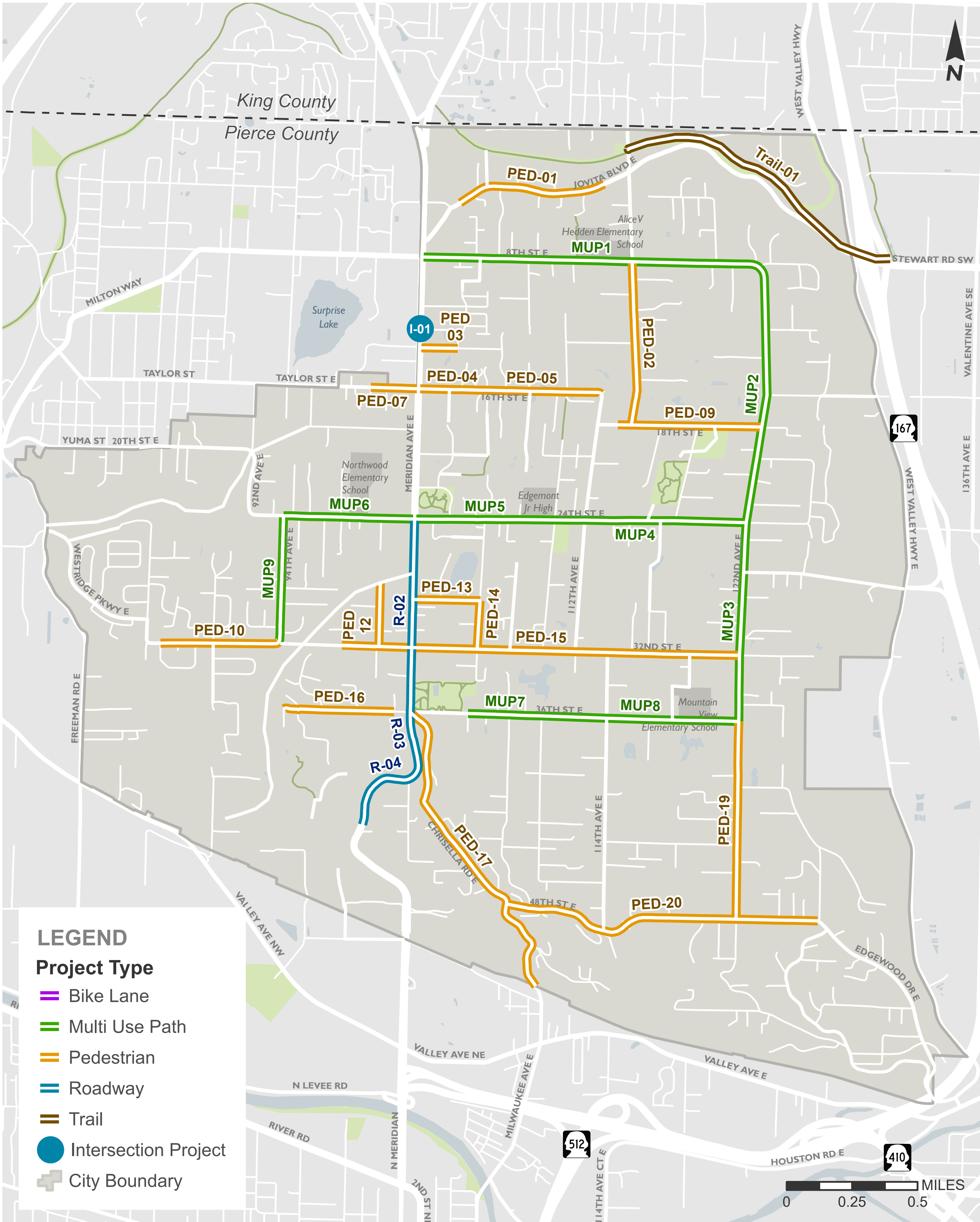
Table 1. TIF Program Projects

Project ID	Project Name	Project Limits	Project Description	Project Cost ($1,000s)[1]
Active Transportation Projects				
MUP-1	8th Street E	Meridian Avenue E to 122nd Ave E	install 12' shared use path	$6,400
MUP-2	122nd Ave E	8th Street E to 24th St E	install 12' shared use path	$8,470
MUP-3	122nd Ave E	24th St E to 36th St E	install 12' shared use path	$3,800
MUP-4	24th St E	110th Ave E to 122nd Ave E	install 12' shared use path on north side of street	$3,600
MUP-5	24th St E	Meridian Ave E to 110th Ave E	widen existing sidewalk/walk to 10'	$1,500
MUP-6	24th St E	94th Aven E to Meridian Ave	install 12' shared use path on north side of street	$2,500
MUP-7	36th St E*	City Park to existing walkway	install 12' shared use path on north side of street	$11,100
MUP-8	36th St E	Replace existing walkway	widen existing path to 10' (from 7A terminus to 122nd Ave)	$2,000
MUP-9	94th Ave E	24th St E to 32nd St E	install 12' shared use path	$2,400
PED-01	Jovita Blvd E	106th Ave Ct E to existing SW west of 114th Ave E	add sidewalk, curb, gutter to both sides of roadway	$8,400
PED-02	114th Ave E / 13th St NW	8th St E to 18th St E	add asphalt path to one side of roadway	$1,900
PED-03	13Th St Ct E	Meridian Avenue E to 104th Ave E	add sidewalk, curb, gutter to both sides of roadway	$2,200
PED-04	16th St E	Meridian Avenue E to 104th Ave E	add sidewalk, curb, gutter to both sides of roadway	$2,500
PED-05	16th St E	104th Ave E to 112th Ave E	add asphalt path (6') to one side of roadway	$1,600
PED-09	18th St E	114th Ave E to 122nd Ave E	add asphalt path (6') to one side of roadway	$1,700
PED-10	32nd St E	87th Ave E to 94th Ave E	add asphalt path (6') to one side of roadway	$1,400
PED-12	100th Ave E	32nd St E to end of roadway	add asphalt path (6') to one side of roadway	$800
PED-13	29th St E	Meridian Ave E to 106th Ave E	add asphalt path (6') to one side of roadway	$800

Table 1. TIF Program Projects

Project ID	Project Name	Project Limits	Project Description	Project Cost ($1,000s)[1]
PED-14	106th Ave E	29th St E to Park Entrance	add asphalt path to one side of roadway where no sidewalk currently exists	$600
PED-15	32nd St E	western edge of roadway to 122nd Ave E	add asphalt path (6') to one side of roadway	$4,600
PED-16	36th St E	western edge of roadway to Meridian Ave E	add asphalt path to one side of roadway	$1,300
PED-17	Chrisella Road	Meridian Ave E to city limits	improve markings, signage, lighting, sight distance, and possible traffic calming measures, add sidewalk, curb, gutter to both sides of roadway	$8,470
PED-19	122nd Ave E	36th St E to 48th St E	add asphalt path (6') to one side of roadway	$2,300
PED-20	48th St E	Chrisella Rd to Edgewood Dr E	add asphalt path (6') to one side of roadway	$3,700
TRAIL-01	Interurban Trail	114th Ave E to city limits	Construction of the trail	$22,400
			Transportation Element TIF Projects – Total Costs ($1,000s)	**$177,618**

1. Costs in 2024 dollars (2024 $).



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TIF-Eligible Transportation Projects

City of Edgewood TIF Update

FIGURE 2

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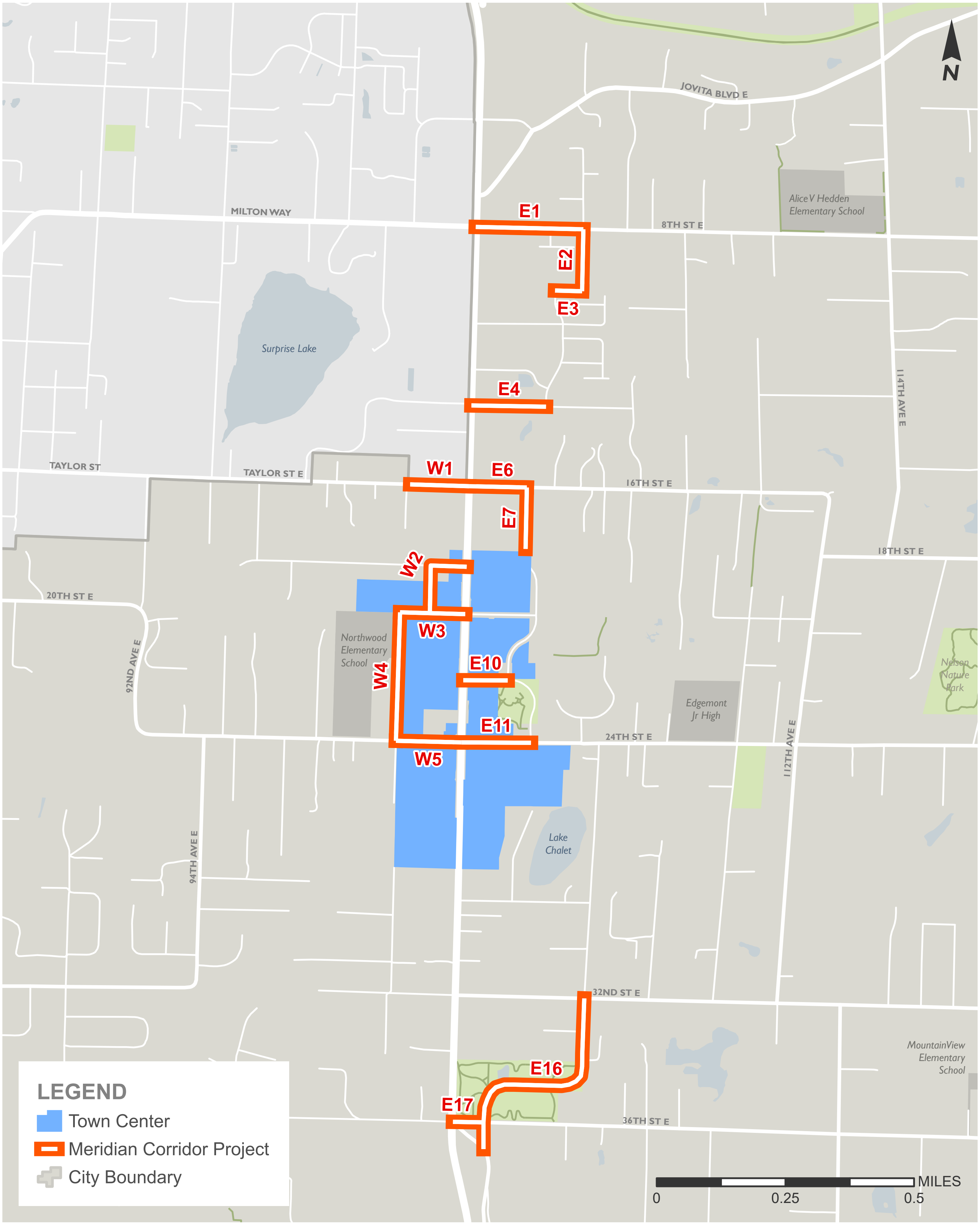

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Meridian Corridor TIF-Eligible Projects

City of Edgewood TIF Update

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FIGURE 3

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What are the Total TIF Program Project Costs?

