Tuesday, April 12, 2022
Electronic City Council Meeting

7:00 P.M.
2095th Regular City Council Meeting - Electronic Attendance

Meeting may be viewed at: Live Stream on City of College Place, Washington YouTube at https://www.youtube.com/channel/UCbx3qrqzLDL_05NusReSl-g/featured

Zoom Attendee Link: https://us06web.zoom.us/j/87697130420

Or you may call this number to listen: 1-669-900-9128 ID# 876 9713 0420 Phone controls: *6 - toggle mute/un-mute and *9 - raise hand

1. Opening Items.

Subject :	1.01 Call To Order
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	1. Opening Items.
Access :	Public
Type :	Procedural

Public Content

Mayor Hernándezwill call the meeting to order.

Subject :	1.02 Roll Call
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	1. Opening Items.
Access :	Public
Type :	Procedural

Public Content

Mayor Via Web	Norma L. Hernández
Council Members Via Web	Paul T. Jessup, Michael Cleveland, Loren Peterson, Tito Espinoza Jr., Melodie Williams,

	Heather Schermann,
	Monica Boyle
	Administrator, Mike Rizzitiello;
	City Attorney, Rea Culwell
	Finance Director, Brian Carleton;
	Public Works Director, Robert McAndrews;
Staff Via Web	Police Chief, Troy Tomaras;
	Fire Chief, David Winter;
	Community Development Director, Jon Rickard;
	HR Manager, Shawn Doering;
	City Clerk, Lisa Neissl

Subject :	1.03 Pledge of Allegiance
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	1. Opening Items.
Access :	Public
Type :	Procedural

Public Content

"Ipledge allegianceto the Flag of the United States of America, and to the Republic for which it stands, one Nation under God, indivisible, with liberty and justice for all."

Subject :	1.04 Public Comment -
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	1. Opening Items.
Access :	Public
Type :	Information

Public Content

Council meetings are primarily structured to permit Council Membersto arrive at the decisions necessary to govern the City.

Meeting Protocol for Public Comment:

When submitting public comments, include the following information regardless of the manner you are using: Note that there are deadlines for writtencomments to be included in the meeting documents.

- Your Name
- Your Address

Public comments may be provided in writing(If typewritten, no less than 11 pt font). Submit to Clerk@cpwa.us no later than 4:30PMon the meeting date to be included in the record.

Public Comments in person may be madeby telephone orvirtuallyduring the meeting:

- Telephone comment - Call1-669-900-9128, entering the meeting ID (provided at beginning of agenda) and raise your hand (*9 to raise hand, *6 to mute/un-mute) when comments are requested.
- Virtual comment -Join using theZoom Attendee link (provided at beginning of agenda) and raise your hand when comments are requested.

Once recognized, you will have five minutes to speak on any subject that is under the control of the Council.

File Attachments

It is SO EASY to participate in public meetings!.png (224 KB)

2. Consent Agenda.

Subject :	2.01 AB 22075 - Approve Agenda for April 12, 2022
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	2. Consent Agenda.
Access :	Public
Type :	Action (Consent)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

Subject :	2.02 AB 22076 - Approve Council Minutes from March 22, 2022
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	2. Consent Agenda.
Access :	Public
Type :	Action (Consent), Minutes

Minutes :	View Minutes for Mar 22, 2022 - Electronic City Council Meeting

File Attachments

2022-03-22_Council_Minutes_Draft.pdf (912 KB)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

Subject :	2.03 AB 22077 - Approve Council Minutes from April 5, 2022 Workshop
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	2. Consent Agenda.
Access :	Public
Type :	Action (Consent), Minutes
Minutes :	View Minutes for Apr 5, 2022 - Electronic City Council Workshop

File Attachments

2022-04-05_Council_Workshop_Minutes_Draft.pdf (939 KB)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

Subject :	2.04 AB 22078 - Feasibility Study to Evaluate Regional Wastewater Alternatives - Mr. McAndrews
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	2. Consent Agenda.
Access :	Public
Type :	Action (Consent)
Preferred Date :	Apr 12, 2022
Fiscal Impact :	Yes
Dollar Amount :	$100,000.00
Budgeted :	No

Budget Source :	Required: $100,000, Not budgeted -50% State Dept of Ecology Forgivable Principal, 16.67% Port of Walla Walla, 16.67% City of Walla Walla, 16.67% City of College Place via already accepted State Dept of Ecology Loan.
Recommended Action :	Motion to adopt Resolution No 22-032 which authorizes the City Administrator to sign Scope of Work for a Feasibility Study to Evaluate Regional Wastewater Alternatives.

Public Content

As a permit condition of our wastewater system permit, the State is requiring the City to construct improvements by the end of 2023 which allow the City to farm or hold cleaned effluent so the City does not have to discharge cleaned effluent into Garrison Creek between the critical period of May to October.

The Phase 1 improvements the State is requiring of the City will cost around $26 million. The City of Walla Walla is also expected to commit about $26 million to upgrading its treatment plant. Both figures will be a heavy burden to ratepayers. The State Department of Ecology has offered a financing package to cover construction for the City of College Place but it consists of a $5 million grant and $21 million 0.07% interest loan. That is still a heavy burden on the ratepayer. The City participated in a joint call with 16th District Legislators, Port, City of Walla Walla, and Engineering Consultants to discuss the validity of a regional solution. A study is needed to determine if this is feasible due to geography, wastewater effluent contents, and impact on downstream water right holders. This study is needed so all agencies have all information needed to make a educated decision on the pathway forward. This decision will need to be made by November /December of this year.

File Attachments

A-RegionalWWFeasibilityStudy.pdf (883 KB)
Res_No_22-032_Regional_Wastewater_Alternatives_Feasibility_Study_Agreement_2022-04-12.pdf (152 KB)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

Subject :	2.05 AB 22079 - Parks Worker III / Salary Ordinance Update - Ms. Doering
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	2. Consent Agenda.
Access :	Public
Type :	Action (Consent)
Recommended Action :	Motion to adopt Ordinance No 22-003 which adds the Parks Worker III to the Salary Ordinance.

Public Content

Recently the Parks Worker II position became vacant. In reviewing the job description it became apparent that it would be beneficial to create a second position description that required additional qualifications and offered compensation for those qualifications. This would not add and additional employee, but give the City flexibility when recruiting and an opportunity to attract someone with the desired qualifications.

The proposed Parks Worker III position would require a minimum of 2 years' experience in parks maintenance or related field and also have a Washington State Department of Agriculture (WSDA) Pesticide/Herbicide Applicator License with Aquatic, Ornamental Weed, and Rights-of-Way Weed endorsements.

The salary range for this position would be the same as the Streets Worker III - Applicator position.

In addition, there have been a few updates to the Parks Worker II job description.

The Public Employee Union has agreed to the changes to the Parks Worker II job description and the addition of the Parks Worker III job description and associated salary information.

File Attachments

Parks Worker II JD 3-2022.pdf (196 KB)
Parks Worker III JD 3-28-2022.pdf (197 KB)
Ord_No_22-003_Salary3_2022-04-12.pdf (167 KB)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

Subject :	2.06 AB 22080 - February 2022 Check Register and Financials
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	2. Consent Agenda.
Access :	Public
Type :	Action (Consent)
Recommended Action :	Motion to approve the check register and financial reports.

Public Content

A breakdown by checking account is as follows:
Payroll Check Numbers*: 52445-52453
Claims Check Numbers*: 79501-79517, 106101-106209
Travel Advance Check Numbers*: 1968

*The check numbers were verified to certify that the beginning check numbers were correct and that there are

no check numbers missing or not listed on the register.

Claims/Inter-fund Transfers: $1,576,840.66
Payroll: $460,761.69
Total: $2,037,602.35

File Attachments

February_2022_Financials.pdf (1,593 KB)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

Subject :	2.07 Approve Consent Agenda - Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	2. Consent Agenda.
Access :	Public
Type :	Action (Consent)
Recommended Action :	Motion to approve the consent agenda

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

3. Presentations-None.

4. Public Hearings.

Subject :	4.01 Virtual Public Hearing Procedure for Public Testimony

Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	4. Public Hearings.
Access :	Public
Type :	Procedural

Public Content

COVID-19 Virtual Meeting Public Hearing Testimony Procedure:

When submitting testimony for a public hearing, include the following regardless of the manner you are using:

- Your Name
- Your Address

Public testimony for an item requiring testimony be received by the public can be provided in one of three ways:

- Testimony may be submitted in writing to the City Clerk at Clerk@cpwa.usno later than 4:00 PM on the Monday before the meeting date to be read into the record. *Be sure to put "public hearing testimony" in the subject line of your email.*
- If you would like to testify by either phone or virtual meeting, use the Zoom meeting attendance link and /or the provided phone number and Meeting ID (provided on the heading of this meeting agenda) and raise your hand when the presiding officer calls for testimony.

Subject :	4.02 AB 21248 - Ambulance Utility Unit Methodology - Mr. Carleton
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	4. Public Hearings.
Access :	Public
Type :	Discussion, Information

Public Content

Public Hearing

In 2018 the City contracted with FCS to do a ambulance utility fee study. The fire department is at the point where the demands of the fire and ems service needs to be augmented to continue providing the same level of service consistently to the community.

The deficit to operate Fire/EMS for 2022 budget is estimated at $907,000, of which $500,000 is attributible to Ambulance/EMS. An Ambulance Utility fee is being recommended to provide the revenue source for the $500,000. The current expense fund will continue to provide the $400,000 funding for the Fire department.

Two rate options have been identified, they are:

1. A rate based on the demand and availability of the EMS and charged on a per ERU basis to each customer category. The ERU is derived from a single family home average square footage. The average for Washington

State is 1,985 square feet.

2. The second option is to base the charge on the number of utility accounts.

File Attachments

Ambulance Utility Presentation - 040722.pdf (334 KB)

Administrative File Attachments

Ambulance Utility Presentation - 040722.pptx (289 KB)

Subject :	4.03 AB 22081 - Community Development Block Grant 2022 Application - Safewalk College Place - Mr. Rizzitiello
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	4. Public Hearings.
Access :	Public
Type :	Discussion, Information

Public Content

Public Hearing

Sidewalk gaps in the core of the City have been a problem for a long time as pedestrians must use the roadway to walk. The areas lacking sidewalks are primarily concentrated around the College Avenue area.

The State of Washington has released a call for projects for its Community Development Block Grant (CDBG) program. This program is competitive. Two census block groups qualify for CDBG funding. The block groups are primarily around the College Avenue corridor from Rose Street down to 13th Street. The qualifier is for at least 51% of the population in a given census block group to be low-moderate income. The accompanying maps show sidewalk gaps in the two census block groups. Staff developed prioritized sidewalk areas based on the following criteria:

- Connectivity
- Fully benefiting residents of qualifying block group
- Existence of partial sidewalks

Walla Walla University will donate right-of-way along NE Ash Avenue.

File Attachments

CDBG Grant Est.pdf (167 KB)
GrantManagement_PublicWorks_2022_NWBStRubySpagnuolo.pdf (2,608 KB)
GrantManagement_PublicWorks_2022_NEAshSt.pdf (2,879 KB)
GrantManagement_PublicWorks_2022_NWBSPAGNUOLOtoCollege.pdf (2,515 KB)
Public Hearing Resource - Federal Citizen Participation Requirements HANDOUT.pdf (113 KB)
Grants_CommunityDevelopment_CDBG_2022_PublicNotice1.pdf (131 KB)
Grants_PublicWorks_2022_CDBG_CPCentralSidewalksFlier.pdf (367 KB)
Grants_PublicWorks_2022_CDBG_Spanish_CPCentralSidewalksFlier.pdf (361 KB)
Public Hearing Resource - CDBG Fact Sheet HANDOUT.pdf (204 KB)

5. Action Items.

Subject :	5.01 AB 21248 - Ambulance Utility Unit Methodology - Mr. Carleton
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Apr 12, 2022
Recommended Action :	Motion to approve Ambulance Utility Rate methodology using: Option 1, A rate based on the demand and availability of the EMS and charged on a per ERU basis to each customer category. The ERU is derived from a single family home average square footage. The average for Washington State is 1,985 square feet. OR Option 2, base the charge on the number of utility accounts.

Public Content

Public Hearing

In 2018 the City contracted with FCS to do a ambulance utility fee study. The fire department is at the point where the demands of the fire and ems service needs to be augmented to continue providing the same level of service consistently to the community.

The deficit to operate Fire/EMS for 2022 budget is estimated at $907,000, of which $500,000 is attributible to Ambulance/EMS. An Ambulance Utility fee is being recommended to provide the revenue source for the $500,000. The current expense fund will continue to provide the $400,000 funding for the Fire department.

Two rate options have been identified, they are:

1. A rate based on the demand and availability of the EMS and charged on a per ERU basis to each customer category. The ERU is derived from a single family home average square footage. The average for Washington State is 1,985 square feet.

2. The second option is to base the charge on the number of utility accounts.

File Attachments

Ambulance Utility Presentation - 040722.pdf (334 KB)

Administrative File Attachments

Ambulance Utility Presentation - 040722.pptx (289 KB)

Subject :	5.02 AB 22081 - Community Development Block Grant 2021 Application - Safewalk College Place - Mr.

	Rizzitiello
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Apr 12, 2022
Fiscal Impact :	Yes
Dollar Amount :	$677,260.00
Budgeted :	No
Budget Source :	Funds would be spent only if grant awarded.
Recommended Action :	Motion to authorize Resolution No 22-033 which authorizes the City Administrator to submit 2022 State CDBG Application for Safewalk College Place projects.

Public Content

Public Hearing

Sidewalk gaps in the core of the City have been a problem for a long time as pedestrians must use the roadway to walk. The areas lacking sidewalks are primarily concentrated around the College Avenue area.

The State of Washington has released a call for projects for its Community Development Block Grant (CDBG) program. This program is competitive. Two census block groups qualify for CDBG funding. The block groups are primarily around the College Avenue corridor from Rose Street down to 13th Street. The qualifier is for at least 51% of the population in a given census block group to be low-moderate income. The accompanying maps show sidewalk gaps in the two census block groups. Staff developed prioritized sidewalk areas based on the following criteria:

- Connectivity
- Fully benefiting residents of qualifying block group
- Existence of partial sidewalks

Walla Walla University will donate right-of-way along NE Ash Avenue.

File Attachments

CDBG Grant Est.pdf (167 KB)
Res_No_22-033_CDBG_Sidewalk_Grant_SupportNW_B_Street_&_NE_Ash_Avenue_2022-04-12.pdf (443 KB)
GrantManagement_PublicWorks_2022_NWBStRubySpagnuolo.pdf (2,608 KB)
GrantManagement_PublicWorks_2022_NEAshSt.pdf (2,879 KB)
GrantManagement_PublicWorks_2022_NWBSPAGNUOLOtoCollege.pdf (2,515 KB)
Public Hearing Resource - Federal Citizen Participation Requirements HANDOUT.pdf (113 KB)
Grants_CommunityDevelopment_CDBG_2022_PublicNotice1.pdf (131 KB)
Grants_PublicWorks_2022_CDBG_CPCentralSidewalksFlier.pdf (367 KB)
Grants_PublicWorks_2022_CDBG_Spanish_CPCentralSidewalksFlier.pdf (361 KB)
Public Hearing Resource - CDBG Fact Sheet HANDOUT.pdf (204 KB)

Subject :	5.03 AB 22082 - Ordinance Prohibiting Smoking & Vaping at Outdoor City-Permitted Events - Mr. Rizzitiello, Meghan DeBolt, Emily Brown
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Apr 12, 2022
Fiscal Impact :	No
Recommended Action :	Motion to adopt Ordinance No 22-004 which amends Chapter 12.04 of the College Place Municipal Code.

Public Content

Walla Walla Valley Blue Zones staff provided the proposal for prohibiting smoking and vaping and city-permitted events at the March 8th, 2022 City Council meeting.

The proposed ordinance amends College Place Municipal Code Chapter 12.04 to prohibit smoking and vaping at city-permitted events. This is based off of a proposal provided by Walla Walla Valley Blue Zones.

File Attachments

20220321 BlueZoes support letter to CP City Council - tobacco and smoke free event ordinance.pdf (586 KB)
SB_Letter of support.pdf (167 KB)
Ord_No_22-004_Blue_Zone_Tobacco_Free_Events_2022-04-12.pdf (200 KB)

Subject :	5.04 AB 22083 - JUB Stormwater Engineering Assistance - Mr. McAndrews
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Apr 12, 2022
Recommended Action :	Approve JUB Engineers Agreement for Professional Services to provide on-call support for the Stormwater Utility and allow City Administrator to to sign Professional Services Agreement.

Public Content

The Eastern Washington Phase II Stormwater NPDES permit requires the City of College Place to comply with various stormwater management requirements. In early March the City's Stormwater Engineering Technician who managed the permit and worked closely with Washington State Department of Ecology took another job and moved away.

Public Works is currently working on updating the job description to attract the best candidates and intends to advertise for a new Stormwater Coordinator in the near future. That process is expected to take some time, so we consulted with JUB Engineers and they provided a fee estimate to provide on-call support for the Stormwater Utility in the meantime.

JUB Engineers will conduct the following Stormwater tasks for us:
Presentation for City Staff on Illicit Discharge Reports 2 days to prepare, one to give presentation - $4,000
Create form to be used by City ROW inspector for construction stormwater inspections 2 days - $3,000
Prepare handout to be provided to Contractors for construction stormwater permitting 2 days - $3,000
Review Ecology comments on Enhanced Maintenance Plan, update Plan and re-submit to Ecology - $10,000

These efforts total $20,000 and will keep us in compliance while also helping us set up our future Stormwater Coordinator for success.

File Attachments

JUB Stormwater Support Agreement.pdf (412 KB)

Subject :	5.05 AB 22084 - USDA National Resource Conservation Science PL-566 Grant Support Resolution - Mr. Rizzitiello
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Apr 12, 2022
Recommended Action :	Motion to adopt Resolution #22-034 which authorizes Resolution of Support for the City to Pariticpate in USDA Rural Development NRCS PL 566 Grant Program.

Public Content

This item has been presented to the Utilities & Transportation Advisory Commission and City Council throughout 2020 and 2021.

If the City is accepted into this grant program it would pay for the various mandated stormwater capital improvements outlined in the Master Plan. A requirement for the ROI study is Resolutions or Letters of Support.

File Attachments

Res_No_22-034_USDA-RD-NRCS_PL_566_Grant_Support.pdf (152 KB)
College Place Sections for Review.pdf (127 KB)
NRCS Kick-Off Mtg Agenda - City of College Place, Washington PIFRs.pdf (925 KB)
PL-566 Presentation - PGM Overview - City College.pdf (3,590 KB)
StormPlan_CFP.pdf (11,966 KB)
AndysMarket_LOS.pdf (230 KB)
BMAC_LOS.pdf (111 KB)
Bock_LOS.pdf (121 KB)
CMBell_LOS.pdf (221 KB)
Community_Bank_LOS.pdf (643 KB)
Conners_LOS.pdf (441 KB)
MPO_LOS.pdf (410 KB)

CPLions_LOS.pdf (273 KB)
CPPS_LOS.pdf (197 KB)
CREA_LOS.pdf (338 KB)
Cress_LOS.pdf (244 KB)
Innov8_LOS.pdf (314 KB)
Keele_LOS.pdf (237 KB)
Miller_LOS.pdf (245 KB)
PacificPower_LOS.pdf (43 KB)
RandyGrant_LOS.pdf (123 KB)
Shulman_LOS.pdf (457 KB)
SonBridge_LOS.pdf (331 KB)
TarragonNW_LOS.pdf (148 KB)
UnitedWay_LOS.pdf (195 KB)
WWU_CHE_LOS.pdf (1,357 KB)

Subject :	5.06 AB 22085 - Blue Mountain Action Council - Amendment to ARPA funds targeted outreach - Mr. Carleton
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Apr 12, 2022
Fiscal Impact :	No
Recommended Action :	Authorize the City Administrator to agree to the contract amendment with BMAC to provide additional ARPA payment assistance to residents of College Place.

Public Content

The City is to receive a total of $2.6mil of funds under the ARPA program in 2021 and 2022. Of this total, $50,000 was approved by City Council to go to BMAC to provide financial assistance to residence of City of College Place with unpaid City utility bills as a result of the COVID-19 pandemic.

To date BAMC has only paid out approximately $10,000 in support of the program. BMAC has requested that we amend the contract to provide additional financial support in the following areas:

Targeted outreach with the assistance of the City of College Place to identify residents who are behind on energy payments. BMAC can follow up with identified parties and spend ARPA funds to make their accounts whole.

Allowing BMAC to provide payment assistance for any utility bill (sewer, water, garbage), internet service, rent, or mortgage arrears for College Place residents.

Allowing BMAC to assist with essential emergency payments for items like driver's license renewal or copies of birth certificates (items that people are needing right now more than ever as they are applying for services or jobs that require these documents. We see the need every day and it is a big barrier for people.

Allowing the BMAC Food Bank to fund Backpack Bridge meals (weekend meal kits) for the Davis Elementary School students currently using the service.

File Attachments

ARPA CP Memo_March 2022.pdf (130 KB)

Subject :	5.07 AB 22086 - ERP System Replacement - Mr. Carleton
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Apr 12, 2022
Fiscal Impact :	Yes
Dollar Amount :	$224,037.00
Budgeted :	Yes
Budget Source :	Budgeted $160,000 / Fund 012 Reserves Appropriation: $64,037
Recommended Action :	Approve the staff recommendation to authorize the City Administrator to sign a contract with Tyler Technologies for implementation of a new ERP system.

Public Content

The City is currently operating a number of different software programs. Recently, there has been software implemented that has not meet the needs of the departments, as well as changes to current systems that have not been advantageous from a cost and functionality perspective.

In addition, the cost of programs have escalated over the past few years and it was time to review our systems and recommend a ERP that fits the needs of the City from both a cost and functionality perspective.

In mid 2021 a team was assembled to:

1. Review the current software systems
2. Determine the wants, needs, and requirements of software for each department
3. Research software companies that meet the needs of each department
4. Select software companies for in-depth demo's of their products
5. Rate each company based on the predetermined criteria
6. Recommend a system that is both cost effective and meets the needs of each department and the City as a whole.

7. Once a system has been approved, create an implementation plan in coordination with the software company selected.

See presentation for additional details on the selection process.

File Attachments

ERP Presentation 04072022.pdf (374 KB)

Administrative File Attachments

ERP Presentation 04072022.pptx (313 KB)

Subject :	5.08 AB 22087 - State of Washington Recreation Conservation Office (RCO) Youth Athletic Facilities Grant Program - Veterans Park - Mr. Rizzitiello
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Apr 12, 2022
Recommended Action :	Motion to approve Resolution No 22-035 which authorizes City Administrator to submit a State Youth Athletic Facility (YAF) grant application to the State Recreation Conservation Office (RCO) for the Veterans Park Renovation.

Public Content

The City has been successful in obtaining three State Recreation Conservation Office grants for Lions Park in 2020. Improvements at Veterans Park have been identified in the six-year Capital Facility Plan adopted by City Council since 2020.

This grant requires a 25% local match. Ever since FY 2020, Veterans Park has appeared in the six-year Capital Facility Plan adopted by CIty Council. The Park, Arbor, and Recreation Board is in full support of improvements at this Park. Potential ideas include Restrooms, Pickleball/Basketball Court, and the City obtaining the hillside from the Homestead HOA to institute a sledding hill.

File Attachments

Res_No_22-035_RCO_YAF_Veterans_Park_Grant_Support_2022-04-12.pdf (175 KB)
YAF-FactSheet.pdf (341 KB)
VeteransParkMap.JPG (122 KB)
IMG_0825.JPG (2,109 KB)
IMG_0827.JPG (2,411 KB)

Subject :	5.09 AB 22088 - WSDOT Pedestrian & Bicycle Grant: Whitman & Larch Intersection Support - Mr. Rizzitiello
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	5. Action Items.
Access :	Public
Type :	Action
Fiscal Impact :	Yes
Dollar Amount :	$553,000.00

Budgeted :	No
Budget Source :	WSDOT Pedestrian & Bike Grant, Right-of-Way Donations, Local match.
Recommended Action :	Motion to approve Resolution No. 22-036 which authorizes City Council Support of a grant application into the Washington State Department of Transportation (WSDOT) Pedestrian & Bicycle Grant Program to fund reconstruction of the 12th & Larch intersection.

Public Content

The City received a State Community Economic Revitalization Board Grant in 2017 to conduct a planning /engineering assessment of key Larch intersections through the community. The study was completed in May 2018 and recommended by 2023 that the Whitman & Larch intersection be converted to a traffic signal by 2023. Every year the project appears in the six-year Capital Facility Plan, most recently adopted via Ord 19-023.

The estimated cost is $553,000. The WSDOT Pedestrian and Bicycle Grant does not require a match. Our match will be the Planning Assessment that was done for the intersections back in 2018 via the state CERB Grant ($66,667) plus an additional $10,000.

File Attachments

Res_No_22-036_WSDOT_Pedestrian&Bicycle_Grant_Support_Whitman&Larch_2022-04-12.pdf (136 KB)
2021 CP_LRSP FINAL (1).pdf (7,004 KB)
CentralCPStudy.pdf (602 KB)
Larch12th_ConstructionConcept.pdf (8,155 KB)
EastboundWhitman_WestofLarch.JPG (81 KB)
SouthboundLarch_NorthofWhitman.JPG (116 KB)
IMG_0733.JPG (2,489 KB)

Subject :	5.10 AB 22089 - WSDOT Pedestrian & Bicycle Grant: College Place Post Office Crosswalk Reconstruction Support - Mr. Rizzitiello
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Apr 12, 2022
Fiscal Impact :	Yes
Dollar Amount :	$90,000.00
Budgeted :	No
Budget Source :	WSDOT Pedestrian & Bike Grant ($75,000)/$15,000 local match
Recommended Action :	Motion to approve Resolution No. 22-037 which authorizes City Council Support of a grant application into the Washington State Department of Transportation (WSDOT)

Pedestrian & Bicycle Grant Program to fund improvements to the crosswalk in front of the College Place Post Office located at 500 S. College Avenue.

Public Content

A College Avenue Traffic Assessment which will be reviewed at a future meeting recommended improvements to the crosswalk.

The crosswalk in front of the College Place Post Office (500 S. College Avenue) is used by many people. However, with the traffic the roadway and crosswalk has with the parking nearby it does cause some issues. The proposal is fund engineering with concrete bulb outs and crosswalk signage that will light up when users press the button. Pictures of potential crosswalk treatments from the Washington Street corridor in City of Kennewick is attached.

File Attachments

Res_No_22-037_WSDOT_Pedestrian&Bicycle_Grant_Support_CP_Post_Office_2022-04-12.pdf (156 KB)
2021 CP_LRSP FINAL.pdf (7,004 KB)
IMG_0735.JPG (3,060 KB)
IMG_0794.JPG (2,498 KB)

Subject :	5.11 AB 22090 - WSDOT Safe Routes to School Grant Program Support - Davis School - Mr. Rizzitiello
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Apr 12, 2022
Fiscal Impact :	Yes
Dollar Amount :	$1,210,811.00
Budgeted :	No
Budget Source :	WSDOT Safe Routes to School Grant - $1,080,000 Local Funds; $130,000
Recommended Action :	Motion to approve Resolution No. 22-038 which supports a Washington State Department of Transportation (WSDOT) Safe Routes to School Grant Application for the Davis Elementary Safe Routes to School Project Grant.

Public Content

The City obtained a $70,000 grant from the Washington State Transportation Commission to fund a preliminary engineering assessment for new sidewalk construction throughout key corridors lacking sidewalks in the City. The grant began in Summer 2019. The preliminary engineering plans wrapped up in FY 2020.

This grant request would make roadway improvements around the two-mile radius surrounding Davis Elementary School in College Place. This includes the following:

- NE Ash Street Sidewalk (Whitman to A): $126,813
- NE Ash & Whitman Crosswalk with RFB: $180,746
- NE Damson (Rose to Cargill) Sidewalk and RFB: $206,000
- SE Birch (2nd to 4th) Road and Sidewalk Improvement: $387,000
- Crosswalk and RFB at Whitman & Academy Way: $180,252

File Attachments

Res_No_22-038_WSDOT_Safe_Routes_to_School_Grant_Support_Davis_Elementary_2022-04-12.pdf (148 KB)
2021 CP_LRSP FINAL.pdf (7,004 KB)
Cost Summary ARP Funding.pdf (73 KB)
School Zone Safety Estimates 4-6-21.pdf (358 KB)

Subject :	5.12 AB 22091 - WSDOT Safe Routes to School Grant Program Support - Sager Middle School - Mr. Rizzitiello
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Apr 12, 2022
Fiscal Impact :	Yes
Dollar Amount :	$966,890.00
Budgeted :	No
Budget Source :	WSDOT Safe Routes to School Grant - $883,890 Local Funds; $83,000
Recommended Action :	Motion to approve Resolution No. 22-039 which supports a Washington State Department of Transportation (WSDOT) Safe Routes to School Grant Application for the Sager Middle School Safe Routes to School Project Grant

Public Content

The City obtained a $70,000 grant from the Washington State Transportation Commission to fund a preliminary engineering assessment for new sidewalk construction throughout key corridors lacking sidewalks in the City. The grant began in Summer 2019. The preliminary engineering plans wrapped up in FY 2020.

This grant request would make roadway improvements around the two-mile radius surrounding Sager Middle School in College Place. This includes the following:

- Lamperti & Walmart Entry Crosswalk and Safety Measures: $50,000
- SE Central Avenue Sidewalk (Valley to 12th): $287,660
- SE Birch Avenue Sidewalk (12th to 4th): $496,230
- RFB at Central/Date and SE 12th intersection: $50,000
- Right-of-way Acquisition: 83,000

File Attachments

Res_No_22-039_WSDOT_Safe_Routes_to_School_Grant_Support_Sager_Middle_School_2022-04-12.pdf (148 KB)
2021 CP_LRSP FINAL.pdf (7,004 KB)
School Zone Safety Estimates 4-6-21.pdf (342 KB)
SE Lamperti Crossing_Exhibit 3.pdf (1,215 KB)

Subject :	5.13 AB 22092 - Federal Infrastructure Grants Support for Reconstruction of W Mojonnier Rd & SE 12th Street - Mr. Rizzitiello
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Apr 12, 2022
Fiscal Impact :	Yes
Dollar Amount :	$10,993,290.00
Budgeted :	No
Budget Source :	$9,893,961 would come from Federal Infra Grant if Awarded. $1,099,329 would need to come locally either via State Transportation Improvement Board or other grant funding.
Recommended Action :	Motion to approve Resolution #22-040 which supports pursuing and accepting grant funds for reconstruction of SW Mojonnier Rd (College Ave to Bluvue) and SE 12th Street (College Ave to Myra Rd) - College Place East-West Connector Project.

Public Content

As part of the FY 2022 Federal Budget the Infra Grant Program was reconstituted with additional grant funds from the Federal Infrastructure Bill with a specific carve out for rural projects.

The website is here: https://www.transportation.gov/grants/infra-grants-program

The Federal Department of Transportation is doing a call for projects through the Infra Program. This program is geared toward Federally Classified Roadways that are of significance. The grant program floor per project submittal is $5 million. City staff want to classify SW Mojonnier and SE 12th as a joint project for purposes of this program called College Place East-West Connector. The total cost to reconstruct both SW Mojonnier and SE 12th including infrastructure underneath it is $10.9 million. Both projects are within the adopted six-year FY 2022 to 2027 Capital Facility Plan adopted November 24th, 2021.

File Attachments

Res_No_22-040_Fed_Infrastructure_Grant_Support_Mojonnier&12th_2022-04-12.pdf (155 KB)
Larch12th_ConstructionConcept.pdf (8,155 KB)
SE 12TH CROSS SECTION.pdf (247 KB)
Transportation_SE12thFlier.pdf (646 KB)
SW MOJO CROSS SECTION.pdf (133 KB)
Transportation_Mojonnier_Flier.pdf (592 KB)

6. Administrative Reports.

Subject :	6.01 AB 22093 - Resolution to adopt ADA Transition Plan Prioritization Rubric. - Mr. Rizzitiello
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	6. Administrative Reports.
Access :	Public
Type :	Discussion, Information

Public Content

Walla Walla Valley Blue Zones Project is helping us produce a ADA Transition Plan.

While the plan is in process, the adoption of the Rubric is needed to at least qualify for grants this biennium for Washington State Department of Transportation grants.

File Attachments

Final ADA Transition Plan Project Prioritization Rubric.pdf (83 KB)
Draft resolution ADA transition plan prioritization criteria.pdf (142 KB)

Subject :	6.02 AB 22094 - First Quarter 2022 Capital Expenses - Mr. Carleton & Ms. Schmick
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	6. Administrative Reports.
Access :	Public
Type :	Discussion, Information

Public Content

Quarterly update on capital expenses.

CFP Total Budgeted Amount $18,001,705 with 2022 1st Quarter expenses of $622,854. Calculating 4% used.
IT Total Budgeted Amount $350,507 with 2022 1st Quarter expenses of $112,101 Calculating 32% used.
ER&R Total Budgeted Amount $2,654,755 with 2022 1st Quarter expenses of $866,517. Calculating 33% used.

File Attachments

1st Qrt 2022 Capital Projects Update.pdf (466 KB)

7. Informational Reports-None.

8. Executive Session-None.

9. Closing Items.

Subject :	9.01 Good of the Order?
Meeting :	Apr 12, 2022 - Electronic City Council

	Meeting
Category :	9. Closing Items.
Access :	Public
Type :	Discussion, Information
Subject :	9.02 Adjournment
Meeting :	Apr 12, 2022 - Electronic City Council Meeting
Category :	9. Closing Items.
Access :	Public
Type :	Action
Recommended Action :	Motion to adjourn the meeting

Electronic City Council Meeting (Tuesday, March 22, 2022)
Generated by Lisa Neissl on Tuesday, March 22, 2022

1. Opening Items.
Procedural: 1.01 Call To Order

Mayor Hernández called the meeting to order at 7:00 PM.

Procedural: 1.02 Roll Call

PRESENT:

Mayor – Via Web	Norma L. Hernández
Council Members – Via Web	Paul Jessup, Michael Cleveland, Loren Peterson, Melodie Williams, Heather Schermann, Monica Boyle
Staff – Via Web	Administrator, Mike Rizzitiello; City Attorney, Rea Culwell Deputy Finance Director, DaShari Schmick; Public Works Director, Robert McAndrews; City Clerk, Lisa Neissl; Deputy City Clerk, Sherri St. Clair

MEMBERS EXCUSED:

MEMBERS ABSENT: Tito Espinoza Jr.

Procedural: 1.03 Pledge of Allegiance

Information: 1.04 Public Comment - Council meetings are primarily structured to permit Council Members to arrive at the decisions necessary to govern the City.
None.

2. Consent Agenda.
Action (Consent): 2.01 AB 22069 - Approve Agenda for March 22, 2022
Action (Consent), Minutes: 2.02 AB 22070 - Approve Council Minutes from March 8, 2022
Action (Consent): 2.03 Approve Consent Agenda - Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

Council Member Williams made a motion to approve the consent agenda. Second by Council Member Peterson and the motion passed 6-0.

3. Presentations-None.

4. Public Hearings-None.

5. Action Items.
Action: 5.01 AB 22053 - Meadowbrook Traffic Delineation and Signage at Southern Walmart Entrance -
Mr. McAndrews requested approval of a resolution to move forward with the modifications to the Southern Walmart Entrance as discussed at the previous meeting.
Discussion ensued.

Council Member Schermann made a motion to approve Resolution #22-027 which authorizes the installation of tubular markers, street signs, and pavement markings on SE Meadowbrook Street at the south Walmart entrance. Second by Council Member Boyle and the motion passed 6-0.

Action: 5.02 AB 22068 - Community Grant Program -
Mr. Rizzitiello requested approval of a resolution setting the allocation for the fiscal year 2022 Community Grant Program Funding.
Discussion ensued.

Council Member Peterson made a motion to adopt Resolution No. 22-028 which allocates the fiscal year 2022 Community Grant Program Funding. Second by Council Member Cleveland and the motion passed 6-0.

Action: 5.03 AB 22071 - Additional Loan Request for Mountain View Drive Waterline Project -
Mr. McAndrews presented a resolution to support a request for additional loan funding for the Mountain View Drive Waterline Project since it came in so much higher than previously expected.

Council Member Boyle made a motion to adopt Resolution No. 22-029 which approves the request for additional loan funds in the amount of $225,000.00 from the Public Works Board for the Mountain View Waterline Project. Second by Council Member Williams and the motion passed 6-0.

Action: 5.04 AB 22072 - Professional Services Agreement for Well 7 Water Rights Change Support -
Mr. McAndrews presented a resolution for consideration to authorize the execution of an agreement with RH2 Engineering to provide services for water rights changes related to Well Number 7.
Discussion ensued.

Council Member Jessup made a motion to approve Resolution No. 22-030 which authorizes the City Administrator to sign a Professional Services Agreement with RH2 Engineering to provide water rights change support for Well 7. Second by Council Member Schermann and the motion passed 6-0.

Action: 5.05 AB 22073 - Well 7 Drilling and Design Professional Services Agreement -
Mr. McAndrews presented a resolution for consideration to authorize the execution of an agreement with RH2 Engineering to provide professional engineering services for the design and drilling of Well Number 7.
Discussion ensued.

Council Member Peterson made a motion to approve Resolution No. 22-031 which authorizes City Administrator to sign Professional Services Agreement with RH2 Engineers for $565,000. Second by Council Member Boyle and the motion passed 6-0.

Action: 5.06 AB 22074 - FY 2022 Chip Seal Contract with Walla Walla County -
Mr. McAndrews requested authorization to execute a reimbursable work agreement with Walla Walla County to perform the 2022 Chip Sealing that was approved in the 2022 Capital Improvements Plan.
Discussion ensued.

Council Member Cleveland made a motion to approve the execution of a Reimbursable Work Agreement with Walla Walla County Public Works for performing the 2022 Chip Sealing. Second by Council Member Williams and the motion passed 6-0.

6. Administrative Reports-None.

7. Informational Reports. - The following report was available in the packet for review:
Information: 7.01 CPPD Monthly Report

8. Executive Session-None.

9. Closing Items.
Discussion, Information: 9.01 Good of the Order?
Council Member Peterson made note of an issue he has had with the stoplight at the intersection of 4th & College Avenue. Mr. McAndrews is going to look into it.

Action: 9.02 Adjournment

Council Member Williams made a motion to adjourn the meeting at 7:32 PM. Second by Council Member Boyle and, with no objection, the meeting adjourned.

Approved:

Norma L. Hernández –
Mayor

Attest:

Lisa R. Neissl – City Clerk

The foregoing minutes are the official record of the City Council meeting that occurred March 22, 2022. Further detail may be obtained by reviewing the actual audio recording made during this session.

Electronic City Council Workshop (Tuesday, April 5, 2022)
Generated by Lisa Neissl on Tuesday, April 5, 2022

1. Opening Items.
Procedural: 1.01 Call To Order
Mayor Hernández called the meeting to order at 5:35 PM.

Procedural: 1.02 Roll Call

PRESENT:	
Mayor – Via Web	Norma L. Hernández
Council Members – Via Web	Paul Jessup, Michael Cleveland, Loren Peterson, Tito Espinoza Jr., Heather Schermann, Monica Boyle
Staff – Via Web	City Attorney, Rea Culwell; Finance Director, Brian Carleton; Deputy Finance Director, DaShari Schmick; Public Works Director, Robert McAndrews; Fire Chief, David Winter; HR Manager, Shawn Doering; City Clerk, Lisa Neissl; Deputy City Clerk, Sherri St. Clair; (Police Chief, Troy Tomaras; Sgt. Benfield; Officer Jackson - Present through end of swearing in ceremony.)
MEMBERS EXCUSED:	Melodie Williams
MEMBERS ABSENT:	

Procedural: 1.03 Pledge of Allegiance

2. Public Comment.
Information: 2.01 Public Comment

None.

3. Presentation.
Information: 3.01 CPPD Oath of Office - Josh Jackson -
Chief Tomaras gave the Oath of Office to new Police Officer Josh Jackson and welcomed him to the team.