Table 1 summarizes the improvements projects included in the 2025 TIF program. The project locations are shown on Figures 2 and 3. A project identification number was assigned to support discussion of the TIF program. The project identifiers do not represent the City's priorities or project references used in the Capital Improvement Program.

TIF Eligibility Percentages

Projects identified as TIF eligible were reviewed to determine what portion of the project costs could be included. The review addressed existing and forecast traffic volumes and levels of service. The primary focus of the technical analysis was to determine if the improvements were adding capacity to the transportation system that was needed to serve growth. The evaluation also assessed each improvement in resolving existing deficiencies - which cannot be covered by impact fees.

The TIF program includes a portion of the City's proposed plan to construct a parallel road network on both the east and west sides of Meridian Avenue. The parallel network was identified to support local property access, neighborhood circulation, and provide capacity for north-south travel in lieu of additional widening of Meridian Avenue. These roadways will help serve the forecasted growth in the City which is planned for in the Town Center and the rest of the Meridian Avenue corridor.

The City's travel demand model provided the basis for assessing roadway operations for the Meridian Parallel Road System. The travel forecasts and resulting volume-to-capacity (v/c) ratios were used to identify which of the parallel roads and connecting roads should be considered for inclusion in the TIF program.

Since the project list identifies both vehicular and active transportation projects, separate TIF-eligible cost percentages were calculated for projects addressing vehicular LOS deficiencies and those addressing active transportation LOS deficiencies. The calculation of separate TIF eligibility percentages based on project type allows for a stronger nexus between the improvement type and development impacts.

<u>Vehicular Project TIF Eligibility Percentages</u>
As shown in Table 1, several projects are proposed along Meridian Avenue to address future vehicular LOS deficiencies along the corridor. These projects include both the Roadway and Intersection Projects and Meridian Corridor Projects. Based on the 2023 Existing conditions identified in the Transportation Element, several two-way stop-controlled intersections along Meridian Avenue operate below the established LOS standards. This indicates the corridor provides minimal excess capacity to accommodate future growth trips and highlights the need for all future growth to contribute to improvements.

The TIF eligibility percentages developed for these projects addressing vehicular LOS deficiencies were derived based on the percentage of future traffic growth along Meridian Avenue associated with City-related land use. Growth trips along Meridian Avenue will be comprised of trips associated with City land uses, as well as non-City trips passing through Edgewood. Since impact fees can only be applied based on City-related growth, the TIF eligibility percentages were developed to account for only the portion of growth associated with City-related land use.

This percentage was determined based on trip estimates from the travel demand model developed for the 2024 Transportation Element. A "select link" analysis[2] was used to determine the origin and destination of the trips traveling along Meridian Avenue under the future (2044) conditions. Trips were separated into four groups:

- Internal-to-Internal (I-I) Trips: trips having an origin and destination within the City
- Internal-to-External (I-X) Trips: trips having an origin within the City and a destination outside the City
- External-to-Internal (X-I) Trips: trips having an origin outside the City and a destination within the City
- External-to-External (X-X) Trips: trips having both an origin and destination outside the City (pass-through trips)

Based on these trip estimates, the number of trip ends[3] associated with City land use were calculated for each corridor. I-I trips were counted as having two City-related trip ends, I-X and X-I trips were counted as having one City-related trip end, and X-X trips were counted as having zero City-related trip ends. The percent of traffic related to City land use was calculated by dividing the number of City-related trip ends by the total number of trip ends along each segment. Table 2 presents the results of the City-related growth percentage calculations for two segments of Meridian Avenue. These percentages were applied as the Vehicular TIF eligibility percentages to projects along or adjacent to Meridian Avenue.

Table 2. TIF Eligibility – Vehicular Projects

Segment	City-Related Growth %[1]
Meridian Avenue (north of 24th St)	45%
Meridian Avenue (south of 24th St)	40%

1. Rounded to the nearest 5 percent.

Due to the high construction costs of the corridor improvements along Meridian Avenue (SR 161), the City anticipates that outside funding sources (e.g., WSDOT, grants, legislative earmarks, etc.) will need to be secured to implement these improvements. The TIF-eligible costs for the projects listed below were capped at five percent to account for non-City sources being the main source of funding for the projects:

- Meridian Avenue Phase 1 Improvements (R-2)
- Meridian Avenue Phase 2 Improvements (R-3)
- Meridian Avenue Phase 3 Improvements (R-4)

<u>Active Transportation Project TIF Eligibility Percentages</u>
While the travel demand model has historically been used to calculate the nexus between growth and traffic increase, the travel demand model does not calculate active mode trips directly. As a result, a different measurement was needed to capture the link between development and active transportation trips. The assumption for this linkage is that active transportation improvement projects located nearer to areas of more dense development and

[2] A "select link" analysis is a travel demand modeling process by which the travel paths of specific trips are tracked through the transportation network to identify the specific roadways along which that trip is expected to travel. In this process, the origin and destination all trips traveling along the two segments of Meridian Avenue identified in Table 2 were recorded. The paths for these trips were then reviewed to determine whether the trips origin or destination was associated with a Transportation Analysis Zone (TAZ) inside or outside the City.
[3] Every trip is comprised of two trip ends (origin and destination). Trip ends were used in the calculation of the City-related growth to account for some trips having a greater association with City land uses than others (i.e., I-I associated with City land use on both ends of the trip but I-X and X-I trips associated with City land use on only one end of the trip).

existing pedestrian and bicycle generators (schools, parks, etc.) are more likely to shift traveler choice toward walking, biking and rolling and away from default automobile trips. Therefore, the TIF eligibility for active transportation improvement projects was calculated using proximity to planned growth. The level of planned housing growth was categorized into none, low, medium and high for each transportation analysis zone (TAZ) within the updated travel demand model. The planned growth is shown in Figure 4.

Active transportation projects were then awarded TIF eligibility based on their proximity to the highest level of growth shown in Figure 4. This criterion was selected to create a measurable nexus between areas of higher development and likely walk / bicycle activity.

Table 3 summarizes the link between the proximity to household growth and the TIF eligibility percentage. Note that the upper limit of TIF eligibility for active transportation projects was linked to the higher of the Vehicular TIF Eligibility percentages shown in Table 2.

Table 3. TIF Eligibility – Active Transportation Projects

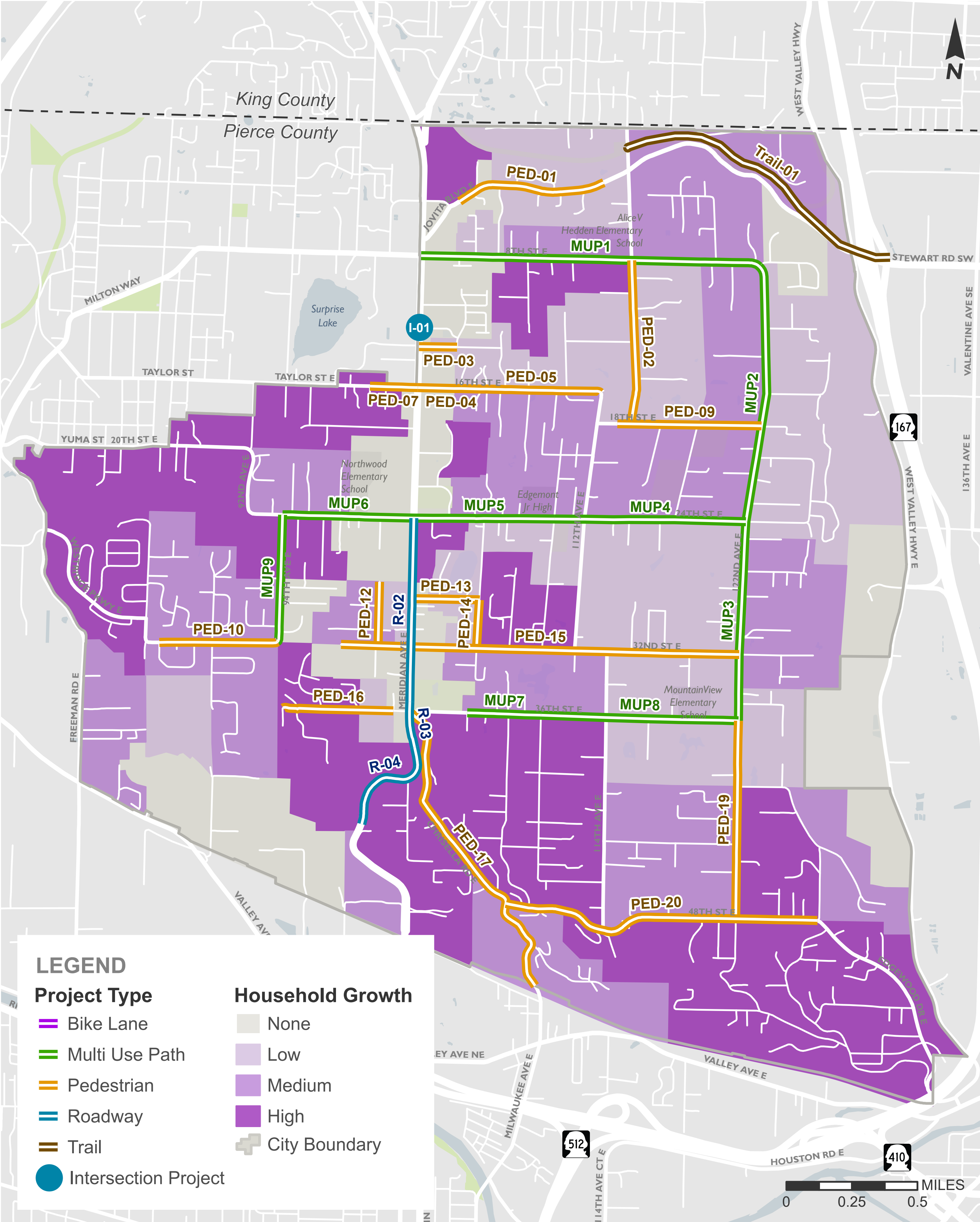
Household Growth	TIF Eligibility
None	0%
Low	15%
Medium	30%
High	45%

TIF Eligible Costs

The TIF eligibility percentages presented in Tables 2 and 3 for the vehicular and active transportation projects, respectively, were applied to the total project costs presented in Table 1 to determine the TIF-eligible cost for each project. The vehicular TIF eligibility percentages (Table 2) were applied to the Roadway and Intersection Projects and Meridian Corridor Projects. The active transportation TIF eligibility percentages (Table 3) were applied to the Active Transportation Projects. Table 4 summarizes the TIF eligibility percentages and TIF-eligible costs for the Transportation Element project list.