4. Workshop Topics.
Discussion, Information: 4.01 Feasibility Study to Evaluate Regional Wastewater Alternatives -
Mr. McAndrews reported on the need to conduct a feasibility study to find out the options related to a regional wastewater alternative so that we have the necessary information to determine which direction to move toward for the NPDES permit requirements.
Discussion ensued.

Discussion, Information: 4.02 Parks Worker III -
Ms. Doering requested the addition of a Parks Worker III position to the salary ordinance. She noted that currently there is only a Parks Worker II position, and they are currently hiring for that position. If they should find a candidate with the additional qualifications, they would like to have the flexibility to higher for the higher position instead.
Discussion ensued.

Discussion, Information: 4.03 ERP System Replacement -
Mr. Carleton reported on the various Enterprise Resource Planning (ERP) software options that staff have researched. He spoke about the elements that were a priority and how each of the tested systems worked with those needs in mind. In addition, he noted that several other local agencies are using or soon implementing the Tyler Technologies option which scored highest by the selection team. This would help with the outward facing aspects in that local contractors, residents, and others would have more familiarity with how it works on our website. He reviewed the costs of the various options and what current software is being used by the City that would be replaced.

Discussion ensued.

Discussion, Information: 4.04 Ambulance Utility - Rate Options -
Mr. Carleton reported on the methodology to calculate rates for an ambulance utility. He provided information related to questions asked at previous meetings.
Discussion ensued.

5. Closing Items.

Discussion, Information: 5.01 Good of the Order?
It was mentioned how nice the streetlights look on 4th Avenue.

Action: 5.02 Adjournment

Council Member Cleveland made a motion to adjourn the meeting at 7:02 PM. Second by Council Member Peterson and, with no objection, the meeting adjourned.

Approved:

_____

Norma L. Hernández –
Mayor

Attest:

_____

Lisa R. Neissl – City Clerk

The foregoing minutes are the official record of the City Council workshop that occurred April 5, 2022. Further detail may be obtained by reviewing the actual audio recording made during this session.

J-U-B ENGINEERS, Inc.
AGREEMENT FOR PROFESSIONAL SERVICES

J-U-B Project No.: **30-22-027**
J-U-B Project Manager: **AJF**

This Agreement entered into and effective this 12th day of April 2022**,** between City of College Place, hereinafter referred to as the "CLIENT" and J-U-B ENGINEERS, Inc., an Idaho corporation, hereinafter referred to as "J-U-B".

WITNESSETH:

WHEREAS the CLIENT intends to: Commission a Feasibility Study to evaluate regional wastewater alternatives hereinafter referred to as the "Project". The Services to be performed by J-U-B are hereinafter referred to as the "Services."

NOW, THEREFORE, the CLIENT and J-U-B, in consideration of their mutual covenants herein, agree as set forth below:

CLIENT INFORMATION AND RESPONSIBILITIES

The CLIENT will provide to J-U-B all criteria and full information as to CLIENT's requirements for the Project, including design objectives and constraints, space, capacity and performance requirements, flexibility and expandability, and any budgetary limitations; and furnish copies of all design and construction standards, rules and laws which CLIENT or others will require to be included in the drawings and specifications, and upon which J-U-B can rely for completeness and accuracy.

The CLIENT will furnish to J-U-B all data, documents, and other items in CLIENT's possession, or reasonably obtainable by CLIENT, including, without limitation: 1) borings, probings and subsurface explorations, hydrographic surveys, laboratory tests and inspections of samples, materials and equipment; 2) appropriate professional interpretations of all of the foregoing; 3) environmental assessment and impact statements; 4) surveys of record, property descriptions, zoning, deeds and other land use restrictions, rules and laws; and 5) other special data or consultations, all of which J-U-B may use and rely upon in performing Services under this Agreement.

The CLIENT will obtain, arrange and pay for all advertisements for bids, permits and licenses, and similar fees and charges required by authorities, and provide all land, easements, rights-of-ways and access necessary for J-U-B's Services and the Project.

In addition, the CLIENT will furnish to J-U-B those items described in **Attachment 1**.

PROJECT REPRESENTATIVES

The CLIENT and J-U-B hereby designate their authorized representatives to act on their behalf with respect to the Services and responsibilities under this Agreement. The following designated representatives are authorized to receive notices, transmit information, and make decisions regarding the Project and Services on behalf of their respective parties, except as expressly limited herein. These representatives are not authorized to alter or modify the TERMS AND CONDITIONS of this Agreement.

For the CLIENT:

1.	Name	**Robert McAndrews**	Work telephone	
	Address	**625 South College Avenue**	Home/cell phone	**509-394-8526**
		College Place, WA	FAX telephone	
		99324	E-mail address	**rmcandrews@cpwa.us**

For J-U-B:

1.	Name	**Alex Fazzari**	Work telephone	**509-783-2144**
	Address	**3611 South ZIntel Way**	Cell phone	**509-947-3004**
		Kennewick, WA	FAX telephone	
		99337	E-mail address	**afazzari@jub.com**

In the event any changes are made to the authorized representatives or other information listed above, the CLIENT and J-U-B agree to furnish each other timely, written notice of such changes.

SERVICES TO BE PERFORMED BY J-U-B ("Services")

J-U-B will perform the Services described in **Attachment 1** in a manner consistent with the applicable standard of care. J-U-B's services shall be limited to those expressly set forth therein, and J-U-B shall have no other obligations, duties, or responsibilities for the Project except as provided in this Agreement.

SCHEDULE OF SERVICES TO BE PERFORMED

J-U-B will perform said Services in accordance with the schedule described in **Attachment 1** in a manner consistent with the applicable standard of care. This schedule shall be equitably adjusted as the Project progresses, allowing for changes in scope, character or size of the Project requested by the CLIENT or for delays or other causes beyond J-U-B's control.

BASIS OF FEE

The CLIENT will pay J-U-B for their Services and reimbursable expenses as described in **Attachment 1.** A ten percent administrative fee will be applied to sub-consultant invoices.

Other work that J-U-B performs in relation to the Project at the written request or acquiescence of the CLIENT, which are not defined as Services, shall be considered "Additional Services" and subject to the express terms and conditions of this Agreement. Unless otherwise agreed, the CLIENT will pay J-U-B for Additional Services on a time and materials basis. Resetting of survey and/or construction stakes shall constitute Additional Services.

File Folder Title: _____

Remarks: _____

The Notice to Proceed, by the CLIENT, verbal or written, or execution of the Agreement shall constitute acceptance of the terms of this Agreement. THE TERMS AND CONDITIONS ON PAGES 3 AND 4, INCLUDING RISK ALLOCATION, ARE PART OF THIS AGREEMENT. THE CLIENT AGREES TO SAID TERMS AND CONDITIONS FOR ALL SERVICES AND ADDITIONAL SERVICES. Special Provisions that modify these TERMS AND CONDITIONS, if any, are included in Attachment 2. All other modifications to these terms and conditions must be in writing and signed by both parties.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first above written. These parties represent and acknowledge that they have authority to execute this Agreement.

CLIENT: **City of College Place**	**J-U-B ENGINEERS, Inc.:** **3611 South Zintel Way**
NAME **625 South College Avenue**	STREET **Kennewick, WA 99337**
STREET **College Place, WA 99324**	CITY / STATE / ZIP CODE
CITY / STATE / ZIP CODE	BY (Signature) **Alex Fazzari, P.E. Area Manager**
BY (Signature)	NAME / TITLE
NAME / TITLE	
BY (Signature)	
ADDITIONAL NAME / TITLE	

Applicable Attachments or Exhibits to this Agreement are indicated as marked.

- ☒ **Attachment 1** – Scope of Services, Schedule, and Basis of Fee
- ☐ **Attachment 2** – Special Provisions
- ☐ **Standard Exhibit A** – Construction Phase Services

REV: 5/20

DISTRIBUTION: Accounting; Project File; CLIENT

J-U-B ENGINEERS, Inc.
TERMS AND CONDITIONS

GENERAL

All J-U-B Services shall be covered by this Agreement. The Services will be performed in accordance with the care and skill ordinarily used by members of the subject profession practicing under like circumstances at the same time and in the same locality. **J-U-B MAKES NO WARRANTY EITHER EXPRESS OR IMPLIED ON BEHALF OF IT OR OTHERS.** Nothing herein shall create a fiduciary duty between the parties.

The CLIENT acknowledges and agrees that requirements governing the Project may be ambiguous and otherwise subject to various and possibly contradictory interpretations and J-U-B is, therefore, only responsible to use its reasonable professional efforts and judgment to interpret such requirements. Accordingly, CLIENT should prepare and plan for clarifications or modifications which may impact both the cost and schedule of the Project.

J-U-B shall not be responsible for acts or omissions of any other party involved in the Project, including but not limited to the following: the failure of CLIENT or a third party to follow J-U-B's recommendations; the means, methods, techniques, sequences or procedures of construction; safety programs and precautions selected by third parties; compliance by CLIENT or third parties with laws, rules, regulations, ordinances, codes, orders or authority; and delays caused by CLIENT or third parties;. CLIENT, therefore, releases and shall indemnify, defend and hold J-U-B harmless from the acts, errors, or omissions of CLIENT or third parties involved in the Project.

J-U-B shall not be required to execute any documents, no matter by whom requested, that would result in J-U-B's having to certify, guarantee or warrant the existence of conditions. CLIENT acknowledges that subsurface conditions can vary widely between adjacent samples and test points, and therefore J-U-B makes no warranty or other representation regarding soil investigations and characterization of subsurface conditions for the Project.

Any sales tax or other tax on the Services rendered under this Agreement, additional costs due to changes in regulation, and fees for credit card payment transactions shall be paid by the CLIENT.

CLIENT grants J-U-B and its subsidiaries the unrestricted right to take, use, and publish images, or edited images, of the project site and workers for J-U-B's purposes including, but not limited to, website, intranet, and marketing. This right shall survive the termination of this Agreement.

REUSE OF DOCUMENTS

Documents that may be relied upon by CLIENT as instruments of service under this Agreement are limited to the printed copies (also known as hard copies) that are signed or sealed by J-U-B (including non-vector PDF facsimiles thereof). All printed materials or other communication or information ("Documents") that may be prepared or furnished by J-U-B pursuant to this Agreement are instruments of service with respect to the Project. J-U-B grants CLIENT a limited license to use the Documents on the Project subject to receipt by J-U-B of full payment for all Services related to preparation of the Documents.

Although CLIENT may make and retain copies of Documents for reference, J-U-B shall retain all common law, statutory and other reserved rights, including the copyright thereto, and the same shall not be reused on this Project or any other Project without J-U-B's prior written consent. Submission or distribution of Documents to meet regulatory or permitting requirements, or for similar purposes, in connection with the Project, including but not limited to distribution to contractors or subcontractors for the performance of their work, is not to be construed as publication adversely affecting the reserved rights of J-U-B.

Any reuse without written consent by J-U-B, or without verification or adoption by J-U-B for the specific purpose intended by the reuse, will be at CLIENT's sole risk and without liability or legal exposure to J-U-B. The CLIENT shall release, defend, indemnify, and hold J-U-B harmless from any claims, damages, actions or causes of action, losses, and expenses, including reasonable attorneys' and expert fees, arising out of or resulting from such reuse.

CONSTRUCTION PHASE SERVICES

It is understood and agreed that J-U-B does not have control over, and neither the professional activities of J-U-B nor the presence of J-U-B at the Project Site shall give, J-U-B control over contractor(s) work nor shall J-U-B have authority over or responsibility for the means, methods, techniques, sequences or procedures of construction selected by contractor(s), for safety precautions and programs incident to the work of the contractor(s) or for any failure of contractor(s) to comply with laws, rules, regulations, ordinances, codes or orders applicable to contractor(s) furnishing and performing their work or providing any health and safety precautions required by any regulatory agencies. Accordingly, J-U-B does not guarantee or warrant the performance of the construction contracts by contractor(s), nor assume responsibility of contractor(s)' failure to furnish and perform their work in accordance with the Contract Documents.

The CLIENT agrees that the general contractor shall be solely responsible for jobsite safety, and CLIENT agrees that this intent shall be set forth in the CLIENT's contract with the general contractor. The CLIENT also agrees that the CLIENT, J-U-B, and J-U-B's subconsultants shall be indemnified by the general contractor in the event of general contractor's failure to assure jobsite safety and shall be made additional insureds under the general contractor's policies of general liability insurance.

NOTE on Coronavirus: The contractor and contractor's COVID-19 Site Supervisor are responsible for full monitoring, compliance, and enforcement of the contractor's plan. J-U-B's review or other actions related to the contractor COVID-19 plan do not extend to the means, methods, techniques, sequences, or procedures of construction or to the safety precautions and programs incident thereto.

If **Standard Exhibit A** – Construction Phase Services is attached, the additional terms contained therein apply to this Agreement.

OPINIONS OF COST AND PROJECT FINANCIAL INFORMATION

CLIENT understands that J-U-B has no control over the cost of labor, materials, equipment or services furnished by others, the contractor(s)' methods of determining prices, nor bidding or market conditions. J-U-B's opinions of probable Project costs and construction, if any, are to be made on the basis of J-U-B's experience, and represent J-U-B's best judgment as a professional engineer, familiar with the construction industry.

CLIENT understands and acknowledges that J-U-B cannot and does not guarantee that proposals, bids or actual Project or construction costs will not vary from opinions of probable cost prepared by J-U-B. J-U-B's Services to modify the Project to bring the construction costs within any limitation established by the CLIENT will be considered Additional Services and paid for as such by the CLIENT in accordance with the terms herein.

CLIENT agrees that J-U-B is not acting as a financial advisor to the CLIENT and does not owe CLIENT or any third party a fiduciary duty pursuant to Section 15B of the Exchange Act with respect to J-U-B's professional Services. J-U-B will not give advice or make specific recommendations regarding municipal securities or investments and is therefore exempt from registration with the SEC under the municipal advisors rule. CLIENT agrees to retain a registered financial municipal advisor as appropriate for Project financing and implementation.

TIMES OF PAYMENTS

J-U-B shall submit monthly statements for Services rendered and for expenses incurred, which statements are due on presentation. CLIENT shall make prompt monthly payments. If CLIENT fails to make any payment in full within thirty (30) days after receipt of J-U-B's statement, the amounts due J-U-B will accrue interest at the rate of 1% per month from said thirtieth day or at the maximum interest rate allowed by law, whichever is less.

If the CLIENT fails to make payments when due or otherwise is in breach of this Agreement, J-U-B may suspend performance of Services upon five (5) days' notice to the CLIENT. J-U-B shall have no liability whatsoever to the CLIENT for any costs or damages as a result of such suspension caused by any breach of the Agreement by the CLIENT. Upon cure of breach or payment in full by the CLIENT within thirty (30) days of the date breach occurred or payment is due, J-U-B shall resume Services under the Agreement, and the time schedule and compensation shall be equitably adjusted to compensate for the period of suspension, plus any other reasonable time and expense necessary for J-U-B to resume performance. If the CLIENT fails to make payment as provided herein and cure any other breach of this Agreement within thirty (30) days after suspension of Services, such failure shall constitute a material breach of this Agreement and shall be cause for termination of this Agreement by J-U-B.

CLIENT shall promptly review J-U-B's invoices and shall notify J-U-B in writing of any dispute with said invoice, or portion thereof, within thirty (30) days of receipt. Failure to provide notice to J-U-B of any dispute as required herein shall constitute a waiver of any such dispute. CLIENT shall pay all undisputed portions of such invoice as required by this Agreement. Client shall not withhold any payment or portion thereof as an offset to any current or prospective claim.

TERMINATION

The obligation to provide further Services under the Agreement may be terminated by either party upon thirty (30) days' written notice. If this Agreement is terminated by either party, J-U-B will be paid for Services and Additional Services rendered and for expenses incurred. In addition to any other remedies at law or equity, if the Agreement is terminated by the CLIENT for reasons other than J-U-B's material breach of this Agreement, or is terminated by J-U-B for CLIENT's material breach of this Agreement, J-U-B shall be paid a termination fee which shall include: the cost and expense J-U-B incurs in withdrawing its labor and resources from the Project, the costs and expense incurred by J-U-B to obtain and engage in a new Project with the labor and resources withdrawn from the Project, and the lost profit on the remainder of the work.

RISK ALLOCATION

In recognition and equitable allocation of relative risks and benefits of the Project, CLIENT limits the total aggregate liability of J-U-B and its employees and consultants, whether in tort or in contract, for any cause of action, as follows: 1) for insured liabilities, to the amount of insurance then available to fund any settlement , award, or verdict, or 2) if no such insurance coverage is held or available with respect to the cause of action, twenty five thousand dollars ($25,000.00) or one hundred percent (100%) of the fee paid to J-U-B under this Agreement, whichever is less. J-U-B shall provide certificates evidencing insurance coverage at the request of the CLIENT. For purposes of this section, attorney fees, expert fees and other costs incurred by J-U-B, its employees, consultants, insurance carriers in the defense of such claim shall be included in calculating the total aggregate liability.

The CLIENT agrees that J-U-B is not responsible for damages arising directly or indirectly from any delays for causes beyond J-U-B's control. For purposes of this Agreement, such causes include, but are not limited to, strikes or other labor disputes; emergencies or acts of God; failure of any government agency or other third party to act in a timely manner; failure of performance by the CLIENT or the CLIENT's contractors or consultants; or discovery of any hazardous substance or differing site conditions. In addition, if the delays resulting from any such causes increase the cost or time required by J-U-B to perform its Services in an orderly and efficient manner, J-U-B shall be entitled to an equitable adjustment in schedule and compensation.

Notwithstanding any other provision contained within this Agreement, nothing shall be construed so as to void, vitiate, or adversely affect any insurance coverage held by either party to this Agreement. The CLIENT further agrees that, to the fullest extent permitted by law, no shareholder, officer, director, or employee of J-U-B shall have personal liability under this Agreement, or for any matter in connection with the professional services provided in connection with the Project.

Neither CLIENT nor J-U-B shall be responsible for incidental, indirect, or consequential damages.

HAZARDOUS WASTE, ASBESTOS, AND TOXIC MATERIALS

The CLIENT agrees, notwithstanding any other provision of this Agreement, to the fullest extent permitted by law, to indemnify and hold harmless J-U-B, its officers, employees, successors, partners, heirs and assigns (collectively, J-U-B) from and against any and all claims, suits, demands, liabilities, losses, damages or costs, including reasonable attorneys' fees and defense costs arising out of or in any way connected with the detection, presence, handling, removal, abatement, or disposal of any asbestos or hazardous or toxic substances, products or materials that exist on, about or adjacent to the Project location, whether liability arises under breach of contract or warranty, tort, including negligence, strict liability or statutory liability or any other cause of action, except for the sole negligence or willful misconduct of J-U-B.

RIGHT OF ENTRY

The CLIENT shall provide J-U-B adequate and timely access to all property reasonably necessary to the performance of J-U-B and its subconsultant's services. The CLIENT understands that use of testing or other equipment may unavoidably cause some damage, the correction of which, or compensation for, is expressly disclaimed by J-U-B. Any such costs incurred are CLIENT's sole responsibility.

MEDIATION BEFORE LITIGATION

Any and all disputes arising out of or related to the Agreement, except for the payment of J-U-B's fees, shall be submitted to nonbinding mediation before a mutually-acceptable mediator as a condition precedent to litigation or other binding adjudicative procedure unless the parties mutually agree otherwise. The CLIENT further agrees to include a similar mediation provision in all agreements with independent contractors, consultants, subcontractors, subconsultants, suppliers and fabricators on the Project, thereby providing for mediation as the primary method for dispute resolution among all the parties involved in the Project. In the event the parties are unable to agree on a mediator, said mediator shall be appointed by a court of competent jurisdiction or, if not possible, the American Arbitration Association. If a dispute relates to, or is the subject of a lien arising out of J-U-B's Services, J-U-B or its subconsultants may proceed in accordance with applicable law to comply with the lien notice and filing deadlines prior to submission of the matter by mediation.

LIMITATION PERIODS

For statutes of limitation or repose purposes, any and all CLIENT claims shall be deemed to have accrued no later than the date of substantial completion of J-U-B's Services.

LEGAL FEES

For any action arising out of or relating to this Agreement, the Services, or the Project, each party shall bear its own attorneys fees and costs.

SURVIVAL

All express representations, waivers, indemnifications, and limitations of liability included in this Agreement will survive its completion or termination for any reason.

EXTENT OF AGREEMENT

In entering into this Agreement, neither party has relied upon any statement, estimate, forecast, projection, representation, warranty, action, or agreement of the other party except for those expressly contained in this Agreement. CLIENT shall include a similar provision in its contracts with any contractor, subcontractor, or consultant stating that any such contractor, subcontractor, or consultant is not relying upon any statement, estimate, forecast, projection, representation, warranty, action, or agreement of J-U-B when entering into its agreement with CLIENT.

This Agreement represents the entire and integrated agreement between the CLIENT and J-U-B and supersedes all prior negotiations, representations or agreements, either written or oral. The Agreement may be amended only by written instrument signed by both CLIENT and J-U-B.

In the event any provision herein or portion thereof is invalid or unenforceable, the remaining provisions shall remain valid and enforceable. Waiver or a breach of any provision is not a waiver of a subsequent breach of the same of any other provision.

SUCCESSORS AND ASSIGNS

Neither party shall assign, sublet, or transfer any rights or interest (including, without limitation, moneys that are due or may become due) or claims under this Agreement without the prior, express, written consent of the other, except to the extent that any assignment, subletting, or transfer is mandated or restricted by law. Unless specifically stated in any written consent to an assignment, no assignment will release the assignor from any obligations under this Agreement.

No third party beneficiary rights are intended or created under this Agreement, nor does this Agreement create any cause of action in favor of any third party hereto. J-U-B's Services under this Agreement are being performed solely for the CLIENT's benefit, and no other party or entity shall have any claim against J-U-B because of this Agreement or the performance or nonperformance of Services hereunder. In the event of such third party claim, CLIENT agrees to indemnify and hold J-U-B harmless from the same. The CLIENT agrees to require a similar provision in all contracts with contractors, subcontractors, consultants, vendors and other entities involved in the Project to carry out the intent of this provision to make express to third parties that they are not third party beneficiaries.

CONTROLLING LAW, JURISDICTION, AND VENUE

This Agreement shall be interpreted and enforced in and according to the laws of the state in which the Project is primarily located. Venue of any dispute resolution process arising out of or related to this Agreement shall be in the state in which the Project is primarily located and subject to the exclusive jurisdiction of said state.

J·U·B ENGINEERS, INC.

J-U-B ENGINEERS, Inc.
AGREEMENT FOR PROFESSIONAL SERVICES

Attachment 1 – Scope of Services, Basis of Fee, and Schedule

PROJECT NAME: Walla Walla Valley Regional Wastewater Feasibility Study
CLIENT: City of College Place
J-U-B PROJECT NUMBER: 30-22-027
ATTACHMENT TO:
☒ **AGREEMENT DATED: 4/12/2022**

The referenced Agreement for Professional Services executed between J-U-B ENGINEERS, Inc. (J-U-B) and the CLIENT is amended and supplemented to include the following provisions regarding the Scope of Services, Basis of Fee, and/or Schedule:

PART 1 - PROJECT UNDERSTANDING

J-U-B's understanding of this project's history and CLIENT's general intent and scope of the project are described as follows:

The City of College Place, City of Walla Walla, and Port of Walla Walla are interested in investigating regional solutions to wastewater issues that each entity is facing. College Place is considering expensive upgrades to their Wastewater Treatment Plant (WWTP) as required by a compliance schedule. Walla Walla has several planned replacement projects at their WWTP and the Port is experiencing difficulties managing strong waste from the many industrial tenants at the airport business park. They have decided to commission a Feasibility Study which will evaluate a regional solution – namely, pumping sewage from College Place to Walla Walla as well as investigation of options for dealing with industrial wastewater from the Airport Industrial Area. J-U-B Engineers, Inc. was selected to complete the Study based upon familiarity and ongoing work with the Wastewater Treatment Plants at both College Place and Walla Walla.

PART 2 - SCOPE OF SERVICES BY J-U-B

J-U-B's Services under this Agreement are limited to the following tasks. Any other items necessary to plan and implement the project, including but not limited to those specifically listed in PART 3, are the responsibility of CLIENT.

A. Task 1: Project Management

1. Set up project into J-U-B's financial and record keeping systems for document retention and project controls.
2. Conduct project planning and risk assessment.
3. Coordinate quality assurance / quality control (QA/QC) processes.
4. Communicate and coordinate J-U-B team activities with kickoff and progress meetings as required.
5. Communicate and coordinate subconsultant activities under J-U-B, if necessary.
6. Regularly monitor project status, budget and schedule.
7. During periods of project activity, provide a regular report to CLIENT on project status, budget and schedule.
8. Provide a monthly invoice including budget status.
9. Provide ongoing document handling and filing.

B. Task 2: QC Reviews

1. Conduct internal reviews at appropriate phases for quality control and assurance.

C. **Task 3: Meetings**

1. For this task, J-U-B will:
    a. Plan for and facilitate meetings to discuss Client comments on draft deliverables. It is anticipated that individual meetings will be held with College Place, Walla Walla, and the Port and then one combined meeting with representatives from all entities.
    b. Assumptions:
        i. Up to four meetings.
    c. Deliverables:
        i. Meeting agendas and notes.

D. **Task 4: Feasibility Study**

1. For this task, J-U-B will:
    a. Develop a Feasibility Study document that follows the general outline as described in the Subtasks below.
    b. Assumptions:
        i. No hard copy deliverables will be provided. All deliverables will be in digital PDF format.
        ii. Each entity will review draft documents, compile all comments from different reviewers into a single "comment document" and return to J-U-B.
    c. Deliverables:
        i. Draft Feasibility Study Report for Client review and comment.
        ii. Final Feasibility Study Report.

2. Subtask 1: Introduction
    a. Description of purpose and need for Study. Summary of current issues facing College Place, Walla Walla, and Port of Walla Walla. Description of potential regional solutions.

3. Subtask 2: Water Rights Impairment Summary
    a. Brief description of water rights impairment issues and how they limit options for regional solutions.

4. Subtask 3: College Place WWTP Equalization and Pump Station
    a. Evaluation of utilizing the influent screens and Sequencing Biological Reactors (SBRs) at the College Place Wastewater Treatment Plant (WWTP) for daytime storage and then nighttime (off-peak) pumping of sewage to the Walla Walla WWTP for treatment and disposal. Preliminary site plan for proposed lift station and conceptual rounting for forcemain will be identified. Identification of which facilities at the College Place WWTP could be abandoned.

5. Subtask 4: Walla Walla WWTP Improvements Schedule
    a. Evaluation of impacts that pumped College Place sewage would have on the Walla Walla WWTP. Summary of planned Capital Improvement Plan projects at the Walla Walla WWTP and the effect that the additional sewage will have on the timing of the already planned improvements.

6. Subtask 5: Port of Walla Walla Strong Waste Management Options
    a. Evaluate historical flow and load data provided by the Port for the Airport industrial area. Evaluate up to three alternatives which may include:

i. Turning over authorization to City of Walla Walla to manage pre-treatment requirements. Identification of pre-treatment options and/or Best Management Practices for those industrial users that meet the City of Walla Walla's criteria of significant users.
ii. Construction of a facility to store wastewater and then release during off-peak (nighttime).
iii. Constructing a new industrial sewer collection system to separate industrial sewage from sanitary sewage. Constructing a new industrial WWTP to treat and dispose of the industrial wastewater.

7. Subtask 6: Cost Opinions
   a. Prepare opinions of probable cost for proposed projects. These will be planning level cost opinions in accordance with AACE Class 5 opinions of probable cost.

8. Subtask 7: Regionalization Issues
   a. Summarize some of the regionalization issues that the City of Walla, City of College Place, and Port of Walla Walla should further investigate such as: agreements, capacity allocation, connection fees, user rates, formation of a regional sewer district.

PART 3 - CLIENT-PROVIDED WORK AND ADDITIONAL SERVICES

A. **CLIENT-Provided Work -** CLIENT is responsible for completing, or authorizing others to complete, all tasks not specifically included above in PART 2 that may be required for the project including, but not limited to:
   1. Review draft deliverables and compile comments.
   2. Participate in workshop meetings.

B. **Additional Services** - CLIENT reserves the right to add future tasks for subsequent phases or related work to the scope of services upon mutual agreement of scope, additional fees, and schedule. These future tasks, to be added by amendment at a later date as Additional Services, may include:
   1. Water rights impairment study. The existing study included in the College Place Facility Plan will be referenced.
   2. Analysis of connection fees and rates.
   3. Public meetings and/or presentations to utility committees or City Councils.

PART 4 - BASIS OF FEE AND SCHEDULE OF SERVICES

A. CLIENT shall pay J-U-B for the identified Services in PART 2 as follows:
   1. For Time and Materials fees:
      a. For all services performed on the project, Client shall pay J-U-B an amount equal to the cumulative hours charged to the Project by each class of J-U-B's personnel times J-U-B's standard billing rates.
      b. Client shall pay J-U-B for Reimbursable Expenses times a multiplier of 1.1
      c. Client shall pay J-U-B for J-U-B's Consultants' charges times a multiplier of 1.1.
   2. J-U-B may alter the distribution of compensation between individual tasks to be consistent with services actually rendered while not exceeding the total project amount.

B. Period of Service: If the period of service for the task identified above is extended beyond 12 months, the compensation amount for J-U-B's services may be appropriately adjusted to account for salary adjustments and extended duration of project management and administrative services.

C. CLIENT acknowledges that J-U-B will not be responsible for impacts to the schedule by actions of others over which J-U-B has no control.

D. The following table summarizes the fees and anticipated schedule for the services identified in PART 2.

Task Number	Task Name	Fee Type	Amount	Anticipated Schedule
1	Project Management	Time and Materials (Estimated Amount Shown)	$8,000	Concurrent with work progress
2	QC Reviews	Time and Materials (Estimated Amount Shown)	$7,000	Concurrent with work progress
3	Meetings	Time and Materials (Estimated Amount Shown)	$10,000	Concurrent with work progress
4	Feasibility Study	Time and Materials (Estimated Amount Shown)	$75,000	Draft for CLIENT review 5 months after executed contract, notice to proceed, and receipt of all required data
		Total:	**$100,000**	

Exhibit(s):

- None.

For internal J-U-B use only:

PROJECT LOCATION (STATE): WA

TYPE OF WORK: City

R&D: Yes

GROUP: Water/Wastewater

PROJECT DESCRIPTION(S)**:**

1. Wastewater Treatment (S04-T)
2. Municipal/Utility Engineering (203)

City of College Place, Washington

RESOLUTION NO. 22-032

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON REGARDING AUTHORIZING J-U-B ENGINEERS TO CONDUCT A FEASIBILITY STUDY TO EVALUATE REGIONAL WASTEWATER ALTERNATIVES.

Whereas, the City of College Place is a non-charter code city governed by the rules and regulations of RCW 35A; and

Whereas, the City of College Place operates a Wastewater Treatment Plant and collection system under Federal/State NPDES Permit #WA0020656; and

Whereas, the City is under a mandate from the State Department of Ecology to conduct Phase 1 improvements at the Wastewater Treatment Plant to the tune of $26 million dollars in 2023; and

Whereas, the financing provided by so Federal and State partners provides some relief but is still well outside of financing allowed for in the existing wastewater utility rate structure; and

Whereas, in discussions with the State Department of Ecology, 16th District Legislators, the Port of Walla Walla, and the City of Walla Walla one way to yield efficiencies for this and an upcoming City of Walla Walla project is regionalization; and

Whereas, regionalization needs to be fully vetted to determine if it is an option due to cost, potential impairment on downstream water rights of other users, and general operations; and

Whereas, the study needs to be completed by October so the College Place City Council has the information needed to determine if it is more cost effective to participate in a potential regional system or just solely upgrade the existing wastewater treatment plant; and

Whereas, the City has room left over in a State Department of Ecology financing award that is a loan with 50% principal forgiveness; and

Now therefore, it is hereby resolved by the City Council of the City of College Place, Washington, as follows:

1. Authorizes the City Administrator to sign the scope of work with J-U-B Engineers for a Feasibility Study to evaluate regional wastewater alternatives.

2. Authorizes finance staff to pay for this study out of remaining funds from State Department of Ecology Wastewater Treatment Plant Design Loan of $100,000. The final financing of this study will be $50,000 forgiveable loan from the State Department of Ecology, $16,667 from the Port of Walla Walla, $16,667 from the City of Walla Walla, and $16,667 from the City of College Place through the Ecology Loan.

Clerical Corrections. The City Clerk is authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

Effective Date. This resolution shall take effect and be in full force upon its passage as provided by law.

PASSED by the City Council of the City of College Place, Washington, this 12th day of April, 2022.

Attest:

Norma L. Hernández, Mayor

Lisa R. Neissl, CMC
City Clerk

J-U-B ENGINEERS, Inc.
AGREEMENT FOR PROFESSIONAL SERVICES

J-U-B Project No.: **30-22-027**
J-U-B Project Manager: **AJF**

This Agreement entered into and effective this 12th day of April 2022**,** between City of College Place, hereinafter referred to as the "CLIENT" and J-U-B ENGINEERS, Inc., an Idaho corporation, hereinafter referred to as "J-U-B".

WITNESSETH:

WHEREAS the CLIENT intends to: Commission a Feasibility Study to evaluate regional wastewater alternatives hereinafter referred to as the "Project". The Services to be performed by J-U-B are hereinafter referred to as the "Services."

NOW, THEREFORE, the CLIENT and J-U-B, in consideration of their mutual covenants herein, agree as set forth below:

CLIENT INFORMATION AND RESPONSIBILITIES

The CLIENT will provide to J-U-B all criteria and full information as to CLIENT's requirements for the Project, including design objectives and constraints, space, capacity and performance requirements, flexibility and expandability, and any budgetary limitations; and furnish copies of all design and construction standards, rules and laws which CLIENT or others will require to be included in the drawings and specifications, and upon which J-U-B can rely for completeness and accuracy.

The CLIENT will furnish to J-U-B all data, documents, and other items in CLIENT's possession, or reasonably obtainable by CLIENT, including, without limitation: 1) borings, probings and subsurface explorations, hydrographic surveys, laboratory tests and inspections of samples, materials and equipment; 2) appropriate professional interpretations of all of the foregoing; 3) environmental assessment and impact statements; 4) surveys of record, property descriptions, zoning, deeds and other land use restrictions, rules and laws; and 5) other special data or consultations, all of which J-U-B may use and rely upon in performing Services under this Agreement.

The CLIENT will obtain, arrange and pay for all advertisements for bids, permits and licenses, and similar fees and charges required by authorities, and provide all land, easements, rights-of-ways and access necessary for J-U-B's Services and the Project.

In addition, the CLIENT will furnish to J-U-B those items described in **Attachment 1**.

PROJECT REPRESENTATIVES

The CLIENT and J-U-B hereby designate their authorized representatives to act on their behalf with respect to the Services and responsibilities under this Agreement. The following designated representatives are authorized to receive notices, transmit information, and make decisions regarding the Project and Services on behalf of their respective parties, except as expressly limited herein. These representatives are not authorized to alter or modify the TERMS AND CONDITIONS of this Agreement.

For the CLIENT:

1.	Name	**Robert McAndrews**	Work telephone	
	Address	**625 South College Avenue**	Home/cell phone	**509-394-8526**
		College Place, WA	FAX telephone	
		99324	E-mail address	**rmcandrews@cpwa.us**

For J-U-B:

1.	Name	**Alex Fazzari**	Work telephone	**509-783-2144**
	Address	**3611 South ZIntel Way**	Cell phone	**509-947-3004**
		Kennewick, WA	FAX telephone	
		99337	E-mail address	**afazzari@jub.com**

In the event any changes are made to the authorized representatives or other information listed above, the CLIENT and J-U-B agree to furnish each other timely, written notice of such changes.

SERVICES TO BE PERFORMED BY J-U-B ("Services")

J-U-B will perform the Services described in **Attachment 1** in a manner consistent with the applicable standard of care. J-U-B's services shall be limited to those expressly set forth therein, and J-U-B shall have no other obligations, duties, or responsibilities for the Project except as provided in this Agreement.

SCHEDULE OF SERVICES TO BE PERFORMED

J-U-B will perform said Services in accordance with the schedule described in **Attachment 1** in a manner consistent with the applicable standard of care. This schedule shall be equitably adjusted as the Project progresses, allowing for changes in scope, character or size of the Project requested by the CLIENT or for delays or other causes beyond J-U-B's control.

BASIS OF FEE

The CLIENT will pay J-U-B for their Services and reimbursable expenses as described in **Attachment 1.** A ten percent administrative fee will be applied to sub-consultant invoices.

Other work that J-U-B performs in relation to the Project at the written request or acquiescence of the CLIENT, which are not defined as Services, shall be considered "Additional Services" and subject to the express terms and conditions of this Agreement. Unless otherwise agreed, the CLIENT will pay J-U-B for Additional Services on a time and materials basis. Resetting of survey and/or construction stakes shall constitute Additional Services.

File Folder Title: _____

Remarks: _____

The Notice to Proceed, by the CLIENT, verbal or written, or execution of the Agreement shall constitute acceptance of the terms of this Agreement. THE TERMS AND CONDITIONS ON PAGES 3 AND 4, INCLUDING RISK ALLOCATION, ARE PART OF THIS AGREEMENT. THE CLIENT AGREES TO SAID TERMS AND CONDITIONS FOR ALL SERVICES AND ADDITIONAL SERVICES. Special Provisions that modify these TERMS AND CONDITIONS, if any, are included in Attachment 2. All other modifications to these terms and conditions must be in writing and signed by both parties.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first above written. These parties represent and acknowledge that they have authority to execute this Agreement.

CLIENT: **City of College Place**	**J-U-B ENGINEERS, Inc.:** **3611 South Zintel Way**
NAME **625 South College Avenue**	STREET **Kennewick, WA 99337**
STREET **College Place, WA 99324**	CITY / STATE / ZIP CODE
CITY / STATE / ZIP CODE	BY (Signature) **Alex Fazzari, P.E. Area Manager**
BY (Signature)	NAME / TITLE
NAME / TITLE	
BY (Signature)	
ADDITIONAL NAME / TITLE	

Applicable Attachments or Exhibits to this Agreement are indicated as marked.

- ☒ **Attachment 1** – Scope of Services, Schedule, and Basis of Fee
- ☐ **Attachment 2** – Special Provisions
- ☐ **Standard Exhibit A** – Construction Phase Services

REV: 5/20

DISTRIBUTION: Accounting; Project File; CLIENT

J-U-B ENGINEERS, Inc.
TERMS AND CONDITIONS

GENERAL

All J-U-B Services shall be covered by this Agreement. The Services will be performed in accordance with the care and skill ordinarily used by members of the subject profession practicing under like circumstances at the same time and in the same locality. **J-U-B MAKES NO WARRANTY EITHER EXPRESS OR IMPLIED ON BEHALF OF IT OR OTHERS.** Nothing herein shall create a fiduciary duty between the parties.

The CLIENT acknowledges and agrees that requirements governing the Project may be ambiguous and otherwise subject to various and possibly contradictory interpretations and J-U-B is, therefore, only responsible to use its reasonable professional efforts and judgment to interpret such requirements. Accordingly, CLIENT should prepare and plan for clarifications or modifications which may impact both the cost and schedule of the Project.

J-U-B shall not be responsible for acts or omissions of any other party involved in the Project, including but not limited to the following: the failure of CLIENT or a third party to follow J-U-B's recommendations; the means, methods, techniques, sequences or procedures of construction; safety programs and precautions selected by third parties; compliance by CLIENT or third parties with laws, rules, regulations, ordinances, codes, orders or authority; and delays caused by CLIENT or third parties;. CLIENT, therefore, releases and shall indemnify, defend and hold J-U-B harmless from the acts, errors, or omissions of CLIENT or third parties involved in the Project.

J-U-B shall not be required to execute any documents, no matter by whom requested, that would result in J-U-B's having to certify, guarantee or warrant the existence of conditions. CLIENT acknowledges that subsurface conditions can vary widely between adjacent samples and test points, and therefore J-U-B makes no warranty or other representation regarding soil investigations and characterization of subsurface conditions for the Project.

Any sales tax or other tax on the Services rendered under this Agreement, additional costs due to changes in regulation, and fees for credit card payment transactions shall be paid by the CLIENT.