The City anticipates that some of the Meridian Corridor Projects (parallel road projects) will be partially funded through private development. As such, the TIF-eligible costs for these projects were further reduced to account for the portion of the project that would be constructed by adjacent development. For example, the cost for constructing the 104th Avenue E/105th Avenue E Meridian Corridor project (E-2) is expected to be evenly split between the City and adjacent development. As such, the base TIF eligibility percentage of 45 percent was reduced by half to 22.5 percent to account only for the City’s portion of the project cost.

The total TIF-eligible cost allocated to the program is $44.3 million.



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Household Growth by TAZ and Proximity to Active Transportation Projects

City of Edgewood TIF Update

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FIGURE 4

Table 4. TIF Program Projects

Project ID	Project Name	Project Limits	TIF Eligibility %	TIF Eligible Cost ($1,000s)[1]
Roadway and Intersection Projects				
R-2	Meridian Avenue Phase 1 Improvements	24th Street to north of 36th St	5%[2]	$910
R-3	Meridian Avenue Phase 2 Improvements*	North of 36th Street to south of 36th Street	5%[2]	$560
R-4	Meridian Avenue Phase 3 Improvements	south of 36th Street intersection to north of 43rd St Ct E	5%[2]	$970
I-01	Meridian & 12th / 13th St Intersection Improvements*	Meridian Avenue E / 12th St & 13th St	45%	$2,090
Meridian Corridor Projects				
E-1	8th St E	Meridian to 105th Avenue	45.0%	$1,860
E-2	104th Ave E/105th Ave E*	8th Street E to 10th Street Ct E	22.5%[3]	$930
E-3	105th Ave E*	Jovita Blvd E to 8th Street E	22.5%[3]	$110
E-4	12th St E	Meridian to 104th Avenue	45.0%	$900
E-6	16th St E	Meridian to 104th Avenue E	45.0%	$840
E-7	104th Ave E*	16th Street E to 1800 block	22.5%[3]	$260
E-10	22nd St E	Meridian to 104th Avenue E	45.0%	$370
E-11	24th St E	Meridian to 104th Avenue E	20.0%[4]	$370
E-16	106th Ave E/ Chrisella Rd Extension*	32nd Street E to Chrisella Rd E	40.0%	$1,170
E-17	36th St E	Meridian to Chrisella Rd Extension	40.0%	$230
W-2	101st Ave E	16th Street E to 20th Street E	22.5%[3]	$350
W-4	101st Ave E / 100th Ave E	18th Street Ct E to 24th Street E	11.3%[5]	$390
W-5	24th St E	100th Avenue E to Meridian	40.0%	$590
Active Transportation Projects				
MUP1	8th Street E	Meridian Avenue E to 122nd Ave E	30%	$1,920
MUP2	122nd Ave E	8th Street E to 24th St E	30%	$2,540
MUP3	122nd Ave E	24th St E to 36th St E	15%	$570
MUP4	24th St E	110th Ave E to 122nd Ave E	30%	$1,080

Table 4. TIF Program Projects

Project ID	Project Name	Project Limits	TIF Eligibility %	TIF Eligible Cost ($1,000s)[1]
MUP5	24th St E	Meridian Ave E to 110th Ave E	30%	$450
MUP6	24th St E	94th Aven E to Meridian Ave	30%	$750
MUP7	36th St E*	City Park to existing walkway	45%	$5,000
MUP8	36th St E	Replace existing walkway	15%	$300
MUP9	94th Ave E	24th St E to 32nd St E	45%	$1,080
PED-01	Jovita Blvd E	106th Ave Ct E to existing SW west of 114th Ave E	15%	$1,260
PED-02	114th Ave E / 13th St NW	8th St E to 18th St E	15%	$290
PED-03	13Th St Ct E	Meridian Avenue E to 104th Ave E	15%	$0
PED-04	16th St E	Meridian Avenue E to 104th Ave E	30%	$0
PED-05	16th St E	104th Ave E to 112th Ave E	30%	$480
PED-09	18th St E	114th Ave E to 122nd Ave E	30%	$510
PED-10	32nd St E	87th Ave E to 94th Ave E	30%	$420
PED-12	100th Ave E	32nd St E to end of roadway	30%	$0
PED-13	29th St E	Meridian Ave E to 106th Ave E	15%	$0
PED-14	106th Ave E	29th St E to Park Entrance	45%	$0
PED-15	32nd St E	western edge of roadway to 122nd Ave E	30%	$930
PED-16	36th St E	western edge of roadway to Meridian Ave E	45%	$590
PED-17	Chrisella Road*	Meridian Ave E to city limits	45%	$3,810
PED-19	122nd Ave E	36th St E to 48th St E	45%	$1,040
PED-20	48th St E	Chrisella Rd to Edgewood Dr E	45%	$1,670
TRAIL-01	Interurban Trail*	114th Ave E to city limits	30%	$6,720
			TIF Eligible Project Costs ($1,000s)	**$44,310**

1. Costs in 2024 dollars (2024 $).
2. Due to the high construction costs for the corridor improvements to Meridian Avenue (SR 161), outside funding sources will need to be secured to implement the improvements. TIF-eligible project costs were capped at 5 percent to account for these projects largely being funded through non-City sources.

3. Project costs are expected to be shared between private development and the City (50% private development, 50% City). The base TIF eligibility percentage of 45% was reduced by half to account only for the City's portion of the costs.
4. Project costs are expected to be shared between private development and the City (50% private development, 50% City). The base TIF eligibility percentage of 40% was reduced by half to account only for the City's portion of the costs.
5. Project costs are expected to be shared between private development and the City (75% private development, 25% City). The base TIF eligibility percentage of 45% was reduced by three quarters to account only for the City's portion of the costs.

As shown on Table 1, the total cost of projects included in the TIF program is approximately $177.6 million (2024 dollars). After applying the adjustments, the TIF related portion of the costs is reduced to $44.3 million. This represents approximately 25 percent of the total project costs included in the TIF analysis.

What is the Service Area for the TIF Program?

GMA requires an agency implementing impact fees to establish one or more service areas (RCW 82.02.060) for assessing the fees. In 2012, the City evaluated various service area concepts. Based on that review, a single, citywide service area for its Transportation Impact Fee program has been maintained.

What Share of the TIF Costs Are Allocated to Growth in Edgewood

Increases in traffic in Edgewood will come from growth within the City as well as increased travel from outside of the City. Without specific Interlocal Agreements, the City can only apply its TIF to growth within its boundaries. The TIF share for growth in the City is based on the proportional share of the growth share of the forecast travel demands on the City roadways.

As noted previously, the TIF-eligibility rates derived from the travel demand model were calculated to separate out the growth-related travel demands from the existing travel demands. The growth travel demands were then divided into City generated travel and non-City generated growth travel demands. Growth trips that had an origin and/or destination within the City were counted as City-related trips.

What are the Resulting Transportation Impact Fees and Rates?

The City share of the impact fee program project costs were converted to a base cost per new PM peak hour trip. The base cost per new PM peak hour trip was then used to develop the TIF rate schedule for a wide range of land uses. The rate schedule takes into account the relative net new trip generation of the various land uses.

Base Transportation Impact Fee Rate

Based on the City's adopted Land Use Plan from 2024, growth in the City will generate 3,566 additional PM peak hour trips. To calculate a base transportation impact fee rate, the City growth share of the TIF project costs for the citywide service area were divided by the increase in trips forecast within the City. As shown in Table 5, this results in a base TIF rate of $12,426 per new PM peak hour trip for the citywide service area, which represents an increase from the current (2024) TIF rate of $11,489 per PM peak hour trip.

Table 5. Calculating the Citywide Base Transportation Impact Fee Rate

A. Growth Share of TIF Cost[1]	**$44,310,000**
B. Growth in Trips[2]	3,566
C. Base TIF Rate for Service Area[3]	$12,426

1. Based on analysis of land use growth from the 2024 Land Use Plan and PM peak hour trip generation rates from the ITE *Trip Generation Manual, 11th Edition.*
2. Based on model analysis of growth in travel based on land use assumptions.
3. Values in line A divided by values in line B, rounded to nearest dollar.

Reduced Transportation Impact Fee Rate

To fir the TIF rate to the funding program outlined in the Transportation Element, the base TIF rate calculated above in Table 5 was further reduced based on expected capital project revenue estimates. As shown previously in Table 1, the total combined cost of the projects incorporated into the TIF program is $177.6 million. The financing plan from the Transportation Element estimate 20-year revenues for transportation capital projects of $142.6 million, which represents approximately 80% of the total project costs in the TIF program. As shown in Table 6, the base TIF rate from Table 5 was reduced by this percentage for a reduced maximum TIF rate of $9,979 per PM peak hour trip.

Table 6. Calculating the Citywide Reduced Transportation Impact Fee Rate

A. Transportation Element TIF Projects – Total Costs[1]	$177,618,000
B. Transportation Element Total Capital Project Revenues[2]	$142,645,000
C. Ratio of Capital Project Revenues to Costs[3]	80.3%
D. Reduced Maximum TIF Rate for Service Area[4]	$9,979

1. From Table 1
2. From Transportation Element Table 12
3. The ratio of expected transportation capital project revenues (line B) to the expected transportation capital project costs (line A) was used to reduce the overall TIF rate for the City.
4. Base TIF Rate ($12,426) multiplied by values in line C, rounded to nearest dollar.

Development of the TIF Rate Schedules

The reduced transportation impact fee rate per new PM peak hour trip end is converted to a schedule of fees by land use category. This makes it simpler for staff and applicants to calculate the TIF for a specific development project. *Trip Generation*, Institute of Transportation Engineers (ITE), 11th Edition, 2021 provides data on the average PM peak hour trips generated for a wide range of land uses. The weekday PM peak hour trip rate is used because it is consistent with the modeling analysis of growth trips and was the basis for defining the improvement projects. The ITE rates are based on studies from around the United States using standardized sampling and reporting methods. The trip rates are defined based on units of development. Typically, trip rates for residential land uses are based on the number of dwelling units. Trip rates for employment land uses can be reported for several different variables, with the most typical being trips per 1,000 square feet of building area.

The base trip rates are adjusted to reflect the impacts of “new” trips, consistent with methodologies identified in *Trip Generation*.

Pass-by Trip Adjustment

The base PM peak hour trip rate reported by *Trip Generation* reflects the number of trips entering and exiting the site access driveways or roadways during the weekday afternoon time period. *Trip Generation* notes that for some retail and other commercial land uses, not all of the driveway trips are “new” to the road system, but are “pass-by” trips. Pass-by trips reflect traffic that would otherwise be traveling on the adjacent street system but makes an intermediate stop at the new development. A person making a trip between work and home but stops at a gas station along the route is an example of a pass-by trip. The inbound and outbound trips at the gas station would not be new trips to the system and should not be charged in the TIF. Therefore, the rate schedule applies an adjustment to account for the reduction of traffic impacts to account for pass-by trips.