CLIENT grants J-U-B and its subsidiaries the unrestricted right to take, use, and publish images, or edited images, of the project site and workers for J-U-B's purposes including, but not limited to, website, intranet, and marketing. This right shall survive the termination of this Agreement.

REUSE OF DOCUMENTS

Documents that may be relied upon by CLIENT as instruments of service under this Agreement are limited to the printed copies (also known as hard copies) that are signed or sealed by J-U-B (including non-vector PDF facsimiles thereof). All printed materials or other communication or information ("Documents") that may be prepared or furnished by J-U-B pursuant to this Agreement are instruments of service with respect to the Project. J-U-B grants CLIENT a limited license to use the Documents on the Project subject to receipt by J-U-B of full payment for all Services related to preparation of the Documents.

Although CLIENT may make and retain copies of Documents for reference, J-U-B shall retain all common law, statutory and other reserved rights, including the copyright thereto, and the same shall not be reused on this Project or any other Project without J-U-B's prior written consent. Submission or distribution of Documents to meet regulatory or permitting requirements, or for similar purposes, in connection with the Project, including but not limited to distribution to contractors or subcontractors for the performance of their work, is not to be construed as publication adversely affecting the reserved rights of J-U-B.

Any reuse without written consent by J-U-B, or without verification or adoption by J-U-B for the specific purpose intended by the reuse, will be at CLIENT's sole risk and without liability or legal exposure to J-U-B. The CLIENT shall release, defend, indemnify, and hold J-U-B harmless from any claims, damages, actions or causes of action, losses, and expenses, including reasonable attorneys' and expert fees, arising out of or resulting from such reuse.

CONSTRUCTION PHASE SERVICES

It is understood and agreed that J-U-B does not have control over, and neither the professional activities of J-U-B nor the presence of J-U-B at the Project Site shall give, J-U-B control over contractor(s) work nor shall J-U-B have authority over or responsibility for the means, methods, techniques, sequences or procedures of construction selected by contractor(s), for safety precautions and programs incident to the work of the contractor(s) or for any failure of contractor(s) to comply with laws, rules, regulations, ordinances, codes or orders applicable to contractor(s) furnishing and performing their work or providing any health and safety precautions required by any regulatory agencies. Accordingly, J-U-B does not guarantee or warrant the performance of the construction contracts by contractor(s), nor assume responsibility of contractor(s)' failure to furnish and perform their work in accordance with the Contract Documents.

The CLIENT agrees that the general contractor shall be solely responsible for jobsite safety, and CLIENT agrees that this intent shall be set forth in the CLIENT's contract with the general contractor. The CLIENT also agrees that the CLIENT, J-U-B, and J-U-B's subconsultants shall be indemnified by the general contractor in the event of general contractor's failure to assure jobsite safety and shall be made additional insureds under the general contractor's policies of general liability insurance.

NOTE on Coronavirus: The contractor and contractor's COVID-19 Site Supervisor are responsible for full monitoring, compliance, and enforcement of the contractor's plan. J-U-B's review or other actions related to the contractor COVID-19 plan do not extend to the means, methods, techniques, sequences, or procedures of construction or to the safety precautions and programs incident thereto.

If **Standard Exhibit A** – Construction Phase Services is attached, the additional terms contained therein apply to this Agreement.

OPINIONS OF COST AND PROJECT FINANCIAL INFORMATION

CLIENT understands that J-U-B has no control over the cost of labor, materials, equipment or services furnished by others, the contractor(s)' methods of determining prices, nor bidding or market conditions. J-U-B's opinions of probable Project costs and construction, if any, are to be made on the basis of J-U-B's experience, and represent J-U-B's best judgment as a professional engineer, familiar with the construction industry.

CLIENT understands and acknowledges that J-U-B cannot and does not guarantee that proposals, bids or actual Project or construction costs will not vary from opinions of probable cost prepared by J-U-B. J-U-B's Services to modify the Project to bring the construction costs within any limitation established by the CLIENT will be considered Additional Services and paid for as such by the CLIENT in accordance with the terms herein.

CLIENT agrees that J-U-B is not acting as a financial advisor to the CLIENT and does not owe CLIENT or any third party a fiduciary duty pursuant to Section 15B of the Exchange Act with respect to J-U-B's professional Services. J-U-B will not give advice or make specific recommendations regarding municipal securities or investments and is therefore exempt from registration with the SEC under the municipal advisors rule. CLIENT agrees to retain a registered financial municipal advisor as appropriate for Project financing and implementation.

TIMES OF PAYMENTS

J-U-B shall submit monthly statements for Services rendered and for expenses incurred, which statements are due on presentation. CLIENT shall make prompt monthly payments. If CLIENT fails to make any payment in full within thirty (30) days after receipt of J-U-B's statement, the amounts due J-U-B will accrue interest at the rate of 1% per month from said thirtieth day or at the maximum interest rate allowed by law, whichever is less.

If the CLIENT fails to make payments when due or otherwise is in breach of this Agreement, J-U-B may suspend performance of Services upon five (5) days' notice to the CLIENT. J-U-B shall have no liability whatsoever to the CLIENT for any costs or damages as a result of such suspension caused by any breach of the Agreement by the CLIENT. Upon cure of breach or payment in full by the CLIENT within thirty (30) days of the date breach occurred or payment is due, J-U-B shall resume Services under the Agreement, and the time schedule and compensation shall be equitably adjusted to compensate for the period of suspension, plus any other reasonable time and expense necessary for J-U-B to resume performance. If the CLIENT fails to make payment as provided herein and cure any other breach of this Agreement within thirty (30) days after suspension of Services, such failure shall constitute a material breach of this Agreement and shall be cause for termination of this Agreement by J-U-B.

CLIENT shall promptly review J-U-B's invoices and shall notify J-U-B in writing of any dispute with said invoice, or portion thereof, within thirty (30) days of receipt. Failure to provide notice to J-U-B of any dispute as required herein shall constitute a waiver of any such dispute. CLIENT shall pay all undisputed portions of such invoice as required by this Agreement. Client shall not withhold any payment or portion thereof as an offset to any current or prospective claim.

TERMINATION

The obligation to provide further Services under the Agreement may be terminated by either party upon thirty (30) days' written notice. If this Agreement is terminated by either party, J-U-B will be paid for Services and Additional Services rendered and for expenses incurred. In addition to any other remedies at law or equity, if the Agreement is terminated by the CLIENT for reasons other than J-U-B's material breach of this Agreement, or is terminated by J-U-B for CLIENT's material breach of this Agreement, J-U-B shall be paid a termination fee which shall include: the cost and expense J-U-B incurs in withdrawing its labor and resources from the Project, the costs and expense incurred by J-U-B to obtain and engage in a new Project with the labor and resources withdrawn from the Project, and the lost profit on the remainder of the work.

RISK ALLOCATION

In recognition and equitable allocation of relative risks and benefits of the Project, CLIENT limits the total aggregate liability of J-U-B and its employees and consultants, whether in tort or in contract, for any cause of action, as follows: 1) for insured liabilities, to the amount of insurance then available to fund any settlement , award, or verdict, or 2) if no such insurance coverage is held or available with respect to the cause of action, twenty five thousand dollars ($25,000.00) or one hundred percent (100%) of the fee paid to J-U-B under this Agreement, whichever is less. J-U-B shall provide certificates evidencing insurance coverage at the request of the CLIENT. For purposes of this section, attorney fees, expert fees and other costs incurred by J-U-B, its employees, consultants, insurance carriers in the defense of such claim shall be included in calculating the total aggregate liability.

The CLIENT agrees that J-U-B is not responsible for damages arising directly or indirectly from any delays for causes beyond J-U-B's control. For purposes of this Agreement, such causes include, but are not limited to, strikes or other labor disputes; emergencies or acts of God; failure of any government agency or other third party to act in a timely manner; failure of performance by the CLIENT or the CLIENT's contractors or consultants; or discovery of any hazardous substance or differing site conditions. In addition, if the delays resulting from any such causes increase the cost or time required by J-U-B to perform its Services in an orderly and efficient manner, J-U-B shall be entitled to an equitable adjustment in schedule and compensation.

Notwithstanding any other provision contained within this Agreement, nothing shall be construed so as to void, vitiate, or adversely affect any insurance coverage held by either party to this Agreement. The CLIENT further agrees that, to the fullest extent permitted by law, no shareholder, officer, director, or employee of J-U-B shall have personal liability under this Agreement, or for any matter in connection with the professional services provided in connection with the Project.

Neither CLIENT nor J-U-B shall be responsible for incidental, indirect, or consequential damages.

HAZARDOUS WASTE, ASBESTOS, AND TOXIC MATERIALS

The CLIENT agrees, notwithstanding any other provision of this Agreement, to the fullest extent permitted by law, to indemnify and hold harmless J-U-B, its officers, employees, successors, partners, heirs and assigns (collectively, J-U-B) from and against any and all claims, suits, demands, liabilities, losses, damages or costs, including reasonable attorneys' fees and defense costs arising out of or in any way connected with the detection, presence, handling, removal, abatement, or disposal of any asbestos or hazardous or toxic substances, products or materials that exist on, about or adjacent to the Project location, whether liability arises under breach of contract or warranty, tort, including negligence, strict liability or statutory liability or any other cause of action, except for the sole negligence or willful misconduct of J-U-B.

RIGHT OF ENTRY

The CLIENT shall provide J-U-B adequate and timely access to all property reasonably necessary to the performance of J-U-B and its subconsultant's services. The CLIENT understands that use of testing or other equipment may unavoidably cause some damage, the correction of which, or compensation for, is expressly disclaimed by J-U-B. Any such costs incurred are CLIENT's sole responsibility.

MEDIATION BEFORE LITIGATION

Any and all disputes arising out of or related to the Agreement, except for the payment of J-U-B's fees, shall be submitted to nonbinding mediation before a mutually-acceptable mediator as a condition precedent to litigation or other binding adjudicative procedure unless the parties mutually agree otherwise. The CLIENT further agrees to include a similar mediation provision in all agreements with independent contractors, consultants, subcontractors, subconsultants, suppliers and fabricators on the Project, thereby providing for mediation as the primary method for dispute resolution among all the parties involved in the Project. In the event the parties are unable to agree on a mediator, said mediator shall be appointed by a court of competent jurisdiction or, if not possible, the American Arbitration Association. If a dispute relates to, or is the subject of a lien arising out of J-U-B's Services, J-U-B or its subconsultants may proceed in accordance with applicable law to comply with the lien notice and filing deadlines prior to submission of the matter by mediation.

LIMITATION PERIODS

For statutes of limitation or repose purposes, any and all CLIENT claims shall be deemed to have accrued no later than the date of substantial completion of J-U-B's Services.

LEGAL FEES

For any action arising out of or relating to this Agreement, the Services, or the Project, each party shall bear its own attorneys fees and costs.

SURVIVAL

All express representations, waivers, indemnifications, and limitations of liability included in this Agreement will survive its completion or termination for any reason.

EXTENT OF AGREEMENT

In entering into this Agreement, neither party has relied upon any statement, estimate, forecast, projection, representation, warranty, action, or agreement of the other party except for those expressly contained in this Agreement. CLIENT shall include a similar provision in its contracts with any contractor, subcontractor, or consultant stating that any such contractor, subcontractor, or consultant is not relying upon any statement, estimate, forecast, projection, representation, warranty, action, or agreement of J-U-B when entering into its agreement with CLIENT.

This Agreement represents the entire and integrated agreement between the CLIENT and J-U-B and supersedes all prior negotiations, representations or agreements, either written or oral. The Agreement may be amended only by written instrument signed by both CLIENT and J-U-B.

In the event any provision herein or portion thereof is invalid or unenforceable, the remaining provisions shall remain valid and enforceable. Waiver or a breach of any provision is not a waiver of a subsequent breach of the same of any other provision.

SUCCESSORS AND ASSIGNS

Neither party shall assign, sublet, or transfer any rights or interest (including, without limitation, moneys that are due or may become due) or claims under this Agreement without the prior, express, written consent of the other, except to the extent that any assignment, subletting, or transfer is mandated or restricted by law. Unless specifically stated in any written consent to an assignment, no assignment will release the assignor from any obligations under this Agreement.

No third party beneficiary rights are intended or created under this Agreement, nor does this Agreement create any cause of action in favor of any third party hereto. J-U-B's Services under this Agreement are being performed solely for the CLIENT's benefit, and no other party or entity shall have any claim against J-U-B because of this Agreement or the performance or nonperformance of Services hereunder. In the event of such third party claim, CLIENT agrees to indemnify and hold J-U-B harmless from the same. The CLIENT agrees to require a similar provision in all contracts with contractors, subcontractors, consultants, vendors and other entities involved in the Project to carry out the intent of this provision to make express to third parties that they are not third party beneficiaries.

CONTROLLING LAW, JURISDICTION, AND VENUE

This Agreement shall be interpreted and enforced in and according to the laws of the state in which the Project is primarily located. Venue of any dispute resolution process arising out of or related to this Agreement shall be in the state in which the Project is primarily located and subject to the exclusive jurisdiction of said state.

J·U·B ENGINEERS, INC.

J-U-B ENGINEERS, Inc.
AGREEMENT FOR PROFESSIONAL SERVICES

Attachment 1 – Scope of Services, Basis of Fee, and Schedule

PROJECT NAME: Walla Walla Valley Regional Wastewater Feasibility Study
CLIENT: City of College Place
J-U-B PROJECT NUMBER: 30-22-027
ATTACHMENT TO:
☒ **AGREEMENT DATED: 4/12/2022**

The referenced Agreement for Professional Services executed between J-U-B ENGINEERS, Inc. (J-U-B) and the CLIENT is amended and supplemented to include the following provisions regarding the Scope of Services, Basis of Fee, and/or Schedule:

PART 1 - PROJECT UNDERSTANDING

J-U-B's understanding of this project's history and CLIENT's general intent and scope of the project are described as follows:

The City of College Place, City of Walla Walla, and Port of Walla Walla are interested in investigating regional solutions to wastewater issues that each entity is facing. College Place is considering expensive upgrades to their Wastewater Treatment Plant (WWTP) as required by a compliance schedule. Walla Walla has several planned replacement projects at their WWTP and the Port is experiencing difficulties managing strong waste from the many industrial tenants at the airport business park. They have decided to commission a Feasibility Study which will evaluate a regional solution – namely, pumping sewage from College Place to Walla Walla as well as investigation of options for dealing with industrial wastewater from the Airport Industrial Area. J-U-B Engineers, Inc. was selected to complete the Study based upon familiarity and ongoing work with the Wastewater Treatment Plants at both College Place and Walla Walla.

PART 2 - SCOPE OF SERVICES BY J-U-B

J-U-B's Services under this Agreement are limited to the following tasks. Any other items necessary to plan and implement the project, including but not limited to those specifically listed in PART 3, are the responsibility of CLIENT.

A. Task 1: Project Management

1. Set up project into J-U-B's financial and record keeping systems for document retention and project controls.
2. Conduct project planning and risk assessment.
3. Coordinate quality assurance / quality control (QA/QC) processes.
4. Communicate and coordinate J-U-B team activities with kickoff and progress meetings as required.
5. Communicate and coordinate subconsultant activities under J-U-B, if necessary.
6. Regularly monitor project status, budget and schedule.
7. During periods of project activity, provide a regular report to CLIENT on project status, budget and schedule.
8. Provide a monthly invoice including budget status.
9. Provide ongoing document handling and filing.

B. Task 2: QC Reviews

1. Conduct internal reviews at appropriate phases for quality control and assurance.

C. **Task 3: Meetings**

1. For this task, J-U-B will:
    a. Plan for and facilitate meetings to discuss Client comments on draft deliverables. It is anticipated that individual meetings will be held with College Place, Walla Walla, and the Port and then one combined meeting with representatives from all entities.
    b. Assumptions:
        i. Up to four meetings.
    c. Deliverables:
        i. Meeting agendas and notes.

D. **Task 4: Feasibility Study**

1. For this task, J-U-B will:
    a. Develop a Feasibility Study document that follows the general outline as described in the Subtasks below.
    b. Assumptions:
        i. No hard copy deliverables will be provided. All deliverables will be in digital PDF format.
        ii. Each entity will review draft documents, compile all comments from different reviewers into a single "comment document" and return to J-U-B.
    c. Deliverables:
        i. Draft Feasibility Study Report for Client review and comment.
        ii. Final Feasibility Study Report.

2. Subtask 1: Introduction
    a. Description of purpose and need for Study. Summary of current issues facing College Place, Walla Walla, and Port of Walla Walla. Description of potential regional solutions.

3. Subtask 2: Water Rights Impairment Summary
    a. Brief description of water rights impairment issues and how they limit options for regional solutions.

4. Subtask 3: College Place WWTP Equalization and Pump Station
    a. Evaluation of utilizing the influent screens and Sequencing Biological Reactors (SBRs) at the College Place Wastewater Treatment Plant (WWTP) for daytime storage and then nighttime (off-peak) pumping of sewage to the Walla Walla WWTP for treatment and disposal. Preliminary site plan for proposed lift station and conceptual rounting for forcemain will be identified. Identification of which facilities at the College Place WWTP could be abandoned.

5. Subtask 4: Walla Walla WWTP Improvements Schedule
    a. Evaluation of impacts that pumped College Place sewage would have on the Walla Walla WWTP. Summary of planned Capital Improvement Plan projects at the Walla Walla WWTP and the effect that the additional sewage will have on the timing of the already planned improvements.

6. Subtask 5: Port of Walla Walla Strong Waste Management Options
    a. Evaluate historical flow and load data provided by the Port for the Airport industrial area. Evaluate up to three alternatives which may include:

i. Turning over authorization to City of Walla Walla to manage pre-treatment requirements. Identification of pre-treatment options and/or Best Management Practices for those industrial users that meet the City of Walla Walla's criteria of significant users.
ii. Construction of a facility to store wastewater and then release during off-peak (nighttime).
iii. Constructing a new industrial sewer collection system to separate industrial sewage from sanitary sewage. Constructing a new industrial WWTP to treat and dispose of the industrial wastewater.

7. Subtask 6: Cost Opinions
   a. Prepare opinions of probable cost for proposed projects. These will be planning level cost opinions in accordance with AACE Class 5 opinions of probable cost.

8. Subtask 7: Regionalization Issues
   a. Summarize some of the regionalization issues that the City of Walla, City of College Place, and Port of Walla Walla should further investigate such as: agreements, capacity allocation, connection fees, user rates, formation of a regional sewer district.

PART 3 - CLIENT-PROVIDED WORK AND ADDITIONAL SERVICES

A. **CLIENT-Provided Work -** CLIENT is responsible for completing, or authorizing others to complete, all tasks not specifically included above in PART 2 that may be required for the project including, but not limited to:
   1. Review draft deliverables and compile comments.
   2. Participate in workshop meetings.

B. **Additional Services** - CLIENT reserves the right to add future tasks for subsequent phases or related work to the scope of services upon mutual agreement of scope, additional fees, and schedule. These future tasks, to be added by amendment at a later date as Additional Services, may include:
   1. Water rights impairment study. The existing study included in the College Place Facility Plan will be referenced.
   2. Analysis of connection fees and rates.
   3. Public meetings and/or presentations to utility committees or City Councils.

PART 4 - BASIS OF FEE AND SCHEDULE OF SERVICES

A. CLIENT shall pay J-U-B for the identified Services in PART 2 as follows:
   1. For Time and Materials fees:
      a. For all services performed on the project, Client shall pay J-U-B an amount equal to the cumulative hours charged to the Project by each class of J-U-B's personnel times J-U-B's standard billing rates.
      b. Client shall pay J-U-B for Reimbursable Expenses times a multiplier of 1.1
      c. Client shall pay J-U-B for J-U-B's Consultants' charges times a multiplier of 1.1.
   2. J-U-B may alter the distribution of compensation between individual tasks to be consistent with services actually rendered while not exceeding the total project amount.

B. Period of Service: If the period of service for the task identified above is extended beyond 12 months, the compensation amount for J-U-B's services may be appropriately adjusted to account for salary adjustments and extended duration of project management and administrative services.

C. CLIENT acknowledges that J-U-B will not be responsible for impacts to the schedule by actions of others over which J-U-B has no control.

D. The following table summarizes the fees and anticipated schedule for the services identified in PART 2.

Task Number	Task Name	Fee Type	Amount	Anticipated Schedule
1	Project Management	Time and Materials (Estimated Amount Shown)	$8,000	Concurrent with work progress
2	QC Reviews	Time and Materials (Estimated Amount Shown)	$7,000	Concurrent with work progress
3	Meetings	Time and Materials (Estimated Amount Shown)	$10,000	Concurrent with work progress
4	Feasibility Study	Time and Materials (Estimated Amount Shown)	$75,000	Draft for CLIENT review 5 months after executed contract, notice to proceed, and receipt of all required data
		Total:	**$100,000**	

Exhibit(s):

- None.

For internal J-U-B use only:

PROJECT LOCATION (STATE): WA

TYPE OF WORK: City

R&D: Yes

GROUP: Water/Wastewater

PROJECT DESCRIPTION(S)**:**

1. Wastewater Treatment (S04-T)
2. Municipal/Utility Engineering (203)

City of College Place
Job Description

TITLE: Parks Worker II	**REPORTS TO**: Operations Manager

Position Summary:
This position performs routine maintenance and operation functions within the City's park system.

SUPERVISION RECEIVED:
Serves under the direction of the Operations Manager.

SUPERVISION EXERCISED:
None

ESSENTIAL FUNCTIONS
Depending upon assignment, the incumbent may perform a combination of some or all of the following duties, which are a representative sample of the level of work appropriate to this class.

- Employees of the City of College Place are expected to model and foster the City's core values: **Open and Honest, Cooperation, Respect, Service, & Diversity**.
- Perform routine vehicle and equipment inspections.
- Mowing, trimming, and edging.
- Tree trimming.
- Operate both CDL and non-CDL vehicles.
- Keep accurate maintenance records.
- Work with concrete/cement.
- Facility maintenance, including but not limited to carpentry, electrical, plumbing, and mechanical repairs and maintenance.
- Use of power tools and hand tools.
- Painting.
- Restroom maintenance.
- Maintain and repair irrigation systems.
- Snow & ice control at various parks and other City facilities as well as City streets and sidewalks.
- Weed control and herbicide application.
- Respond to emergencies.

MINIMUM QUALIFICATIONS:
Any combination of experience and training that would likely provide the required knowledge and abilities is qualifying. A typical way to obtain the knowledge and abilities would be:

- Basic 1st-aid & CPR certificate or ability to obtain within 6 months.

- High School Diploma or GED equivalent.
- Bachelor's Degree in arboriculture, landscape architecture, forestry, turf management, or other related field is desired.

KNOWLEDGE REQUIRED:
- City organization, operations, policies and objectives.
- Knowledge of and skill in principles of turf management.
- Knowledge and ability to install, maintain, and repair irrigation systems.
- Basic Facility maintenance practices and principles, including but not limited to knowledge of carpentry, electrical, plumbing, and mechanical.

SKILLS/ABILITIES REQUIRED
- Work alone and with crew.
- Ability to communicate, both orally and in writing.
- Read and communicate in English.
- Physical ability to perform the essential job functions.
- Ability to follow a schedule, work within set timeframes, and meet deadlines.
- Safety compliance is a condition of employment.

WORKING CONDITIONS:
- Work is performed in a variety of environments.
- Frequently works near moving, mechanical parts.
- Frequently works around fumes and airborne particles.
- Frequently works in an environment that is loud.
- Will work in all climates and various weather conditions.
- Frequently required to stoop, kneel, crouch, or crawl.
- Must be able to walk, climb on ladders, and reach with hands and arms.
- Must be able to use hands to finger, handle, or feel objects, tools, or controls.
- Occasionally work is performed at high elevations, in trenches, and confined spaces.
- Ability to perform heavy labor is required. This position frequently requires lifting 50 pounds and, occasionally, 75 to 100+ pounds.

LICENSE & OTHER REQUIREMENTS:
- Valid State of Washington or Oregon driver's license with Class A CDL endorsement with tank and trailer endorsements and the use of air brakes allowed.
- ISA Arborist Certification is desired

Classification History

Created: 11/1/2017
Updated: 3/2022
FLSA: Non-Exempt, Union

Mike Rizzitiello, City Administrator	Date
Mayor	Date
Employee	Date

City of College Place
Job Description

TITLE: Parks Worker III	**REPORTS TO**: Operations Manager

Position Summary:
This position performs routine maintenance and operation functions within the City's park system.

SUPERVISION RECEIVED:
Serves under the direction of the Operations Manager.

SUPERVISION EXERCISED:
None

ESSENTIAL FUNCTIONS
Depending upon assignment, the incumbent may perform a combination of some or all of the following duties, which are a representative sample of the level of work appropriate to this class.

- Employees of the City of College Place are expected to model and foster the City's core values: **Open and Honest, Cooperation, Respect, Service, & Diversity**.
- Perform routine vehicle and equipment inspections.
- Mowing, trimming, and edging.
- Tree trimming.
- Operate both CDL and non-CDL vehicles.
- Keep accurate maintenance records.
- Work with concrete/cement.
- Facility maintenance, including but not limited to carpentry, electrical, plumbing, and mechanical repairs and maintenance.
- Use of power tools and hand tools.
- Painting.
- Restroom maintenance.
- Maintain and repair irrigation systems.
- Snow & ice control at various parks and other City facilities as well as City streets and sidewalks.
- Weed control and herbicide application.
- Respond to emergencies.

MINIMUM QUALIFICATIONS:
Any combination of experience and training that would likely provide the required knowledge and abilities is qualifying. A typical way to obtain the knowledge and abilities would be:

- Basic 1st-aid & CPR certificate or ability to obtain within 6 months.

- High School Diploma or GED equivalent.
- Minimum two (2) years' experience in parks maintenance or related field.
- Bachelor's Degree in arboriculture, landscape architecture, forestry, turf management, or other related field is desired.

KNOWLEDGE REQUIRED:
- City organization, operations, policies and objectives.
- Knowledge of and skill in principles of turf management.
- Knowledge and ability to install, maintain, and repair irrigation systems.
- Basic Facility maintenance practices and principles, including but not limited to knowledge of carpentry, electrical, plumbing, and mechanical.

SKILLS/ABILITIES REQUIRED
- Work alone and with crew.
- Ability to communicate, both orally and in writing.
- Read and communicate in English.
- Physical ability to perform the essential job functions.
- Ability to follow a schedule, work within set timeframes, and meet deadlines.
- Safety compliance is a condition of employment.

WORKING CONDITIONS:
- Work is performed in a variety of environments.
- Frequently works near moving, mechanical parts.
- Frequently works around fumes and airborne particles.
- Frequently works in an environment that is loud.
- Will work in all climates and various weather conditions.
- Frequently required to stoop, kneel, crouch, or crawl.
- Must be able to walk, climb on ladders, and reach with hands and arms.
- Must be able to use hands to finger, handle, or feel objects, tools, or controls.
- Occasionally work is performed at high elevations, in trenches, and confined spaces.
- Ability to perform heavy labor is required. This position frequently requires lifting 50 pounds and, occasionally, 75 to 100+ pounds.

LICENSE & OTHER REQUIREMENTS:
- Valid State of Washington or Oregon driver's license with Class A CDL endorsement with tank and trailer endorsements and the use of air brakes allowed.
- Washington State Department of Agriculture (WSDA) Pesticide/Herbicide Applicator License with Aquatic, Ornamental Weed, and Rights-of-Way Weed endorsements.
- ISA Arborist Certification is desired

Classification History

Created: 3/28/2022
FLSA: Non-Exempt, Union

Mike Rizzitiello, City Administrator	Date
Mayor	Date
Employee	Date

City of College Place, Washington
ORDINANCE NO. 22-003

AN ORDINANCE REPEALING ORDINANCE NO. 22-002 AND ADOPTING SALARIES AND COMPENSATION FOR THE MAYOR, CITY COUNCIL, APPOINTED OFFICERS, AND EMPLOYEES OF THE CITY OF COLLEGE PLACE AND FIXING THE EFFECTIVE DATE THEREOF.

BE IT ORDAINED by the City Council of the City of College Place, Washington, that;

Section 1. The salaries and wages of the various appointive officers and employees are fixed as set out in this ordinance. The salaries and wages as set out herein shall be effective from and after May 1, 2022 for all officers and employees. These salaries shall remain in effect until changed by the City Council by a duly enacted ordinance. All salaries and wages are stated at the rate per month except where otherwise indicated. Unless otherwise shown, the positions have been approved with a five-step salary scale.

Position Title	**Salary Range**				
TITLE	STEP 1	STEP II	STEP III	STEP IV	STEP V
Section 2. NON-UNION, EXEMPT					
City Administrator	11,355				
Police Chief	10,174				
City Attorney	10,166				
Public Works Director	8,907	9,174	9,449	9,732	10,025
Engineer	8,171	8,416	8,668	8,928	9,196
Finance Director	7,911	8,148	8,393	8,645	8,904
Community Development Director	7,683	7,913	8,150	8,395	8,647
Fire Chief	7,457	7,681	7,911	8,148	8,392
Police Lieutenant	7,537	7,763	7,996	8,236	8,483
Building Official	6,710	6,911	7,118	7,332	7,552
Engineering Division Manager	5,896	6,072	6,254	6,442	6,635
City Clerk	5,718	5,889	6,066	6,248	6,435
HR Manager	5,718	5,889	6,066	6,248	6,435
Deputy Finance Director/HR Assistant	4,942	5,091	5,244	5,401	5,563
Section 3. NON-UNION, NON EXEMPT					
Police Sergeant	6,812	7,017	7,227	7,445	7,668
Operations Manager	5,621	5,789	5,963	6,142	6,326
Building Inspector	5,551	5,718	5,889	6,066	6,248
Chief Clerk - Police Department	4,128	4,252	4,379	4,511	4,646
Section 4. PUBLIC EMPLOYEE UNION					
Public Works Foreman	4,910	5,057	5,209	5,365	5,526
Water Utility III	4,615	4,753	4,896	5,043	5,194
Fleet Maintenance Manager	4,603	4,741	4,883	5,030	5,181
Water Quality Operator	4,603	4,741	4,883	5,030	5,181
Public Works Inspector	4,593	4,731	4,873	5,019	5,170
Stormwater Engineering Tech	4,590	4,728	4,870	5,016	5,166
Mechanic II	4,182	4,307	4,436	4,570	4,707
Accounting Clerk III	4,182	4,307	4,436	4,570	4,707
Deputy City Clerk/Events Coordinator	4,182	4,307	4,436	4,570	4,707

Section 4. PUBLIC EMPLOYEE UNION – Cont.					
Water Utility II	4,157	4,282	4,410	4,543	4,679
Special Enforcement Officer	4,146	4,270	4,398	4,530	4,666
Street Worker III - Applicator	4,134	4,258	4,385	4,517	4,653
Parks Worker III	4,134	4,258	4,385	4,517	4,653
Street Worker II	3,816	3,931	4,049	4,170	4,295
Parks Worker II	3,816	3,931	4,049	4,170	4,295
Stormwater Worker II	3,816	3,931	4,049	4,170	4,295
Mechanic I	3,816	3,931	4,049	4,170	4,295
Water Utility I	3,751	3,864	3,979	4,099	4,222
Accounting Clerk II	3,751	3,864	3,979	4,099	4,222
Records Clerk	3,751	3,864	3,979	4,099	4,222
Administrative Assistant I	3,751	3,864	3,979	4,099	4,222
Street Worker I	3,668	3,778	3,891	4,008	4,128
Accounting Clerk I	3,393	3,495	3,599	3,707	3,819
Section 5. POLICE UNION					
Probationary (starting pay without state certification) *5043*					
Detective	6,054	6,236	6,424	6,616	6,815
Police Officer	5,874	6,049	6,231	6,418	6,611
Section 6. FIRE FIGHTER UNION					
Firefighter	5,275	5,433	5,596	5,764	5,937
Section 7. MISCELLANEOUS					
Reserve Officer / per hour	15.00				
Part-time Police Records Clerk / per hour	21.59		Maximum 16 hours/week		
Laborer / per hour		Minimum Wage to $18.00 per hour			
Intern / Work Study Program			Negotiated by Administration		
Hiring Bonus	Up to $5,000.00 per hire to be negotiated by Administration				

Section 8. 2.08.060 Compensation of Mayor. The Mayor shall be paid the sum of one thousand five hundred dollars per month and in addition receive reimbursement for actual expenses incurred in the discharge of his official duties upon presentation of claim for such expenses and approval by members of the City Council. The City Council will provide, by appropriate resolution from time to time, additional necessary supportive expenses for the carrying out of the necessary functions of the Mayor and his/her office.

Section 9. 2.08.070 Compensation of Council. Each member of the Council of the City, if elected subsequent to the effective date of the ordinance codified in this section, shall receive the sum of three hundred seventy-five dollars per month.

Section 10. Insurance - Non-Union, Exempt employees. As a part of the compensation, the City of College Place will provide the following to full-time Non-Union, Exempt employees: medical, dental, and vision insurance (full family), up to a $100,000.00 life insurance policy (as offered by vendor), and Long Term Disability Insurance.

Section 11. Insurance - Non-Union, Non-Exempt. As a part of the compensation, the City of College Place will provide the following to full-time Non-Union, Non-Exempt employees: medical, dental, and vision insurance (full family) with an employee contribution of $40.00/month, up to a $100,000.00 life insurance policy (as offered by vendor), and Long Term Disability Insurance.

Section 12. Additional Compensation. Occasionally, the Fire Chief may work as part of a Washington State Incident

Management Team involved in fighting fires, wildfires, or other disaster. The City will pay the Fire Chief for work outside of his normal work hours while deployed at 1.5 times his regular rate of pay. The City will subsequently be reimbursed by the agency utilizing his services for the amount of wages and benefits expended.

Section 13. Paid family and Medical Leave Act. The City will contribute the employer portion of the premium and the employee will contribute the employee portion of the premium.

Section 14. Ordinance No. 22-002 is hereby repealed.

Section 15: Clerical Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 16: Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 17: Effective Date. This ordinance shall be effective May 1, 2022 upon its passage and publication as required by law.

PASSED by the City Council of the City of College Place, Washington, this 12nd day of April, 2022.

Norma L. Hernández, Mayor

Attest:

Lisa R. Neissl, City Clerk

Approved as to form:

Rea Culwell, City Attorney

Passed: 04-12-2022
Published: 04-14-2022
Effective: 05-01-2022

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Financial Reports Descriptions

Monthly Expenditure Analysis

Summary of expenditures for the period. This report breaks out Payroll, Capital, and Debt Service expenditures. The total expenditures for the period on this report should tie out to the *Treasurer's Report Fund Totals* expenditure column.

Check Register

Detail of every check or electronic payment issued during the period. This report contains only cash items that require council approval. It does not include transactions that do not require council approval, such as interest income or bank fees. Therefore, the total of this report will not tie to the expenditures total on the *Monthly Expenditure Analysis, Treasurer's Report,* or *Cash Flow Report*.

Treasurer's Report

Fund Totals – Presents beginning fund balances, revenues for the period, expenditures for the period, ending fund balances, outstanding items, and fund balances adjusted for outstanding items.

Account Totals – Presents Cash and Investment account beginning balances, deposits, withdrawals, outstanding items, and adjusted ending balances.

Fund Investments by Account – Presents investment balances by fund. This is an allocation of the City's investments to applicable funds. The allocation is adjusted each month by the Finance Director according to fund balance. This adjustment displays in the "Purchases" and "Liquidated" columns.

Fund Investment Totals – Presents fund investments and cash allocated by fund. This report builds on the *Fund Investments by Account* report by also including cash balances.

Cash Flow Report

Shows cash in and cash out by fund for each period and year-to-date. Revenue and Expenditure totals should tie out to revenue and expenditure totals on the *Treasurer's Report Fund Totals* report.

Budget Position Report

Shows revenues and expenditures as compared to budget for the year-to-date. Excludes beginning and ending fund balances.

Totals for Credit Accounts

Detail of credit account transactions for the period. Reported by vendor and subtotaled by department.

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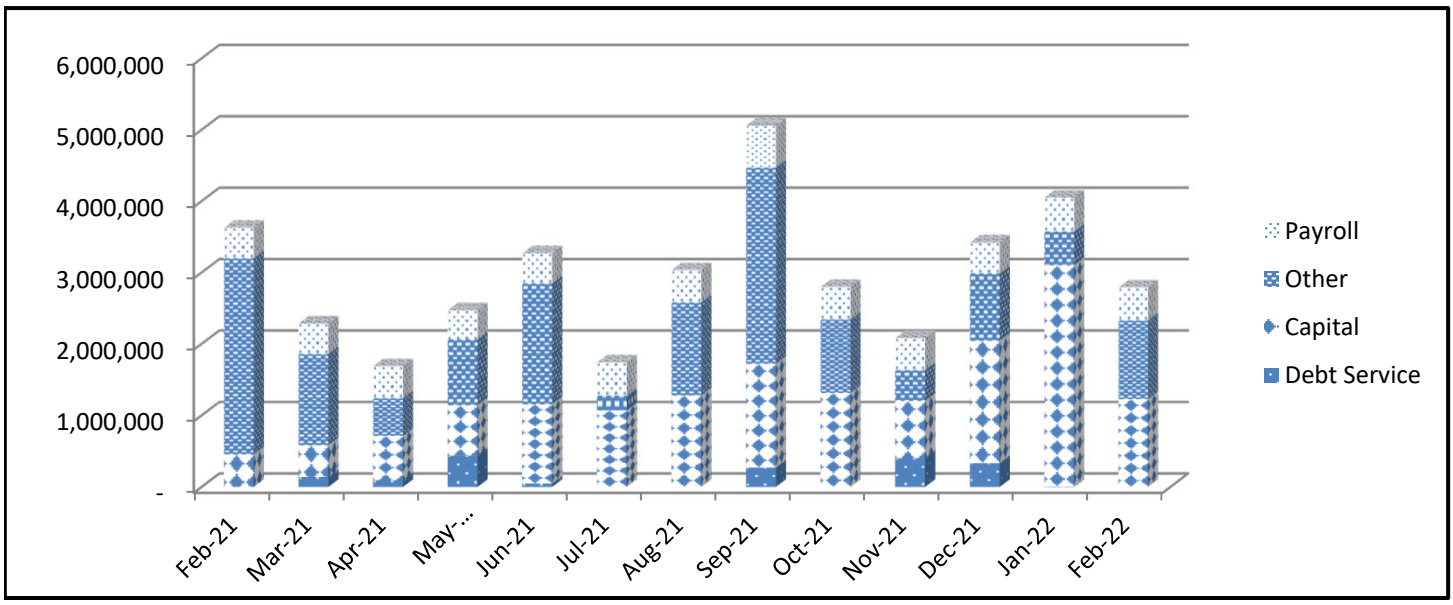
City of College Place

Monthly Expenditure Analysis

Feb-22

Month	Operating Expenses		Capital	Debt Service	Total
	Payroll	Other			
Feb-22	460,762	1,101,597	1,227,707	-	2,790,065
Jan-22	469,913	478,653	3,093,498	5,250	4,047,314
Dec-21	430,084	949,152	1,708,324	332,100	3,419,660
Nov-21	445,702	434,277	803,272	398,775	2,082,027
Oct-21	452,127	1,031,313	1,313,344	-	2,796,784
Sep-21	586,006	2,749,625	1,450,866	270,564	5,057,061
Aug-21	449,973	1,303,448	1,278,741	-	3,032,162
Jul-21	459,852	209,430	1,070,608	-	1,739,890
Jun-21	419,641	1,695,104	1,105,529	48,701	3,268,974
May-21	408,505	921,056	704,325	436,918	2,470,804
Apr-21	446,096	528,518	619,557	93,525	1,687,696
Mar-21	422,551	1,278,616	443,207	140,484	2,284,858
Feb-21	424,091	2,746,832	455,374	-	3,626,297



Other Detail - Significant Expenditures and Related Party Transactions		
Interfund Transfers		$ 756,340
		-
		-
Related Party Transactions: None		
Total Other Detail		**$ 756,340**

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CHECK REGISTER

City Of College Place | Time: 15:18:44 | Date: 04/01/2022

02/01/2022 To: 02/28/2022 | Page: 1

Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
619	02/03/2022	Payroll	28	EFT	Eric H Adams	3,424.56	
620	02/03/2022	Payroll	28	EFT	Dennis R Anderson	2,264.61	
621	02/03/2022	Payroll	28	EFT	M Wade Antle	4,095.17	
622	02/03/2022	Payroll	28	EFT	Marianne K Barr	3,530.81	
623	02/03/2022	Payroll	28	EFT	Logan K Bartlett	1,690.41	
624	02/03/2022	Payroll	28	EFT	Robert D Benfield	5,336.22	
625	02/03/2022	Payroll	28	EFT	George R Bennett	191.36	
626	02/03/2022	Payroll	28	EFT	Tanner R Bollinger	508.21	
627	02/03/2022	Payroll	28	EFT	John A Boose	3,957.49	
628	02/03/2022	Payroll	28	EFT	Monica H Boyle	344.22	
629	02/03/2022	Payroll	28	EFT	Brielle M Brink	125.40	
630	02/03/2022	Payroll	28	EFT	Noelle E Calkins	549.06	
631	02/03/2022	Payroll	28	EFT	Brian J Carleton	4,344.33	
632	02/03/2022	Payroll	28	EFT	Randall J Chamberlain	3,286.63	
633	02/03/2022	Payroll	28	EFT	Randall J Chamberlain	287.23	
634	02/03/2022	Payroll	28	EFT	Alec P Chapman	18.73	
635	02/03/2022	Payroll	28	EFT	Caitlin Charnley-Ovens	1,311.26	
636	02/03/2022	Payroll	28	EFT	Michael A Cleveland	344.22	
637	02/03/2022	Payroll	28	EFT	Tanner C Cole	3,838.13	
638	02/03/2022	Payroll	28	EFT	Laurencio Cota De La Cruz	1,963.22	
639	02/03/2022	Payroll	28	EFT	Rea L Culwell	5,064.45	
640	02/03/2022	Payroll	28	EFT	Timothy W Daves	412.11	
641	02/03/2022	Payroll	28	EFT	Salvador M Diaz	4,752.31	
642	02/03/2022	Payroll	28	EFT	Shawn R Doering	3,546.75	
643	02/03/2022	Payroll	28	EFT	Emily A Downs	4,541.95	
644	02/03/2022	Payroll	28	EFT	Charles O Drury	4,669.94	
645	02/03/2022	Payroll	28	EFT	Jimmy C Duede	5,326.05	
646	02/03/2022	Payroll	28	EFT	Alexander Edison	2,381.16	
647	02/03/2022	Payroll	28	EFT	Brittney E Erb	1,483.21	
648	02/03/2022	Payroll	28	EFT	Tito Espinoza Jr.	344.22	
649	02/03/2022	Payroll	28	EFT	Patrick J Evensen	4,333.87	
650	02/03/2022	Payroll	28	EFT	Brian R Fortin	6,058.83	
651	02/03/2022	Payroll	28	EFT	Jeffrey R Goodson	3,507.38	
652	02/03/2022	Payroll	28	EFT	Sharame L Goodwin	1,493.76	
653	02/03/2022	Payroll	28	EFT	Jayme L Graham	418.35	
654	02/03/2022	Payroll	28	EFT	Travis B Grove	1,884.20	
655	02/03/2022	Payroll	28	EFT	Neosha K Guse	12.48	
656	02/03/2022	Payroll	28	EFT	Richard F Guse	24.97	
657	02/03/2022	Payroll	28	EFT	Scott W Hall	4,186.28	
658	02/03/2022	Payroll	28	EFT	Tanner M Harris	4,620.57	
659	02/03/2022	Payroll	28	EFT	Norma L Hernandez	1,333.44	
660	02/03/2022	Payroll	28	EFT	Michael C Holden	2,836.53	
661	02/03/2022	Payroll	28	EFT	Joshua Jackson	5,232.74	
662	02/03/2022	Payroll	28	EFT	Jason C James	282.23	
663	02/03/2022	Payroll	28	EFT	David M.O. Jardin	12.48	
664	02/03/2022	Payroll	28	EFT	Paul T Jessup	172.11	
665	02/03/2022	Payroll	28	EFT	William P Kelly	12.48	
666	02/03/2022	Payroll	28	EFT	Matthew R Kontra	413.35	
667	02/03/2022	Payroll	28	EFT	Michael A Laizure	124.88	
668	02/03/2022	Payroll	28	EFT	Joseph T Langlois	3,295.39	
669	02/03/2022	Payroll	28	EFT	Jacob G LeBaron	124.89	
670	02/03/2022	Payroll	28	EFT	Kenneth A Martin	2,511.56	
671	02/03/2022	Payroll	28	EFT	Robert McAndrews	3,774.94	
672	02/03/2022	Payroll	28	EFT	Spencer Myrlie	1,951.47	
673	02/03/2022	Payroll	28	EFT	Lisa R Neissl	3,029.25	
674	02/03/2022	Payroll	28	EFT	Trenton M Nilsson	387.13	
675	02/03/2022	Payroll	28	EFT	Ronald A Nordman	3,290.40	
676	02/03/2022	Payroll	28	EFT	Akua Owusu Ansah	300.01	
677	02/03/2022	Payroll	28	EFT	Tonya R Paffile	2,061.13	
678	02/03/2022	Payroll	28	EFT	Loren D Peterson	344.22	

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
679	02/03/2022	Payroll	28	EFT	Joshua W Price	425.85	
680	02/03/2022	Payroll	28	EFT	James R Reese	3,155.20	
681	02/03/2022	Payroll	28	EFT	Brandon L Rhodes	8,500.65	
682	02/03/2022	Payroll	28	EFT	Jonathan J Rickard	6,660.52	
683	02/03/2022	Payroll	28	EFT	Michael J Rizzitiello	4,237.39	
684	02/03/2022	Payroll	28	EFT	Kristi Scherger	2,922.81	
685	02/03/2022	Payroll	28	EFT	Heather M Schermann	344.22	
686	02/03/2022	Payroll	28	EFT	Andrew D Schild	5,095.90	
687	02/03/2022	Payroll	28	EFT	DaShari C Schmick	2,592.55	
688	02/03/2022	Payroll	28	EFT	Dylan E Schmick	4,303.81	
689	02/03/2022	Payroll	28	EFT	Richard Ian E Scholl	49.97	
690	02/03/2022	Payroll	28	EFT	Melodie A Williams	339.22	
691	02/03/2022	Payroll	28	EFT	Andrea M St Clair	1,511.13	
692	02/03/2022	Payroll	28	EFT	Sherri L St. Clair	2,816.32	
693	02/03/2022	Payroll	28	EFT	Troy E Tomaras	6,047.77	
694	02/03/2022	Payroll	28	EFT	Gabriel R Torres	352.89	
695	02/03/2022	Payroll	28	EFT	Daniel I Watkins	4,038.99	
696	02/03/2022	Payroll	28	EFT	Troy J Williams	3,328.93	
697	02/03/2022	Payroll	28	EFT	David W Winter	6,027.55	
698	02/03/2022	Payroll	28	EFT	Kevin E Wolpert	2,851.74	
711	02/03/2022	Payroll	28	EFT	AWC Life Insurance	228.40	Pay Cycle(s) 02/03/2022 To 02/03/2022 - Life Insurance
712	02/03/2022	Payroll	28	EFT	American Family Life Ins	1,516.97	Pay Cycle(s) 02/03/2022 To 02/03/2022 - AFLAC-Post Tax; Pay Cycle(s) 02/03/2022 To 02/03/2022 - AFLAC-Pre Tax
713	02/03/2022	Payroll	28	EFT	Association Of Washington Cities	69,391.81	Pay Cycle(s) 02/03/2022 To 02/03/2022 - Health First-250; Pay Cycle(s) 02/03/2022 To 02/03/2022 - AWC Life-Emp; Pay Cycle(s) 02/03/2022 To 02/03/2022 - AWC Life-Dep; Pay Cycle(s) 02/03/2022 To 02/03/2
714	02/03/2022	Payroll	28	EFT	City Of College Place	838.34	Pay Cycle(s) 02/03/2022 To 02/03/2022 - Flex Spending
715	02/03/2022	Payroll	28	EFT	Empower Retirement	8,210.39	Pay Cycle(s) 02/03/2022 To 02/03/2022 - 457 Def Comp
716	02/03/2022	Payroll	28	EFT	Internal Revenue Service (Payroll)	75,450.15	941 Deposit for Pay Cycle(s) 02/03/2022 - 02/03/2022; 941 Deposit for Pay Cycle(s) 02/15/2022 - 02/15/2022
717	02/03/2022	Payroll	28	EFT	Oregon Department Of Revenue	1,136.00	Pay Cycle(s) for OR Tax: 02/03/2022 - 02/03/2022
718	02/03/2022	Payroll	28	EFT	State Of Washington	45,422.30	Pay Cycle(s) 02/03/2022 To 02/03/2022 - Leoff 2; Pay Cycle(s) 02/03/2022 To 02/03/2022 - Pers 2; Pay Cycle(s) 02/03/2022 To 02/03/2022 - Pers 3; Pay Cycle(s) 02/03/2022 To
719	02/03/2022	Payroll	28	EFT	Washington State Support Registry	703.86	Pay Cycle(s) 02/03/2022 To 02/03/2022 - Office Of Support Enf.
720	02/03/2022	Payroll	28	EFT	Washington Teamsters Welfare Trust	16,520.00	Pay Cycle(s) 02/03/2022 To 02/03/2022 - Teamsters Dental; Pay Cycle(s) 02/03/2022 To 02/03/2022 - Teamsters Medical; Pay Cycle(s) 02/03/2022 To 02/03/2022 - Teamsters Time Loss; Pay Cycle(s) 02/03/202

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
858	02/10/2022	Claims	28	EFT	Amazon Business Prime	582.33	Supplies; Office Supplies; PD Facilities Supplies; Supplies; Supplies; PD Supplies
859	02/10/2022	Claims	28	EFT	Cascade Natural Gas Corporation	2,481.56	Monthly Services; Monthly Services; Monthly Services; Monthly Services; Monthly Services
860	02/10/2022	Claims	28	EFT	Centurylink Communications LLC	771.10	Monthly Services; Monthly Services
861	02/10/2022	Claims	28	EFT	Columbia Rural Electric	796.55	Monthly Services
862	02/10/2022	Claims	28	EFT	Home Depot Credit Services	1,783.99	Home Depot; Home Depot; Home Depot; Home Depot; Home Depot; Home Depot; Home Depot; Home Depot; Home Depot; Home Depot; Home Depot; Home Depot
863	02/10/2022	Claims	28	EFT	Quill Corporation	173.21	PD Supplies; PD Supplies; Supplies - CD; Supplies
954	02/15/2022	Payroll	28	EFT	Eric H Adams	1,414.01	
955	02/15/2022	Payroll	28	EFT	Dennis R Anderson	1,601.85	
956	02/15/2022	Payroll	28	EFT	M Wade Antle	230.87	
957	02/15/2022	Payroll	28	EFT	John A Boose	1,523.31	
958	02/15/2022	Payroll	28	EFT	Brian J Carleton	2,485.70	
959	02/15/2022	Payroll	28	EFT	Tanner C Cole	1,211.58	
960	02/15/2022	Payroll	28	EFT	Laurencio Cota De La Cruz	1,320.62	
961	02/15/2022	Payroll	28	EFT	Rea L Culwell	2,448.52	
962	02/15/2022	Payroll	28	EFT	Salvador M Diaz	1,576.46	
963	02/15/2022	Payroll	28	EFT	Shawn R Doering	1,015.71	
964	02/15/2022	Payroll	28	EFT	Alexander Edison	1,833.97	
965	02/15/2022	Payroll	28	EFT	Patrick J Evensen	1,929.73	
966	02/15/2022	Payroll	28	EFT	Jeffrey R Goodson	230.87	
967	02/15/2022	Payroll	28	EFT	Sharame L Goodwin	1,175.55	
968	02/15/2022	Payroll	28	EFT	Travis B Grove	1,258.76	
969	02/15/2022	Payroll	28	EFT	Michael C Holden	1,052.21	
970	02/15/2022	Payroll	28	EFT	Joseph T Langlois	1,434.86	
971	02/15/2022	Payroll	28	EFT	Kenneth A Martin	406.56	
972	02/15/2022	Payroll	28	EFT	Robert McAndrews	3,536.35	
973	02/15/2022	Payroll	28	EFT	Spencer Myrlie	1,517.34	
974	02/15/2022	Payroll	28	EFT	Lisa R Neissl	1,600.25	
975	02/15/2022	Payroll	28	EFT	Michael J Rizzitiello	3,516.78	
976	02/15/2022	Payroll	28	EFT	DaShari C Schmick	1,011.37	
977	02/15/2022	Payroll	28	EFT	Dylan E Schmick	1,133.21	
978	02/15/2022	Payroll	28	EFT	Andrea M St Clair	1,236.11	
979	02/15/2022	Payroll	28	EFT	Daniel I Watkins	1,520.51	
980	02/15/2022	Payroll	28	EFT	Troy J Williams	1,695.60	
995	02/15/2022	Claims	28	EFT	Car Wash Partners, Inc.	106.80	Monthly Patrol Car Wash Service - January 2022
1154	02/25/2022	Claims	28	EFT	Amazon Business Prime	65.65	Supplies
1155	02/25/2022	Claims	28	EFT	CenturyLink Communications LLC	6.41	Monthly Services
1156	02/25/2022	Claims	28	EFT	Centurylink Communications LLC	56.86	Monthly Services
1157	02/25/2022	Claims	28	EFT	Home Depot Credit Services	1,806.43	Home Depot; Home Depot; Home Depot; Home Depot; Home Depot
1158	02/25/2022	Claims	28	EFT	Pacific Power & Light	10,897.19	Monthly Services
1159	02/25/2022	Claims	28	EFT	WA St. Dept Of Revenue	14,789.47	January 2022 Excise Tax; Written From Use Tax Report

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
1228	02/28/2022	Claims	28	EFT	Banner Bank Credit Cards	16,910.02	CH-9343; CH-9384; CH-9400; CH-9426; PD-9467; PD-9475; CH-3647; FD-9965; CH-6464; PD-8472; FD-4551; CD-5296
1803	02/04/2022	Claims	28	EFT	Xpress Solutions, Inc.	909.38	February Xpress Bill Pay Fee
1804	02/03/2022	Claims	28	EFT	Paymentech	164.62	Paymentech Fees-general Payments
1805	02/03/2022	Claims	28	EFT	Paymentech	1,663.40	Paymentech Fees- Utility Payments
1826	02/02/2022	Claims	28	EFT	WA St. Dept Of Licensing	108.00	February 2022 CPL
1830	02/28/2022	Claims	28	EFT	WA St. Dept Of Licensing	91.00	Driving RecordsPW
1831	02/28/2022	Claims	28	EFT	Community Bank	7.50	Internal Banking ACH Batch
721	02/03/2022	Payroll	28	52445	American Legal Services	65.16	Pay Cycle(s) 02/03/2022 To 02/03/2022 - Teamsters Legal Defense Fund
722	02/03/2022	Payroll	28	52446	College Place Fire Fighters Assn.	50.00	Pay Cycle(s) 02/03/2022 To 02/03/2022 - CP Volunteer Fire
723	02/03/2022	Payroll	28	52447	Fraternal Order Of Police	350.00	Pay Cycle(s) 02/03/2022 To 02/03/2022 - Fraternal Order Of Police
724	02/03/2022	Payroll	28	52448	C/O BMCU Acct. 59881001 IAFF Local 4203	250.00	Pay Cycle(s) 02/03/2022 To 02/03/2022 - IAFF Local 4203
725	02/03/2022	Payroll	28	52449	Marianne Barr C/O CPPD Emp Donations	197.50	Pay Cycle(s) 02/03/2022 To 02/03/2022 - CP Police Fund
726	02/03/2022	Payroll	28	52450	Teamsters - Police	748.00	Pay Cycle(s) 02/03/2022 To 02/03/2022 - Union Dues -
727	02/03/2022	Payroll	28	52451	Teamsters - Public Employees	816.00	Pay Cycle(s) 02/03/2022 To 02/03/2022 - Union Dues - PW
728	02/03/2022	Payroll	28	52452	United Way of The Blue Mountains	5.00	Pay Cycle(s) 02/03/2022 To 02/03/2022 - Donation - United Way
729	02/03/2022	Payroll	28	52453	WSCFF Employee Benefit Trust	375.00	Pay Cycle(s) 02/03/2022 To 02/03/2022 - WSCFF Emp Ben Trust
748	02/04/2022	Claims	28	79501	Pacific Power & Light	4,731.00	New 135W LED Street Lights - Larch Ave
876	02/10/2022	Claims	28	79502	City Of College Place-General	3,860.74	Monthly Services
914	02/10/2022	Claims	28	79503	WA St. Dept Of Health	4,393.70	2022 Water System Operating Permit & Cerficiation Fees
992	02/15/2022	Claims	28	79504	316 College Place LLC	277.66	46450.00 - 316 SE4th St
993	02/15/2022	Claims	28	79505	Bellcap Management LLC	202.40	10300.00 - 806 SCollege Ave
994	02/15/2022	Claims	28	79506	Chad & Rose Berg	175.48	2400.00 - 15 SE8th St
996	02/15/2022	Claims	28	79507	Timothy & Valerie Ewert	55.76	252.00 - 24 SE4th St
997	02/15/2022	Claims	28	79508	Matthew Hardin	341.54	65650.00 - 355 SEHighland Park Dr
998	02/15/2022	Claims	28	79509	Christopher Pennington	491.50	42800.00 - 209 SEBirch Ave
999	02/15/2022	Claims	28	79510	Daniel & Heather Perrin	263.53	31050.00 - 134 SEScenic View Dr
1000	02/15/2022	Claims	28	79511	Ilona Redfield		Reissued to Ilona Redfield instead of Redfield Revocable Trust
1001	02/15/2022	Claims	28	79512	Walla Walla County	329.16	01/31/2022 Liquor Excise; TRN 944, Tr Rec 77074
1134	02/24/2022	Claims	28	79513	David W Winter	352.00	Travel Meals - AHIMTA - Denver, CO
1165	02/25/2022	Claims	28	79514	City Of College Place-General	150.00	ROW Permit - 4BIKES
1170	02/25/2022	Claims	28	79515	Brian R Fortin	300.00	2022 Equipment Allowance
1193	02/25/2022	Claims	28	79516	Providence Occupational Health WW	228.00	Pre-Employment Physical Exams
1225	02/28/2022	Claims	28	79517	Postmaster	856.09	Utility Bulk Postage - March 2022 Statements
864	02/10/2022	Claims	28	106101	123 Printing	42.47	Business Cards - M.Barr
865	02/10/2022	Claims	28	106102	A WorkSAFE Service, Inc.	110.00	Pre-Employment Drug Tests

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
866	02/10/2022	Claims	28	106103	Abadan Tri-Cities	293.36	Copy Machine Maintenance
867	02/10/2022	Claims	28	106104	Above The Line Cleaning LLC	1,412.00	Monthly Cleaning Services - January 2022; Monthly Cleaning Services - January 2022
868	02/10/2022	Claims	28	106105	Jeffery B. Adams	612.50	4Q 2021 Interpretation & Translation; 3Q 2021 Interpretation & Translation
869	02/10/2022	Claims	28	106106	Apollo Inc.	213,119.05	SW Sewer Lift Station No.7 - Pmt 11
870	02/10/2022	Claims	28	106107	Blue Mountain Humane Society	833.34	January 2022 Animal Services
871	02/10/2022	Claims	28	106108	Bound Tree Medical, LLC.	418.76	EMS Supplies; EMS Supplies; EMS Supplies
872	02/10/2022	Claims	28	106109	Kevin Keith Bubar	969.32	LS7 Alarm Dialer Upgrades
873	02/10/2022	Claims	28	106110	CBS Reporting Inc	83.00	Pre-Employment Background Check - PD
874	02/10/2022	Claims	28	106111	CHS Primeland	132.86	Fuel
875	02/10/2022	Claims	28	106112	CI Shred	475.15	City Hall Bin, PD Bin & Records Destruction
877	02/10/2022	Claims	28	106113	Crown Paper & Janitorial Supply Inc	46.66	Supplies
878	02/10/2022	Claims	28	106114	Dave's Diesel Technology Corporation	51.75	Parts
879	02/10/2022	Claims	28	106115	Design West Architects, P.A.	4,000.00	Lions Park Community Center Architectural Design
880	02/10/2022	Claims	28	106116	Edge Analytical, Inc	223.82	Water Testing
881	02/10/2022	Claims	28	106117	Elsom Roofing, Inc	1,088.09	Repair
882	02/10/2022	Claims	28	106118	Fastenal Company	59.38	Supplies
883	02/10/2022	Claims	28	106119	GNAT Enterprises	240.00	Transportation Service- D. Lepiane; Transportation Service- D. Lepiane; Transportation Service- D. Lepiane
884	02/10/2022	Claims	28	106120	Galls, Inc.	374.47	Uniform - J.Jackson
885	02/10/2022	Claims	28	106121	Paul D Hartwig	540.00	Consulting - January 2022
886	02/10/2022	Claims	28	106122	Hughes Fire Equipment Inc.	687,348.15	Fire Engine
887	02/10/2022	Claims	28	106123	Inland Northwest AGC Education Center	400.00	CESCL Recertification Training - Wade Antle & Mike Holden
888	02/10/2022	Claims	28	106124	InterMountain Education Service District	100.00	Support Services - VM System Update
889	02/10/2022	Claims	28	106125	Joshua Jackson	623.96	Reimbursement - Moving Expenses
890	02/10/2022	Claims	28	106126	KIE Supply Corporation	1,361.52	Supplies; Supplies; Supplies; Supplies; Supplies; Supplies
891	02/10/2022	Claims	28	106127	Kenneth Cole Counseling, PS	600.00	PD Pysch Eval
892	02/10/2022	Claims	28	106128	Kilmer's Auto Parts, Inc.	161.06	Parts; Shop Supplies
893	02/10/2022	Claims	28	106129	Dennis Lepiane	3,006.00	LEOFF I In-home Care Reimbursement - December 2021; LEOFF I In-home Care Reimbursement - January 2022
894	02/10/2022	Claims	28	106130	Les Schwab Tire Center - CP	2,619.11	Tires; Tires; Winter Changeover; Winter Changeover; Winter Changeover
895	02/10/2022	Claims	28	106131	Nancy McClenny-Walters	89.08	Police Department Supplies
896	02/10/2022	Claims	28	106132	Napa Of Walla Walla	895.99	Shop Supplies; Shop Supplies; Shop Supplies; Shop Supplies; Shop Supplies; Shop Supplies; Shop Supplies - Credit; Shop Supplies; Shop Supplies - Credit; Shop Supplies - Credit; Shop Supplies; Shop Sup
897	02/10/2022	Claims	28	106133	Norco	629.00	Supplies; EMS Supplies
898	02/10/2022	Claims	28	106134	Nvoicepay, Inc.	472.61	Bill Pay Batch Fees- January 2022
899	02/10/2022	Claims	28	106135	OXARC Inc	860.31	Annual Fire Extinguisher Service

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900	02/10/2022	Claims	28	106136	One Call Concepts Inc.	24.61	Utility Notifications- January 2022
901	02/10/2022	Claims	28	106137	Outwest Printing	329.87	Fold/Stuff Utility Statements For February 2022
902	02/10/2022	Claims	28	106138	POSM Software LLC	2,000.00	1 Yr. Software Support 3/15/22-3/14/23
903	02/10/2022	Claims	28	106139	PacWest Machinery LLC	87.69	Parts
904	02/10/2022	Claims	28	106140	Pacific Office Automation	115.09	Copy Machine Maintenance
905	02/10/2022	Claims	28	106141	Pepsi Cola Bottling of Walla Walla	194.50	Water - PW; Water - PW; Water - PD; Water - PD; Water - CH; Water - CH; Water - Annex; Water - Annex
906	02/10/2022	Claims	28	106142	Port Of Walla Walla	1,200.00	State Representation - January 2022
907	02/10/2022	Claims	28	106143	Quality Petroleum Products, Inc.	9,439.22	Fuel; Fuel; Fuel; Fuel
908	02/10/2022	Claims	28	106144	RH2 Engineering, Inc.	36,608.24	Water System Consolidation And Well No 2 Relocation - PH 3 Well 2 Relocation
909	02/10/2022	Claims	28	106145	Snap On Tools - Dan's Tool Truck	187.78	Shop Tools; Shop Tools
910	02/10/2022	Claims	28	106146	WA Association Of Sheriffs &	180.00	2022 Active Dues - Troy Tomaras
911	02/10/2022	Claims	28	106147	WA Fire Chiefs	1,260.00	2022 Annual Membership Dues
912	02/10/2022	Claims	28	106148	WA St. Consolidated Tech. Services	285.00	PD VPN Monthly Services- January 2022
913	02/10/2022	Claims	28	106149	WA St. Dept Of Ecology	2,391.03	Annual Biosolids Permit- 2022
915	02/10/2022	Claims	28	106150	WA St. Dept Of Transportation - SCR	956.48	Signal Maintenance
916	02/10/2022	Claims	28	106151	WA St. Patrol, Accounts Receivable	134.75	Background Checks - January 2022
917	02/10/2022	Claims	28	106152	Walla Walla City of	135,470.24	New World SSMA 2022 - PD; 1st Half 2022 Dispatch User Fee - PD; New World SSMA - 2022 Gun Permits; 1st Half Dispatch User Fee - PW 1/1/22 - 6/30/22; Speaker Training - CP Share; Landfill Cust #09211
918	02/10/2022	Claims	28	106153	Walla Walla County Auditor	9,260.95	Election Costs - CP Share Of 2021 Indirect Election Costs
919	02/10/2022	Claims	28	106154	Walla Walla County Corrections Dept	5,261.91	December 2021 Jail Services
920	02/10/2022	Claims	28	106155	Walla Walla Union Bulletin	1,409.44	1yr Subscription 2022 - Acct No. 307706; Public Notice - Council Position 1 Vacancy; Professional Services Solicitation - CDBG Sidewalks; Notice Of Call For Bids - CIPP Project; Advertisement To Bid;;
921	02/10/2022	Claims	28	106156	Webcheck, Inc	141.31	January 2022 Webcheck Services
922	02/10/2022	Claims	28	106157	Western States Equipment Co.	248.79	Parts
923	02/10/2022	Claims	28	106158	Zumar Industries, Inc.	2,980.54	Supplies
1160	02/25/2022	Claims	28	106159	ATCO International, Inc.	143.00	Shop Supplies
1161	02/25/2022	Claims	28	106160	Binder Sign & Design	586.98	Park Wi-Fi Signs; Signs
1162	02/25/2022	Claims	28	106161	Blue Mountain Action Council	1,033.15	Federal ARPA Utility Assistance - January 2022
1163	02/25/2022	Claims	28	106162	Bound Tree Medical, LLC.	194.96	EMS Supplies
1164	02/25/2022	Claims	28	106163	Chem-Aqua	271.75	Contract Water Treatment Program-FD Tower
1166	02/25/2022	Claims	28	106164	Rachel Lynn Cortez	4,270.83	Indigent Defense Services - February 2022
1167	02/25/2022	Claims	28	106165	Diligent Corporation	6,522.00	BoardDocs LT Plus Service 4/1/22 - 3/31/23
1168	02/25/2022	Claims	28	106166	Dunning Irrigation Supply	25.10	Parts

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1169	02/25/2022	Claims	28	106167	ERS Emergency Responder Services Inc	3,040.00	Vehicle Equipment Installation
1171	02/25/2022	Claims	28	106168	GNAT Enterprises	160.00	Transportation Service- D. Lepiane; Transportation Service - D. Lepiane
1172	02/25/2022	Claims	28	106169	H D Fowler Inc.	2,239.51	Hydrant Meter Replacement
1173	02/25/2022	Claims	28	106170	Henry Schein Inc.	46.00	EMS Supplies; EMS Supplies
1174	02/25/2022	Claims	28	106171	Humbert Asphalt, Inc.	76.50	Sand & Gravel
1175	02/25/2022	Claims	28	106172	ISpyFire, Inc.	543.50	Reissue - ISpyFire Subscription
1176	02/25/2022	Claims	28	106173	InterMountain Education Service District	3,907.23	Dell Latitude Laptops (Qty 3)
1177	02/25/2022	Claims	28	106174	J-U-B Engineers, Inc.	73,079.02	2022 CIPP Sewer Lining; Sky & 12th St Water Project; Lift Station No. 5; On-Call Services; College Place- SW Sewer Collection System; Flex Light Industrial Study; WWTP Design; College Place Fiscal Sus
1178	02/25/2022	Claims	28	106175	KIE Supply Corporation	1,644.47	Supplies; Supplies; Supplies; Supplies
1179	02/25/2022	Claims	28	106176	Ketelsen Construction Co	500.00	Refund Hydrant Meter Deposit
1180	02/25/2022	Claims	28	106177	Koncrete Industries Inc.	319.58	Rock
1181	02/25/2022	Claims	28	106178	L N Curtis & Sons	446.84	Supplies
1182	02/25/2022	Claims	28	106179	Leroy Survey Consulting	900.00	Professional Services
1183	02/25/2022	Claims	28	106180	Meier Enterprises, Inc.	25,500.00	Upgrade Council Chambers And Main Entry
1184	02/25/2022	Claims	28	106181	Mercy Corps	25,921.16	CDBG 2020 Micro Enterprise Grant
1185	02/25/2022	Claims	28	106182	Moreno & Nelson Construction Corp.	108,052.92	Refund Hydrant Meter Deposit; Safewalk Sidewalk Project - No. 2
1186	02/25/2022	Claims	28	106183	Municipal Code Corporation	174.13	Supplement 10, Update 6
1187	02/25/2022	Claims	28	106184	Owen Equipment Company	1,602.96	Street Sweeper Gutter Brooms
1188	02/25/2022	Claims	28	106185	PacWest Machinery LLC	262.16	Parts
1189	02/25/2022	Claims	28	106186	Pacific Office Automation	14,632.74	Canon ImagePRESS Lite C165; Copy Machine Maintenance
1190	02/25/2022	Claims	28	106187	Pipe of Washington, Inc	500.00	Hydrant Meter Deposit Refund - Application 2/2020
1191	02/25/2022	Claims	28	106188	Pitney Bowes Global Financial Serv. LLC.	389.43	Quarterly Postage Meter Lease
1192	02/25/2022	Claims	28	106189	PocketiNet Communications Inc	200.00	Monthly Internet Services - February 2022
1194	02/25/2022	Claims	28	106190	Quill Corporation	1,026.05	Office Supplies; Office Supplies; Office Supplies; Office Supplies; Office Supplies; Office Supplies; Office Supplies
1195	02/25/2022	Claims	28	106191	Rainier Arms LLC	4,439.88	Annual Ammo Purchase
1196	02/25/2022	Claims	28	106192	Rockmount Research And Alloys, Inc.	292.52	Welding Supplies
1197	02/25/2022	Claims	28	106193	Snap On Tools - Dan's Tool Truck	471.70	Shop Tools
1198	02/25/2022	Claims	28	106194	Special Asphalt Products, Inc.	14,070.90	Crack Seal Material
1199	02/25/2022	Claims	28	106195	Stryker Sales Corporation	21,520.84	Cot For New Ambulance
1200	02/25/2022	Claims	28	106196	TIAA Commercial Finance, Inc.	233.75	Monthly Lease - Copy Machine
1201	02/25/2022	Claims	28	106197	Tampa Enterprises, LLC	88.64	Parts
1202	02/25/2022	Claims	28	106198	Tompkins, Gregory A.	212.89	Repair - FD
1203	02/25/2022	Claims	28	106199	Traffic Safety Supply Company	8,522.08	Solar Stop Blinker Signs
1204	02/25/2022	Claims	28	106200	Universal Field Services, Inc.	2,244.07	Professional Services - ROW Acquisition For NE C Street Crosswalk
1205	02/25/2022	Claims	28	106201	Valley Science and Engineering, Inc.	1,752.25	2022 ICMP - Project 2021230024

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
1206	02/25/2022	Claims	28	106202	Verizon Wireless	2,810.52	Monthly Services
1207	02/25/2022	Claims	28	106203	Walla Walla City of	27,391.89	1st Half 2022 Dispatch User Fee - FD; New World Fire Mobile SSMA - Fire Control Services; Jan-Dec 2022 Active 911 Service - SWAT Members - D.Schmick - CNT; Landfill Cust #09211; Landfill Cust #09211;
1208	02/25/2022	Claims	28	106204	Walla Walla County Corrections Dept	4,090.22	January 2022 Jail Services
1209	02/25/2022	Claims	28	106205	Walla Walla Regional Water Testing Servi	297.00	Water Testing
1210	02/25/2022	Claims	28	106206	Walt's Plumbing & Septic Tank Service LL	70.00	Gun Range Restroom - January 2022
1211	02/25/2022	Claims	28	106207	The Wesley Group	1,950.00	Labor Relations - PW
1212	02/25/2022	Claims	28	106208	Western States Equipment Co.	218.20	Parts
1213	02/25/2022	Claims	28	106209	Zumar Industries, Inc.	879.27	Signs
601	02/01/2022	Claims	29	1968	Dylan E Schmick	88.00	Law Enforcement Leadership Development - Spokane, WA
1793	02/28/2022	Claims	30	EFT	Navia Benefit Solutions	100.00	FSA Participation Fee
1794	02/01/2022	Claims	30	EFT	Navia Benefit Solutions	258.16	Health Care FSA Dispursement-Wk Ending 1/28/22
1795	02/01/2022	Claims	30	EFT	Navia Benefit Solutions	608.50	Health Care FSA Disbursement-Wk Ending 1/28/22
1796	02/08/2022	Claims	30	EFT	Navia Benefit Solutions	135.26	Health Care FSA Disbursement-Wk Ending 2/4/22
1797	02/08/2022	Claims	30	EFT	Navia Benefit Solutions	9.10	Health Care FSA Disbursement-Wk Ending 2/7/2022
1798	02/15/2022	Claims	30	EFT	Navia Benefit Solutions	103.96	Health Care FSA Disbursement-Wk Ending 2/11/2022
1799	02/22/2022	Claims	30	EFT	Navia Benefit Solutions	128.85	Health Care FSA Disbursement-Wk Ending 2/18/2022

511 Legislative	11,316.52
512 Municipal Court	4,883.33
513 Executive	10,087.09
514 Finance & Administration	7,855.82
515 Legal	9,161.12
516 Personnel	6,076.00
517 Employee Benefit Program	100.00
519 Other General Gov Services	9,971.29
520 City Clerk/Records	14,836.35
521 Law Enforcement	313,229.17
522 Fire Control	61,054.99
523 Detention & Correction	9,352.13
524 Building Inspection	20,086.33
526 Emergency Medical Services	47,622.40
558 Planning/Community Development	13,253.07
567 Alcohol & Drug Treatment/WW County	329.16
573 Spectator & Community Events	140.52
576 Parks & Recreation	10,212.37
589 Non-Expenditures	11,865.83
001 Current Expense Fund	561,433.49
518 Data Processing Services	45,420.19
012 Technology Reserve Fund	45,420.19
517 Employee Benefit Program	4,148.50
061 Employee Benefit Reserve Fund	4,148.50
025 Miscellaneous	37.81
542 Road & Street Maintenance	46,406.56
543 Road & Street General Admin.	9,764.24

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Trans	Date	Type	Acct #	Chk #	Claimant	Amount	Memo
			544		Engineering	1,748.06	
		100	Street Fund			57,956.67	
			521		Law Enforcement	1,058.57	
		120	Criminal Justice Fund			1,058.57	
			542		Road & Street Maintenance	2,244.07	
		305	Capital Improvement Fund (REET)			2,244.07	
			594		Capital Improvements	4,000.00	
		306	Capital Improvement Fund (REET 2)			4,000.00	
			542		Road & Street Maintenance	107,921.05	
			558		Planning/Community Development	25,921.16	
		309	CDBG Projects Fund			133,842.21	
			542		Road & Street Maintenance	8,522.08	
		311	Street Improvement Fund			8,522.08	
			522		Fire Control	709,230.17	
		320	Equipment Reserve Fund			709,230.17	
			542		Road & Street Maintenance	150.00	
		330	Economic Development Fund			150.00	
			006		Charges For Goods & Services	670.49	
			025		Miscellaneous	94.52	
			534		Water Utilities	89,081.89	
			589		Non-Expenditures	1,500.00	
		400	Water Fund			91,346.90	
			006		Charges For Goods & Services	775.76	
			025		Miscellaneous	61.44	
			535		Wastewater Utilities	34,475.10	
		401	Wastewater Fund			35,312.30	
			006		Charges For Goods & Services	129.57	
			025		Miscellaneous	23.63	
			531		Stormwater	27,082.41	
		402	Stormwater Fund			27,235.61	
			534		Water Utilities	41,440.85	
		410	Water Capital Reserve Fund			41,440.85	
			535		Wastewater Utilities	280,648.42	
		411	Wastewater Capital Reserve Fund			280,648.42	
			006		Charges For Goods & Services	79.10	
		412	Wastewater Debt Service Fund			79.10	
			006		Charges For Goods & Services	152.95	
		413	Water Capital Improvement Reserve Fund			152.95	
			548		Equipment Rental & Replacement	32,136.44	
		500	Equipment Rental & Replacement			32,136.44	
			589		Non-Expenditures	1,243.83	
		625	Flexible Benefits Plan Fund			1,243.83	

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Trans Date	Type	Acct #	Chk #	Claimant	Amount	Memo
						Claims: 1,576,840.66
	* Transaction Has Mixed Revenue And Expense Accounts				2,037,602.35	Payroll: 460,761.69

WE, the City Administrator and the City Finance Director of the City of College Place, Walla Walla County, Washington, DO HEREBY certify that the merchandise and services listed above have been received, are appropriate business expenditures of the City of College Place, are an accounting of all expenditures for the period described, and that the related vouchers and checks have been properly documented and approved by City Management.

City Administrator: DocuSigned by: CC49F05EFDAA47C... Finance Director: DocuSigned by: Brian Carleton 082AF622633743F...

WE, the undersigned members of the City Council of the City of College Place, Walla Walla County, Washington, representing the entire Council in attendance, DO HEREBY certify that the Council has reviewed the above list of expenditures and related vouchers or checks for the period described, has discussed any concerns with City Management and Staff and has had any such concerns answered adequately. We further certify that the above list of expenditures has been approved by the City of College Place City Council, DATED this _____ day of _____,2022.