Trip Generation Handbook, ITE, 3rd Edition, 2017 provides guidance on adjustments for pass-by trips. In addition to using ITE data, data on pass-by trip rates applied in TIF programs by other agencies were reviewed in developing the proposed adjustment for Edgewood. The base trip generation rate for residential and many other land use categories are not affected by pass-by trips and therefore, the full base trip rate is applied in the rate schedule.

TIF Rate Schedules

A revised transportation impact fee schedule was prepared for the citywide service area for a wide range of typical land uses. The rate schedule was calculated as follows:

Transportation Impact Fee Rate per Unit = Reduced Cost per New PM Peak Hour Trip x Base Trip Generation Rate per Unit of Development x Pass-by Trip Adjustment Factor

Appendix A includes the resulting rate schedule. The base trip rate and adjustments for pass-by trips are incorporated in the rate schedules. The impact fee assessed for a specific development would simply be calculated by multiplying the number of units by the rate per unit for the corresponding district.

Total Transportation Impact Fee = Number of Units x Transportation Impact Fee per Unit

How are TIF Rates Determined for Uses Not Specifically Included in the Rate Schedule?

The impact fee rate schedule included in Appendix A includes impact fee rates for a wide range of typical land uses. There will, however, be development applications for land uses not included in the rate schedule. GMA requires that the TIF ordinance allow applicants to submit their own independent studies to reflect unique characteristics that may not be accurately reflected by the average trip rates reported in *Trip Generation*.

For applications where the land use category is not included in the rate schedule, the Public Works Director (or designee), would review the schedule and base the rate on the most comparable type of land use in the schedule. The Public Works Director could review definitions in *Trip Generation* or other available studies. The Public Works Director would consider the type of activity, size of development, and other information provided by the applicant in selecting the comparable land use for use in establishing the fee. Such additional information may include the hours of operations; number of employees, staff, or visitors; parking requirements; potential market area; and proximity to other land uses. The Public Works Director should document the rationale for selecting a comparable land use in order to provide background for the project file.

If the Public Works Director determines that none of the categories in the rate schedule provides a suitable comparable land use, the Public Works Director could then request the applicant provide an independent fee calculation. An applicant can also choose to submit their own independent fee study for their development if they believe that the characteristics of their project are not accurately reflected by the rate schedule for one or more land uses. The independent fee calculation would provide data and/or analyses on trip generation characteristics including trip rates, mode share, Public Works Director may accept the calculation and impose the fee based on the independent fee analysis. If the Public Works Director does not accept the independent fee calculation, the applicant can appeal the decision to the hearing examiner consistent with City code.

How are the Transportation Impact Fees Collected and Spent?

The City of Edgewood requires that transportation impact fees be paid prior to the issuance a building permit. If a building permit is not required, the fees would be payable at the time of issuance of an applicable construction permit. The required fees would be those in effect at that time. Under GMA, the City is required to maintain a separate account in its accounting processes for the collected impact fees. The City will use the account to track collection of the TIF and where the funds are spent. The City would encumber the fees as part of its annual budgeting process to assure the funds are properly spent. Collected fees must be encumbered or spent within 10 years of receipt, unless an extraordinary reason is identified in written findings by the City Council. (The requirement to encumber or spend the fees within 10 years was adopted by the Washington State Legislative as part of ESHB 1478 in April 2011 and was signed by the Governor in May 2011.)

The City may only spend the collected fees on improvement projects identified in the TIF program (Figures 2 and 3). The fees may be spent on planning, engineering design, acquisition of right-of-way (for those projects where right-of way was included in the TIF cost), or construction of any of the TIF improvement projects.

GMA requires that the City provide a credit against the TIF for applicants that are required to construct all or a portion of a TIF project or for dedication of land that was *included in the costs of the TIF project*. This eliminates the potential for double charging a development applicant for the same improvement. Since the costs of rights-of-way and frontage improvements for the parallel road system projects were not included in the TIF cost share, credits would not be required for those project elements.

Are any Developments Exempt from the Fees?

GMA allows jurisdictions to exempt low-income housing or other developments that serve broad public purposes, as defined by the City. Fees that would otherwise be collected from exempt developments would be the responsibility of the City. These could be paid through property taxes, general funds, grants, or other applicable funding source but cannot be paid with other TIF fees. The total amount of the potential revenues generated by the program would be directly reduced by any exemptions.

The City of Edgewood has previously chosen to only exempt new developments that do not result in an increase in PM peak hour traffic. In accordance with the recommendation from the City of Edgewood Economic Development Advisory Board (May 5, 2025), the City has decided to also exempt the following non-residential land uses from Transportation Impact Fees:

- Manufacturing, Craft
- Pet and Pet Supplies Stores
- Retail Trade, All Other

- Business and Professional Services, General
- Consumer Goods Rental
- Community Care & Walk-in Clinics
- Indoor Arts, Entertainment, and Recreation Activities, Other
- Outdoor Arts, Entertainment, and Recreation Activities, Other
- Special Food Services
- Drinking Places and Alcoholic Beverages
- Restaurants, Full Service
- Personal Care Services
- Veterinary Services
- Pet Care Service, All Other

How Will the Impact Fees be Kept Up to Date?

Many communities with adopted impact fee programs incorporate an annual cost escalation to help keep fees more current. The cost escalator is based on an index that reflects changes in improvement costs for the area. The City's TIF program and ordinance does not include a cost escalation factor. If the City decides to incorporate a cost escalation factor in the future, it could be based on the most recent Consumer Price Index (CPI) in the region, unless a more applicable industry standard construction cost index is available.

The City also should plan to update the base TIF rates as new growth-related transportation improvement projects are defined as part of the next update of its Comprehensive Plan. Significant changes in forecast residential or employment growth from those in the current Land Use Element and travel forecasting model also would result in a need to update the TIF program and base/reduced rate schedule. Significant annexations to the City also could trigger a need to update the base TIF rates. Changes in land use and growth-related transportation improvement projects would likely be identified as part of the future updates of the City's Comprehensive Plan.

Appendix A: TIF Schedule

City of Edgewood
Schedule of Transportation Impact Fees

Cost per PM peak hour trip end = $9,979

Land Use Category - ITE 11th Edition	Land Use Subcategory	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	0.94	Dwelling Unit	1.00	0.94	$9,380
Single-Family Attached Housing		2	215	0.57	Dwelling Unit	1.00	0.57	$5,688
Multifamily housing (low-rise)		2	220	0.51	Dwelling Unit	1.00	0.51	$5,089
Multifamily housing (mid-rise)	Not Close to Rail Transit	2	221	0.39	Dwelling Unit	1.00	0.39	$3,892
Affordable Housing	Income Limits		223	0.46	Dwelling Unit	1.00	0.46	$4,590
Affordable Housing	Senior	1	223	0.09	Dwelling Unit	1.00	0.09	$898
Mobile Home Park		2	240	0.58	Dwelling Unit	1.00	0.58	$5,788
Senior Adult Housing - Single-Family		2	251	0.30	Dwelling Unit	1.00	0.30	$2,994
Senior Adult Housing - Multifamily		2	252	0.25	Dwelling Unit	1.00	0.25	$2,495

INSTITUTIONAL								
Elementary School			520	0.16	Students	1.00	0.16	$1,597
Middle School/Junior High School			522	0.15	Students	1.00	0.15	$1,497
High School			525	0.14	Students	1.00	0.14	$1,397
Private School (K-12)		1	532	0.17	Students	1.00	0.17	$1,696
Church			560	0.49	1,000 sf GFA	1.00	0.49	$4,890
Day Care Center		2	565	0.79	Students	0.56	0.44	$4,415
Library			590	8.16	1,000 sf GFA	1.00	8.16	$81,429
BUSINESS & COMMERCIAL								
Hotel		2	310	0.59	Room	1.00	0.59	$5,888
All Suites Hotel		2	311	0.36	Room	1.00	0.36	$3,592
Motel		2	320	0.36	Room	1.00	0.36	$3,592
Automobile Sales (News)		2, 3 (a)	840	2.42	1,000 sf GLA	0.75	1.82	$18,112
Automobile Sales (Used)		3 (a)	841	3.75	1,000 sf GFA	0.75	2.81	$28,066
Recreational Vehicle Sales		3 (a)	842	0.77	1,000 sf GFA	0.75	0.58	$5,763
Marijuana Dispensary		3 (a)	882	18.92	1,000 sf GFA	0.75	14.19	$141,602
Fast Food Restaurant without Drive-Through Window		3 (b)	933	33.21	1,000 sf GFA	0.45	14.94	$149,131
Fast Food Restaurant with Drive-Through Window			934	33.03	1,000 sf GFA	0.45	14.86	$148,323
Fast Food Restaurant with Drive-Through and No Indoor Seating			935	59.50	Drive-Through Lanes	0.69	41.06	$409,688
Coffee/Donut Shop without Drive-Through Window		3 (c)	936	32.29	1,000 sf GFA	0.35	11.30	$112,778

Coffee/Donut Shop with Drive-Through Window		3 (c)	937	38.99	1,000 sf GFA	0.35	13.65	$136,178
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating			938	15.08	Drive-Through Lanes	0.02	0.30	$3,010
Quick Lubrication Vehicle Shop		3 (d)	941	4.85	Servicing Position	0.57	2.76	$27,587
Automobile Care Center		2, 3 (d)	942	3.11	1,000 sf GLA	0.57	1.77	$17,690
Automobile Parts and Service Center		3 (d)	943	2.06	1,000 sf GLA	0.57	1.17	$11,717
Gasoline/Service Station			944	13.91	Vehicle Fueling Position	0.43	5.98	$59,687
Convenience Store/Gas Station	GFA (2-4k) - VFP (2-8)		945	18.42	Vehicle Fueling Position	0.44	8.10	$80,878
Convenience Store/Gas Station	GFA (2-4k) - VFP (9-20)		945	18.42	Vehicle Fueling Position	0.25	4.61	$45,953
Self-Service Car Wash		3 (e)	947	5.54	Wash Stall	0.43	2.38	$23,772
Automated Car Wash		1, 3 (e)	948	77.50	Car Wash Tunnels	0.43	33.33	$332,550
Car Wash and Detail Center		1, 3 (e)	949	13.60	Wash Stall	0.43	5.85	$58,357

OFFICE								
Nursing Home			620	0.59	1,000 sf GFA	1.00	0.59	$5,888
Free-Standing Emergency Room		1	650	1.52	1,000 sf GFA	1.00	1.52	$15,168
Medical-Dental Office Building	Stand-Alone	2	720	3.93	1,000 sf GFA	1.00	3.93	$39,217

Government Office Building			730	1.71	1,000 sf GFA	1.00	1.71	$17,064
United States Post Office			732	11.21	1,000 sf GFA	1.00	11.21	$111,865
Research and Development Center		2	760	0.98	1,000 sf GFA	1.00	0.98	$9,779
INDUSTRIAL								
General Light Industrial		2	110	0.65	1,000 sf GFA	1.00	0.65	$6,486
Industrial Park			130	0.34	1,000 sf GFA	1.00	0.34	$3,393
Manufacturing		2	140	0.74	1,000 sf GFA	1.00	0.74	$7,384
Warehousing		2	150	0.18	1,000 sf GFA	1.00	0.18	$1,796
Mini-Warehouse			151	0.15	1,000 sf GFA	1.00	0.15	$1,497
High-Cube Transload and Short-Term Storage Warehouse			154	0.10	1,000 sf GFA	1.00	0.10	$998
High-Cube Fulfillment Center Warehouse	Non-Sort		155	0.16	1,000 sf GFA	1.00	0.16	$1,597
Utility		2	170	2.27	1,000 sf GFA	1.00	2.27	$22,652
Specialty Trade Contractor			180	1.93	1,000 sf GFA	1.00	1.93	$19,259
PORT and TERMINAL								
Intermodal Truck Terminal		1	30	0.69	1,000 sf GFA	1.00	0.69	$6,886
Park-and-Ride Lot with Bus Service		2	90	0.55	Occupied Parking Space	1.00	0.55	$5,488

* 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, 2021) and previously adopted factors.