X_____ X_____ X_____

Councilmember Councilmember Councilmember

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TREASURER'S REPORT

Fund Totals

City Of College Place

Time: 15:21:18 Date: 04/01/2022

02/01/2022 To: 02/28/2022

Fund	Previous Balance	Revenue	Expenditures	Ending Balance	Claims Clearing	Payroll Clearing	Outstanding Deposits	Adjusted Ending Balance
001 Current Expense Fund	3,991,773.51	446,173.60	1,246,708.41	3,191,238.70	23,224.54	2,029.00	-3,509.37	3,212,982.87
005 Current Expense Reserve Fund	376,981.77	-1,123.37	3.02	375,855.38	0.00	0.00	0.00	375,855.38
012 Technology Reserve Fund	192,559.59	-573.81	45,421.73	146,564.05	12,342.41	0.00	0.00	158,906.46
061 Employee Benefit Reserve Fund	341,203.01	-1,016.75	4,151.23	336,035.03	0.00	0.00	0.00	336,035.03
100 Street Fund	211,743.21	18,386.36	57,711.54	172,418.03	0.00	0.00	-170.00	172,248.03
120 Criminal Justice Fund	31,014.40	-92.41	1,058.82	29,863.17	0.00	0.00	0.00	29,863.17
121 Forfeited Proceeds Fund	2,052.81	-6.12	0.02	2,046.67	0.00	0.00	0.00	2,046.67
130 Hotel/Motel Tax	37,503.89	1,607.65	0.30	39,111.24	0.00	0.00	0.00	39,111.24
201 ULTGO Bond Fund	15,509.74	0.29		15,510.03	0.00	0.00	0.00	15,510.03
235 Commercial Drive Bond Debt Service Fund	143,713.32	8.13	0.36	143,721.09	0.00	0.00	0.00	143,721.09
301 Street Capital Contribution Fund	4,135.15	0.13		4,135.28	0.00	0.00	0.00	4,135.28
305 Capital Improvement Fund (REET)	476,860.13	12,525.57	2,247.89	487,137.81	0.00	0.00	0.00	487,137.81
306 Capital Improvement Fund (REET 2)	1,255,677.37	10,204.78	4,010.05	1,261,872.10	0.00	0.00	0.00	1,261,872.10
309 CDBG Projects Fund	0.16	102,675.63	102,675.62	0.17	0.00	0.00	0.00	0.17
311 Street Improvement Fund	186,028.24	-554.34	39,690.16	145,783.74	0.00	0.00	0.00	145,783.74
315 Facility Maintenance Reserve Fund (CE)	476,218.13	-1,419.08	3.81	474,795.24	0.00	0.00	0.00	474,795.24
320 Equipment Reserve Fund	420,825.23	686,094.13	709,233.54	397,685.82	361.18	0.00	0.00	398,047.00
330 Economic Development Fund	520,429.04	17.81	150.00	520,296.85	150.00	0.00	0.00	520,446.85
340 Economic Development Reserve Fund	64.86	0.00		64.86	0.00	0.00	0.00	64.86
400 Water Fund	434,141.42	172,555.33	131,532.21	475,164.54	9,902.01	0.00	-32,308.17	452,758.38
401 Wastewater Fund	857,442.83	251,610.51	62,447.11	1,046,606.23	7,386.84	0.00	-58,091.98	995,901.09
402 Stormwater Fund	582,040.99	48,248.54	27,513.26	602,776.27	526.04	0.00	-10,137.51	593,164.80
403 Stormwater Capital Reserve Fund	112,705.83	-335.85	0.90	112,369.08	0.00	0.00	0.00	112,369.08
410 Water Capital Reserve Fund	1,503,110.58	22,286.79	41,446.25	1,483,951.12	0.00	0.00	0.00	1,483,951.12
411 Wastewater Capital Reserve Fund	1,805,477.98	47,506.88	280,662.87	1,572,321.99	0.00	0.00	0.00	1,572,321.99
412 Wastewater Debt Service Fund	373,429.62	42,955.88	0.94	416,384.56	166.02	0.00	-10,505.86	406,044.72
413 Water Capital Improvement Reserve Fund	1,154,501.95	79,957.77	2.92	1,234,456.80	289.42	0.00	-20,704.07	1,214,042.15
425 Water Revenue Bond Fund	338,713.18	19.19	0.86	338,731.51	0.00	0.00	0.00	338,731.51
426 Water Bond Reserve Fund	143,939.24	8.15	0.36	143,947.03	0.00	0.00	0.00	143,947.03
431 Water System Construction Fund	1,192,220.40	-3,552.71	9.54	1,188,658.15	0.00	0.00	0.00	1,188,658.15
500 Equipment Rental & Replacement	131,549.22	-196.35	32,137.49	99,215.38	108.04	0.00	0.00	99,323.42
625 Flexible Benefits Plan Fund	13,169.62	838.44	1,243.83	12,764.23	0.00	0.00	0.00	12,764.23
	17,326,736.42	1,934,810.77	2,790,065.04	**16,471,482.15**	54,456.50	2,029.00	-135,426.96	**16,392,540.69**

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TREASURER'S REPORT

Account Totals

City Of College Place

Time: 15:21:18 Date: 04/01/2022

02/01/2022 To: 02/28/2022

Cash Accounts		Beg Balance	Deposits	Withdrawals	Ending	Outstanding Rec	Outstanding Exp	Adj Balance
2	2 Petty Cash	1,150.00	0.00	0.00	1,150.00	0.00	0.00	1,150.00
12	12 Banner #2526 Gen Acct	368,868.59	0.00	0.00	368,868.59	0.00	2,178.29	371,046.88
25	25 US Bank #2494 MIA	85,614.32	1,450.33	105.00	86,959.65	0.00	0.00	86,959.65
26	26 CB #2204 CDBG Project	1,017.43	0.01	0.00	1,017.44	0.00	0.00	1,017.44
27	27 CB #2255 Farm Market	2,926.95	0.02	0.00	2,926.97	0.00	0.00	2,926.97
28	28 CB #2158 Public Funds Check	5,236,870.80	1,220,753.44	2,036,471.74	4,421,152.50	-135,426.96	54,307.21	4,340,032.75
29	29 CB #2263 Travel Adv	4,753.87	88.03	88.00	4,753.90	0.00	0.00	4,753.90
30	30 CB #2166 Flex Spend	13,051.31	938.44	1,343.83	12,645.92	0.00	0.00	12,645.92
31	31 CB #2220 Public Funds Acct	2,000,150.04	153.42	149.04	2,000,154.42	0.00	0.00	2,000,154.42
32	32 CB #2174 Dev Escrow Acct	8,127.46	0.06	0.00	8,127.52	0.00	0.00	8,127.52
33	33 CB #2298 Pub Funds Inv	501,071.41	3.84	0.00	501,075.25	0.00	0.00	501,075.25
34	34 CB #2182 Capital Mitigation	17,077.42	0.13	0.00	17,077.55	0.00	0.00	17,077.55
35	35 CB #2271 Projects	2,002,809.30	15.37	0.00	2,002,824.67	0.00	0.00	2,002,824.67
36	36 CB #2247 Complete Streets M	317,364.15	2.44	0.00	317,366.59	0.00	0.00	317,366.59
	Total Cash:	10,560,853.05	1,223,405.53	2,038,157.61	9,746,100.97	-135,426.96	56,485.50	**9,667,159.51**

Investment Accounts		Beg Balance	Deposits	Withdrawals	Ending	Outstanding Rec	Outstanding Exp	Adj Balance
4	Acct#00410 LGIP	2,356,488.37	206.65	10.84	2,356,684.18	0.00	0.00	2,356,684.18
24	24 US Bank #0609 Safekeeping I	4,409,395.00	-39,248.00	1,450.00	4,368,697.00	0.00	0.00	4,368,697.00
	Total Investments:	6,765,883.37	-39,041.35	1,460.84	6,725,381.18	0.00	0.00	**6,725,381.18**
		17,326,736.42	1,184,364.18	2,039,618.45	16,471,482.15	-135,426.96	56,485.50	**16,392,540.69**

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TREASURER'S REPORT

Fund Investments By Account

City Of College Place

Time: 15:21:18 Date: 04/01/2022

02/01/2022 To: 02/28/2022

Fund Totals:	Previous Balance	Purchases	Interest	Total Investments	Liquidated	Ending Balance
235 000 Commercial Drive Bond Debt Service Fund	78,950.99		6.92	6.92	4,259.08	74,698.83
410 000 Water Equipment Reserve Fund	1,172,993.95		102.86	102.86	5.40	1,173,091.41
412 000 Wastewater Debt Service Fund	205,148.97	11,249.26	17.99	11,267.25	0.94	216,415.28
413 000 Water Capital Reserve Fund	634,242.36	7,312.11	55.62	7,367.73	2.92	641,607.17
425 000 Water & Sewer Revenue Bond Fund	186,076.99		16.32	16.32	10,038.09	176,055.22
426 000 2007 Water/Sewer Bond Reserve Fund	79,075.11		6.94	6.94	4,265.78	74,816.27
4 - Acct#00410 LGIP	2,356,488.37	18,561.37	206.65	18,768.02	18,572.21	**2,356,684.18**
001 000 Current Expense Fund	1,341,970.05		-11,944.87	-11,944.87	183,281.74	1,146,743.44
005 000 Current Expense Reserve Fund	126,735.21	9,494.85	-1,128.07	8,366.78	41.68	135,060.31
012 000 Technology Reserve Fund	64,735.44		-576.21	-576.21	11,492.73	52,666.50
061 000 Employee Benefit Reserve Fund	114,706.96	7,102.99	-1,021.01	6,081.98	37.72	120,751.22
100 000 Street Fund	71,184.66		-633.61	-633.61	8,594.15	61,956.90
120 000 Criminal Justice Fund	10,426.54	400.76	-92.80	307.96	3.43	10,731.07
121 000 Forfeited Proceeds Fund	690.12	51.70	-6.14	45.56	0.23	735.45
130 000 Hotel/Motel Tax	12,608.20	1,562.45	-112.22	1,450.23	4.15	14,054.28
305 000 Capital Improvemnt Fund (REET)	160,312.71	16,215.62	-1,426.94	14,788.68	52.72	175,048.67
306 000 Capital Improvement Fund (REET 2)	422,138.53	35,200.33	-3,757.45	31,442.88	138.82	453,442.59
309 000 Myra Road Fund	0.05	0.01		0.01		0.06
311 000 Street Improvement Fund	62,539.70		-556.66	-556.66	9,596.94	52,386.10
315 000 Facility Maintenance Reserve Fund (CE)	160,096.88	11,994.27	-1,425.02	10,569.25	52.65	170,613.48
320 000 Equipment Reserve Fund	141,474.67	2,736.01	-1,259.27	1,476.74	46.52	142,904.89
400 000 Water Fund	145,951.36	26,141.93	-1,299.11	24,842.82	48.00	170,746.18
401 000 Wastewater Fund	288,258.49	90,490.79	-2,565.79	87,925.00	94.79	376,088.70
402 000 Stormwater Fund	195,672.82	22,735.54	-1,741.68	20,993.86	64.35	216,602.33
403 000 Stormwater Capital Reserve Fund	37,889.89	2,838.67	-337.26	2,501.41	12.46	40,378.84
411 000 Wastewater Equip Reserve Fund	606,972.66		-5,402.66	-5,402.66	36,569.98	565,000.02
431 000 Water System Construction Fund	400,805.32	30,027.86	-3,567.57	26,460.29	131.80	427,133.81

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TREASURER'S REPORT

Fund Investments By Account

City Of College Place

Time: 15:21:18 Date: 04/01/2022

02/01/2022 To: 02/28/2022

Fund Totals:	Previous Balance	Purchases	Interest	Total Investments	Liquidated	Ending Balance
500 000 Equipment Rental & Replacement	44,224.74		-393.66	-393.66	8,178.92	35,652.16
24 - 24 US Bank #0609 Safekee	4,409,395.00	256,993.78	-39,248.00	217,745.78	258,443.78	**4,368,697.00**
	6,765,883.37	275,555.15	-39,041.35	236,513.80	277,015.99	**6,725,381.18**

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TREASURER'S REPORT

Fund Investment Totals

City Of College Place

Time: 15:21:18 Date: 04/01/2022

02/01/2022 To: 02/28/2022

Fund Totals:	Previous Balance	Purchases	Interest	Ttl Investments	Liquidated	Investment Bal	Available Cash
001 Current Expense Fund	1,341,970.05		-11,944.87	-11,944.87	183,281.74	1,146,743.44	2,044,495.26
005 Current Expense Reserve Fund	126,735.21	9,494.85	-1,128.07	8,366.78	41.68	135,060.31	240,795.07
012 Technology Reserve Fund	64,735.44		-576.21	-576.21	11,492.73	52,666.50	93,897.55
061 Employee Benefit Reserve Fund	114,706.96	7,102.99	-1,021.01	6,081.98	37.72	120,751.22	215,283.81
100 Street Fund	71,184.66		-633.61	-633.61	8,594.15	61,956.90	110,461.13
120 Criminal Justice Fund	10,426.54	400.76	-92.80	307.96	3.43	10,731.07	19,132.10
121 Forfeited Proceeds Fund	690.12	51.70	-6.14	45.56	0.23	735.45	1,311.22
130 Hotel/Motel Tax	12,608.20	1,562.45	-112.22	1,450.23	4.15	14,054.28	25,056.96
201 ULTGO Bond Fund						0.00	15,510.03
235 Commercial Drive Bond Debt Service Fund	78,950.99		6.92	6.92	4,259.08	74,698.83	69,022.26
301 Street Capital Contribution Fund						0.00	4,135.28
305 Capital Improvement Fund (REET)	160,312.71	16,215.62	-1,426.94	14,788.68	52.72	175,048.67	312,089.14
306 Capital Improvement Fund (REET 2)	422,138.53	35,200.33	-3,757.45	31,442.88	138.82	453,442.59	808,429.51
309 CDBG Projects Fund	0.05	0.01		0.01		0.06	0.11
311 Street Improvement Fund	62,539.70		-556.66	-556.66	9,596.94	52,386.10	93,397.64
315 Facility Maintenance Reserve Fund (CE)	160,096.88	11,994.27	-1,425.02	10,569.25	52.65	170,613.48	304,181.76
320 Equipment Reserve Fund	141,474.67	2,736.01	-1,259.27	1,476.74	46.52	142,904.89	254,780.93
330 Economic Development Fund						0.00	520,296.85
340 Economic Development Reserve Fund						0.00	64.86
400 Water Fund	145,951.36	26,141.93	-1,299.11	24,842.82	48.00	170,746.18	304,418.36
401 Wastewater Fund	288,258.49	90,490.79	-2,565.79	87,925.00	94.79	376,088.70	670,517.53
402 Stormwater Fund	195,672.82	22,735.54	-1,741.68	20,993.86	64.35	216,602.33	386,173.94
403 Stormwater Capital Reserve Fund	37,889.89	2,838.67	-337.26	2,501.41	12.46	40,378.84	71,990.24
410 Water Capital Reserve Fund	1,172,993.95		102.86	102.86	5.40	1,173,091.41	310,859.71
411 Wastewater Capital Reserve Fund	606,972.66		-5,402.66	-5,402.66	36,569.98	565,000.02	1,007,321.97
412 Wastewater Debt Service Fund	205,148.97	11,249.26	17.99	11,267.25	0.94	216,415.28	199,969.28
413 Water Capital Improvement Reserve Fund	634,242.36	7,312.11	55.62	7,367.73	2.92	641,607.17	592,849.63
425 Water Revenue Bond Fund	186,076.99		16.32	16.32	10,038.09	176,055.22	162,676.29
426 Water Bond Reserve Fund	79,075.11		6.94	6.94	4,265.78	74,816.27	69,130.76
431 Water System Construction Fund	400,805.32	30,027.86	-3,567.57	26,460.29	131.80	427,133.81	761,524.34
500 Equipment Rental & Replacement	44,224.74		-393.66	-393.66	8,178.92	35,652.16	63,563.22
625 Flexible Benefits Plan Fund						0.00	12,764.23
	6,765,883.37	275,555.15	-39,041.35	236,513.80	277,015.99	6,725,381.18	9,746,100.97

Ending fund balance (Page 1) - Investment balance = Available cash. **16,471,482.15**

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CASH FLOW REPORT

City of College Place
YTD 2022

REVENUES

Fund #	Fund Name	January*	February	March	April	May	June	July	August	September	October	November	December	YTD
001	Current Expense Fund	$438,950	$448,624											$887,573
5	Current Expense Fund Reserve	(725)	(1,123)											(1,848)
12	Technology Reserve Fund	(507)	(574)											(1,080)
61	Employee Benefit Reserve Fund	(658)	(1,017)											(1,675)
100	Street Fund	13,777	18,386											32,164
120	Criminal Justice Fund	3,619	(92)											3,526
121	Forfeited Proceeds Fund	(4)	(6)											(10)
130	Hotel/Motel Tax	1,440	1,608											3,047
201	ULTGO Bond Fund	0	0											1
235	Commercial Drive Bond Debt Service Fund	8												8
301	Street Capital Contribution Fund	0	8											8
305	Capital Improvement Fund (REET)	9,205	0											9,205
306	Capital Improvement Fund (REET 2)	7,707	12,526											20,233
309	CDBG Projects Fund	0	10,205											
311	Street Improvement Fund	(358)	102,676											102,318
315	Facility Maintenance Reserve Fund (CE)	(916)	(554)											(1,470)
320	Equipment Reserve Fund	(880)	(1,419)											(2,299)
330	Economic Development Fund	20	686,094											686,115
340	Economic Development Reserve Fund		18											18
400	Water Fund	128,973												128,973
401	Wastewater Fund	238,094	172,555											410,650
402	Stormwater Fund	53,791	251,611											305,402
403	Stormwater Capital Reserve Fund	(217)	48,249											48,032
410	Water Capital Reserve Fund	3,983	(336)											3,647
411	Wastewater Capital Reserve Fund	2,837,981	22,287											2,860,268
412	Wastewater Debt Service Fund	46,409	47,507											93,916
413	Water Capital Improvement Reserve Fund	76,450	42,956											119,406
425	Water & Sewer Revenue Bond Fund	19	79,958											79,977
426	2007 Water/Sewer Bond Reserve Fund	8	19											27
431	Water System Construction Fund	(2,293)	8											(2,285)
500	Equipment Rental & Replacement	(87)	(3,553)											(3,639)
625	Flexible Benefits Plan Fund	755	(196)											559
		$ 3,854,547	$ 838	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,780,765

*Does not include beginning balances totaling $ 17,519,503

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CASH FLOW REPORT

City of College Place
YTD 2022

EXPENDITURES

Fund #	Fund Name	January	February	March	April	May	June	July	August	September	October	November	December	YTD
001	Current Expense Fund	$ 488,383	$ 1,246,708											$ 1,735,092
5	Current Expense Reserve Fund	2	3											5
12	Technology Reserve Fund	70,844	45,422											116,266
61	Employee Benefit Reserve Fund	984	4,151											5,135
100	Street Fund	57,426	57,712											115,138
120	Criminal Justice Fund	18,144	1,059											19,203
121	Forfeited Proceeds Fund	0	0											0
130	Hotel/Motel Tax	0	0											0
201	ULTGO Bond Fund													-
235	Commercial Drive Bond Debt Service Fund	0	0											1
301	Street Capital Contribution Fund													-
305	Capital Improvement Fund (REET)	2	2,248											2,250
306	Capital Improvement Fund (REET 2)	5	4,010											4,015
309	CDBG Projects Fund		102,676											102,676
311	Street Improvement Fund	1	39,690											39,691
315	Facility Maintenance Reserve Fund (CE)	2	4											6
320	Equipment Reserve Fund	36,559	709,234											745,793
330	Economic Development Fund	80,916	150											81,066
340	Economic Development Reserve Fund													-
400	Water Fund	169,625	131,532											301,158
401	Wastewater Fund	133,661	62,447											196,108
402	Stormwater Fund	40,433	27,513											67,946
403	Stormwater Capital Reserve Fund	0	1											1
410	Water Capital Reserve Fund	11,495	41,446											52,942
411	Wastewater Capital Reserve Fund	2,865,556	280,663											3,146,219
412	Wastewater Debt Service Fund	5,281	1											5,282
413	Water Capital Improvement Reserve Fund	3	3											6
425	Water & Sewer Revenue Bond Fund	1	1											2
426	2007 Water/Sewer Bond Reserve Fund	0	0											1
431	Water System Construction Fund	5	10											15
500	Equipment Rental & Replacement	67,443.23	32,137.49											99,581
625	Flexible Benefits Plan Fund	539	1,244											1,783
		$ 4,047,314	$ 2,790,065	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,837,379
GAIN/(LOSS)		**$ (192,766)**	**$ (2,789,227)**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ (1,056,614)**

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CASH FLOW REPORT

City of College Place
YTD 2022

NET Fund #	Fund Name	January	February	March	April	May	June	July	August	September	October	November	December	YTD
001	Current Expense Fund	($49,434)	$ (798,085)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (847,518)
5	Current Expense Fund Reserve	(727)	(1,126)	-	-	-	-	-	-	-	-	-	-	(1,853)
12	Technology Reserve Fund	(71,351)	(45,996)	-	-	-	-	-	-	-	-	-	-	(117,346)
61	Employee Benefit Reserve Fund	(1,642)	(5,168)	-	-	-	-	-	-	-	-	-	-	(6,810)
100	Street Fund	(43,649)	(39,325)	-	-	-	-	-	-	-	-	-	-	(82,974)
120	Criminal Justice Fund	(14,525)	(1,151)	-	-	-	-	-	-	-	-	-	-	(15,676)
121	Forfeited Proceeds Fund	(4)	(6)	-	-	-	-	-	-	-	-	-	-	(10)
130	Hotel/Motel Tax	1,440	1,607	-	-	-	-	-	-	-	-	-	-	3,047
201	ULTGO Bond Fund	0	0	-	-	-	-	-	-	-	-	-	-	1
235	Commercial Drive Bond Debt Service Fund	8	(0)	-	-	-	-	-	-	-	-	-	-	7
301	Street Capital Contribution Fund	0	8	-	-	-	-	-	-	-	-	-	-	8
305	Capital Improvement Fund (REET)	9,203	(2,248)	-	-	-	-	-	-	-	-	-	-	6,955
306	Capital Improvement Fund (REET 2)	7,702	8,516	-	-	-	-	-	-	-	-	-	-	16,217
309	CDBG Projects Fund	0	(92,471)	-	-	-	-	-	-	-	-	-	-	(92,471)
311	Street Improvement Fund	(359)	62,985	-	-	-	-	-	-	-	-	-	-	62,627
315	Facility Maintenance Reserve Fund (CE)	(918)	(558)	-	-	-	-	-	-	-	-	-	-	(1,476)
320	Equipment Reserve Fund	(37,439)	(710,653)	-	-	-	-	-	-	-	-	-	-	(748,091)
330	Economic Development Fund	(80,896)	685,944	-	-	-	-	-	-	-	-	-	-	605,048
340	Economic Development Reserve Fund	-	18	-	-	-	-	-	-	-	-	-	-	18
400	Water Fund	(40,652)	(131,532)	-	-	-	-	-	-	-	-	-	-	(172,185)
401	Wastewater Fund	104,433	110,108	-	-	-	-	-	-	-	-	-	-	214,542
402	Stormwater Fund	13,359	224,097	-	-	-	-	-	-	-	-	-	-	237,456
403	Stormwater Capital Reserve Fund	(217)	48,248	-	-	-	-	-	-	-	-	-	-	48,030
410	Water Capital Reserve Fund	(7,513)	(41,782)	-	-	-	-	-	-	-	-	-	-	(49,295)
411	Wastewater Capital Reserve Fund	(27,575)	(258,376)	-	-	-	-	-	-	-	-	-	-	(285,951)
412	Wastewater Debt Service Fund	41,128	47,506	-	-	-	-	-	-	-	-	-	-	88,634
413	Water Capital Improvement Reserve Fund	76,447	42,953	-	-	-	-	-	-	-	-	-	-	119,400
425	Water & Sewer Revenue Bond Fund	18	79,957	-	-	-	-	-	-	-	-	-	-	79,975
426	2007 Water/Sewer Bond Reserve Fund	8	19	-	-	-	-	-	-	-	-	-	-	26
431	Water System Construction Fund	(2,298)	(1)	-	-	-	-	-	-	-	-	-	-	(2,300)
500	Equipment Rental & Replacement	(67,530)	(35,690)	-	-	-	-	-	-	-	-	-	-	(103,220)
625	Flexible Benefits Plan Fund	217	(1,440)	-	-	-	-	-	-	-	-	-	-	(1,224)
		$ (192,766)	$ (853,643)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (1,046,409)

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2022 BUDGET POSITION

City Of College Place

001 Current Expense Fund — 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
035 Other Miscellaneous	0.00	0.00	0.00	100.0%
002 Taxes				
001 General Property Tax	2,056,619.00	24,222.45	2,032,396.55	98.8%
002 Retail Sales & Use Tax	2,373,399.00	440,719.02	1,932,679.98	81.4%
003 Business Tax	1,491,075.00	365,513.94	1,125,561.06	75.5%
005 Emergency Services	400,000.00	4,019.07	395,980.93	99.0%
002 Taxes	6,321,093.00	834,474.48	5,486,618.52	86.8%
002 Taxes	**6,321,093.00**	**834,474.48**	**5,486,618.52**	**86.8%**
003 Permits & Licenses				
001 Licenses & Permits	85,000.00	77,180.87	7,819.13	9.2%
002 Non-Business License & Permits	306,000.00	68,555.31	237,444.69	77.6%
003 Fire - Nuisance Abatement Notice	0.00	0.00	0.00	100.0%
003 Licenses & Permits	391,000.00	145,736.18	245,263.82	62.7%
003 Permits & Licenses	**391,000.00**	**145,736.18**	**245,263.82**	**62.7%**
006 Charges For Goods & Services				
001 Charges For Goods & Services	0.00	0.00	0.00	100.0%
002 General Government	0.00	0.00	0.00	100.0%
004 Fines / Penalties / Charges	0.00	0.00	0.00	100.0%
005 Building Dept	0.00	2,316.31	(2,316.31)	0.0%
006 Engineering	15,000.00	0.00	15,000.00	100.0%
007 Planning & Development	12,200.00	7,175.46	5,024.54	41.2%
008 Fire Department	197,700.00	71,171.32	126,528.68	64.0%
006 Charges For Goods & Services	224,900.00	80,663.09	144,236.91	64.1%
000	2,000.00	824.95	1,175.05	58.8%
001 Security Of Persons & Property	0.00	0.00	0.00	100.0%
010 Security Of Persons/Property	2,000.00	824.95	1,175.05	58.8%
012 Court Fines And Forfeitures	0.00	0.00	0.00	100.0%
516 Personnel	0.00	0.00	0.00	100.0%
524 Building Inspection	8,800.00	396.00	8,404.00	95.5%
006 Charges For Goods & Services	**235,700.00**	**81,884.04**	**153,815.96**	**65.3%**
012 Fines & Forfeits				
012 Court Fines And Forfeitures	3,600.00	305.35	3,294.65	91.5%
013 Non-court Fines / Penalties	0.00	0.00	0.00	100.0%
512 Municipal Court	45,000.00	4,672.58	40,327.42	89.6%
012 Fines & Forfeits	**48,600.00**	**4,977.93**	**43,622.07**	**89.8%**
019 Physical Environment				
001 Physical Environment	0.00	0.00	0.00	100.0%

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2022 BUDGET POSITION

001 Current Expense Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
019 Physical Environment				
002 Economic Environment	0.00	0.00	0.00	100.0%
019 Physical Environment	0.00	0.00	0.00	100.0%
019 Physical Environment	**0.00**	**0.00**	**0.00**	**100.0%**
025 Miscellaneous				
001 Beginning Balances	1.00	0.00	1.00	100.0%
001 Interest & Other Earnings	22,000.00	(19,488.27)	41,488.27	188.6%
002 Rents & Leases	100,000.00	28,191.88	71,808.12	71.8%
005 Other Miscellaneous Revenue	55,000.00	15,594.55	39,405.45	71.6%
007 Application Fees	0.00	0.00	0.00	100.0%
010 Judgements & Settlements	0.00	0.00	0.00	100.0%
025 Miscellaneous	177,000.00	24,298.16	152,701.84	86.3%
522 Fire Control	0.00	0.00	0.00	100.0%
025 Miscellaneous	**177,001.00**	**24,298.16**	**152,702.84**	**86.3%**
030 Contributions / Donations Priv				
003 Police Dept Donations	2,000.00	0.00	2,000.00	100.0%
004 Other Donations	15,000.00	1,170.27	13,829.73	92.2%
005 Fire Dept Donations	0.00	0.00	0.00	100.0%
030 Contr & Donations Priv Sources	17,000.00	1,170.27	15,829.73	93.1%
030 Contributions / Donations Priv	**17,000.00**	**1,170.27**	**15,829.73**	**93.1%**
070 Interfund Transfers				
000	52,004.00	0.00	52,004.00	100.0%
070 Operating Transfers	52,004.00	0.00	52,004.00	100.0%
070 Interfund Transfers	**52,004.00**	**0.00**	**52,004.00**	**100.0%**
100 Grants				
001 Direct Federal Grants	0.00	0.00	0.00	100.0%
002 Police Dept Grants	0.00	0.00	0.00	100.0%
003 Fire Dept Grants	0.00	0.00	0.00	100.0%
100 Direct Federal Grants	0.00	0.00	0.00	100.0%
001 Indirect Federal Grants	0.00	0.00	0.00	100.0%
002 Police Department Grants	0.00	0.00	0.00	100.0%
101 Indirect Federal Grants	0.00	0.00	0.00	100.0%
000	0.00	0.00	0.00	100.0%
001 State Grants	7,500.00	24,786.31	(17,286.31)	0.0%

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2022 BUDGET POSITION

001 Current Expense Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
105 State Grants				
002 Police Department Grants	0.00	873.49	(873.49)	0.0%
003 Planning Department	0.00	0.00	0.00	100.0%
005 Fire Department Grants	4,200.00	0.00	4,200.00	100.0%
105 State Grants	11,700.00	25,659.80	(13,959.80)	0.0%
100 Grants	**11,700.00**	**25,659.80**	**(13,959.80)**	**0.0%**
106 State Shared Revenues				
107 State Entitlements	274,072.00	16,866.59	257,205.41	93.8%
106 State Shared Revenues	**274,072.00**	**16,866.59**	**257,205.41**	**93.8%**
107 Loan Proceeds				
092 Loan Receipts	0.00	0.00	0.00	100.0%
107 Loan Proceeds	**0.00**	**0.00**	**0.00**	**100.0%**
109 Federal Revenues				
109 Federal Revenues	1,390,411.00	970.52	1,389,440.48	99.9%
109 Federal Revenues	**1,390,411.00**	**970.52**	**1,389,440.48**	**99.9%**
380 Non-Revenues				
000	900.00	0.00	900.00	100.0%
003 Agency & Other Type Deposits	1,000.00	827.50	172.50	17.3%
004 Sales Tax Collected	0.00	0.00	0.00	100.0%
005 Non-Revenues	3,000.00	0.00	3,000.00	100.0%
006 Developer / Deposits	0.00	0.13	(0.13)	0.0%
080 Non-Revenues	4,900.00	827.63	4,072.37	83.1%
380 Non-Revenues	**4,900.00**	**827.63**	**4,072.37**	**83.1%**
519 General Government Services				
019 Physical Environment	0.00	4,341.47	(4,341.47)	0.0%
519 General Government Services	**0.00**	**4,341.47**	**(4,341.47)**	**0.0%**
522 Fire Department				
010 Mobilzation Program	82,000.00	22,984.66	59,015.34	72.0%
522 Fire Control	82,000.00	22,984.66	59,015.34	72.0%
522 Fire Department	**82,000.00**	**22,984.66**	**59,015.34**	**72.0%**
532 Public Works & Engineering				

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2022 BUDGET POSITION

001 Current Expense Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
532				
532	0.00	0.00	0.00	100.0%
532 Public Works & Engineering	**0.00**	**0.00**	**0.00**	**100.0%**
573 Spectator & Community Events				
036 Recreation Chrgs/Fees	5,000.00	735.00	4,265.00	85.3%
573 Spectator & Community Events	**5,000.00**	**735.00**	**4,265.00**	**85.3%**
576 Parks & Recreation				
036 Recreation Chrgs/Fees	0.00	0.00	0.00	100.0%
576 Parks & Recreation	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Revenues:	**9,010,481.00**	**1,164,926.73**	**7,845,554.27**	**87.1%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
012 Fines & Forfeits				
514 Finance & Administration	0.00	0.00	0.00	100.0%
012 Fines & Forfeits	**0.00**	**0.00**	**0.00**	**100.0%**
070 Interfund Transfers				
000	2,728,434.00	0.00	2,728,434.00	100.0%
080 Operations/General	0.00	0.00	0.00	100.0%
070 Operating Transfers	2,728,434.00	0.00	2,728,434.00	100.0%
070 Interfund Transfers	**2,728,434.00**	**0.00**	**2,728,434.00**	**100.0%**
100 Grants				
521 Law Enforcement	0.00	0.00	0.00	100.0%
558 Planning/Community Development	10,000.00	0.00	10,000.00	100.0%
100 Grants	**10,000.00**	**0.00**	**10,000.00**	**100.0%**
109 Federal Revenues				
109 Federal Revenues	0.00	0.00	0.00	100.0%
109 Federal Revenues	**0.00**	**0.00**	**0.00**	**100.0%**
511 Legislative				
001 Administrative	15,450.00	3,600.00	11,850.00	76.7%
002 Official Publication Service	1,500.00	94.61	1,405.39	93.7%
003 Training	2,300.00	85.00	2,215.00	96.3%
004 Legislative Services	9,962.09	2,542.42	7,419.67	74.5%
005 Election Costs	37,000.00	34,128.45	2,871.55	7.8%

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2022 BUDGET POSITION

001 Current Expense Fund 01/01/2022 To: 12/31/2022

Expenditures	Amt Budgeted	Expenditures	Remaining	
511 Legislative				
511 Legislative	66,212.09	40,450.48	25,761.61	38.9%
515 Legal	2,000.00	0.00	2,000.00	100.0%
511 Legislative	**68,212.09**	**40,450.48**	**27,761.61**	**40.7%**
512 Municipal Court				
512 Municipal Court	170,000.00	43,164.77	126,835.23	74.6%
515 Legal	3,000.00	0.00	3,000.00	100.0%
512 Municipal Court	**173,000.00**	**43,164.77**	**129,835.23**	**75.0%**
513 Executive				
001 Administration	108,244.44	30,837.36	77,407.08	71.5%
003 Administrative Support Assist.	200.00	0.00	200.00	100.0%
513 Executive	108,444.44	30,837.36	77,607.08	71.6%
515 Legal	750.00	0.00	750.00	100.0%
519 Other General Gov Services	8,100.00	7,265.00	835.00	10.3%
513 Executive	**117,294.44**	**38,102.36**	**79,192.08**	**67.5%**
514 Finance Department				
514 Finance & Administration	147,864.10	23,378.07	124,486.03	84.2%
515 Legal	300.00	0.00	300.00	100.0%
514 Finance Department	**148,164.10**	**23,378.07**	**124,786.03**	**84.2%**
515 Legal				
000	16,350.00	0.00	16,350.00	100.0%
001 Administration	121,419.39	28,180.31	93,239.08	76.8%
515 Legal	137,769.39	28,180.31	109,589.08	79.5%
515 Legal	**137,769.39**	**28,180.31**	**109,589.08**	**79.5%**
516 Human Resources				
515 Legal	250.00	0.00	250.00	100.0%
000	1,000.00	0.00	1,000.00	100.0%
001 Administration	86,656.95	25,407.19	61,249.76	70.7%
002 Wellness Program Supplies	3,980.00	607.11	3,372.89	84.7%
516 Personnel	91,636.95	26,014.30	65,622.65	71.6%
517 Employee Benefit Program	1,200.00	200.00	1,000.00	83.3%
516 Human Resources	**93,086.95**	**26,214.30**	**66,872.65**	**71.8%**

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2022 BUDGET POSITION

001 Current Expense Fund 01/01/2022 To: 12/31/2022

Expenditures	Amt Budgeted	Expenditures	Remaining	
519 General Government Services				
519 Other General Gov Services	0.00	0.00	0.00	100.0%
519 General Government Services	**0.00**	**0.00**	**0.00**	**100.0%**
520 City Clerk/Records				
515 Legal	1,500.00	0.00	1,500.00	100.0%
520 City Clerk/Records	126,050.36	35,792.29	90,258.07	71.6%
520 City Clerk/Records	**127,550.36**	**35,792.29**	**91,758.07**	**71.9%**
521 Police Operations				
030 Contr & Donations Priv Sources	0.00	0.00	0.00	100.0%
515 Legal	5,000.00	0.00	5,000.00	100.0%
001 Administration	254,455.85	51,003.29	203,452.56	80.0%
002 Investigation	134,563.00	30,667.47	103,895.53	77.2%
003 Patrol	1,456,867.00	370,912.01	1,085,954.99	74.5%
004 School Resource Officer	96,084.00	23,160.45	72,923.55	75.9%
005 Crime Prevention	600.00	0.00	600.00	100.0%
006 Training	47,400.00	7,142.28	40,257.72	84.9%
007 Traffic Policing	378,848.00	80,591.66	298,256.34	78.7%
008 Support Services	232,360.65	59,464.16	172,896.49	74.4%
009 Criminal Justice	0.00	0.00	0.00	100.0%
012 Special Enforcement	106,117.00	21,413.64	84,703.36	79.8%
521 Law Enforcement	2,707,295.50	644,354.96	2,062,940.54	76.2%
523 Detention & Correction	28,150.00	9,352.13	18,797.87	66.8%
539 Special Enforcement	2,000.00	0.00	2,000.00	100.0%
521 Police Operations	**2,742,445.50**	**653,707.09**	**2,088,738.41**	**76.2%**
522 Fire Department				
515 Legal	1,000.00	0.00	1,000.00	100.0%
001 Administration	21,650.00	5,210.63	16,439.37	75.9%
002 Fire Suppression	1,768,403.00	769,971.94	998,431.06	56.5%
003 Fire Prevention/Investigation	66,366.00	14,924.08	51,441.92	77.5%
004 Training	139,713.00	29,627.11	110,085.89	78.8%
005 Facilities	43,400.00	9,938.99	33,461.01	77.1%
009 Grants - FEMA	0.00	0.00	0.00	100.0%
010 Mobilzation Program	4,600.00	132.86	4,467.14	97.1%
014 Long Term Debt - Equipment	0.00	0.00	0.00	100.0%
522 Fire Control	2,044,132.00	829,805.61	1,214,326.39	59.4%
001 Administration	1,000.00	284.06	715.94	71.6%
002 Training	7,750.00	0.00	7,750.00	100.0%
003 Rescue & Emergency Aif	840,229.00	129,991.29	710,237.71	84.5%
008 Emergency Med Servs - Rescue	2,000.00	0.00	2,000.00	100.0%
526 Emergency Medical Services	850,979.00	130,275.35	720,703.65	84.7%

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Expenditures	Amt Budgeted	Expenditures	Remaining	
522 Fire Department	**2,896,111.00**	**960,080.96**	**1,936,030.04**	**66.8%**
524 Building / Facilities / ISM				
515 Legal	500.00	0.00	500.00	100.0%
001 Facilities	108,816.00	27,052.56	81,763.44	75.1%
002 Miscellaneous	58,565.00	58,659.73	(94.73)	0.0%
003 Annex Facility	7,000.00	1,778.77	5,221.23	74.6%
519 Other General Gov Services	174,381.00	87,491.06	86,889.94	49.8%
524 Building Inspection	213,213.11	52,911.92	160,301.19	75.2%
524 Building / Facilities / ISM	**388,094.11**	**140,402.98**	**247,691.13**	**63.8%**
525 Intergovernmental Services				
525 Emergency Services	9,400.00	0.00	9,400.00	100.0%
525 Intergovernmental Services	**9,400.00**	**0.00**	**9,400.00**	**100.0%**
531 Stormwater				
531 Stormwater	0.00	0.00	0.00	100.0%
531 Stormwater	**0.00**	**0.00**	**0.00**	**100.0%**
532 Public Works & Engineering				
515 Legal	2,500.00	0.00	2,500.00	100.0%
532 Public Works & Engineering	**2,500.00**	**0.00**	**2,500.00**	**100.0%**
548 Equipment Rental & Replacement				
548 Equipment Rental & Replacement	62,000.00	0.00	62,000.00	100.0%
548 Equipment Rental & Replacement	**62,000.00**	**0.00**	**62,000.00**	**100.0%**
557 Tourism				
557 Economic Development	0.00	0.00	0.00	100.0%
557 Tourism	**0.00**	**0.00**	**0.00**	**100.0%**
558 Planning/Community Development				
515 Legal	16,000.00	0.00	16,000.00	100.0%
001 Planning	277,143.12	38,880.30	238,262.82	86.0%
002 Development	45,945.00	2,809.50	43,135.50	93.9%
558 Planning/Community Development	323,088.12	41,689.80	281,398.32	87.1%
558 Planning/Community Development	**339,088.12**	**41,689.80**	**297,398.32**	**87.7%**
565 Welfare				

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2022 BUDGET POSITION

001 Current Expense Fund 01/01/2022 To: 12/31/2022

Expenditures	Amt Budgeted	Expenditures	Remaining	
565 Welfare Services				
565 Welfare Services	0.00	0.00	0.00	100.0%
565 Welfare	**0.00**	**0.00**	**0.00**	**100.0%**
567 Alcohol & Drug Treatment				
567 Alcohol & Drug Treatment/WW County	3,000.00	329.16	2,670.84	89.0%
567 Alcohol & Drug Treatment	**3,000.00**	**329.16**	**2,670.84**	**89.0%**
572 Library / Community Events				
572 Library Services	0.00	0.00	0.00	100.0%
572 Library / Community Events	**0.00**	**0.00**	**0.00**	**100.0%**
573 Spectator & Community Events				
001 Spectator & Community Events	70,550.00	949.46	69,600.54	98.7%
003 Farmer's Market	0.00	0.00	0.00	100.0%
573 Spectator & Community Events	70,550.00	949.46	69,600.54	98.7%
573 Spectator & Community Events	**70,550.00**	**949.46**	**69,600.54**	**98.7%**
576 Parks & Recreation				
515 Legal	0.00	0.00	0.00	100.0%
575 Cultural & Recreational	0.00	0.00	0.00	100.0%
000	0.00	19,022.50	(19,022.50)	0.0%
001 Administration	29,143.05	6,811.39	22,331.66	76.6%
002 Recreational Services	126,549.00	22,581.78	103,967.22	82.2%
003 Recreational Materials/Equip.	57,000.00	0.00	57,000.00	100.0%
576 Parks & Recreation	212,692.05	48,415.67	164,276.38	77.2%
576 Parks & Recreation	**212,692.05**	**48,415.67**	**164,276.38**	**77.2%**
580 Non-Expenditures				
589 Non-Expenditures	8,900.00	20,254.19	(11,354.19)	0.0%
580 Non-Expenditures	**8,900.00**	**20,254.19**	**(11,354.19)**	**0.0%**
596 Capital Expenditures				
515 Legal	0.00	0.00	0.00	100.0%
596 Capital Expenditures	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Expenditures:	**10,338,292.11**	**2,101,111.89**	**8,237,180.22**	**79.7%**

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2022 BUDGET POSITION

001 Current Expense Fund 01/01/2022 To: 12/31/2022

Fund Excess/(Deficit):	**(1,327,811.11)**	**(936,185.16)**

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2022 BUDGET POSITION

005 Current Expense Reserve Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	1,800.00	(1,848.47)	3,648.47	202.7%
025 Miscellaneous	1,800.00	(1,848.47)	3,648.47	202.7%
025 Miscellaneous	**1,800.00**	**(1,848.47)**	**3,648.47**	**202.7%**
070 Interfund Transfers				
070 Operating Transfers	100,000.00	0.00	100,000.00	100.0%
070 Interfund Transfers	**100,000.00**	**0.00**	**100,000.00**	**100.0%**
Fund Revenues:	**101,800.00**	**(1,848.47)**	**103,648.47**	**101.8%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	4.66	(4.66)	0.0%
025 Miscellaneous	0.00	4.66	(4.66)	0.0%
025 Miscellaneous	**0.00**	**4.66**	**(4.66)**	**0.0%**
Fund Expenditures:	**0.00**	**4.66**	**(4.66)**	**0.0%**
Fund Excess/(Deficit):	**101,800.00**	**(1,853.13)**		

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2022 BUDGET POSITION

012 Technology Reserve Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
025 Miscellaneous	1,500.00	(1,080.44)	2,580.44	172.0%
025 Miscellaneous	**1,500.00**	**(1,080.44)**	**2,580.44**	**172.0%**
070 Interfund Transfers				
070 Operating Transfers	600,000.00	0.00	600,000.00	100.0%
070 Interfund Transfers	**600,000.00**	**0.00**	**600,000.00**	**100.0%**
100 Grants				
101 Indirect Federal Grants	0.00	0.00	0.00	100.0%
100 Grants	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Revenues:	**601,500.00**	**(1,080.44)**	**602,580.44**	**100.2%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
518 Data Processing				
025 Miscellaneous	40.00	2.69	37.31	93.3%
518 Data Processing Services	583,960.00	160,671.03	423,288.97	72.5%
518 Data Processing	**584,000.00**	**160,673.72**	**423,326.28**	**72.5%**
Fund Expenditures:	**584,000.00**	**160,673.72**	**423,326.28**	**72.5%**
Fund Excess/(Deficit):	**17,500.00**	**(161,754.16)**		

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2022 BUDGET POSITION

061 Employee Benefit Reserve Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
025 Miscellaneous	2,500.00	(1,674.91)	4,174.91	167.0%
025 Miscellaneous	**2,500.00**	**(1,674.91)**	**4,174.91**	**167.0%**
070 Interfund Transfers				
070 Operating Transfers	100,000.00	0.00	100,000.00	100.0%
070 Interfund Transfers	**100,000.00**	**0.00**	**100,000.00**	**100.0%**
Fund Revenues:	**102,500.00**	**(1,674.91)**	**104,174.91**	**101.6%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
516 Human Resources				
517 Employee Benefit Program	84,600.00	6,193.50	78,406.50	92.7%
562 Employee Benefit Reserve	65.00	4.22	60.78	93.5%
516 Human Resources	**84,665.00**	**6,197.72**	**78,467.28**	**92.7%**
Fund Expenditures:	**84,665.00**	**6,197.72**	**78,467.28**	**92.7%**
Fund Excess/(Deficit):	**17,835.00**	**(7,872.63)**		

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2022 BUDGET POSITION

100 Street Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
002 Taxes				
002 Taxes	0.00	0.00	0.00	100.0%
002 Taxes	**0.00**	**0.00**	**0.00**	**100.0%**
003 Permits & Licenses				
003 Licenses & Permits	6,000.00	1,650.00	4,350.00	72.5%
003 Permits & Licenses	**6,000.00**	**1,650.00**	**4,350.00**	**72.5%**
006 Charges For Goods & Services				
006 Charges For Goods & Services	0.00	0.00	0.00	100.0%
006 Charges For Goods & Services	**0.00**	**0.00**	**0.00**	**100.0%**
025 Miscellaneous				
001 Interest & Other Earnings	1,000.00	(1,114.16)	2,114.16	211.4%
005 Other Miscellaneous Revenue	0.00	72.62	(72.62)	0.0%
011 Project Plans & Specs Payments	0.00	0.00	0.00	100.0%
025 Miscellaneous	1,000.00	(1,041.54)	2,041.54	204.2%
025 Miscellaneous	**1,000.00**	**(1,041.54)**	**2,041.54**	**204.2%**
070 Interfund Transfers				
070 Operating Transfers	800,000.00	0.00	800,000.00	100.0%
070 Interfund Transfers	**800,000.00**	**0.00**	**800,000.00**	**100.0%**
100 Grants				
101 Indirect Federal Grants	0.00	0.00	0.00	100.0%
001 State Grants	0.00	0.00	0.00	100.0%
005 Fire Department Grants	0.00	0.00	0.00	100.0%
105 State Grants	0.00	0.00	0.00	100.0%
100 Grants	**0.00**	**0.00**	**0.00**	**100.0%**
106 State Shared Revenues				
107 State Entitlements	212,771.00	29,153.76	183,617.24	86.3%
106 State Shared Revenues	**212,771.00**	**29,153.76**	**183,617.24**	**86.3%**
542 Street Department				
019 Physical Environment	0.00	6,110.92	(6,110.92)	0.0%
542 Street Department	**0.00**	**6,110.92**	**(6,110.92)**	**0.0%**

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2022 BUDGET POSITION

100 Street Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
Fund Revenues:	**1,019,771.00**	**35,873.14**	**983,897.86**	**96.5%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	25.00	75.02	(50.02)	0.0%
025 Miscellaneous	25.00	75.02	(50.02)	0.0%
025 Miscellaneous	**25.00**	**75.02**	**(50.02)**	**0.0%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
100 Grants				
544 Engineering	0.00	0.00	0.00	100.0%
100 Grants	**0.00**	**0.00**	**0.00**	**100.0%**
542 Street Department				
515 Legal	0.00	0.00	0.00	100.0%
004 Traveled Way	191,526.02	58,120.06	133,405.96	69.7%
005 Street Lighting	40,000.00	9,051.94	30,948.06	77.4%
006 Traffic Control Devices	101,301.00	18,386.32	82,914.68	81.8%
007 Snow & Ice Removal	38,648.00	7,771.71	30,876.29	79.9%
008 Street Cleaning	0.00	0.00	0.00	100.0%
009 Roadside	61,069.00	8,897.45	52,171.55	85.4%
011 Interfund Transfers	340,000.00	0.00	340,000.00	100.0%
012 Capital Projects	0.00	0.00	0.00	100.0%
542 Road & Street Maintenance	772,544.02	102,227.48	670,316.54	86.8%
001 Administration	115,607.68	28,236.68	87,371.00	75.6%
002 General Services	22,220.00	22,248.42	(28.42)	0.0%
004 Training	1,000.00	400.00	600.00	60.0%
543 Road & Street General Admin.	138,827.68	50,885.10	87,942.58	63.3%
542 Street Department	**911,371.70**	**153,112.58**	**758,259.12**	**83.2%**
544 Engineering				
544 Engineering	69,032.08	5,295.51	63,736.57	92.3%
544 Engineering	**69,032.08**	**5,295.51**	**63,736.57**	**92.3%**
Fund Expenditures:	**980,428.78**	**158,483.11**	**821,945.67**	**83.8%**

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2022 BUDGET POSITION

100 Street Fund 01/01/2022 To: 12/31/2022

Fund Excess/(Deficit):	**39,342.22**	**(122,609.97)**

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2022 BUDGET POSITION

120 Criminal Justice Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	150.00	(179.85)	329.85	219.9%
025 Miscellaneous	150.00	(179.85)	329.85	219.9%
025 Miscellaneous	**150.00**	**(179.85)**	**329.85**	**219.9%**
100 Grants				
100 Direct Federal Grants	0.00	0.00	0.00	100.0%
100 Grants	**0.00**	**0.00**	**0.00**	**100.0%**
106 State Shared Revenues				
107 State Entitlements	15,383.00	3,705.94	11,677.06	75.9%
106 State Shared Revenues	**15,383.00**	**3,705.94**	**11,677.06**	**75.9%**
511 Legislative				
521 Law Enforcement	0.00	0.00	0.00	100.0%
511 Legislative	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Revenues:	**15,533.00**	**3,526.09**	**12,006.91**	**77.3%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	0.45	(0.45)	0.0%
025 Miscellaneous	0.00	0.45	(0.45)	0.0%
025 Miscellaneous	**0.00**	**0.45**	**(0.45)**	**0.0%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
100 Grants				
105 State Grants	0.00	0.00	0.00	100.0%
100 Grants	**0.00**	**0.00**	**0.00**	**100.0%**
521 Police Operations				
003 Patrol	0.00	0.00	0.00	100.0%
004 School Resource Officer	13,977.00	3,369.28	10,607.72	75.9%
009 Criminal Justice	26,000.00	17,000.00	9,000.00	34.6%
521 Law Enforcement	39,977.00	20,369.28	19,607.72	49.0%

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2022 BUDGET POSITION

120 Criminal Justice Fund 01/01/2022 To: 12/31/2022

Expenditures	Amt Budgeted	Expenditures	Remaining	
521 Police Operations	**39,977.00**	**20,369.28**	**19,607.72**	**49.0%**
Fund Expenditures:	**39,977.00**	**20,369.73**	**19,607.27**	**49.0%**
Fund Excess/(Deficit):	**(24,444.00)**	**(16,843.64)**		

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2022 BUDGET POSITION

121 Forfeited Proceeds Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
012 Fines & Forfeits				
012 Court Fines And Forfeitures	500.00	0.00	500.00	100.0%
012 Fines & Forfeits	**500.00**	**0.00**	**500.00**	**100.0%**
025 Miscellaneous				
001 Interest & Other Earnings	0.00	(12.85)	12.85	100.0%
025 Miscellaneous	0.00	(12.85)	12.85	100.0%
035 Other Miscellaneous	20.00	2.79	17.21	86.1%
025 Miscellaneous	**20.00**	**(10.06)**	**30.06**	**150.3%**
100 Grants				
100 Direct Federal Grants	0.00	0.00	0.00	100.0%
100 Grants	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Revenues:	**520.00**	**(10.06)**	**530.06**	**101.9%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	0.03	(0.03)	0.0%
025 Miscellaneous	0.00	0.03	(0.03)	0.0%
025 Miscellaneous	**0.00**	**0.03**	**(0.03)**	**0.0%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
521 Police Operations				
521 Law Enforcement	0.00	0.00	0.00	100.0%
521 Police Operations	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Expenditures:	**0.00**	**0.03**	**(0.03)**	**0.0%**
Fund Excess/(Deficit):	**520.00**	**(10.09)**		

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2022 BUDGET POSITION

130 Hotel/Motel Tax 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
002 Taxes				
002 Taxes	19,800.00	3,228.46	16,571.54	83.7%
002 Taxes	**19,800.00**	**3,228.46**	**16,571.54**	**83.7%**
025 Miscellaneous				
025 Miscellaneous	0.00	(230.01)	230.01	100.0%
035 Other Miscellaneous	200.00	49.02	150.98	75.5%
025 Miscellaneous	**200.00**	**(180.99)**	**380.99**	**190.5%**
Fund Revenues:	**20,000.00**	**3,047.47**	**16,952.53**	**84.8%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
557 Tourism				
557 Economic Development	30,100.00	0.46	30,099.54	100.0%
557 Tourism	**30,100.00**	**0.46**	**30,099.54**	**100.0%**
Fund Expenditures:	**30,100.00**	**0.46**	**30,099.54**	**100.0%**
Fund Excess/(Deficit):	**(10,100.00)**	**3,047.01**		

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2022 BUDGET POSITION

201 ULTGO Bond Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	10.00	0.59	9.41	94.1%
025 Miscellaneous	10.00	0.59	9.41	94.1%
025 Miscellaneous	**10.00**	**0.59**	**9.41**	**94.1%**
070 Interfund Transfers				
070 Operating Transfers	487,950.00	0.00	487,950.00	100.0%
070 Interfund Transfers	**487,950.00**	**0.00**	**487,950.00**	**100.0%**
390 Loan Proceeds				
092 Loan Receipts	0.00	0.00	0.00	100.0%
390 Loan Proceeds	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Revenues:	**487,960.00**	**0.59**	**487,959.41**	**100.0%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	0.00	0.00	100.0%
025 Miscellaneous	0.00	0.00	0.00	100.0%
025 Miscellaneous	**0.00**	**0.00**	**0.00**	**100.0%**
590 Long Term Debt Payment/Interes				
000	487,050.00	0.00	487,050.00	100.0%
001 Long Term Debt Redemption	0.00	0.00	0.00	100.0%
002 Interest & Other Debt Costs	0.00	0.00	0.00	100.0%
591 Interest & Debt Service	487,050.00	0.00	487,050.00	100.0%
590 Long Term Debt Payment/Interes	**487,050.00**	**0.00**	**487,050.00**	**100.0%**
Fund Expenditures:	**487,050.00**	**0.00**	**487,050.00**	**100.0%**
Fund Excess/(Deficit):	**910.00**	**0.59**		

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2022 BUDGET POSITION

202 LTGO Bond Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	0.00	0.00	0.00	100.0%
025 Miscellaneous	0.00	0.00	0.00	100.0%
025 Miscellaneous	**0.00**	**0.00**	**0.00**	**100.0%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Revenues:	**0.00**	**0.00**	**0.00**	**100.0%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	0.00	0.00	100.0%
025 Miscellaneous	0.00	0.00	0.00	100.0%
025 Miscellaneous	**0.00**	**0.00**	**0.00**	**100.0%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
590 Long Term Debt Payment/Interes				
001 Long Term Debt Redemption	0.00	0.00	0.00	100.0%
002 Interest & Other Debt Costs	0.00	0.00	0.00	100.0%
591 Interest & Debt Service	0.00	0.00	0.00	100.0%
590 Long Term Debt Payment/Interes	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Expenditures:	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Excess/(Deficit):	**0.00**	**0.00**		

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2022 BUDGET POSITION

235 Commercial Drive Bond Debt Service Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
025 Miscellaneous	250.00	16.18	233.82	93.5%
025 Miscellaneous	**250.00**	**16.18**	**233.82**	**93.5%**
070 Interfund Transfers				
070 Operating Transfers	140,484.00	0.00	140,484.00	100.0%
070 Interfund Transfers	**140,484.00**	**0.00**	**140,484.00**	**100.0%**
370 Capital Contributions				
370 Capital Contributions	0.00	0.00	0.00	100.0%
370 Capital Contributions	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Revenues:	**140,734.00**	**16.18**	**140,717.82**	**100.0%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
514 Finance & Administration	0.00	0.79	(0.79)	0.0%
025 Miscellaneous	**0.00**	**0.79**	**(0.79)**	**0.0%**
590 Long Term Debt Payment/Interes				
001 Long Term Debt Redemption	122,924.00	117,633.31	5,290.69	4.3%
002 Interest & Other Debt Costs	17,559.00	22,850.42	(5,291.42)	0.0%
591 Interest & Debt Service	140,483.00	140,483.73	(0.73)	0.0%
590 Long Term Debt Payment/Interes	**140,483.00**	**140,483.73**	**(0.73)**	**0.0%**
Fund Expenditures:	**140,483.00**	**140,484.52**	**(1.52)**	**0.0%**
Fund Excess/(Deficit):	**251.00**	**(140,468.34)**		

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2022 BUDGET POSITION

301 Street Capital Contribution Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
025 Miscellaneous	20.00	0.28	19.72	98.6%
025 Miscellaneous	**20.00**	**0.28**	**19.72**	**98.6%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
370 Capital Contributions				
370 Capital Contributions	61,000.00	0.00	61,000.00	100.0%
370 Capital Contributions	**61,000.00**	**0.00**	**61,000.00**	**100.0%**
Fund Revenues:	**61,020.00**	**0.28**	**61,019.72**	**100.0%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
070 Interfund Transfers				
070 Operating Transfers	50,000.00	0.00	50,000.00	100.0%
070 Interfund Transfers	**50,000.00**	**0.00**	**50,000.00**	**100.0%**
542 Street Department				
542 Road & Street Maintenance	0.00	0.00	0.00	100.0%
542 Street Department	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Expenditures:	**50,000.00**	**0.00**	**50,000.00**	**100.0%**
Fund Excess/(Deficit):	**11,020.00**	**0.28**		

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2022 BUDGET POSITION

305 Capital Improvement Fund (REET) 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
002 Taxes				
002 Taxes	210,000.00	24,049.26	185,950.74	88.5%
002 Taxes	**210,000.00**	**24,049.26**	**185,950.74**	**88.5%**
025 Miscellaneous				
001 Interest & Other Earnings	2,500.00	(2,318.75)	4,818.75	192.8%
025 Miscellaneous	2,500.00	(2,318.75)	4,818.75	192.8%
025 Miscellaneous	**2,500.00**	**(2,318.75)**	**4,818.75**	**192.8%**
Fund Revenues:	**212,500.00**	**21,730.51**	**190,769.49**	**89.8%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	5.85	(5.85)	0.0%
025 Miscellaneous	0.00	5.85	(5.85)	0.0%
025 Miscellaneous	**0.00**	**5.85**	**(5.85)**	**0.0%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
542 Street Department				
542 Road & Street Maintenance	160,000.00	11,415.45	148,584.55	92.9%
542 Street Department	**160,000.00**	**11,415.45**	**148,584.55**	**92.9%**
596 Capital Expenditures				
000	0.00	0.00	0.00	100.0%
005 Planning & Design	0.00	0.00	0.00	100.0%
594 Capital Improvements	0.00	0.00	0.00	100.0%
596 Capital Expenditures	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Expenditures:	**160,000.00**	**11,421.30**	**148,578.70**	**92.9%**
Fund Excess/(Deficit):	**52,500.00**	**10,309.21**		

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2022 BUDGET POSITION

306 Capital Improvement Fund (REET 2) 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
002 Taxes				
002 Taxes	210,000.00	24,049.27	185,950.73	88.5%
002 Taxes	**210,000.00**	**24,049.27**	**185,950.73**	**88.5%**
025 Miscellaneous				
001 Interest & Other Earnings	4,000.00	(6,137.53)	10,137.53	253.4%
005 Other Miscellaneous Revenue	0.00	0.00	0.00	100.0%
025 Miscellaneous	4,000.00	(6,137.53)	10,137.53	253.4%
025 Miscellaneous	**4,000.00**	**(6,137.53)**	**10,137.53**	**253.4%**
030 Contributions / Donations Priv				
030 Contr & Donations Priv Sources	500,000.00	0.00	500,000.00	100.0%
030 Contributions / Donations Priv	**500,000.00**	**0.00**	**500,000.00**	**100.0%**
100 Grants				
105 State Grants	1,500,000.00	0.00	1,500,000.00	100.0%
100 Grants	**1,500,000.00**	**0.00**	**1,500,000.00**	**100.0%**
Fund Revenues:	**2,214,000.00**	**17,911.74**	**2,196,088.26**	**99.2%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	15.48	(15.48)	0.0%
025 Miscellaneous	0.00	15.48	(15.48)	0.0%
025 Miscellaneous	**0.00**	**15.48**	**(15.48)**	**0.0%**
596 Capital Expenditures				
594 Capital Improvements	3,256,683.00	4,000.00	3,252,683.00	99.9%
596 Capital Expenditures	**3,256,683.00**	**4,000.00**	**3,252,683.00**	**99.9%**
Fund Expenditures:	**3,256,683.00**	**4,015.48**	**3,252,667.52**	**99.9%**
Fund Excess/(Deficit):	**(1,042,683.00)**	**13,896.26**		

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2022 BUDGET POSITION

309 CDBG Projects Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	0.00	0.02	(0.02)	0.0%
025 Miscellaneous	0.00	0.02	(0.02)	0.0%
025 Miscellaneous	**0.00**	**0.02**	**(0.02)**	**0.0%**
100 Grants				
101 Indirect Federal Grants	364,000.00	102,675.62	261,324.38	71.8%
100 Grants	**364,000.00**	**102,675.62**	**261,324.38**	**71.8%**
Fund Revenues:	**364,000.00**	**102,675.64**	**261,324.36**	**71.8%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
594 Capital Improvements	0.00	0.00	0.00	100.0%
025 Miscellaneous				
000	0.00	0.00	0.00	100.0%
025 Miscellaneous	0.00	0.00	0.00	100.0%
025 Miscellaneous	**0.00**	**0.00**	**0.00**	**100.0%**
531 Stormwater				
594 Capital Improvements	0.00	0.00	0.00	100.0%
531 Stormwater	**0.00**	**0.00**	**0.00**	**100.0%**
542 Street Department				
542 Road & Street Maintenance	364,000.00	102,675.62	261,324.38	71.8%
542 Street Department	**364,000.00**	**102,675.62**	**261,324.38**	**71.8%**
558 Planning/Community Development				
558 Planning/Community Development	0.00	0.00	0.00	100.0%
558 Planning/Community Development	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Expenditures:	**364,000.00**	**102,675.62**	**261,324.38**	**71.8%**
Fund Excess/(Deficit):	**0.00**	**0.02**		

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2022 BUDGET POSITION

311 Street Improvement Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	2,000.00	(912.16)	2,912.16	145.6%
025 Miscellaneous	2,000.00	(912.16)	2,912.16	145.6%
025 Miscellaneous	**2,000.00**	**(912.16)**	**2,912.16**	**145.6%**
070 Interfund Transfers				
070 Operating Transfers	10,000.00	0.00	10,000.00	100.0%
070 Interfund Transfers	**10,000.00**	**0.00**	**10,000.00**	**100.0%**
100 Grants				
001 Indirect Federal Grants	0.00	0.00	0.00	100.0%
002 Police Department Grants	0.00	0.00	0.00	100.0%
101 Indirect Federal Grants	0.00	0.00	0.00	100.0%
102 Grants - Private Sources	71,100.00	0.00	71,100.00	100.0%
105 State Grants	1,993,204.00	0.00	1,993,204.00	100.0%
100 Grants	**2,064,304.00**	**0.00**	**2,064,304.00**	**100.0%**
Fund Revenues:	**2,076,304.00**	**(912.16)**	**2,077,216.16**	**100.0%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	25.00	2.30	22.70	90.8%
025 Miscellaneous	25.00	2.30	22.70	90.8%
025 Miscellaneous	**25.00**	**2.30**	**22.70**	**90.8%**
070 Interfund Transfers				
070 Operating Transfers	100,000.00	0.00	100,000.00	100.0%
070 Interfund Transfers	**100,000.00**	**0.00**	**100,000.00**	**100.0%**
542 Street Department				
006 Traffic Control Devices	0.00	0.00	0.00	100.0%
009 Roadside	0.00	0.00	0.00	100.0%
010 Engineering	1,000,000.00	0.00	1,000,000.00	100.0%
012 Capital Projects	1,034,560.00	39,688.67	994,871.33	96.2%
542 Road & Street Maintenance	2,034,560.00	39,688.67	1,994,871.33	98.0%
542 Street Department	**2,034,560.00**	**39,688.67**	**1,994,871.33**	**98.0%**
Fund Expenditures:	**2,134,585.00**	**39,690.97**	**2,094,894.03**	**98.1%**

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2022 BUDGET POSITION

311 Street Improvement Fund 01/01/2022 To: 12/31/2022

Fund Excess/(Deficit):	**(58,281.00)**	**(40,603.13)**

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2022 BUDGET POSITION

315 Facility Maintenance Reserve Fund (CE) 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	1,500.00	(2,335.04)	3,835.04	255.7%
025 Miscellaneous	1,500.00	(2,335.04)	3,835.04	255.7%
025 Miscellaneous	**1,500.00**	**(2,335.04)**	**3,835.04**	**255.7%**
070 Interfund Transfers				
070 Operating Transfers	500,000.00	0.00	500,000.00	100.0%
070 Interfund Transfers	**500,000.00**	**0.00**	**500,000.00**	**100.0%**
100 Grants				
102 Grants - Private Sources	0.00	0.00	0.00	100.0%
105 State Grants	0.00	0.00	0.00	100.0%
100 Grants	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Revenues:	**501,500.00**	**(2,335.04)**	**503,835.04**	**100.5%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
019 Physical Environment				
048 Maintenance	0.00	0.00	0.00	100.0%
594 Capital Improvements	0.00	0.00	0.00	100.0%
019 Physical Environment	**0.00**	**0.00**	**0.00**	**100.0%**
025 Miscellaneous				
000	100.00	5.88	94.12	94.1%
025 Miscellaneous	100.00	5.88	94.12	94.1%
025 Miscellaneous	**100.00**	**5.88**	**94.12**	**94.1%**
524 Building / Facilities / ISM				
519 Other General Gov Services	492,900.00	1,860.94	491,039.06	99.6%
524 Building / Facilities / ISM	**492,900.00**	**1,860.94**	**491,039.06**	**99.6%**
Fund Expenditures:	**493,000.00**	**1,866.82**	**491,133.18**	**99.6%**
Fund Excess/(Deficit):	**8,500.00**	**(4,201.86)**		

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2022 BUDGET POSITION

320 Equipment Reserve Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
025 Miscellaneous	2,500.00	(2,133.75)	4,633.75	185.4%
025 Miscellaneous	**2,500.00**	**(2,133.75)**	**4,633.75**	**185.4%**
070 Interfund Transfers				
070 Operating Transfers	1,717,130.00	687,348.15	1,029,781.85	60.0%
070 Interfund Transfers	**1,717,130.00**	**687,348.15**	**1,029,781.85**	**60.0%**
Fund Revenues:	**1,719,630.00**	**685,214.40**	**1,034,415.60**	**60.2%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
514 Finance & Administration	0.00	5.36	(5.36)	0.0%
025 Miscellaneous	**0.00**	**5.36**	**(5.36)**	**0.0%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
521 Police Operations				
521 Law Enforcement	157,130.00	7,175.09	149,954.91	95.4%
521 Police Operations	**157,130.00**	**7,175.09**	**149,954.91**	**95.4%**
522 Fire Department				
001 Administration	1,004,000.00	742,590.29	261,409.71	26.0%
010 Mobilzation Program	125,000.00	0.00	125,000.00	100.0%
522 Fire Control	1,129,000.00	742,590.29	386,409.71	34.2%
526 Emergency Medical Services	0.00	0.00	0.00	100.0%
522 Fire Department	**1,129,000.00**	**742,590.29**	**386,409.71**	**34.2%**
542 Street Department				
542 Road & Street Maintenance	0.00	0.00	0.00	100.0%
550 General Services	415,000.00	0.00	415,000.00	100.0%
542 Street Department	**415,000.00**	**0.00**	**415,000.00**	**100.0%**
Fund Expenditures:	**1,701,130.00**	**749,770.74**	**951,359.26**	**55.9%**
Fund Excess/(Deficit):	**18,500.00**	**(64,556.34)**		

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2022 BUDGET POSITION

330 Economic Development Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	250.00	38.24	211.76	84.7%
025 Miscellaneous	250.00	38.24	211.76	84.7%
025 Miscellaneous	**250.00**	**38.24**	**211.76**	**84.7%**
070 Interfund Transfers				
070 Operating Transfers	140,000.00	0.00	140,000.00	100.0%
070 Interfund Transfers	**140,000.00**	**0.00**	**140,000.00**	**100.0%**
Fund Revenues:	**140,250.00**	**38.24**	**140,211.76**	**100.0%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	0.00	0.00	100.0%
025 Miscellaneous	0.00	0.00	0.00	100.0%
025 Miscellaneous	**0.00**	**0.00**	**0.00**	**100.0%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
542 Street Department				
010 Engineering	0.00	0.00	0.00	100.0%
012 Capital Projects	600,000.00	210,209.28	389,790.72	65.0%
542 Road & Street Maintenance	600,000.00	210,209.28	389,790.72	65.0%
542 Street Department	**600,000.00**	**210,209.28**	**389,790.72**	**65.0%**
Fund Expenditures:	**600,000.00**	**210,209.28**	**389,790.72**	**65.0%**
Fund Excess/(Deficit):	**(459,750.00)**	**(210,171.04)**		

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2022 BUDGET POSITION

340 Economic Development Reserve Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
025 Miscellaneous	0.00	0.00	0.00	100.0%
025 Miscellaneous	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Revenues:	**0.00**	**0.00**	**0.00**	**100.0%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
025 Miscellaneous	0.00	0.00	0.00	100.0%
025 Miscellaneous	**0.00**	**0.00**	**0.00**	**100.0%**
590 Long Term Debt Payment/Interes				
591 Interest & Debt Service	0.00	0.00	0.00	100.0%
590 Long Term Debt Payment/Interes	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Expenditures:	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Excess/(Deficit):	**0.00**	**0.00**		

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2022 BUDGET POSITION

400 Water Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
003 Permits & Licenses				
003 Licenses & Permits	0.00	21,900.00	(21,900.00)	0.0%
003 Permits & Licenses	**0.00**	**21,900.00**	**(21,900.00)**	**0.0%**
006 Charges For Goods & Services				
001 Charges For Goods & Services	50,000.00	4,972.70	45,027.30	90.1%
004 Fines / Penalties / Charges	5,000.00	638.20	4,361.80	87.2%
009 Water	1,943,216.00	380,335.78	1,562,880.22	80.4%
006 Charges For Goods & Services	1,998,216.00	385,946.68	1,612,269.32	80.7%
006 Charges For Goods & Services	**1,998,216.00**	**385,946.68**	**1,612,269.32**	**80.7%**
012 Fines & Forfeits				
006 Charges For Goods & Services	10,000.00	4,615.98	5,384.02	53.8%
012 Fines & Forfeits	**10,000.00**	**4,615.98**	**5,384.02**	**53.8%**
025 Miscellaneous				
001 Interest & Other Earnings	3,000.00	(2,205.16)	5,205.16	173.5%
002 Rents & Leases	25,000.00	5,475.15	19,524.85	78.1%
005 Other Miscellaneous Revenue	10,000.00	1,058.42	8,941.58	89.4%
025 Miscellaneous	38,000.00	4,328.41	33,671.59	88.6%
025 Miscellaneous	**38,000.00**	**4,328.41**	**33,671.59**	**88.6%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
100 Grants				
105 State Grants	0.00	0.00	0.00	100.0%
100 Grants	**0.00**	**0.00**	**0.00**	**100.0%**
370 Capital Contributions				
370 Capital Contributions	0.00	0.00	0.00	100.0%
370 Capital Contributions	**0.00**	**0.00**	**0.00**	**100.0%**
380 Non-Revenues				
080 Non-Revenues	0.00	500.00	(500.00)	0.0%
380 Non-Revenues	**0.00**	**500.00**	**(500.00)**	**0.0%**

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2022 BUDGET POSITION

400 Water Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
534 Water Department				
019 Physical Environment	0.00	0.00	0.00	100.0%
003 Maintenance	22,000.00	2,871.00	19,129.00	87.0%
534 Water Utilities	22,000.00	2,871.00	19,129.00	87.0%
534 Water Department	**22,000.00**	**2,871.00**	**19,129.00**	**87.0%**
Fund Revenues:	**2,068,216.00**	**420,162.07**	**1,648,053.93**	**79.7%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	186.07	(186.07)	0.0%
025 Miscellaneous	0.00	186.07	(186.07)	0.0%
025 Miscellaneous	**0.00**	**186.07**	**(186.07)**	**0.0%**
070 Interfund Transfers				
070 Operating Transfers	337,000.00	0.00	337,000.00	100.0%
070 Interfund Transfers	**337,000.00**	**0.00**	**337,000.00**	**100.0%**
100 Grants				
101 Indirect Federal Grants	0.00	0.00	0.00	100.0%
100 Grants	**0.00**	**0.00**	**0.00**	**100.0%**
534 Water Department				
515 Legal	0.00	0.00	0.00	100.0%
000	0.00	0.00	0.00	100.0%
001 Administration / General	608,294.42	176,160.33	432,134.09	71.0%
002 Administrative/Planning	44,607.31	11,087.62	33,519.69	75.1%
003 Maintenance	615,906.95	119,477.10	496,429.85	80.6%
004 Operations / General	284,762.00	49,077.22	235,684.78	82.8%
005 Capital Expenditures	0.00	0.00	0.00	100.0%
009 Finance	185,423.54	38,086.01	147,337.53	79.5%
534 Water Utilities	1,738,994.22	393,888.28	1,345,105.94	77.3%
534 Water Department	**1,738,994.22**	**393,888.28**	**1,345,105.94**	**77.3%**
580 Non-Expenditures				
589 Non-Expenditures	0.00	1,500.00	(1,500.00)	0.0%
580 Non-Expenditures	**0.00**	**1,500.00**	**(1,500.00)**	**0.0%**
597 Interfund Transfers				

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2022 BUDGET POSITION

400 Water Fund 01/01/2022 To: 12/31/2022

Expenditures	Amt Budgeted	Expenditures	Remaining	
070 Operating Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
597 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Expenditures:	**2,075,994.22**	**395,574.35**	**1,680,419.87**	**80.9%**
Fund Excess/(Deficit):	**(7,778.22)**	**24,587.72**		

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2022 BUDGET POSITION

401 Wastewater Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
003 Permits & Licenses				
003 Licenses & Permits	0.00	15,965.35	(15,965.35)	0.0%
003 Permits & Licenses	**0.00**	**15,965.35**	**(15,965.35)**	**0.0%**
006 Charges For Goods & Services				
001 Charges For Goods & Services	0.00	0.00	0.00	100.0%
010 Wastewater	2,893,723.00	726,454.71	2,167,268.29	74.9%
006 Charges For Goods & Services	2,893,723.00	726,454.71	2,167,268.29	74.9%
006 Charges For Goods & Services	**2,893,723.00**	**726,454.71**	**2,167,268.29**	**74.9%**
012 Fines & Forfeits				
006 Charges For Goods & Services	5,000.00	1,911.25	3,088.75	61.8%
012 Fines & Forfeits	**5,000.00**	**1,911.25**	**3,088.75**	**61.8%**
019 Physical Environment				
019 Physical Environment	871.00	378.13	492.87	56.6%
019 Physical Environment	**871.00**	**378.13**	**492.87**	**56.6%**
025 Miscellaneous				
001 Interest & Other Earnings	9,000.00	(4,000.65)	13,000.65	144.5%
002 Rents & Leases	0.00	0.00	0.00	100.0%
005 Other Miscellaneous Revenue	0.00	80.56	(80.56)	0.0%
025 Miscellaneous	9,000.00	(3,920.09)	12,920.09	143.6%
025 Miscellaneous	**9,000.00**	**(3,920.09)**	**12,920.09**	**143.6%**
070 Interfund Transfers				
000	0.00	0.00	0.00	100.0%
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
100 Grants				
105 State Grants	0.00	0.00	0.00	100.0%
100 Grants	**0.00**	**0.00**	**0.00**	**100.0%**
107 Loan Proceeds				
092 Loan Receipts	0.00	0.00	0.00	100.0%
107 Loan Proceeds	**0.00**	**0.00**	**0.00**	**100.0%**

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2022 BUDGET POSITION

401 Wastewater Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
370 Capital Contributions				
370 Capital Contributions	0.00	0.00	0.00	100.0%
370 Capital Contributions	**0.00**	**0.00**	**0.00**	**100.0%**
535 Wastewater Department				
019 Physical Environment	0.00	0.00	0.00	100.0%
535 Wastewater Department	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Revenues:	**2,908,594.00**	**740,789.35**	**2,167,804.65**	**74.5%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	120.00	127.48	(7.48)	0.0%
025 Miscellaneous	120.00	127.48	(7.48)	0.0%
025 Miscellaneous	**120.00**	**127.48**	**(7.48)**	**0.0%**
070 Interfund Transfers				
000	300,000.00	0.00	300,000.00	100.0%
050 Maintenance	0.00	0.00	0.00	100.0%
080 Operations/General	0.00	0.00	0.00	100.0%
070 Operating Transfers	300,000.00	0.00	300,000.00	100.0%
070 Interfund Transfers	**300,000.00**	**0.00**	**300,000.00**	**100.0%**
535 Wastewater Department				
515 Legal	1,500.00	0.00	1,500.00	100.0%
001 Administration / General	1,875,991.55	508,155.59	1,367,835.96	72.9%
002 Administration / Planning	36,916.39	9,177.07	27,739.32	75.1%
003 Maintenance	21,500.00	1,306.40	20,193.60	93.9%
004 Operations / General	105,646.00	18,903.63	86,742.37	82.1%
005 Operations / Testing	0.00	0.00	0.00	100.0%
012 Finance	200,974.88	37,727.83	163,247.05	81.2%
535 Wastewater Utilities	2,241,028.82	575,270.52	1,665,758.30	74.3%
535 Wastewater Department	**2,242,528.82**	**575,270.52**	**1,667,258.30**	**74.3%**
597 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
597 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Expenditures:	**2,542,648.82**	**575,398.00**	**1,967,250.82**	**77.4%**

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2022 BUDGET POSITION

401 Wastewater Fund 01/01/2022 To: 12/31/2022

Fund Excess/(Deficit):	**365,945.18**	**165,391.35**

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402 Stormwater Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
006 Charges For Goods & Services				
006 Charges For Goods & Services	605,000.00	159,038.55	445,961.45	73.7%
025 Miscellaneous	0.00	0.00	0.00	100.0%
006 Charges For Goods & Services	**605,000.00**	**159,038.55**	**445,961.45**	**73.7%**
012 Fines & Forfeits				
006 Charges For Goods & Services	10,000.00	572.66	9,427.34	94.3%
012 Fines & Forfeits	**10,000.00**	**572.66**	**9,427.34**	**94.3%**
019 Physical Environment				
019 Physical Environment	0.00	107.97	(107.97)	0.0%
019 Physical Environment	**0.00**	**107.97**	**(107.97)**	**0.0%**
025 Miscellaneous				
001 Interest & Other Earnings	2,500.00	(2,826.13)	5,326.13	213.0%
005 Other Miscellaneous Revenue	0.00	36.62	(36.62)	0.0%
025 Miscellaneous	2,500.00	(2,789.51)	5,289.51	211.6%
025 Miscellaneous	**2,500.00**	**(2,789.51)**	**5,289.51**	**211.6%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
100 Grants				
105 State Grants	0.00	(382.55)	382.55	100.0%
100 Grants	**0.00**	**(382.55)**	**382.55**	**100.0%**
Fund Revenues:	**617,500.00**	**156,547.12**	**460,952.88**	**74.6%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	45.13	(45.13)	0.0%
025 Miscellaneous	0.00	45.13	(45.13)	0.0%
025 Miscellaneous	**0.00**	**45.13**	**(45.13)**	**0.0%**
531 Stormwater				
515 Legal	0.00	0.00	0.00	100.0%
001 Administration / General	107,518.78	33,801.57	73,717.21	68.6%
002 Administration / Engineering	56,608.11	13,517.21	43,090.90	76.1%