NOTES:

(1) *Trip Generation Manual* (11th Edition, 2021) 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 weekday PM peak hour trip regression equation in *Trip Generation Manual* 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 Manual.

(3) No pass-by rates are available. Pass-by rates were estimated from other similar uses as described below.

Code	Land Use	Pass-By Trip Reduction Factor
3 (a)	No Data Available 25% Estimated Pass-by	**0.75**
3 (b)	Fast Food Restaurant with Drive-Through (LU #934)	**0.45**
3 (c)	Average of Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (LU #938) and Fast-Food Restaurant with Drive Through (LU #934)	**0.35**
3 (d)	Auto Parts Sales (LU #843)	**0.57**
3 (e)	Gasoline/Service Station (LU #944)	**0.43**

(4) The City has decided to exempt the land uses listed below from Transportation Impact Fees. Impact fees for these land uses have been removed from the rate sheet shown above.

- Manufacturing, Craft
- Pet and Pet Supplies Stores
- Retail Trade, All Other
- Business and Professional Services, General
- Consumer Goods Rental
- Community Care & Walk-in Clinics
- Indoor Arts, Entertainment, and Recreation Activities, Other
- Outdoor Arts, Entertainment, and Recreation Activities, Other
- Special Food Services
- Drinking Places and Alcoholic Beverages
- Restaurants, Full Service
- Personal Care Services
- Veterinary Services
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City of Edgewood
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Cost per PM peak hour trip end = $9979

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(3) No pass-by rates are available. Pass-by rates were estimated from other similar uses as described below.

Code	Land Use	Pass-By Trip Reduction Factor
3 (a)	No Data Available 25% Estimated Pass-by	**0.75**
3 (b)	Shopping Plaza (40-150k) (LU #821)	**0.60**
3 (b)	Fast Food Restaurant with Drive-Through (LU #934)	**0.45**
3 (c)	Average of Coffee/Donut Shop with Drive-Through Window and No I Seating (LU #938) and Fast-Food Restaurant with Drive Through (LU #934)	**0.35**
3 (d)	Auto Parts Sales (LU #843)	**0.57**
3 (e)	Gasoline/Service Station (LU #944)	**0.43**

(4) The City has decided to exempt the land uses listed below from Transportation Impact Fees. Impact fees for these land uses have been removed from the rate sheet shown above.

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- Community Care & Walk-in Clinics
- Indoor Arts, Entertainment, and Recreation Activities, Other
- Outdoor Arts, Entertainment, and Recreation Activities, Other
- Special Food Services
- Drinking Places and Alcoholic Beverages
- Restaurants, Full Service
- Personal Care Services
- Veterinary Services
- Pet Care Service, All Other

EDGEWOOD
Washington

CITY OF EDGEWOOD
ECONOMIC DEVELOPMENT ADVISORY BOARD
RECOMMENDATION

The Economic Development Advisory Board voted 4-0 to recommend that the City Council exempt the following non-residential land uses from Transportation Impact Fees:

- Manufacturing, Craft
- Pet and Pet Supplies Stores
- Retail Trade, All Other
- Business and Professional Services, General
- Consumer Goods Rental
- Community Care & Walk-in Clinics
- Indoor Arts, Entertainment, and Recreation Activities, Other
- Outdoor Arts, Entertainment, and Recreation Activities, Other
- Special Food Services
- Drinking Places for Alcoholic Beverages
- Restaurants, Full Service
- Personal Care Services
- Veterinary Services
- Pet Care Services, All Other

RECOMMENDED BY THE CITY OF EDGEWOOD ECONOMIC DEVELOPMENT ADVISORY BOARD ON THE 5TH DAY OF MAY 2025.

5/5/25
Andrew Wiesenfeld
Economic Development Advisory Board Chair

Attest by:

Jeremy Metzler, PE
Community Development Director

City Of Edgewood
Council Agenda Summary Sheet

Subject: SR161 Fish Passages Sewer Agreement	**Agenda Item #:** **2.D** **For Agenda of:** **7/1/2025** **Prepared by: Jeremy Metzler**

Attachments (list):
1. Final Utility Agreement City of Edgewood U-006 (20250626 City Edits)
2. SR161 All Locations Pricing Breakdown REV 2 - Edgewood Format

Approval of Materials:		
Jeremy Metzler		**Expenditure Required:** NTE $600,000
Rachel Pitzel, Assistant City Administrator	6/26/2025	**Amount Budgeted:** $450,000 (Sanitary Sewer Utility Fund)
Dave Olson, Mayor	6/27/2025	**Timeline:** 07/01/2025 SS 07/08/2025 RCM

Summary Statement:
The Washington State Department of Transportation (WSDOT) notified the City of Edgewood about upcoming culvert replacement work along Enchanted Parkway (SR161) in early 2022, making a presentation to the Council on April 12, 2022 about the three new fish-passable crossings. While all these locations are north and outside of the City of Edgewood, our sanitary sewer system conveys all flows to the Lakehaven Water and Sewer District using two pressure mains that discharge to a gravity sewer main, located down the center of Enchanted Parkway through these three work sites.

WSDOT contracted with Atkinson Construction in November 2022 to perform design and construction. Staff has been coordinating with Atkinson Construction throughout the design process, and due to multiple external factors they are proposing to cut through the City's existing lines to perform their work, requiring temporary bypass and replacement of our lines in the work area. The current cost estimate is roughly $600,000, to be paid entirely with Sanitary Sewer Utility Funds, and they are tentative to begin work this summer. Depending on timing constraints and other external factors, two of the three work sites may have to be delayed until Summer 2026.

Before Atkinson can begin, they must execute an agreement with Edgewood to perform our franchised utility work. Attached for Council's review and discussion is a draft of the proposed agreement (final numbers to be updated), including provisions for a "not to exceed" contract total and that the City be billed actual costs as they are incurred (i.e., this is not a lump sum contract). If all the work is completed this calendar year, and the total exceeds the currently budgeted $450,000, staff will bring forward a budget amendment for Council's consideration.

Item History:
WSDOT Presentation to City Council - April 12, 2022

Annual Capital Improvement Plan Update - October 2024

Recommended Action:
Hold a discussion and provide staff guidance regarding SR161 Fish Passages Sewer Agreement

Fiscal Note/Consideration:
This contract will not impact the City's General Fund balance. The Sanitary Sewer Utility has a fund balance of more than $900,000. Staff is preparing to update the rate study performed for the recently adopted General Sewer Plan to ensure the utility remains adequately funded for future capital improvement and replacement work.

<table>
<tr><td colspan="2">Utility Relocation
Agreement No. U-006
I-90, SR 161, SR 202, & SR 203 – Fish Passage Project</td><td>Utility Name & Address:
City of Edgewood
2224 104 Ave E,
Edgewood, WA 98372</td></tr>
<tr><td>Design Responsibility:</td><td>Jacobs</td><td rowspan="2">Contractor Name & Address:
Guy F. Atkinson Construction, LLC
707 S. Grady Way #500
Renton, WA 98057</td></tr>
<tr><td>Construction Responsibility:</td><td>Guy F. Atkinson</td></tr>
<tr><td>Cost Responsibility:</td><td>City of Edgewood</td><td>WSDOT #9750 RFP Utility Designation:
☒ Type 1 ☐ Type 2 ☐ Type 3</td></tr>
</table>

This Utility Relocation Agreement (the Agreement) is made and entered into between Guy F. Atkinson Construction, LLC (ATKINSON) and the above-named Utility (UTILITY), collectively the "Parties" and individually the "Party".

Recitals

1. The Washington State Department of Transportation (WSDOT) is planning an improvement of unnamed tributaries to Hybelos Creek under State Route 161, per the project titled above, and has contracted with ATKINSON to perform the necessary improvements.

2. The WSDOT has granted an "Assignment/Delegation of Utility Permit/Franchise Rights and Obligations" dated December 07, 2022 to ATKINSON regarding WSDOT Utility Permit/Franchise No. UF10719, as shown in Exhibit A.

3. In connection therewith, it is necessary to design and remove and/or relocate and/or construct certain UTILITY facilities (the Work) to facilitate the Project.

4. In order to facilitate the completion of the Work, ATKINSON will provide all materials, equipment, labor, contract administration, and any other efforts required to perform the following for facilities owned by UTILITY:
   ☒ Design ☐ Design review ☒ Protect in place ☒ Removal
   ☒ Relocation ☒ Construction ☐ Field inspection ☐ Betterments
   ☒ As-built survey ☐ As-built review ☐ Franchise/permit application/amendment
   ☒ Permanent Material Supply for Construction

5. In order to facilitate the completion of the Work, UTILITY will provide all materials, equipment, labor, contract administration, and any other efforts required to perform the following for facilities owned by UTILITY:
   ☐ Design ☒ Design review ☐ Protect in place ☐ Removal
   ☐ Relocation ☐ Construction ☒ Field inspection ☐ Betterments
   ☐ As-built survey ☒ As-built review ☒ Franchise/permit application/amendment
   ☐ Permanent Material Supply for Construction

6. As defined in the conformed Request for Proposals (RFP) of WSDOT Project #9750, dated November 21, 2022, the following Party is entirely responsible for the cost to complete all aspects of the Work for UTILITY facilities:

   ☐ ATKINSON ☒ UTILITY

7. Both ATKINSON and UTILITY will perform their respective duties in a timely manner so that the Work is completed by December 31, 2025.

Now, therefore, in consideration of the terms, conditions, covenants, and performances contained herein, as well as the attached Exhibits which are incorporated and made a part hereof,

IT IS MUTUALLY AGREED AS FOLLOWS:

1. Plans and Special Provisions

1.1 Program Guide: The "Utility Relocation and Accommodation on Federal Aid Highway Projects" shall determine and establish the definitions and applicable standards for this Agreement. By this reference this document is adopted and made a part of this Agreement as if fully contained herein.