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2022 BUDGET POSITION

402 Stormwater Fund 01/01/2022 To: 12/31/2022

Expenditures	Amt Budgeted	Expenditures	Remaining	
531 Stormwater				
003 Maintenance	191,942.00	22,343.04	169,598.96	88.4%
004 Operations / General	127,500.00	725.43	126,774.57	99.4%
005 Finance	103,560.41	22,787.40	80,773.01	78.0%
531 Stormwater	587,129.30	93,174.65	493,954.65	84.1%
531 Stormwater	**587,129.30**	**93,174.65**	**493,954.65**	**84.1%**
Fund Expenditures:	**587,129.30**	**93,219.78**	**493,909.52**	**84.1%**
Fund Excess/(Deficit):	**30,370.70**	**63,327.34**		

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2022 BUDGET POSITION

403 Stormwater Capital Reserve Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	2,200.00	(552.63)	2,752.63	125.1%
025 Miscellaneous	2,200.00	(552.63)	2,752.63	125.1%
025 Miscellaneous	**2,200.00**	**(552.63)**	**2,752.63**	**125.1%**
070 Interfund Transfers				
000	0.00	0.00	0.00	100.0%
080 Operations/General	125,000.00	0.00	125,000.00	100.0%
070 Operating Transfers	125,000.00	0.00	125,000.00	100.0%
070 Interfund Transfers	**125,000.00**	**0.00**	**125,000.00**	**100.0%**
100 Grants				
100 Direct Federal Grants	0.00	0.00	0.00	100.0%
105 State Grants	1,005,500.00	0.00	1,005,500.00	100.0%
100 Grants	**1,005,500.00**	**0.00**	**1,005,500.00**	**100.0%**
109 Federal Revenues				
109 Federal Revenues	0.00	0.00	0.00	100.0%
109 Federal Revenues	**0.00**	**0.00**	**0.00**	**100.0%**
370 Capital Contributions				
370 Capital Contributions	0.00	0.00	0.00	100.0%
370 Capital Contributions	**0.00**	**0.00**	**0.00**	**100.0%**
390 Loan Proceeds				
092 Loan Receipts	0.00	0.00	0.00	100.0%
110 Federal Loans	0.00	0.00	0.00	100.0%
390 Loan Proceeds	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Revenues:	**1,132,700.00**	**(552.63)**	**1,133,252.63**	**100.0%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	1.39	(1.39)	0.0%
025 Miscellaneous	0.00	1.39	(1.39)	0.0%
025 Miscellaneous	**0.00**	**1.39**	**(1.39)**	**0.0%**
531 Stormwater				

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2022 BUDGET POSITION

403 Stormwater Capital Reserve Fund 01/01/2022 To: 12/31/2022

Expenditures	Amt Budgeted	Expenditures	Remaining	
531 Stormwater				
000	530,000.00	0.00	530,000.00	100.0%
006 Capital Projects	679,860.00	0.00	679,860.00	100.0%
531 Stormwater	1,209,860.00	0.00	1,209,860.00	100.0%
531 Stormwater	**1,209,860.00**	**0.00**	**1,209,860.00**	**100.0%**
590 Long Term Debt Payment/Interes				
001 Long Term Debt Redemption	43,355.00	0.00	43,355.00	100.0%
002 Interest & Other Debt Costs	5,347.00	0.00	5,347.00	100.0%
591 Interest & Debt Service	48,702.00	0.00	48,702.00	100.0%
590 Long Term Debt Payment/Interes	**48,702.00**	**0.00**	**48,702.00**	**100.0%**
Fund Expenditures:	**1,258,562.00**	**1.39**	**1,258,560.61**	**100.0%**
Fund Excess/(Deficit):	**(125,862.00)**	**(554.02)**		

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2022 BUDGET POSITION

410 Water Capital Reserve Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
003 Permits & Licenses				
003 Licenses & Permits	500,000.00	32,298.33	467,701.67	93.5%
003 Permits & Licenses	**500,000.00**	**32,298.33**	**467,701.67**	**93.5%**
025 Miscellaneous				
000	2,000.00	212.23	1,787.77	89.4%
001 Interest & Other Earnings	0.00	323.08	(323.08)	0.0%
005 Other Miscellaneous Revenue	0.00	0.00	0.00	100.0%
025 Miscellaneous	2,000.00	535.31	1,464.69	73.2%
026 Rentals & Leases	94,200.00	0.00	94,200.00	100.0%
025 Miscellaneous	**96,200.00**	**535.31**	**95,664.69**	**99.4%**
070 Interfund Transfers				
070 Operating Transfers	337,000.00	0.00	337,000.00	100.0%
070 Interfund Transfers	**337,000.00**	**0.00**	**337,000.00**	**100.0%**
100 Grants				
102 Grants - Private Sources	450,000.00	0.00	450,000.00	100.0%
105 State Grants	1,005,362.00	0.00	1,005,362.00	100.0%
100 Grants	**1,455,362.00**	**0.00**	**1,455,362.00**	**100.0%**
107 Loan Proceeds				
092 Loan Receipts	0.00	0.00	0.00	100.0%
107 Loan Proceeds	**0.00**	**0.00**	**0.00**	**100.0%**
109 Federal Revenues				
109 Federal Revenues	0.00	0.00	0.00	100.0%
109 Federal Revenues	**0.00**	**0.00**	**0.00**	**100.0%**
370 Capital Contributions				
370 Capital Contributions	0.00	815.15	(815.15)	0.0%
370 Capital Contributions	**0.00**	**815.15**	**(815.15)**	**0.0%**
390 Loan Proceeds				
110 Federal Loans	2,850,000.00	0.00	2,850,000.00	100.0%
390 Loan Proceeds	**2,850,000.00**	**0.00**	**2,850,000.00**	**100.0%**
Fund Revenues:	**5,238,562.00**	**33,648.79**	**5,204,913.21**	**99.4%**

Expenditures	Amt Budgeted	Expenditures	Remaining	

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2022 BUDGET POSITION

410 Water Capital Reserve Fund 01/01/2022 To: 12/31/2022

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	280.00	11.45	268.55	95.9%
025 Miscellaneous	280.00	11.45	268.55	95.9%
025 Miscellaneous	**280.00**	**11.45**	**268.55**	**95.9%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
534 Water Department				
000	0.00	0.00	0.00	100.0%
001 Administration / General	4,964,000.00	145,181.28	4,818,818.72	97.1%
534 Water Utilities	4,964,000.00	145,181.28	4,818,818.72	97.1%
534 Water Department	**4,964,000.00**	**145,181.28**	**4,818,818.72**	**97.1%**
590 Long Term Debt Payment/Interes				
591 Interest & Debt Service	0.00	0.00	0.00	100.0%
590 Long Term Debt Payment/Interes	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Expenditures:	**4,964,280.00**	**145,192.73**	**4,819,087.27**	**97.1%**
Fund Excess/(Deficit):	**274,282.00**	**(111,543.94)**		

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2022 BUDGET POSITION

411 Wastewater Capital Reserve Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
003 Permits & Licenses				
003 Licenses & Permits	300,000.00	18,000.00	282,000.00	94.0%
003 Permits & Licenses	**300,000.00**	**18,000.00**	**282,000.00**	**94.0%**
025 Miscellaneous				
000	2,500.00	2,479.25	20.75	0.8%
001 Interest & Other Earnings	0.00	(11,378.30)	11,378.30	100.0%
005 Other Miscellaneous Revenue	0.00	0.00	0.00	100.0%
025 Miscellaneous	2,500.00	(8,899.05)	11,399.05	456.0%
025 Miscellaneous	**2,500.00**	**(8,899.05)**	**11,399.05**	**456.0%**
070 Interfund Transfers				
070 Operating Transfers	600,000.00	0.00	600,000.00	100.0%
070 Interfund Transfers	**600,000.00**	**0.00**	**600,000.00**	**100.0%**
100 Grants				
100 Direct Federal Grants	0.00	0.00	0.00	100.0%
103 Intergovernmental Local Grants	0.00	0.00	0.00	100.0%
105 State Grants	0.00	48,887.01	(48,887.01)	0.0%
100 Grants	**0.00**	**48,887.01**	**(48,887.01)**	**0.0%**
107 Loan Proceeds				
092 Loan Receipts	3,640,000.00	2,838,000.00	802,000.00	22.0%
111 State Loans	2,000,000.00	0.00	2,000,000.00	100.0%
107 Loan Proceeds	**5,640,000.00**	**2,838,000.00**	**2,802,000.00**	**49.7%**
370 Capital Contributions				
370 Capital Contributions	0.00	0.00	0.00	100.0%
370 Capital Contributions	**0.00**	**0.00**	**0.00**	**100.0%**
535 Wastewater Department				
090 Disposition Of Fixed Assets	0.00	0.00	0.00	100.0%
535 Wastewater Department	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Revenues:	**6,542,500.00**	**2,895,987.96**	**3,646,512.04**	**55.7%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	22.42	(22.42)	0.0%

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2022 BUDGET POSITION

411 Wastewater Capital Reserve Fund 01/01/2022 To: 12/31/2022

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
025 Miscellaneous	0.00	22.42	(22.42)	0.0%
025 Miscellaneous	**0.00**	**22.42**	**(22.42)**	**0.0%**
535 Wastewater Department				
003 Maintenance	300,000.00	4,106.50	295,893.50	98.6%
005 Operations / Testing	0.00	0.00	0.00	100.0%
007 Interest Payment	0.00	0.00	0.00	100.0%
008 Capitalized Expenditures	2,000,000.00	3,509,744.20	(1,509,744.20)	0.0%
009 Operating Transfers	581,885.00	113,471.63	468,413.37	80.5%
535 Wastewater Utilities	2,881,885.00	3,627,322.33	(745,437.33)	0.0%
535 Wastewater Department	**2,881,885.00**	**3,627,322.33**	**(745,437.33)**	**0.0%**
Fund Expenditures:	**2,881,885.00**	**3,627,344.75**	**(745,459.75)**	**0.0%**
Fund Excess/(Deficit):	**3,660,615.00**	**(731,356.79)**		

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2022 BUDGET POSITION

412 Wastewater Debt Service Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
006 Charges For Goods & Services				
006 Charges For Goods & Services	721,211.00	143,716.22	577,494.78	80.1%
006 Charges For Goods & Services	**721,211.00**	**143,716.22**	**577,494.78**	**80.1%**
025 Miscellaneous				
025 Miscellaneous	1,000.00	39.78	960.22	96.0%
025 Miscellaneous	**1,000.00**	**39.78**	**960.22**	**96.0%**
107 Loan Proceeds				
092 Loan Receipts	0.00	0.00	0.00	100.0%
107 Loan Proceeds	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Revenues:	**722,211.00**	**143,756.00**	**578,455.00**	**80.1%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
025 Miscellaneous	25.00	31.94	(6.94)	0.0%
025 Miscellaneous	**25.00**	**31.94**	**(6.94)**	**0.0%**
070 Interfund Transfers				
070 Operating Transfers	300,000.00	0.00	300,000.00	100.0%
070 Interfund Transfers	**300,000.00**	**0.00**	**300,000.00**	**100.0%**
590 Long Term Debt Payment/Interes				
001 Long Term Debt Redemption	471,248.48	5,250.00	465,998.48	98.9%
002 Interest & Other Debt Costs	244,536.00	0.00	244,536.00	100.0%
591 Interest & Debt Service	715,784.48	5,250.00	710,534.48	99.3%
590 Long Term Debt Payment/Interes	**715,784.48**	**5,250.00**	**710,534.48**	**99.3%**
Fund Expenditures:	**1,015,809.48**	**5,281.94**	**1,010,527.54**	**99.5%**
Fund Excess/(Deficit):	**(293,598.48)**	**138,474.06**		

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2022 BUDGET POSITION

413 Water Capital Improvement Reserve Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
006 Charges For Goods & Services				
006 Charges For Goods & Services	934,754.00	249,139.11	685,614.89	73.3%
006 Charges For Goods & Services	**934,754.00**	**249,139.11**	**685,614.89**	**73.3%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
100 Grants				
101 Indirect Federal Grants	0.00	0.00	0.00	100.0%
100 Grants	**0.00**	**0.00**	**0.00**	**100.0%**
590 Long Term Debt Payment/Interes				
000	1,500.00	125.78	1,374.22	91.6%
591 Interest & Debt Service	1,500.00	125.78	1,374.22	91.6%
590 Long Term Debt Payment/Interes	**1,500.00**	**125.78**	**1,374.22**	**91.6%**
Fund Revenues:	**936,254.00**	**249,264.89**	**686,989.11**	**73.4%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
025 Miscellaneous	35.00	6.15	28.85	82.4%
025 Miscellaneous	**35.00**	**6.15**	**28.85**	**82.4%**
070 Interfund Transfers				
070 Operating Transfers	332,100.00	0.00	332,100.00	100.0%
070 Interfund Transfers	**332,100.00**	**0.00**	**332,100.00**	**100.0%**
590 Long Term Debt Payment/Interes				
001 Long Term Debt Redemption	679,930.79	0.00	679,930.79	100.0%
002 Interest & Other Debt Costs	59,846.00	0.00	59,846.00	100.0%
591 Interest & Debt Service	739,776.79	0.00	739,776.79	100.0%
590 Long Term Debt Payment/Interes	**739,776.79**	**0.00**	**739,776.79**	**100.0%**
Fund Expenditures:	**1,071,911.79**	**6.15**	**1,071,905.64**	**100.0%**
Fund Excess/(Deficit):	**(135,657.79)**	**249,258.74**		

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2022 BUDGET POSITION

425 Water Revenue Bond Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	750.00	38.17	711.83	94.9%
025 Miscellaneous	750.00	38.17	711.83	94.9%
025 Miscellaneous	**750.00**	**38.17**	**711.83**	**94.9%**
070 Interfund Transfers				
070 Operating Transfers	332,100.00	0.00	332,100.00	100.0%
070 Interfund Transfers	**332,100.00**	**0.00**	**332,100.00**	**100.0%**
Fund Revenues:	**332,850.00**	**38.17**	**332,811.83**	**100.0%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	1.88	(1.88)	0.0%
025 Miscellaneous	0.00	1.88	(1.88)	0.0%
025 Miscellaneous	**0.00**	**1.88**	**(1.88)**	**0.0%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
590 Long Term Debt Payment/Interes				
001 Long Term Debt Redemption	225,000.00	0.00	225,000.00	100.0%
002 Interest & Other Debt Costs	107,100.00	0.00	107,100.00	100.0%
591 Interest & Debt Service	332,100.00	0.00	332,100.00	100.0%
590 Long Term Debt Payment/Interes	**332,100.00**	**0.00**	**332,100.00**	**100.0%**
Fund Expenditures:	**332,100.00**	**1.88**	**332,098.12**	**100.0%**
Fund Excess/(Deficit):	**750.00**	**36.29**		

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2022 BUDGET POSITION

426 Water Bond Reserve Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	500.00	16.22	483.78	96.8%
025 Miscellaneous	500.00	16.22	483.78	96.8%
025 Miscellaneous	**500.00**	**16.22**	**483.78**	**96.8%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
107 Loan Proceeds				
092 Loan Receipts	0.00	0.00	0.00	100.0%
107 Loan Proceeds	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Revenues:	**500.00**	**16.22**	**483.78**	**96.8%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	0.00	0.79	(0.79)	0.0%
025 Miscellaneous	0.00	0.79	(0.79)	0.0%
025 Miscellaneous	**0.00**	**0.79**	**(0.79)**	**0.0%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Expenditures:	**0.00**	**0.79**	**(0.79)**	**0.0%**
Fund Excess/(Deficit):	**500.00**	**15.43**		

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2022 BUDGET POSITION

431 Water System Construction Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	6,500.00	(5,845.83)	12,345.83	189.9%
009 PWTF Loan Related	0.00	0.00	0.00	100.0%
025 Miscellaneous	6,500.00	(5,845.83)	12,345.83	189.9%
025 Miscellaneous	**6,500.00**	**(5,845.83)**	**12,345.83**	**189.9%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
100 Grants				
105 State Grants	0.00	0.00	0.00	100.0%
100 Grants	**0.00**	**0.00**	**0.00**	**100.0%**
107 Loan Proceeds				
111 State Loans	100,000.00	0.00	100,000.00	100.0%
107 Loan Proceeds	**100,000.00**	**0.00**	**100,000.00**	**100.0%**
370 Capital Contributions				
370 Capital Contributions	0.00	0.00	0.00	100.0%
370 Capital Contributions	**0.00**	**0.00**	**0.00**	**100.0%**
390 Loan Proceeds				
111 State Loans	0.00	0.00	0.00	100.0%
390 Loan Proceeds	**0.00**	**0.00**	**0.00**	**100.0%**
Fund Revenues:	**106,500.00**	**(5,845.83)**	**112,345.83**	**105.5%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
025 Miscellaneous				
000	20.00	14.73	5.27	26.4%
025 Miscellaneous	20.00	14.73	5.27	26.4%
025 Miscellaneous	**20.00**	**14.73**	**5.27**	**26.4%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**

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2022 BUDGET POSITION

431 Water System Construction Fund 01/01/2022 To: 12/31/2022

Expenditures	Amt Budgeted	Expenditures	Remaining	
534 Water Department				
000	0.00	0.00	0.00	100.0%
001 Administration / General	100,000.00	0.00	100,000.00	100.0%
005 Capital Expenditures	0.00	0.00	0.00	100.0%
534 Water Utilities	100,000.00	0.00	100,000.00	100.0%
534 Water Department	**100,000.00**	**0.00**	**100,000.00**	**100.0%**
Fund Expenditures:	**100,020.00**	**14.73**	**100,005.27**	**100.0%**
Fund Excess/(Deficit):	**6,480.00**	**(5,860.56)**		

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2022 BUDGET POSITION

500 Equipment Rental & Replacement 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
001 Interest & Other Earnings	6,500.00	(348.79)	6,848.79	105.4%
005 Other Miscellaneous Revenue	0.00	65.91	(65.91)	0.0%
025 Miscellaneous	6,500.00	(282.88)	6,782.88	104.4%
025 Miscellaneous	**6,500.00**	**(282.88)**	**6,782.88**	**104.4%**
070 Interfund Transfers				
070 Operating Transfers	0.00	0.00	0.00	100.0%
070 Interfund Transfers	**0.00**	**0.00**	**0.00**	**100.0%**
107 Loan Proceeds				
092 Loan Receipts	0.00	0.00	0.00	100.0%
107 Loan Proceeds	**0.00**	**0.00**	**0.00**	**100.0%**
548 Equipment Rental & Replacement				
020 Economic Environment	0.00	0.00	0.00	100.0%
070 Operating Transfers	425,000.00	0.00	425,000.00	100.0%
548 Equipment Rental & Replacement	**425,000.00**	**0.00**	**425,000.00**	**100.0%**
Fund Revenues:	**431,500.00**	**(282.88)**	**431,782.88**	**100.1%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
522 Fire Department				
002 Fire Suppression	0.00	0.00	0.00	100.0%
010 Mobilzation Program	500.00	0.00	500.00	100.0%
522 Fire Control	500.00	0.00	500.00	100.0%
522 Fire Department	**500.00**	**0.00**	**500.00**	**100.0%**
548 Equipment Rental & Replacement				
515 Legal	0.00	0.00	0.00	100.0%
000	0.00	0.00	0.00	100.0%
001 Administration/Overhead Costs	133,094.98	66,925.39	66,169.59	49.7%
002 Operations / General	311,265.00	68,925.74	242,339.26	77.9%
548 Equipment Rental & Replacement	444,359.98	135,851.13	308,508.85	69.4%
548 Equipment Rental & Replacement	**444,359.98**	**135,851.13**	**308,508.85**	**69.4%**
Fund Expenditures:	**444,859.98**	**135,851.13**	**309,008.85**	**69.5%**

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2022 BUDGET POSITION

500 Equipment Rental & Replacement 01/01/2022 To: 12/31/2022

Fund Excess/(Deficit):	**(13,359.98)**	**(136,134.01)**

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2022 BUDGET POSITION

625 Flexible Benefits Plan Fund 01/01/2022 To: 12/31/2022

Revenues	Amt Budgeted	Revenues	Remaining	
025 Miscellaneous				
025 Miscellaneous	0.00	0.21	(0.21)	0.0%
025 Miscellaneous	**0.00**	**0.21**	**(0.21)**	**0.0%**
380 Non-Revenues				
060 Agency & Other Type Deposits	15,000.00	2,432.02	12,567.98	83.8%
380 Non-Revenues	**15,000.00**	**2,432.02**	**12,567.98**	**83.8%**
Fund Revenues:	**15,000.00**	**2,432.23**	**12,567.77**	**83.8%**

Expenditures	Amt Budgeted	Expenditures	Remaining	
516 Human Resources				
589 Non-Expenditures	12,000.00	1,782.74	10,217.26	85.1%
516 Human Resources	**12,000.00**	**1,782.74**	**10,217.26**	**85.1%**
Fund Expenditures:	**12,000.00**	**1,782.74**	**10,217.26**	**85.1%**
Fund Excess/(Deficit):	**3,000.00**	**649.49**		

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2022 BUDGET POSITION TOTALS

City Of College Place

Fund	Revenue Budgeted	Received		Expense Budgeted	Spent	
001 Current Expense Fund	9,010,481.00	1,164,926.73	87.1%	10,338,292.11	2,101,111.89	80%
005 Current Expense Reserve Fund	101,800.00	-1,848.47	101.8%	0.00	4.66	0%
012 Technology Reserve Fund	601,500.00	-1,080.44	100.2%	584,000.00	160,673.72	72%
061 Employee Benefit Reserve Fund	102,500.00	-1,674.91	101.6%	84,665.00	6,197.72	93%
100 Street Fund	1,019,771.00	35,873.14	96.5%	980,428.78	158,483.11	84%
120 Criminal Justice Fund	15,533.00	3,526.09	77.3%	39,977.00	20,369.73	49%
121 Forfeited Proceeds Fund	520.00	-10.06	101.9%	0.00	0.03	0%
130 Hotel/Motel Tax	20,000.00	3,047.47	84.8%	30,100.00	0.46	100%
201 ULTGO Bond Fund	487,960.00	0.59	100.0%	487,050.00	0.00	100%
202 LTGO Bond Fund	0.00	0.00	100.0%	0.00	0.00	100%
235 Commercial Drive Bond Debt Se	140,734.00	16.18	100.0%	140,483.00	140,484.52	0%
301 Street Capital Contribution Fund	61,020.00	0.28	100.0%	50,000.00	0.00	100%
305 Capital Improvement Fund (REE	212,500.00	21,730.51	89.8%	160,000.00	11,421.30	93%
306 Capital Improvement Fund (REE	2,214,000.00	17,911.74	99.2%	3,256,683.00	4,015.48	100%
309 CDBG Projects Fund	364,000.00	102,675.64	71.8%	364,000.00	102,675.62	72%
311 Street Improvement Fund	2,076,304.00	-912.16	100.0%	2,134,585.00	39,690.97	98%
315 Facility Maintenance Reserve Fu	501,500.00	-2,335.04	100.5%	493,000.00	1,866.82	100%
320 Equipment Reserve Fund	1,719,630.00	685,214.40	60.2%	1,701,130.00	749,770.74	56%
330 Economic Development Fund	140,250.00	38.24	100.0%	600,000.00	210,209.28	65%
340 Economic Development Reserve	0.00	0.00	100.0%	0.00	0.00	100%
400 Water Fund	2,068,216.00	420,162.07	79.7%	2,075,994.22	395,574.35	81%
401 Wastewater Fund	2,908,594.00	740,789.35	74.5%	2,542,648.82	575,398.00	77%
402 Stormwater Fund	617,500.00	156,547.12	74.6%	587,129.30	93,219.78	84%
403 Stormwater Capital Reserve Fund	1,132,700.00	-552.63	100.0%	1,258,562.00	1.39	100%
410 Water Capital Reserve Fund	5,238,562.00	33,648.79	99.4%	4,964,280.00	145,192.73	97%
411 Wastewater Capital Reserve Fund	6,542,500.00	2,895,987.96	55.7%	2,881,885.00	3,627,344.75	0%
412 Wastewater Debt Service Fund	722,211.00	143,756.00	80.1%	1,015,809.48	5,281.94	99%
413 Water Capital Improvement Rese	936,254.00	249,264.89	73.4%	1,071,911.79	6.15	100%
425 Water Revenue Bond Fund	332,850.00	38.17	100.0%	332,100.00	1.88	100%
426 Water Bond Reserve Fund	500.00	16.22	96.8%	0.00	0.79	0%
431 Water System Construction Fund	106,500.00	-5,845.83	105.5%	100,020.00	14.73	100%
500 Equipment Rental & Replacemen	431,500.00	-282.88	100.1%	444,859.98	135,851.13	69%
625 Flexible Benefits Plan Fund	15,000.00	2,432.23	83.8%	12,000.00	1,782.74	85%
	39,842,890.00	6,663,061.39	83.3%	38,731,594.48	8,686,646.41	77.6%

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TOTALS FOR: Banner Bank Credit Cards

City Of College Place

Time: 15:16:09 Date: 04/01/2022

02/01/2022 To: 02/28/2022

Pay #	Date	Accts	Vendor	Amount	Memo
80777	**02/28/2022**	**7404**	**Banner Bank Credit Cards**	**4,103.13**	**CD-5296**
001 - 524 20 43 00	Travel		Holiday Inn Express	513.35	Travel Lodging - WABO Conference - A.Edison
001 - 524 20 43 00	Travel		Double Tree Hotel	758.40	Travel Lodging - Construction Exam Center Training - S.Hall
001 - 524 20 49 01	Training Class Registrati		WA Association Of Building Officials	877.38	WABO Conference Training Registration - A.Edison
001 - 524 20 49 01	Training Class Registrati		Construction Exam Center	995.00	Construction Exam Center Training Registration - S.Hall
001 - 524 20 49 01	Training Class Registrati		International Code Council	153.00	Building Codes & Standards Training Material - S.Hall
001 - 524 20 49 01	Training Class Registrati		International Code Council	306.00	Management Training Material - S.Hall
001 - 524 20 49 01	Training Class Registrati		WA Municipal Clerks Assn.	500.00	2022 WABO Annual Conference Registration - A.Edison
80772	**02/28/2022**	**7404**	**Banner Bank Credit Cards**	**1,227.41**	**CH-3647**
001 - 514 30 49 01	Registrations/Fees - Trair		IIMC	685.00	IIMC Annual Conference Registration - L.Neissl (To Be Refunded By WMCA)
012 - 594 18 64 03	Software / Software Upd		Amazon Business Prime	542.41	Amazon Prime Business Subscription
80774	**02/28/2022**	**7404**	**Banner Bank Credit Cards**	**2,900.44**	**CH-6464**
001 - 594 21 64 02	Machinery/Equip Patrol		AK Athletic Equipment	1,460.75	Wrestling Mat
001 - 594 21 64 02	Machinery/Equip Patrol		AK Athletic Equipment	392.89	Roll Up Mat
001 - 594 21 64 02	Machinery/Equip Patrol		AK Athletic Equipment	166.36	Wrestling Mat & Roll Up Mat Shipping
001 - 594 21 64 02	Machinery/Equip Patrol		Dick's Sporting Goods	83.56	Training Dummy & Flight Simulator Bag Shipping
001 - 594 21 64 02	Machinery/Equip Patrol		Dick's Sporting Goods	341.52	Flight Simulator Bag
001 - 594 21 64 02	Machinery/Equip Patrol		Dick's Sporting Goods	455.36	Training Dummy
80766	**02/28/2022**	**7404**	**Banner Bank Credit Cards**	**1,827.71**	**CH-9343**
001 - 513 10 43 00	Travel Expense		Skamania Lodge	202.55	WCCMA Conference Lodging 1 Night - M.Rizzitiello
001 - 513 10 43 00	Travel Expense		Alaska Airlines	407.21	ICSC Conference Travel Flight - M.Rizzitello
001 - 513 10 43 00	Travel Expense		Flamingo Las Vegas Hotel	202.95	ICSC Conference Lodging 1 Night - M.Rizzitello
001 - 513 10 49 02	Registrations/Fees - Trair		Municipal Research & Service Cntr Of Wa	325.00	WCCMA Conference Registration - M.Rizzitiello
001 - 513 10 49 02	Registrations/Fees - Trair		Municipal Research & Service Cntr Of Wa	35.00	MRSC - Process Matters:Rethinking Public Engagement Webinar - M.Rizzitiello
001 - 513 10 49 02	Registrations/Fees - Trair		Municipal Research & Service Cntr Of Wa	35.00	MRSC - Process Matters:Rethinking Public Engagement Webinar - N.Hernandez
001 - 513 10 49 02	Registrations/Fees - Trair		ICSC	165.00	ICSC Conference Registration - M.Rizzitiello
001 - 514 23 49 01	Registration Fees / Traini		Municipal Research & Service Cntr Of Wa	35.00	MRSC - Process Matters:Rethinking Public Engagement Webinar - D.Schmick
001 - 514 23 49 01	Registration Fees / Traini		WFOA	75.00	WFOA Cash BARS Training - S.Goodwin
001 - 514 30 49 01	Registrations/Fees - Trair		WA St. Dept Of Licensing	30.00	Notary Public License - S.St.Clair
001 - 514 30 49 01	Registrations/Fees - Trair		Municipal Research & Service Cntr Of Wa	35.00	MRSC - Process Matters:Rethinking Public Engagement Webinar - L.Neissl
001 - 518 10 49 00	Miscellaneous		National PELRA	210.00	National PELRA Membership Fee - S.Doering
001 - 521 40 49 01	Registrations/Fees - Trair		Municipal Research & Service Cntr Of Wa	35.00	MRSC - Process Matters:Rethinking Public Engagement Webinar - D.Schmick

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TOTALS FOR: Banner Bank Credit Cards

Accts Pay #	Date	Vendor	Amount	Memo
400 - 534 10 49 01	Registrations/Fees - Trair	Municipal Research & Service Cntr Of Wa	35.00	MRSC - Process Matters:Rethinking Public Engagement Webinar - R.McAndrews
80767	**02/28/2022**	**7404 Banner Bank Credit Cards**	**240.74**	**CH-9384**
001 - 514 23 41 00	Professional Services	Sovos Compliance, LLC	118.48	Sovos Subscription - Unclaimed Property
001 - 518 10 31 02	Operating Supplies - HR	Roger's Bakery & Cafe	122.26	Blue Zones Purpose Workshop Luncheon 2/9/22
80768	**02/28/2022**	**7404 Banner Bank Credit Cards**	**1,788.54**	**CH-9400**
001 - 514 23 49 01	Registration Fees / Traini	WFOA	75.00	WFOA Annual Membership - D.Schmick
001 - 514 30 31 01	Office Supplies - Records	Attorney & Notary Supply Of WA, Inc.	129.35	Notary Application & Supplies - S.St.Clair
001 - 514 30 43 00	Travel	Doug's Auto Row Fuel	62.33	Travel Fuel - WMCA Executive Clerk Meeting - L.Neissl
001 - 514 30 43 00	Travel	Holiday Inn Express	283.76	Travel Lodging - WMCA Executive Clerk Meeting - Auburn WA - L.Neissl
001 - 514 30 43 00	Travel	Circle K	63.74	Travel Fuel - WMCA Executive Clerk Meeting - L.Neissl
001 - 514 30 43 00	Travel	Circle K	-0.64	Travel Fuel - WMCA Executive Clerk Meeting - L.Neissl Rebate
001 - 514 30 49 00	Miscellaneous	SCWMCA - Treasurer	50.00	SCWMCA Membership - L.Neissl
001 - 514 30 49 00	Miscellaneous	WA Assoc. of Public Records Officers	25.00	WAPRO Memership - L.Neissl
001 - 514 30 49 01	Registrations/Fees - Trair	WA Municipal Clerks Assn.	125.00	Spring Academy - City Clerk
001 - 514 30 49 01	Registrations/Fees - Trair	WA Municipal Clerks Assn.	125.00	Spring Academy - Deputy City Clerk
001 - 514 30 49 01	Registrations/Fees - Trair	WA Municipal Clerks Assn.	425.00	Annual Conference - City Clerk
001 - 514 30 49 01	Registrations/Fees - Trair	WA Municipal Clerks Assn.	425.00	Annual Conference - Deputy City Clerk
80769	**02/28/2022**	**7404 Banner Bank Credit Cards**	**108.51**	**CH-9426**
001 - 522 50 31 00	Operating Supplies - Faci	Breathing Air Systems	108.51	Adapter - Fill 4.5 Stainless Steel
80776	**02/28/2022**	**7404 Banner Bank Credit Cards**	**2,095.61**	**FD-4551**
001 - 522 20 20 03	Uniforms - Volunteers	Galls, Inc.	1,135.43	Uniforms (Qty 10)
001 - 522 20 20 04	Uniforms - FT Firefighte	Postal Annex #397	90.68	Postal Annex - Return Jumpsuit
001 - 522 20 35 00	Sm Tools/Equipment	Public Safety Store	869.50	Structure Fire Gloves (Qty 10)
80773	**02/28/2022**	**7404 Banner Bank Credit Cards**	**935.38**	**FD-9965**
001 - 522 20 31 00	Operating Supplies - Sup	IMS Alliance	339.69	Command Boards
001 - 522 20 31 00	Operating Supplies - Sup	IMS Alliance	82.05	Passport Tags
001 - 522 50 31 00	Operating Supplies - Faci	Wal-Mart Stores, Inc	87.46	Car Wash Soap, Pens, Dish Soap, Lysol Wipes
001 - 522 50 31 00	Operating Supplies - Faci	Mattress Firm	163.34	Mattress - King
001 - 522 50 31 00	Operating Supplies - Faci	Wal-Mart Stores, Inc	74.89	Tape And Tarp
001 - 522 50 31 00	Operating Supplies - Faci	Home Depot Credit Services	31.90	Tarp
001 - 522 50 31 01	Office Supplies - Facilitie	Home Depot Credit Services	48.01	Electrical Tape And Batteries
500 - 548 68 31 00	Operating Supplies - Gen	Amazon Business Prime	199.52	Replacement Bulb
500 - 548 68 31 00	Operating Supplies - Gen	EBay.com	66.14	Replacement Bulb
500 - 548 68 31 00	Operating Supplies - Gen	Amazon Business Prime	-157.62	Return Replacement Bulb

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TOTALS FOR: Banner Bank Credit Cards

Accts Pay #	Date	Vendor	Amount	Memo
80775	**02/28/2022**	**7404 Banner Bank Credit Cards**	**91.57**	**PD-8472**
001 - 521 22 31 00 Operating Supplies - Patr		Axon Enterprise, Inc.	91.57	Taser Holster - J.Jackson
80770	**02/28/2022**	**7404 Banner Bank Credit Cards**	**188.24**	**PD-9467**
001 - 521 19 49 01 Registrations / Fees - Tra		WA St. Crime Prevention Association	209.05	WA St. Crime Prevention Association Membership - M.Barr
001 - 521 40 43 00 Travel Training		Maverik	42.38	Travel Training Fuel - Law Enforcement Leadership Development - D.Schmick
001 - 521 40 49 01 Registrations/Fees - Trai		Professional Law Enforcement	-149.00	Refund - Cancellation Law Enforcement Leadership Development - S.Diaz
001 - 554 30 31 00 Operating Supplies - Spe		Galls, Inc.	85.81	Intoximeters Alco-Sensors (Qty 25)
80771	**02/28/2022**	**7404 Banner Bank Credit Cards**	**1,402.74**	**PD-9475**
001 - 521 22 31 00 Operating Supplies - Patr		Amazon.com	72.44	First Aid Supply
001 - 521 22 31 00 Operating Supplies - Patr		Amazon.com	8.69	First Aid Supply
001 - 521 22 31 00 Operating Supplies - Patr		Amazon.com	398.48	First Aid Supply
001 - 521 22 31 00 Operating Supplies - Patr		North American Rescue	182.72	First Aid Supply
001 - 521 40 31 00 Operating Supplies - Trai		OfitSports	169.99	Power Tower Dip Machinery
001 - 521 40 31 00 Operating Supplies - Trai		Title Boxing	402.12	Defense Tactics Gear - Dummy & Bag
001 - 521 40 43 00 Travel Training		Chipotle	27.86	Travel Meal - Police Training Solutions - Use Of Force - D.Schmick & S.Diaz
001 - 521 40 43 00 Travel Training		Five Guys	30.03	Travel Meal - Police Training Solutions - Use Of Force - D.Schmick & S.Diaz
001 - 521 40 43 00 Travel Training		Oxford Inn	110.41	Travel Lodging - Law Enforcement Leadership Development - D.Schmick
		Total:	16,910.02	

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TOTALS FOR: Home Depot Credit Services

Accts Pay #	Date	Vendor	Amount	Memo
80630	**02/10/2022**	**5629 Home Depot Credit Services**	**2.62**	**Home Depot**
100 - 542 30 31 00 Operating Supplies - Trav			-0.05	Early Payment Credit - Light Pole Supplies - Shim
100 - 542 30 31 00 Operating Supplies - Trav			2.67	Light Pole Supplies - Shim
80631	**02/10/2022**	**5629 Home Depot Credit Services**	**21.96**	**Home Depot**
100 - 542 30 31 00 Operating Supplies - Trav			-0.41	Early Payment Credit - Light Pole Supplies - Light Switch
100 - 542 30 31 00 Operating Supplies - Trav			22.37	Light Pole Supplies - Light Switch
80632	**02/10/2022**	**5629 Home Depot Credit Services**	**383.05**	**Home Depot**
400 - 534 50 31 00 Operating Supplies - Mai			-7.18	Early Payment Credit - Design Plan Shelves
400 - 534 50 31 00 Operating Supplies - Mai			390.23	Design Plan Shelves
80633	**02/10/2022**	**5629 Home Depot Credit Services**	**187.54**	**Home Depot**
001 - 518 20 31 00 Operating Supplies - Faci			-2.17	Early Payment Credit - Shelving
001 - 518 20 31 00 Operating Supplies - Faci			108.68	Shelving
001 - 518 20 31 01 Office Supplies - Facilitie			-1.35	Early Payment Credit - Office Supplies - Bins And Organizers
001 - 518 20 31 01 Office Supplies - Facilitie			82.38	Office Supplies - Bins And Organizers
80634	**02/10/2022**	**5629 Home Depot Credit Services**	**59.69**	**Home Depot**
100 - 542 64 31 00 Operating Supplies - Trai			-1.12	Early Payment Credit - Computer Car Charger - L.Cota
100 - 542 64 31 00 Operating Supplies - Trai			60.81	Computer Car Charger - L.Cota
80635	**02/10/2022**	**5629 Home Depot Credit Services**	**50.12**	**Home Depot**
400 - 534 50 31 00 Operating Supplies - Mai			-0.94	Early Payment Credit - PW Office Plan Room - Power Strip
400 - 534 50 31 00 Operating Supplies - Mai			51.06	PW Office Plan Room - Power Strip
80636	**02/10/2022**	**5629 Home Depot Credit Services**	**31.48**	**Home Depot**
400 - 534 50 31 00 Operating Supplies - Mai			-0.59	Early Payment Credit - PW Office Plan Room - Inlet Strainer, Coverall, Roller Cover, Drop Cloth
400 - 534 50 31 00 Operating Supplies - Mai			32.07	PW Office Plan Room - Inlet Strainer, Coverall, Roller Cover, Drop Cloth
80637	**02/10/2022**	**5629 Home Depot Credit Services**	**372.85**	**Home Depot**
100 - 542 30 31 00 Operating Supplies - Trav			-6.99	Early Payment Credit - Street Patching
100 - 542 30 31 00 Operating Supplies - Trav			379.84	Street Patching
80638	**02/10/2022**	**5629 Home Depot Credit Services**	**9.57**	**Home Depot**
400 - 534 50 31 00 Operating Supplies - Mai			-0.18	Early Payment Credit - Husky Straps
400 - 534 50 31 00 Operating Supplies - Mai			9.75	Husky Straps

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TOTALS FOR: Home Depot Credit Services