1.2 Betterment: A betterment is any improvement to UTILITY facilities not required by code, regulation, standard industry practice, or any other applicable regulation. If any of the Work constitutes a betterment as defined in the "Utility Relocation and Accommodation on Federal Aid Highway Projects", the UTILITY is solely responsible for the costs of such improvement.

1.3 The Party performing the construction agrees to perform the Work in accordance with:

☒ the Plans identified in Exhibit B
☐ the Special Provisions in Exhibit C

UTILITY agrees that it is solely responsible for ensuring that all Plans and Special Provisions meet UTILITY's standards, codes, and regulations. In the event of a discrepancy between UTILITY's standards, codes, and regulations and those of WSDOT, those of UTILITY shall prevail unless it is determined by WSDOT that this condition will present a hazard to the safety and comfort of the traveling public.

2. Construction, Inspection, and Acceptance

2.1 UTILITY agrees to disconnect/reconnect and or deactivate/activate its facilities as requested by ATKINSON when such action is required to be performed by UTILITY. The Parties agree to define disconnect/reconnect and or deactivate/activate requirements, including notification and response, in Exhibit C. UTILITY facilities not removed pursuant to this Agreement shall remain the ownership, operation and maintenance responsibility of UTILITY.

2.2 Salvage: All materials removed from UTILITY's facilities shall become the property of UTILITY and disposed of by UTILITY, unless otherwise specified in Exhibit C. Arrangements to salvage certain materials for later usage by either Party shall be specified in Exhibit C.

2.3 Where ATKINSON is to perform the Work, UTILITY shall furnish an inspector in a timely manner to observe the Work and verify that all standards, codes, and regulations are being met as described in Section 1.3. Where UTILITY is to perform the Work, ATKINSON shall supply an inspector in a timely manner to observe the Work and verify that all improvements are compatible with the overall design, phasing, and construction of the Project.

2.4 The Party performing the construction agrees to promptly notify the other Party upon completion of the Work.

2.5 Where ATKINSON is performing the Work, UTILITY shall, within twenty (20) working days of being notified that the Work is completed:

(a) deliver a letter of acceptance to WSDOT which shall include a release and waiver of all future claims or demands of any nature resulting from the performance of the Work and WSDOT's administration thereof, or

(b) deliver to WSDOT written reasons why the Work does not comply with the previously approved Plans and Special Provisions. UTILITY agrees to work diligently and in good faith with ATKINSON to resolve any issues so as not to delay the Project. If all issues are resolved, UTILITY agrees to deliver to WSDOT a letter of acceptance as provided herein.

(c) The General Warranty shall commence on the day of Physical Completion. The General Warranty shall remain in effect until ***one*** year(s) after Physical Completion.

2.6 Where UTILITY is performing the Work, ATKINSON shall, within five (5) working days of being notified that the Work is completed:

(a) deliver a letter of acceptance to UTILITY which shall include a release and waiver of all future claims or demands of any nature resulting from the performance of the Work and UTILITY's administration thereof, or

(b) deliver to UTILITY written reasons why the Work does not comply with the previously approved Plans and Special Provisions. ATKINSON agrees to work diligently and in good faith with UTILITY to resolve any issues so as not to delay the Project. If all issues are resolved, ATKINSON agrees to deliver to UTILITY a letter of acceptance as provided herein.

2.7 If either Party does not respond within five (5) working days as provided in Sections 2.5 and 2.6, the Work and the administration thereof will be deemed accepted by the other Party, and the Party performing the Work shall be released from all future claims and demands.

2.8 Upon completion and acceptance of the Work pursuant to Sections 2.5, 2.6, or 2.7, UTILITY agrees that it shall be solely responsible for all future ownership, operation, and maintenance costs of its facilities, without ATKINSON or WSDOT liability or expense.

2.9 ATKINSON will prepare the final construction "as-built" survey and documentation in general conformance with WSDOT's Construction Manual. ATKINSON will maintain one set of plans as the official "as-built" set, then make notations in red of all plan revisions typically recorded per standard WSDOT practice, as directed by WSDOT's Construction Manual. Once the approving Party has accepted the Work per Section 2.5, 2.6, or 2.7, ATKINSON will provide one (1) reproducible set of "as-builts" to UTILITY.

3. Payment

3.1 The Party identified in Recital 6 of this Agreement agrees that it shall be responsible for the actual direct and related indirect costs of the Work. Costs are specified in Exhibit D and include costs associated with Section 4.1.

3.2 The total cost to achieve completion of the Work is estimated to be:

☐ Unspecified
☒ NTE Dollars ($626,920.00)

An itemized estimate of costs for the Work is:

☐ Not included
☒ Included in Exhibit D

3.3 If monies are deemed to be due from one Party to the other as required by the terms of this Agreement, the Party identified in Recital 6 of this Agreement agrees to pay the other Party the actual cost for its participation in the completion of the Work. The Party identified in Recital 6 shall make any payments due to the other Party within thirty (30) calendar days after receiving request for payment.

3.4 Should the Party identified in Recital 6 of this Agreement fail to make payment to the other Party according to the terms of this Agreement, the Party owed unpaid monies shall have the right to terminate this Agreement, charging the Party identified in Recital 6 for all associated costs of termination to relocate UTILITY's facilities in order to proceed with the Project.

4. Change in Work or Cost Increase

4.1 Increase in Cost: In the event unforeseen conditions require an increase in the cost of the Work as specified in Section 3.2, a change in the agreed total cost will:

☐ Be paid One Hundred Percent (100%) by ATKINSON
☒ Be paid One Hundred Percent (100%) by UTILITY
☐ Be paid at a split cost as identified below:
ATKINSON: _______________ Percent (_____%)
UTILITY: _______________ Percent (_____%)

A change to the total cost of the Work identified in Section 3.2 will only be considered if the actual cost to complete the Work is equal to or more than the following percentage over the value identified in Section 3.2:

☒ (Not applicable)
☐ __________________ percent (_____%)

4.2 If it is determined by the Party performing the Work that additional Work or a change in the Work is required, prior written approval must be secured from the Party identified in Recital 6. However, where the change is required to mitigate a Project emergency or safety threat to the traveling public, the Party performing the Work may direct the change without the approval of the Party identified in Recital 6. Proper notifications shall be made between both Parties of such changes as soon as possible thereafter.

4.3 Regardless of the Party performing the Work, UTILITY may request additions to the Work in writing. ATKINSON will review the request and accommodate the requested changes as elective changes, provided that a change does not negatively impact WSDOT's transportation system and complies with the Standard Specifications, Project permits, state and/or federal law, applicable rules and/or regulations, and/or WSDOT design policies, and does not unreasonably delay critically scheduled Project contract activities. Costs to construct UTILITY facilities above and beyond the cost required for the scope of the Work will be paid for solely by UTILITY, regardless of the Party performing these additional activities.

5. Franchise or Permit

5.1 At the completion of the Work and upon receiving "as-built" documentation from ATKINSON, UTILITY shall apply for a new permit, franchise, or an amendment to its current franchise for those new or modified UTILITY facilities that will be located within WSDOT's right of way. After receiving the application, WSDOT will issue UTILITY a new permit, or a new or amended franchise.

6. Right of Entry

6.1 UTILITY agrees to arrange for rights of entry upon all privately owned lands upon which UTILITY has a claimed property right and which are necessary to perform the Work. UTILITY also agrees to obtain all necessary permissions for ATKINSON to perform the Work on such lands, which may include reasonable use restrictions on those lands. UTILITY agrees to provide the rights of entry and applicable permissions under this section to ATKINSON within ten (10) calendar days of entering into this Agreement. Upon completion of the Work on such lands, those rights of entry and permissions beyond the rights of entry and permissions granted by the WSDOT permit or franchise shall terminate.

7. General Provisions

7.1 <u>Indemnification:</u> To the extent authorized by law, UTILITY and ATKINSON shall indemnify and hold harmless one another and their employees and/or officers from and shall process and defend at its own expense any and all claims, demands, suits at law or equity, actions, penalties, losses, damages (both to persons and/or property), or costs, of whatsoever kind or nature, brought against the one Party arising out of, in connection with, or incident to the other Party's performance or failure to perform any aspect of this Agreement, provided, however, that if such claims are caused by or result from the concurrent negligence of (a) UTILITY and (b) ATKINSON, their respective employees and/or officers, or involves those actions covered by RCW 4.24.115, this indemnity provision shall be valid and enforceable only to the extent of the negligence of UTILITY or ATKINSON, and provided further, that nothing herein shall require the UTILITY or ATKINSON to hold harmless or defend the other or its employees and/or officers from any claims arising from that Party's sole negligence or that of its employees and/or officers. The terms of this section shall survive the termination of this Agreement.

7.2 <u>Disputes:</u> If a dispute occurs between the UTILITY and ATKINSON at any time during the prosecution of the Work, the Parties agree to negotiate at the management level to resolve any issues. Should such negotiations fail to produce a satisfactory resolution, the Parties agree to enter into mediation before proceeding to any other legal remedy. Each Party shall be responsible for its own fees and costs. The Parties agree to equally share the cost of a mediator.

7.3 Venue: In the event that either Party deems it necessary to institute legal action or proceedings to enforce any right or obligation under this Agreement, the Parties hereto agree that any such action or proceedings shall be brought in the superior court situated in Pierce County, Washington. Each Party shall be responsible for its own attorney's fees and costs.

7.4 Termination:

7.4.1 Unless otherwise provided herein, UTILITY may terminate this Agreement upon thirty (30) calendar days written notice to ATKINSON. If this Agreement is terminated by UTILITY prior to the fulfillment of the terms stated herein, UTILITY shall reimburse ATKINSON for all actual direct and related indirect expenses and costs, including mobilization, construction engineering, contract administration and overhead costs, incurred up to the date of termination associated with the Work, as well as the cost of non-cancelable obligations, including any redesign, reengineering or re-estimating, if necessary, to delete the Work, and contractor claims, if any, payment in accordance with Section 3. Further, UTILITY acknowledges and agrees that should it terminate this Agreement, such termination shall not relieve the Party identified in Recital 6 from its responsibility to ultimately pay for the design, removal, relocation and/or construction of UTILITY facilities so as not to delay or conflict with the Project.

7.5 Amendments: This Agreement may be amended by the mutual agreement of both Parties. Such amendments or modifications shall not be binding unless put in writing and signed by persons authorized to bind each of the Parties.

7.6 Independent Contractor: Both Parties shall be deemed independent contractors for all purposes, and the employees of each Party and any of its contractors, subcontractors, consultants, and the employees thereof, shall not in any manner be deemed to be the employees of the other Party.

7.7 Audit and Records: During the progress of the Work and for a period of not less than six (6) years from the date of final payment, both Parties shall maintain the records and accounts pertaining to the Work and shall make them available during normal business hours and as often as necessary, for inspection and audit by the other Party, Washington State, and/or Federal Government and copies of all records, accounts, documents or other data pertaining to the Work will be furnished upon request. The requesting Party shall pay the cost of copies produced. If any litigation, claim, or audit is commenced, the record, accounts along with supporting documentation shall be retained until any litigation, claim, or audit finding has been resolved even though such litigation, claim, or audit continues past the six-year retention period.

IN WITNESS WHEREOF, THE PARTIES HERETO HAVE EXECUTED THIS AGREEMENT AS OF THE DAY AND YEAR LAST WRITTEN BELOW.

UTILITY	**ATKINSON**
Signature	Signature
By (print name)	By (print name)
Title	Title
Date	Date

ATTACHMENTS:

☒ Exhibit A – Assignment/Delegation of Utility Permit/Franchise Rights and Obligations

☒ Exhibit B – Plans

☐ Exhibit C – Special Provisions

☒ Exhibit D – Cost Estimate

Limited Assignment and Delegation of Utility Permit/Franchise Rights and Obligations

This is a Limited Assignment of Rights and Delegation of Obligations ("Assignment") by and between the Washington State Department of Transportation ("WSDOT") and Guy F. Atkinson Construction, LLC ("Design-Builder").

RECITALS

1. WSDOT entered into a design-build contract with Design-Builder, for a highway improvement project on I-90, SR 161, SR 202, & SR 203 – Fish Passage ("Project").

2. The Project requires the relocation of utilities that are located on WSDOT right of way pursuant to certain Utility Permits or Franchises.

3. WSDOT determined that it is in the best interest of the State of Washington and the traveling public to temporarily assign certain rights and delegate certain obligations under the Utility Permits and Franchises to the Design-Builder for the orderly, efficient, and effective relocation of utility facilities for the Project.

4. Design-Builder agrees that WSDOT's temporary assignment of rights and delegation of obligations under the Permits and Franchises will facilitate the orderly, efficient, and effective relocation of utility facilities for the Project.

NOW, THEREFORE, IT IS MUTUALLY AGREED THAT:

In consideration of the orderly, efficient, and effective relocation of utility facilities located within state highway right of way in support of the Project, WSDOT does hereby assign, transfer, and delegate unto Design-Builder the Utility Permits and Franchises identified in Exhibit A, subject to the terms and conditions set forth below.

1. This Assignment includes only those rights and obligations under the Permit or Franchise (and the General Provisions, Special Provisions, and Exhibits of the Permit or Franchise, if any) that are necessary or convenient for the Design-Builder to execute the Project.

2. This Assignment includes any amendment to, or replacement of, the Permit or Franchise (and the General Provisions, Special Provisions, and Exhibits thereto, if any) issued by WSDOT after the date of execution of this Assignment.

3. This Assignment does not include the right to amend, revoke, cancel, issue or otherwise modify the Permit or Franchise.

4. This Assignment is non-exclusive and WSDOT retains the right to exercise all rights and obligations under the Permit or Franchise.

5. This Assignment shall automatically terminate upon completion of the Project, unless terminated earlier by WSDOT in writing.

6. Design-Builder agrees that it shall be solely responsible for any causes of action or claims, if any, that arise between the Design-Builder and the Utility during the term of this Assignment; therefore, Design-Builder, its agents, employees, contractors, successors or assigns, will protect, save and hold harmless WSDOT, its authorized agents and employees, from all claims, actions,

costs, damages (both to persons and property), injuries or expenses of any nature whatsoever by reason of the acts or omissions of Design-Builder, its agents, employees, contractors, successors or assigns, arising out of or in connection with Design-Builder's or its agents', employees', contractors', successors', or assigns' acts or omissions related to this Assignment; provided, that if the claims or damages are caused by or result from the concurrent acts or omissions of (a) WSDOT's authorized agents or employees and (b) Design-Builder, its agents, employees, contractors, successors or assigns, this indemnity provision shall be valid and enforceable only to the extent of the acts or omissions of Design-Builder, its agents, employees, contractors, successors or assigns. This provision shall survive the termination of this Assignment.

7. The Design-Builder shall not assign or transfer the rights or obligations granted in this Assignment in any manner whatsoever, unless WSDOT consents thereto in writing.

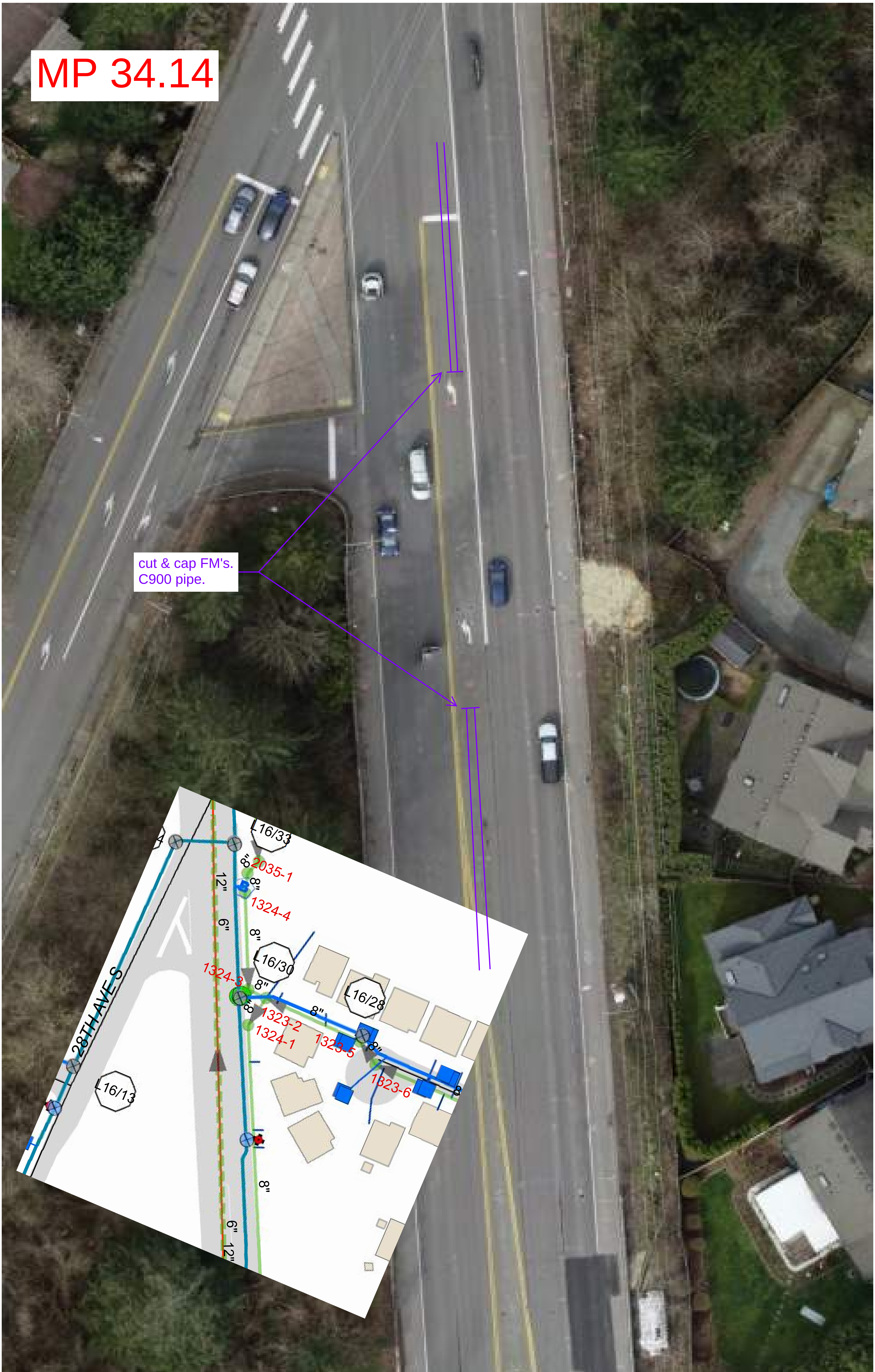
8. WSDOT shall provide a copy of this Assignment to the Utility after it is executed by WSDOT and Design-Builder.

9. The Design-Builder shall exercise its rights and obligations granted in this Assignment in a reasonable and prudent manner.

Design-Builder hereby accepts the rights and assumes the obligations from WSDOT as set forth above.	WSDOT hereby assigns the rights and delegates the obligations as set forth above to Design-Builder.
______________________	Maria Mayrhofer
Title: Construction Manager	Title: NW Region Utilities Manager
Dated: 11/18/22	Dated: 12/7/22

Exhibit B


MP 34.03
cut & cap FM's. C900.
bypass 12" gravity & 6" FM to this sewer manhole
6
12"
1469-3A
12"
1469-4
6"
12"
6"
12"
12"
1469-5
12"
1869-A17
12"
12"
6"
ENCHANTED PKWY S


MP 34.14
cut & cap FM's.
C900 pipe.
L16/33
2035-1
1324-4
L16/30
1324-3
L16/28
1323-2
1324-1
1323-5
1323-6
L16/13
28TH AVE S
12"
8"
6"


MP 34.71
cut & cap 16" gravity sewer. C900 pipe.
S 370TH PL
1860-A9
0597-33-52
1803-1
1860-A10
1803-2
0597-33-53
0597-33-54
0597-33-54A
0597-33-55
0996-1
1861-A11
1861-A12
1133-C-1
1133-C-2
0996-2
1132-B-1
1132-B-2
1132-B-3
1861-A13
0996-3
K15/43
L15/3
L15/13

Exhibit D

C9750 I-90, SR161, SR202 & SR203 Fish Passage Project

Change Order/Issue Number: 80-001000

SCOPE OF WORK:

Sewer Relocation and Design for Edgewood.

MP34.03 includes cut and cap of existing 6" and 12" force mains.

MP34.14 includes cut and cap of existing 6" and 12" force mains.

MP34.71 includes cut and cap of existing 16" gravity sewer line.

All cut and cap lines will be bypassed during construction and reconnected after installation of the box culverts, inspected, tested and turned back on.

DIRECT COST		$ 535,829	A
ENGINEERING		$ -	B
T&M COST		$ -	C
DESIGN BUILD MARK UP	**12.0%**	$ 64,299	on A+B
RISK	**5.0%**	$ 26,791	on A+B
OH Staff			
		GRAND TOTAL	$ 626,920

AGREED TO BY: **DATE:**

Edgewood ______________________ ______________

Mitchell Huynh-Atkinson ______________________ ______________

Activity Resource	Desc	Quantity Pcs	Unit	Unit Cost	Labor	Equip. All Costs	Expend. Matls.	Perm. Matls.	Sub Contract	Total

PARENT ITEM = 9999100
Description = Utility COs Unit = Takeoff Quan: 0.000 Engr Quan: 0.000

Listing of Sub-Biditems of Parent Item 9999100:

PARENT ITEM = 80001000
Description = City of Edgewood Unit = LS Takeoff Quan: 1.000 Engr Quan: 1.000

For the sewer and waterline relocation at SR161 MP34.03, 34.14, and 34.71 with City of Edgewood.

MP34.03
The existing 6" and 12" force main will be cut and capped during construction, a temporary bypass, reinstalled after installation of box culvert, and tested.

MP34.14
The existing 6" and 12" force main will be cut and capped during construction, a temporary bypass, reinstalled after installation of box culvert, and tested.

MP34.71
The existing 16" gravity sewer will be cut and capped during construction, a temporary bypass, reinstalled after installtion of the box culvert, and testing.

City of Edgewood will tv the lines once construction and testing is complete.

Listing of Sub-Biditems of Parent Item 80001000:

BID ITEM = 80001035 Land Item SCHEDULE: 1 100
Description = MP 34.03 FM Sewers Unit = LS Takeoff Quan: 1.000 Engr Quan: 0.000

33005000 ~~FRANCHISE UTILITIES Quan: 1.00 LS Hrs/Shft: 8.00 Cal: 508 WC: WA0101
**Unreviewed

SEE ATTACHED QUOTE FROM KLB for MP 34.03

Edgewood 6" Force Main Sewer - $122,815.19
Edgewood 12" Force Main Sewer - $85,835.84

Total = $208,651.03

Activity Resource	Desc	Pcs	Unit	Unit Cost	Labor	Equip. All Costs	Expend. Matls.	Perm. Matls.	Sub Contract	Total
4UT	UTILITIES	1.00	1.00 LS	208,651.030					208,651	208,651

BID ITEM = 80001036 Land Item SCHEDULE: 1 100
Description = MP 34.14 FM Sewers Unit = LS Takeoff Quan: 1.000 Engr Quan: 0.000

33005000 ~~FRANCHISE UTILITIES Quan: 1.00 LS Hrs/Shft: 8.00 Cal: 508 WC: WA0101
**Unreviewed

SEE ATTACHED QUOTE FROM KLB for MP 34.14

Edgewood 6" Force Main Sewer - $107,956.70
Edgewood 12" Force Main Sewer - $73,857.89

Total = $181,814.59

Activity Resource	Desc	Pcs	Unit	Unit Cost	Labor	Equip. All Costs	Expend. Matls.	Perm. Matls.	Sub Contract	Total
4UT	UTILITIES	1.00	1.00 LS	181,814.590					181,815	181,815

BID ITEM = 80001037 Land Item SCHEDULE: 1 100
Description = MP 34.71 FM Sewers Unit = LS Takeoff Quan: 1.000 Engr Quan: 0.000

33005000 ~~FRANCHISE UTILITIES Quan: 1.00 LS Hrs/Shft: 8.00 Cal: 508 WC: WA0101
**Unreviewed

Direct Cost Report

Activity / Resource	Desc	Quantity Pcs	Quantity Unit	Unit Cost	Labor	Equip. All Costs	Expend. Matls.	Perm. Matls.	Sub Contract	Total

BID ITEM = 80001037 Land Item SCHEDULE: 1 100
Description = MP 34.71 FM Sewers Unit = LS Takeoff Quan: 1.000 Engr Quan: 0.000

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SEE ATTACHED QUOTE FROM KLB for MP 34.71

Edgewood 16" Force Main Sewer - $139,255.27
```

Activity / Resource	Desc	Pcs	Unit	Unit Cost	Labor	Equip. All Costs	Expend. Matls.	Perm. Matls.	Sub Contract	Total
4UT	UTILITIES	1.00	1.00 LS	139,255.270					139,255	139,255

BID ITEM = 80001050 Land Item SCHEDULE: 1 100
Description = QA/ENVIRONMENTAL Unit = LS Takeoff Quan: 1.000 Engr Quan: 0.000

07001030 QA Personnel Quan: 1.50 MO Hrs/Shft: 8.00 Cal: 508 WC: WA0101
**Unreviewed

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Quality Assurance estimated at 160hr and 1.5 mo for vehicle.

160Hr to be split 50/50 between Lakehaven and City of Edgewood.

Lakehaven - 80hr and 0.75mo
City of Edgewood - 80hr and 0.75mo
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Activity / Resource	Desc	Pcs	Unit	Unit Cost	Labor	Equip. All Costs	Expend. Matls.	Perm. Matls.	Sub Contract	Total
4QA	QUALITY ASSURANCE	1.00	80.00 HR	76.220					6,098	6,098
8TRPU150C	==> F-150 MOT TRUCK	1.00	0.75 MO	13.637		10				10
$6,107.82				[ ]		10			6,098	6,108

=====> **Item Totals:**	**80001050 - QA/ENVIRONMENTAL**									
$6,107.82				[ ]		10			6,098	**6,108**
6,107.820		1 LS				10.22			6,097.60	6,107.82

Total of Above Sub-Biditems

=====> Item Totals:	**80001000 - City of Edgewood**									
$535,828.71				**[ ]**		**10**			**535,818**	**535,829**
535,828.710		**1 LS**				**10.22**			**535,818.49**	**535,828.71**

Total of Above Sub-Biditems

=====> Item Totals:	**9999100 - Utility COs**									
$535,828.71				**[ ]**		**10**			**535,818**	**535,829**
0.000		**0**								

$**535,828.71**	*** **Report Totals** ***					10			535,818	**535,829**

>>> indicates Non Additive Activity
------Report Notes:------
The estimate was prepared with BID Quantities.
This report shows TAKEOFF Quantities with the resources.

'Unreviewed' Activities are marked.

Bid Date: 08/31/22 Owner: Engineering Firm:

Activity Resource	Desc	Quantity Pcs	Unit	Unit Cost	Labor	Equip. All Costs	Expend. Matls.	Perm. Matls.	Sub Contract	Total

BID ITEM = 80001050 Land Item SCHEDULE: 1 100
Description = QA/ENVIRONMENTAL Unit = LS Takeoff Quan: 1.000 Engr Quan: 0.000

Estimator-In-Charge: DLR

JOB DOES NOT HAVE NOTES

* on units of MH indicate average labor unit cost was used rather than base rate.
[ ] in the Unit Cost Column = Labor Unit Cost Without Labor Burdens
In equipment resources, rent % and EOE % not = 100% are represented as XXX%YYY where XXX=Rent% and YYY=EOE%

------Calendar Codes------

410	4 - 10 HR DAYS
508	**5 - 8 HR DAYS STD WORK WEEK (Default Calendar)**
509	5 - 9 HR DAYS
510	5 - 10 HR DAYS
610	6 - 10 HR DAYS
612	6 - 12 HR DAY
S10	SATURDAY - 10 HR DAY
S12	SATURDAY - 12 HR DAY
S8	SATURDAY - 8 HR DAY
SX8	SAT & SUN - 8 HR DAY
W1S	WEEKEND SINGLE SHIFT NIGHTS
W2S	WEEKEND WORK ROUND CLOCK
X10	SUNDAY - 10 HR DAY
X12	SUNDAY - 12 HR DAY
X8	SUNDAY - 8 HR DAY

CITY OF EDGEWOOD
NW FISH PASSAGE - SR161 AT MP34.03, MP 34.14, MP34.71 EDGEWOOD SEWER
KLB'S PRELIMINARY COST ESTIMATE, 3 LOCATIONS
Updated 6/25/2025
G &O #21565.10

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY		UNIT PRICE	AMOUNT
1.	Mobilization/Demobilization	1	LS	$22,906.05	$22,906.05
2.	Removing Pipe	795	LF	$25.23	$20,055.59
3.	Locate Existing Utilities	1	LS	$5,000.00	$5,000.00
4.	Connection to Existing Sanitary Sewer Manhole	1	EA	$1,500.00	$1,500.00
5.	Trench Excavation Safety Systems	1	LS	$12,000.00	$12,000.00
6.	Cut&cap ~~Vactor Force Main Pipe to be removed, Incl. Disposal~~	1	LS	$8,000.00	$50,053.55
7.	Plugging Existing Pipe	10	EA	$600.00	$6,000.00
8.	Bank Run Gravel for Trench Backfill	1,400	TN	$50.00	$70,000.00
9.	Cut in Valve for Force Main By-pass	1	EA	$2,500.00	$2,500.00
10.	C900 Force Main Pipe, 6 In. Diam, incl. testing	315	LF	$237.93	$74,947.10
11.	C900 Force Main Pipe, 12 In. Diam, incl. testing	315	LF	$251.81	$79,321.21
12.	Connection to Existing Force Main	8	EA	$4,000.00	$32,000.00
13.	Connection to Existing Gravity Pipe	2	EA	$2,000.00	$4,000.00
14.	Temporary Bypass Pumping (*shared cost with Lakehaven*)	1	LS	$15,000.00	$43,223.96
15.	PVC Sanitary Sewer Pipe, 16 In. Diam, incl. testing	165	LF	$265.75	$43,848.62

	Subtotal Items				$467,356.08
	Sales Tax at 10.2%				$47,670.32
	Total Construction Cost:				**$515,026.40**

ASSUMPTIONS:

MP 34.03 SITE

REMOVE AND REPLACE 6" C900 FORCE MAIN - 170 LF
REMOVE AND REPLACE 12" SPARE C900 FORCE MAIN - 170 LF
~~CUT IN ONE 6-INCH TEE~~
2 EA 6-INCH CAPS
2 EA 12-INCH CAPS
DRAIN SEWER FROM 6-INCH FM - Assumes all sewage can drain from the high point back into the structure; no vac truck or disposal needed.
1 EA CONNECT TO EXISTING MANHOLE
~~20 LF 6-INCH NEW BYPASS PIPE TO EXISTING MANHOLE AND LEAVE IN PLACE FOR FUTURE EMERGENCY CONNECTION~~
Assumes structure will have enough volume to allow pump bypass for the force main and gravity. Does not include costs if the structure needs to be stacked higher for greater volume
A permanent bypass pipe may not be possible. The temporary planned bypass pipe crosses the stream and a permanent pipe will be in the way. This is 250LF of pipe.
ASSUME 5-FOOT DEPTH OF COVER OVER FORCEMAINS

MP 34.14 SITE

REMOVE AND REPLACE 6" C900 FORCE MAIN - 145 LF
REMOVE AND REPLACE 12" SPARE C900 FORCE MAIN - 145 LF
2 EA 6-INCH CAPS
2 EA 12-INCH CAPS
DRAIN SEWER FROM 6-INCH FM (*Complete with 34.03 site work*)
THIS LOCATION IS DOWNSTREAM OF THE CUT-OVER AT MP 34.03, NO BYPASS NEEDED. If bypass is needed, extra costs will be added.
ASSUME 5-FOOT DEPTH OF COVER OVER FORCEMAINS

MP 34.71 SITE

REMOVE AND REPLACE 16" PVC GRAVITY SEWER LINE - 165 LF
2 EA 16-INCH PLUGS
~~THIS LOCATION IS DOWNSTREAM OF THE CUT-OVER AT MP 34.03, NO BYPASS NEEDED.~~
34.71 may not be at the same time period as 34.03 & 34.14 and would then need it's own separate bypass.
ASSUME 8-FOOT DEPTH OF COVER OVER GRAVITY MAIN