Accts Pay #	Date	Vendor	Amount	Memo
80639	**02/10/2022**	**5629 Home Depot Credit Services**	**479.05**	**Home Depot**
001 - 576 80 35 00 Sm Tools/Equipment			-8.98	Early Payment Credit - Miter Saw
001 - 576 80 35 00 Sm Tools/Equipment			488.03	Miter Saw
80640	**02/10/2022**	**5629 Home Depot Credit Services**	**90.52**	**Home Depot**
100 - 542 30 31 00 Operating Supplies - Trav			-1.70	Early Payment Credit - All Weather Black Top Patch
100 - 542 30 31 00 Operating Supplies - Trav			92.22	All Weather Black Top Patch
80641	**02/10/2022**	**5629 Home Depot Credit Services**	**20.76**	**Home Depot**
001 - 576 80 31 00 Operating Supplies - Park			-0.39	Early Payment Credit - Broom And Dust Pan
001 - 576 80 31 00 Operating Supplies - Park			21.15	Broom And Dust Pan
80642	**02/10/2022**	**5629 Home Depot Credit Services**	**62.80**	**Home Depot**
001 - 518 20 35 00 Sm Tools/Minor Equip			-1.18	Early Payment Credit - Parts For Snow Blower
001 - 518 20 35 00 Sm Tools/Minor Equip			63.98	Parts For Snow Blower
80643	**02/10/2022**	**5629 Home Depot Credit Services**	**11.98**	**Home Depot**
001 - 576 80 31 00 Operating Supplies - Park			-0.22	Early Payment Credit - Flat Brush
001 - 576 80 31 00 Operating Supplies - Park			12.20	Flat Brush
80756	**02/25/2022**	**5629 Home Depot Credit Services**	**42.31**	**Home Depot**
001 - 518 20 31 00 Operating Supplies - Faci			42.31	Brooms
80757	**02/25/2022**	**5629 Home Depot Credit Services**	**383.05**	**Home Depot**
400 - 534 50 31 00 Operating Supplies - Mai			-7.18	Early Pmt Discount
400 - 534 50 31 00 Operating Supplies - Mai			390.23	Shelf For PW Plan Room
80758	**02/25/2022**	**5629 Home Depot Credit Services**	**22.07**	**Home Depot**
100 - 542 30 31 00 Operating Supplies - Trav			-0.41	Early Pmt Discount
100 - 542 30 31 00 Operating Supplies - Trav			22.48	Sakrete Concrete
80759	**02/25/2022**	**5629 Home Depot Credit Services**	**2,769.93**	**Home Depot**
500 - 548 68 35 00 Small Tools / Equipment			-51.92	Early Pmt Discount
500 - 548 68 35 00 Small Tools / Equipment			2,821.85	Tool Chest
80760	**02/25/2022**	**5629 Home Depot Credit Services**	**-1,410.93**	**Home Depot**
500 - 548 68 35 00 Small Tools / Equipment			-1,410.93	Overcharged - Credit For Tool Chest
		Total:	3,590.42	

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TOTALS FOR: Napa Of Walla Walla

Accts Pay #	Date	Vendor	Amount	Memo
80607	**02/10/2022**	**194 Napa Of Walla Walla**	**21.01**	**Shop Supplies**
500 - 548 68 31 00 Operating Supplies - Gen			21.01	Air And Oil Filter
80608	**02/10/2022**	**194 Napa Of Walla Walla**	**15.08**	**Shop Supplies**
500 - 548 68 31 00 Operating Supplies - Gen			15.08	Cabin Air Filter
80609	**02/10/2022**	**194 Napa Of Walla Walla**	**100.83**	**Shop Supplies**
500 - 548 68 31 00 Operating Supplies - Gen			100.83	Trailer Tongue Jack
80610	**02/10/2022**	**194 Napa Of Walla Walla**	**155.23**	**Shop Supplies**
500 - 548 68 31 00 Operating Supplies - Gen			155.23	Battery & Core Deposit
80611	**02/10/2022**	**194 Napa Of Walla Walla**	**223.57**	**Shop Supplies**
500 - 548 68 31 00 Operating Supplies - Gen			223.57	Virtual Kit - Wrong Kit Ordered - Returned
80612	**02/10/2022**	**194 Napa Of Walla Walla**	**316.28**	**Shop Supplies**
500 - 548 68 31 00 Operating Supplies - Gen			316.28	Virtual Kit
80613	**02/10/2022**	**194 Napa Of Walla Walla**	**-250.48**	**Shop Supplies - Credit**
500 - 548 68 31 00 Operating Supplies - Gen			-250.48	Credit Of Returned Virtual Kit
80614	**02/10/2022**	**194 Napa Of Walla Walla**	**48.66**	**Shop Supplies**
500 - 548 68 31 00 Operating Supplies - Gen			48.66	Severe Gear 75w-140
80615	**02/10/2022**	**194 Napa Of Walla Walla**	**-178.89**	**Shop Supplies - Credit**
500 - 548 68 31 00 Operating Supplies - Gen			-116.89	Ind/locl Returned - Invoice #96847
500 - 548 68 31 00 Operating Supplies - Gen			-62.00	Core Deposit Returned - Invoice #96837
80616	**02/10/2022**	**194 Napa Of Walla Walla**	**-19.60**	**Shop Supplies - Credit**
500 - 548 68 31 00 Operating Supplies - Gen			-19.60	Core Return Credit - Invoice #97936
80617	**02/10/2022**	**194 Napa Of Walla Walla**	**24.28**	**Shop Supplies**
500 - 548 68 31 00 Operating Supplies - Gen			24.28	Powerated Belt
80618	**02/10/2022**	**194 Napa Of Walla Walla**	**24.28**	**Shop Supplies**
500 - 548 68 31 00 Operating Supplies - Gen			24.28	Powerated Belt
80619	**02/10/2022**	**194 Napa Of Walla Walla**	**310.45**	**Shop Supplies**
500 - 548 68 31 00 Operating Supplies - Gen			310.45	Battery & Core Deposit

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TOTALS FOR: Napa Of Walla Walla

Accts Pay #	Date	Vendor	Amount	Memo
80620	**02/10/2022**	**194 Napa Of Walla Walla**	**-39.20**	**Shop Supplies - Credit**
500 - 548 68 31 00 Operating Supplies - Gen			-39.20	Core Deposit - Invoice #21146
80621	**02/10/2022**	**194 Napa Of Walla Walla**	**6.85**	**Shop Supplies**
500 - 548 68 31 00 Operating Supplies - Gen			6.85	U-Nut
80622	**02/10/2022**	**194 Napa Of Walla Walla**	**280.30**	**Shop Supplies**
500 - 548 68 31 00 Operating Supplies - Gen			280.30	Starter
80623	**02/10/2022**	**194 Napa Of Walla Walla**	**40.75**	**Shop Supplies**
500 - 548 68 31 00 Operating Supplies - Gen			40.75	Glass Urethane
80624	**02/10/2022**	**194 Napa Of Walla Walla**	**87.08**	**Shop Supplies**
500 - 548 68 31 00 Operating Supplies - Gen			87.08	Filter Replacement
80625	**02/10/2022**	**194 Napa Of Walla Walla**	**-321.33**	**Shop Supplies - Credit**
500 - 548 68 31 00 Operating Supplies - Gen			-41.03	Credit - Return Platinum Filter Kit - Invoice #24011
500 - 548 68 31 00 Operating Supplies - Gen			-280.30	Credit - Return Starter - Invoice #99062
80626	**02/10/2022**	**194 Napa Of Walla Walla**	**12.92**	**Shop Supplies**
500 - 548 68 31 00 Operating Supplies - Gen			12.92	Cabin Air Filter
80627	**02/10/2022**	**194 Napa Of Walla Walla**	**14.91**	**Shop Supplies**
500 - 548 68 31 00 Operating Supplies - Gen			14.91	Exhaust Pipe Flange Gasket
80628	**02/10/2022**	**194 Napa Of Walla Walla**	**7.21**	**Shop Supplies**
500 - 548 68 31 00 Operating Supplies - Gen			7.21	Exhaust Pipe Gasket
80629	**02/10/2022**	**194 Napa Of Walla Walla**	**15.80**	**Shop Supplies**
500 - 548 68 31 00 Operating Supplies - Gen			15.80	Turbo Mount Gasket
		Total:	895.99	

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TOTALS FOR: Quill Corporation

Accts Pay #	Date	Vendor	Amount	Memo
80720	**02/25/2022**	**218 Quill Corporation**	**191.29**	**Office Supplies**
001 - 514 23 31 01		Office Supplies - Budgeti	53.56	Finance Director Office Supplies - Toner
402 - 531 27 31 01		Stormwater Utilities - Of	28.69	Finance Director Office Supplies - Toner
400 - 534 27 31 01		Water Utilities - Office S	55.47	Finance Director Office Supplies - Toner
401 - 535 27 31 01		Sewer Utilities - Office S	53.57	Finance Director Office Supplies - Toner
80721	**02/25/2022**	**218 Quill Corporation**	**346.48**	**Office Supplies**
001 - 513 10 31 01		Office Supplies - Executi	4.44	City Hall General Office Supplies - Packing Tape
001 - 514 23 31 01		Office Supplies - Budgeti	5.95	City Hall General Office Supplies - Packing Tape
001 - 514 23 31 01		Office Supplies - Budgeti	71.24	Accounts Payable Office Supplies - Toner
001 - 514 30 31 01		Office Supplies - Records	1.91	City Hall General Office Supplies - Packing Tape
001 - 514 30 31 01		Office Supplies - Records	7.82	Office Supplies - Deputy City Clerk - Pens
001 - 518 10 31 01		Office Supplies - HR Adı	3.84	City Hall General Office Supplies - Packing Tape
001 - 518 10 31 01		Office Supplies - HR Adı	18.50	HR Office Supplies - Badge Holders
402 - 531 10 31 01		Office Supplies - Stormw	5.23	HR Office Supplies - Badge Holders
402 - 531 27 31 01		Stormwater Utilities - Of	0.34	City Hall General Office Supplies - Packing Tape
402 - 531 27 31 01		Stormwater Utilities - Of	4.31	Office Supplies - Deputy City Clerk - Pens
402 - 531 27 31 01		Stormwater Utilities - Of	27.02	Utility Clerk Office Supplies - Toner
400 - 534 10 31 01		Office Supplies - Admini	1.64	City Hall General Office Supplies - Packing Tape
400 - 534 10 31 01		Office Supplies - Admini	6.03	HR Office Supplies - Badge Holders
400 - 534 27 31 01		Water Utilities - Office S	6.63	City Hall General Office Supplies - Packing Tape
400 - 534 27 31 01		Water Utilities - Office S	4.58	Office Supplies - Deputy City Clerk - Pens
400 - 534 27 31 01		Water Utilities - Office S	29.48	Accounts Payable Office Supplies - Toner
400 - 534 27 31 01		Water Utilities - Office S	44.21	Utility Clerk Office Supplies - Toner
401 - 535 10 31 01		Office Supplies - Admini	1.25	City Hall General Office Supplies - Packing Tape
401 - 535 10 31 01		Office Supplies - Admini	4.42	HR Office Supplies - Badge Holders
401 - 535 27 31 01		Sewer Utilities - Office S	7.41	City Hall General Office Supplies - Packing Tape
401 - 535 27 31 01		Sewer Utilities - Office S	4.31	Office Supplies - Deputy City Clerk - Pens
401 - 535 27 31 01		Sewer Utilities - Office S	22.10	Accounts Payable Office Supplies - Toner
401 - 535 27 31 01		Sewer Utilities - Office S	51.58	Utility Clerk Office Supplies - Toner
100 - 543 10 31 01		Office Supplies - Admini	0.28	City Hall General Office Supplies - Packing Tape
100 - 543 10 31 01		Office Supplies - Admini	5.93	Office Supplies - Deputy City Clerk - Pens
100 - 543 10 31 01		Office Supplies - Admini	5.23	HR Office Supplies - Badge Holders
500 - 548 70 31 01		Office Supplies - ER&R	0.80	HR Office Supplies - Badge Holders
80722	**02/25/2022**	**218 Quill Corporation**	**142.79**	**Office Supplies**
001 - 521 19 31 01		Office Supplies - Support	142.79	USB Drives, Blank CDs, Clipboard - Records
80723	**02/25/2022**	**218 Quill Corporation**	**243.79**	**Office Supplies**
001 - 521 10 31 01		Office Supplies - Admini	24.38	General PD Office Supplies - Disinfectant Spray, Coffee, Trash Bags, Notebooks

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TOTALS FOR: Quill Corporation

Accts Pay #	Date	Vendor	Amount	Memo
001 - 521 19 31 01 Office Supplies - Support			48.76	General PD Office Supplies - Disinfectant Spray, Coffee, Trash Bags, Notebooks
001 - 521 21 31 01 Office Supplies - Investig			24.38	General PD Office Supplies - Disinfectant Spray, Coffee, Trash Bags, Notebooks
001 - 521 22 31 01 Office Supplies - Patrol			121.90	General PD Office Supplies - Disinfectant Spray, Coffee, Trash Bags, Notebooks
001 - 554 30 31 01 Office Supplies - Special			24.37	General PD Office Supplies - Disinfectant Spray, Coffee, Trash Bags, Notebooks
80724	**02/25/2022**	**218 Quill Corporation**	**21.29**	**Office Supplies**
001 - 524 20 31 01 Office Supplies - Bldg. Ir			7.66	Community Development Admin Assistant Office Supplies - Label Maker Tape
402 - 531 10 31 01 Office Supplies - Stormw			1.70	Community Development Admin Assistant Office Supplies - Label Maker Tape
400 - 534 10 31 01 Office Supplies - Admini			3.19	Community Development Admin Assistant Office Supplies - Label Maker Tape
401 - 535 10 31 01 Office Supplies - Admini			1.49	Community Development Admin Assistant Office Supplies - Label Maker Tape
100 - 543 10 31 01 Office Supplies - Admini			1.06	Community Development Admin Assistant Office Supplies - Label Maker Tape
500 - 548 70 31 01 Office Supplies - ER&R			0.64	Community Development Admin Assistant Office Supplies - Label Maker Tape
001 - 558 60 31 01 Office Supplies - Plannin			5.55	Community Development Admin Assistant Office Supplies - Label Maker Tape
80725	**02/25/2022**	**218 Quill Corporation**	**64.12**	**Office Supplies**
001 - 524 20 31 01 Office Supplies - Bldg. Ir			23.08	Community Development Admin Assistant Office Supplies - Date Stamp
402 - 531 10 31 01 Office Supplies - Stormw			5.13	Community Development Admin Assistant Office Supplies - Date Stamp
400 - 534 10 31 01 Office Supplies - Admini			9.62	Community Development Admin Assistant Office Supplies - Date Stamp
401 - 535 10 31 01 Office Supplies - Admini			4.49	Community Development Admin Assistant Office Supplies - Date Stamp
100 - 543 10 31 01 Office Supplies - Admini			3.21	Community Development Admin Assistant Office Supplies - Date Stamp
500 - 548 70 31 01 Office Supplies - ER&R			1.92	Community Development Admin Assistant Office Supplies - Date Stamp
001 - 558 60 31 01 Office Supplies - Plannin			16.67	Community Development Admin Assistant Office Supplies - Date Stamp
80729	**02/25/2022**	**218 Quill Corporation**	**16.29**	**Office Supplies**
400 - 534 10 31 01 Office Supplies - Admini			4.72	Office Supplies - Comm. Dev. Director - Ink

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TOTALS FOR: Quill Corporation

Pay #	Date	Accts	Vendor	Amount	Memo
		401 - 535 10 31 01	Office Supplies - Admini	3.91	Office Supplies - Comm. Dev. Director - Ink
		100 - 543 10 31 01	Office Supplies - Admini	0.33	Office Supplies - Comm. Dev. Director - Ink
		001 - 558 60 31 01	Office Supplies - Plannin	7.33	Office Supplies - Comm. Dev. Director - Ink
80505	**02/10/2022**	**218**	**Quill Corporation**	**18.25**	**PD Supplies**
		001 - 521 19 31 01	Office Supplies - Support	18.25	Office Supplies - Coffee Filters
80506	**02/10/2022**	**218**	**Quill Corporation**	**96.70**	**PD Supplies**
		001 - 521 19 31 01	Office Supplies - Support	60.85	Canon Pd245XL Black Ink (Qty2)
		001 - 521 19 31 01	Office Supplies - Support	35.85	Spoons
80532	**02/10/2022**	**218**	**Quill Corporation**	**35.66**	**Supplies - CD**
		001 - 524 20 31 01	Office Supplies - Bldg. Ir	12.84	Community Development Admin Assistant Office Supplies - Lables And Dividers
		402 - 531 10 31 01	Office Supplies - Stormw	2.85	Community Development Admin Assistant Office Supplies - Lables And Dividers
		400 - 534 10 31 01	Office Supplies - Admini	5.35	Community Development Admin Assistant Office Supplies - Lables And Dividers
		401 - 535 10 31 01	Office Supplies - Admini	2.50	Community Development Admin Assistant Office Supplies - Lables And Dividers
		100 - 543 10 31 01	Office Supplies - Admini	1.78	Community Development Admin Assistant Office Supplies - Lables And Dividers
		500 - 548 70 31 01	Office Supplies - ER&R	1.07	Community Development Admin Assistant Office Supplies - Lables And Dividers
		001 - 558 60 31 01	Office Supplies - Plannin	9.27	Community Development Admin Assistant Office Supplies - Lables And Dividers
80533	**02/10/2022**	**218**	**Quill Corporation**	**22.60**	**Supplies**
		402 - 531 10 31 01	Office Supplies - Stormw	2.03	Office Supplies - Robert McAndrews - Clock
		400 - 534 10 31 01	Office Supplies - Admini	9.04	Office Supplies - Robert McAndrews - Clock
		401 - 535 10 31 01	Office Supplies - Admini	2.94	Office Supplies - Robert McAndrews - Clock
		100 - 543 10 31 01	Office Supplies - Admini	4.52	Office Supplies - Robert McAndrews - Clock
		500 - 548 70 31 01	Office Supplies - ER&R	2.03	Office Supplies - Robert McAndrews - Clock
		001 - 576 81 31 01	Office Supplies - Parks A	2.04	Office Supplies - Robert McAndrews - Clock
			Total:	1,199.26	

City of College Place

Ambulance Utility

Key Elements in RCW 32.21.766

- Provides for ambulance service to be operated as a public utility
- Authorizes the City Council to set and collect rates and charges for regulating, operating, and maintaining an ambulance utility
- Requires that rates and charges be based on a cost of service study
- Does not allow capital costs for construction, major renovations, or major repair of facilities
- Categorizes costs by availability of ambulance service and the demand placed on the service
- Exempts Medicaid eligible persons in a nursing home, boarding home, or adult family home and persons who receive in home services.

Ambulance Utility Approach

- Availability costs include the basic infrastructure needed to respond to a single call for service and includes dispatch, labor, training, equipment, patient care supplies, and equipment maintenance costs
- Demand costs are based on the burden placed on the ambulance service by individual calls. These costs are based in the calls for service by each customer class
- Availability costs are uniformly applied across customer classes.

Fire/EMS – Common Cost Allocation

		2021	2022	
Allocation	Depart	Actual	Budget	Change
Total Revenue		106,895.51	82,000.00	(24,895.51)
Total Expenditures		646,595.17	988,632.00	(342,036.83)
Fire/EMS Net Cost		(539,699.66)	(906,632.00)	(366,932.34)
Allocated Costs				
Fire Direct		408,797.07	596,869.00	(188,071.93)
Fire/EMS Shared		237,798.10	391,763.00	(153,964.90)
		646,595.17	988,632.00	**(342,036.83)**
Incident Count				
EMS		1,378		
Fire		447		
Total		1,825		
EMS		75.51%	75.00%	
Fire		24.49%	25.00%	
Total		100.00%	100.00%	
EMS Allocation		**179,553.85**	**293,822.25**	

EMS – Net Cost Calculation

Fund	Account	Title	Department	2021 Actual	2022 Budget
1	342 21 51 02	Emergency Medical Services	EMS	431,255.99	400,000.00
1	342 60 00 01	Ambulance Services - Commercial Insurance	EMS	64,152.93	50,000.00
1	342 60 00 02	Ambulance Services - Medicare	EMS	138,929.31	130,000.00
1	342 60 00 03	Ambulance Services - Medicaid	EMS	668.14	2,000.00
1	342 60 00 04	Ambulance Services - Self Pay	EMS	16,655.25	15,000.00
1	342 60 00 05	Ambulance Services - Restitution	EMS	35.62	100.00
1	334 04 98 00	DOH-EMS Trauma Grant	EMS	1,260.00	1,200.00
1	332 93 40 00	Ground Emergency Medical Transportation (GEMT)	EMS	85,070.93	90,000.00
		Total Revenue		738,028.17	688,300.00
1	522 26 10 80	Wages & OT	EMS	214,850.65	439,530.00
1	522 26 10 81	Stipends (Volunteers)	EMS	82,826.42	85,000.00
1	522 26 20 00	Benefits	EMS	5,781.62	
1	522 26 20 80	Benefits	EMS	86,809.07	182,796.00
1	522 26 20 81	Benefits (Volunteers)	EMS	6,336.41	6,503.00
1	522 26 31 00	Operating Supplies - EMS Administration	EMS	403.48	1,000.00
1	522 26 31 01	Office Supplies - EMS Administration	EMS	153.15	
1	522 26 31 03	Operating Supplies - EMS Training	EMS	937.04	4,000.00
1	522 26 31 80	Office Supplies - EMS Rescue & Training	EMS	4,531.66	10,000.00
1	522 26 35 00	Sm Tools / Equipment	EMS	-	300.00
1	522 26 35 80	Sm Tools / Equipment	EMS	15,594.95	50,000.00
1	522 26 41 80	Professional Services	EMS	27,532.43	12,000.00
1	522 26 42 80	Communication	EMS	42.18	
1	522 26 49 00	Miscellaneous	EMS	-	250.00
1	522 26 49 01	Registrations/Fees - Training Classes & Seminars	EMS	4,319.35	3,500.00
1	522 26 49 02	Intergov Services - Dispatch Charges	EMS	23,550.24	24,000.00
1	522 26 49 80	Miscellaneous	EMS	36.81	100.00
1	522 26 49 96	Interfund Rentals	EMS	28,145.08	30,000.00
		Total Expenditures		501,850.54	848,979.00
		Net Cost		236,177.63	(160,679.00)
		Shared Cost Allocations		179,553.85	293,822.25
			Total Net Costs	56,623.78	**(500,000.00)**
					Rounded Up

Rate Options

Two rate options have been identified, they are:

1. A rate based on the demand and availability of the EMS and charged on a per ERU basis to each customer category. The ERU is derived from a single family home average square footage. The average for Washington State is 1,985 square feet.

2. The second option is to base the charge on the number of utility accounts.

Rate Options – Advantages/Disadvantages

	Method	Advantages	Disadvantages
1	Rate based on the demand and availabiity of EMS services. The associated costs are allocated to the customers based on an equivalent service unit (ESU), with a single family unit representing the basis. Properties will be classified by segment: - Residential - Multi Family - Commercial - Church - Schools - Public	- Consistant application across customer categories - Charges based on ERU as opposed to number of accounts - More equitable rate determination - Charged allocated to customers that use the service.	- More difficult to calculate
2	Charge based on the number of Utility Accounts	- Easy to calculate - Based on information in Springbrook - Similar method used by other Cities.	- Does not account for properties with multiple units per single billing. - Highest rate per billing customer - Is not assocaited to who consumes the service

Fire/EMS – Incident Calculation

		2017	2018	2019	2020	2021
	Department	Actual	Actual	Actual	Actual	Budget
Incidents	EMS	977	1,039	1,151	1,175	1,378
	Fire	365	373	321	302	447
	Total	1,342	1,412	1,472	1,477	1,825
	EMS	72.80%	73.58%	78.19%	79.55%	75.51%
	Fire	27.20%	26.42%	21.81%	20.45%	24.49%
	Total	100.00%	100.00%	100.00%	100.00%	100.00%
Allocation	Fire	103,882.21	124,344.19	123,317.86	117,850.36	181,773.47
	EMS	278,062.78	346,363.56	442,177.11	458,523.77	560,366.53

Rate Calculations

Rate Options														Phased Billing Approach per Unit		
1	Rate based on Demand/Availability Count													Jul-22	Jan-23	Jan-24
				Demand			Availability			Total				33.3%	66.7%	100%
	Customer Categories			Incident Count	Percentage Allocation	Demand Charge	ERU	Percentage Allocation	Availability Change	Total Charge	ERU	Yearly Cost	Monthly Cost/ERU			
	Single Family		S	84	5.9%	$ 4,114.77	2,476	46.3%	$ 199,191.77	$ 203,306.53	$ 2,476	$ 82.11	$ 6.84	$ 2.28	$ 4.56	$ 6.84
	Multi Family		M	762	53.3%	$ 37,326.80	2,125	39.8%	$ 170,954.16	$ 208,280.96	$ 2,125	$ 98.01	$ 8.17	$ 2.72	$ 5.45	$ 8.17
	Nursing Home		N	447	31.3%	$ 21,896.43	37	0.7%	$ 2,976.61	$ 24,873.04	$ 37	$ 672.24	$ 56.02	$ 18.67	$ 37.35	$ 56.02
	Commercial		C	97	6.8%	$ 4,751.57	425	8.0%	$ 34,190.83	$ 38,942.41	$ 425	$ 91.63	$ 7.64	$ 2.55	$ 5.09	$ 7.64
	Hotels/Motels		H	-	0.0%	$ -	-	0.0%	$ -	$ -	$ -			$ -	$ -	$ -
	Public/College/Schools		P	39	2.7%	$ 1,910.43	282	5.3%	$ 22,686.62	$ 24,597.05	$ 282	$ 87.22	$ 7.27	$ 2.42	$ 4.85	$ 7.27
	Total			1,429	100.0%	$ 70,000.00	5,345	100.0%	$ 430,000.00	$ 500,000.00	$ 5,345	$ 93.55	$ 7.80			
	Incident Deficit			$ 70,000												
	Availability Deficit						$ 430,000									

2	Rate based on Current Customer Count				Phased Billing Approach per Unit per Month		
					Jul-22	Jan-23	Jan-24
	Customer Categories		Per Accounts	Monthly Cost/Account	33.3%	66.7%	100%
	Total		3,127				
	EMS Deficit		$500,000.00				
	Rate per Customer		$ 159.90	$ 13.32	$ 4.44	$ 8.88	$ 13.32

Rate Calculation Examples

						Rate Options						
						1			2			
						Option 1 - Demand/Availability based on ERU Square Footage			Option 3 - based on the number of utility accounts			
Customer Category	Description	Comments	Building Square Ft	Units	**ERU**	Monthly Rate/ERU	Monthly Charge	Yearly Charge	Monthly Rate	# of Accounts	Monthly Charge	Yearly Charge
		Average SFR Square Footage			1985							
Single Family			Various		1	6.84	6.84	82.08	13.32	1	13.32	159.84
Multi Family	College Place 17 Associates		20,489	17	10	8.17	81.70	980.40	13.32	18	239.76	2,877.12
	Mama's Apartments		8,622		4	8.17	32.68	392.16	13.32	3	39.96	479.52
	Tower view Apartments		7,988		4	8.17	32.68	392.16	13.32	1	13.32	159.84
	Village of Garrison Creek			151	151	8.17	1,233.67	14,804.04	13.32	4	53.28	639.36
Nursing Homes	Eagle Springs	50% Medicare Beds	24,424	12	6	56.02	336.12	4,033.44	13.32	1	13.32	159.84
	Regency	50% Medicare Beds	53,838	27	15	56.02	840.30	10,083.60	13.32	2	26.64	319.68
	Brookdale	50% Medicare Beds	67,819	34	17	56.02	952.34	11,428.08	13.32	2	26.64	319.68
	Way Point	All Medicaid Beds	-	0	0	56.02	-	-	13.32	1	13.32	
Commercial	Community Bank		21,600		11	7.64	84.04	1,008.48	13.32	1	13.32	159.84
	Hapo Credit Union		38,258		19	7.64	145.16	1,741.92	13.32	1	13.32	159.84
	Home Depot		100,359		51	7.64	389.64	4,675.68	13.32	3	39.96	479.52
	Walmart		205,690		104	7.64	794.56	9,534.72	13.32	2	26.64	319.68
Schools	WWVA		80,188		40	7.27	290.80	3,489.60	13.32	1	13.32	159.84
	Rodgers		58,710		30	7.27	218.10	2,617.20	13.32	1	13.32	159.84
	School District 250	All 3 public schools	223,093		112	7.27	814.24	9,770.88	13.32	4	53.28	639.36
Churches	First Presbyterian Church		10,078		5	7.27	36.35	436.20	13.32	1	13.32	159.84
	Sunbridge		33,834		17	7.27	123.59	1,483.08	13.32	1	13.32	159.84
	Village SDA Church		36,973		19	7.27	138.13	1,657.56	13.32	3	39.96	479.52
Colleges	Walla Walla University		482,246		243	7.27	1,766.61	21,199.32	13.32	134	1,784.88	21,418.56
Public	City of College Place		56,315		28	7.27	203.56	2,442.72	13.32	38	506.16	6,073.92
	City of Walla Walla		18,796		9	7.27	65.43	785.16	13.32	6	79.92	959.04

Methods used from other Washington State Cities:

City	Rate Basis
Aberdeen	Number of accounts
Hoquiam	Number of accounts
Mercer Island	ESU based on demand and availability
Montesano	Number of accounts
Moses Lake	Number of accounts
Pasco	Number of accounts
Port Angeles	ESU based on demand and availability
Richland	Number of accounts

Next Steps

1. Approve the establishment of an ambulance utility
2. Approve the ambulance utility rate method
3. Start process to hire the four additional EMS Employees
4. Setup the new fund and accounting basis for Springbrook
5. Initiate billing process for July 1st 2022 billing at 1/3 the approved rate
6. January 1st 2023 the rate will be increased to 2/3 of the approved rate
7. January 1st 2024 the rate will be increased

CITY OF COLLEGE PLACE, WASHINGTON
CDBG SIDEWALKS
PRELIMINARY ENGINEER'S ESTIMATE
March 22, 2022

SCHEDULE A - NE ASH AVENUE (WHITMAN DRIVE TO A STREET)

NO.	WSDOT SPEC	ITEM	UNIT	UNIT PRICE	QTY	TOTAL PRICE
A1	1-09	Mobilization	LS	$ 8,000	All Req'd	$ 8,000
A2	1-05*	Record Drawings	LS	500	All Req'd	500
A3	1-07	SPCC Plan	LS	250	All Req'd	250
A4	1-10*	Project Temporary Traffic Control	LS	2,500	All Req'd	2,500
A5	2-01	Clearing and Grubbing	LS	2,500	All Req'd	2,500
A6	2-02*	Removal of Structures and Obstructions	LS	2,000	All Req'd	2,000
A7	2-02*	Removal of Cement Concrete Curb and Gutter	LF	6	150	900
A8	2-02*	Removal of Cement Concrete Sidewalks and Driveways	SY	11	130	1,430
A9	2-03*	Unsuitable Foundation Excavation, Incl. Haul	CY	45	100	4,500
A10	2-11	Trimming and Cleanup	LS	1,500	All Req'd	1,500
A11	5-04	HMA Cl. 1/2 In. PG 64-28 (4-In. HMA)	SY	100	50	5,000
A12	8-01	Inlet Protection	EA	50	4	200
A13	8-01*	ESC Lead	DAY	250	5	1,250
A14	8-02	Sod Installation	SY	25	250	6,250
A15	8-03*	Irrigation System Repair	FA	1,000	EST	1,000
A16	8-04*	Cement Concrete Traffic Curb and Gutter	LF	40	150	6,000
A17	8-04*	Cement Concrete Pedestrian Curb	LF	30	40	1,200
A18	8-06*	Cement Concrete Driveway Type Residential	SY	90	50	4,500
A19	8-06*	Cement Concrete Driveway Apron/Restoration	SY	90	80	7,200
A20	8-14*	Cement Concrete Sidewalk	SY	70	250	17,500
A21	8-21	Permanent Signing	LS	500	All Req'd	500
					Schedule A Subtotal	**$ 74,680**
					Contingency (25%)	**$ 18,700**
					Design, Permitting, Construction Administration (25%)	**$ 18,700**
					Schedule A Total Estimated Cost	**$ 112,080**

PRELIMINARY ENGINEER'S ESTIMATE (CONT.)

SCHEDULE B - NW B STREET (RUBY LANE TO SPAGNUOLO LOOP)

NO.	WSDOT SPEC	ITEM	UNIT	UNIT PRICE	QTY	TOTAL PRICE
B1	1-09	Mobilization	LS	$ 10,000	All Req'd	$ 10,000
B2	1-05*	Record Drawings	LS	500	All Req'd	500
B3	1-07	SPCC Plan	LS	250	All Req'd	250
B4	1-10*	Project Temporary Traffic Control	LS	2,500	All Req'd	2,500
B5	2-01	Clearing and Grubbing	LS	3,000	All Req'd	3,000
B6	2-02*	Removal of Structures and Obstructions	LS	5,000	All Req'd	5,000
B7	2-02*	Removal of Cement Concrete Curb and Gutter	LF	6	30	180
B8	2-02*	Removal of Cement Concrete Sidewalks and Driveways	SY	11	80	880
B9	2-03*	Unsuitable Foundation Excavation, Incl. Haul	CY	45	100	4,500
B10	2-11	Trimming and Cleanup	LS	1,500	All Req'd	1,500
B11	4-04*	Gravel Surface Restoration	SY	10	80	800
B12	5-04	HMA Cl. 1/2 In. PG 64-28 (4-In. HMA)	SY	100	280	28,000
B13	7-04	Solid Wall PVC Storm Sewer Pipe, 12-In. Diam.	LF	40	120	4,800
B14	7-04*	Infiltration Gallery	EA	30,000	1	30,000
B15	7-05	Catch Basin, Type 1	EA	1,200	2	2,400
B16	7-05*	Adjust Manhole	EA	800	4	3,200
B17	7-15*	Water Meter Relocation/Adjustment	EA	1,400	5	7,000
B18	8-01	Inlet Protection	EA	500	4	2,000
B19	8-01*	ESC Lead	DAY	250	5	1,250
B20	8-02	Sod Installation	SY	25	280	7,000
B21	8-02*	Landscape Restoration	FA	5,000	EST	5,000
B22	8-03*	Irrigation System Repair	FA	1,500	EST	1,500
B23	8-04*	Cement Concrete Traffic Curb and Gutter	LF	40	410	16,400
B24	8-04*	Cement Concrete Pedestrian Curb	LF	30	50	1,500
B25	8-06*	Cement Concrete Driveway Type Residential	SY	90	80	7,200
B26	8-06*	Cement Concrete Driveway Apron/Restoration	SY	90	180	16,200
B27	8-12*	Fence Relocation	LF	100	150	15,000
B28	8-14*	Cement Concrete Sidewalk	SY	70	250	17,500
B29	8-14*	Cement Concrete Sidewalk Ramp Type A	EA	2,000	1	2,000
B30	8-21	Permanent Signing	LS	500	All Req'd	500
					Schedule B Subtotal	**$ 197,560**
					Contingency (25%)	**$ 49,400**
					Design, Permitting, Construction Administration (25%)	**$ 49,400**
					Schedule B Total Estimated Cost	**$ 296,360**

PRELIMINARY ENGINEER'S ESTIMATE (CONT.)

SCHEDULE C - B STREET (SPAGNUOLO LOOP TO COLLEGE AVENUE)

NO.	WSDOT SPEC	ITEM	UNIT	UNIT PRICE	QTY	TOTAL PRICE
C1	1-09	Mobilization	LS	$ 10,000	All Req'd	$ 10,000
C2	1-05*	Record Drawings	LS	500	All Req'd	500
C3	1-07	SPCC Plan	LS	250	All Req'd	250
C4	1-10*	Project Temporary Traffic Control	LS	1,500	All Req'd	1,500
C5	2-01	Clearing and Grubbing	LS	1,500	All Req'd	1,500
C6	2-02*	Removal of Structures and Obstructions	LS	1,000	All Req'd	1,000
C7	2-02*	Shrubs	EA	200	60	12,000
C8	2-02*	Removal of Cement Concrete Curb and Gutter	LF	6	150	900
C9	2-02*	Removal of Cement Concrete Sidewalks and Driveways	SY	11	270	2,970
C10	2-03*	Unsuitable Foundation Excavation, Incl. Haul	CY	45	50	2,250
C11	2-11	Trimming and Cleanup	LS	500	All Req'd	500
C12	5-04	HMA Cl. 1/2 In. PG 64-28 (4-In. HMA)	SY	100	60	6,000
C13	7-04	Solid Wall PVC Storm Sewer Pipe, 12-In. Diam.	LF	40	120	4,800
C14	7-04*	Infiltration Gallery	EA	30,000	1	30,000
C15	7-05	Catch Basin, Type 1	EA	1,200	2	2,400
C16	8-01	Inlet Protection	EA	50	4	200
C17	8-01*	ESC Lead	DAY	250	5	1,250
C18	8-02	Sod Installation	SY	25	100	2,500
C19	8-02*	Landscape Restoration	FA	5,000	EST	5,000
C20	8-03*	Irrigation System Repair	FA	500	EST	500
C21	8-04*	Cement Concrete Traffic Curb and Gutter	LF	40	150	6,000
C22	8-04*	Cement Concrete Pedestrian Curb	LF	30	50	1,500
C23	8-06*	Cement Concrete Driveway Type Residential	SY	90	90	8,100
C24	8-06*	Cement Concrete Driveway Apron/Restoration	SY	90	180	16,200
C25	8-12*	Fence Relocation	LF	100	120	12,000
C26	8-14*	Cement Concrete Sidewalk	SY	70	200	14,000
C27	8-14*	Cement Concrete Sidewalk Ramp Type A1	EA	2,000	1	2,000
					Schedule C Subtotal	**$ 145,820**
					Contingency (25%)	**$ 36,500**
					Design, Permitting, Construction Administration (25%)	**$ 36,500**
					Schedule C Total Estimated Cost	**$ 218,820**

PRELIMINARY ENGINEER'S ESTIMATE (CONT.)

SCHEDULE D - SW 2ND STREET (ACADEMY WAY TO DAVIS AVENUE)

NO.	WSDOT SPEC	ITEM	UNIT	UNIT PRICE	QTY	TOTAL PRICE
D1	1-09	Mobilization	LS	$ 18,000	All Req'd	$ 18,000
D2	1-05*	Record Drawings	LS	500	All Req'd	500
D3	1-07	SPCC Plan	LS	250	All Req'd	250
D4	1-10*	Project Temporary Traffic Control	LS	2,500	All Req'd	2,500
D5	2-01	Clearing and Grubbing	LS	3,000	All Req'd	3,000
D6	2-02*	Removal of Structures and Obstructions	LS	1,500	All Req'd	1,500
D7	2-02*	Removal of Cement Concrete Curb and Gutter	LF	6	30	180
D8	2-02*	Removal of Cement Concrete Sidewalks and Driveways	SY	11	550	6,050
D9	2-03*	Unsuitable Foundation Excavation, Incl. Haul	CY	45	100	4,500
D10	2-11	Trimming and Cleanup	LS	1,500	All Req'd	1,500
D11	4-04*	Gravel Surface Restoration	SY	10	100	1,000
D12	5-04	HMA Cl. 1/2 In. PG 64-28 (4-In. HMA)	SY	100	510	51,000
D13	7-04	Solid Wall PVC Storm Sewer Pipe, 12-In. Diam.	LF	40	120	4,800
D14	7-04*	Infiltration Gallery	EA	30,000	1	30,000
D15	7-05	Catch Basin, Type 1	EA	1,200	2	2,400
D16	8-01	Inlet Protection	EA	50	4	200
D17	8-01*	ESC Lead	DAY	250	5	1,250
D18	8-02	Sod Installation	SY	25	500	12,500
D19	8-03*	Irrigation System Repair	FA	1,000	EST	1,000
D20	8-04*	Cement Concrete Traffic Curb and Gutter	LF	40	920	36,800
D21	8-04*	Cement Concrete Pedestrian Curb	LF	30	100	3,000
D22	8-06*	Cement Concrete Driveway Type Residential	SY	90	200	18,000
D23	8-06*	Cement Concrete Driveway Apron/Restoration	SY	90	380	34,200
D24	8-14*	Cement Concrete Sidewalk	SY	70	520	36,400
D25	8-14*	Cement Concrete Sidewalk Ramp Type A1	EA	2,000	2	4,000
D26	8-18*	Mailbox Support	EA	2,000	1	2,000
D27	8-21	Permanent Signing	LS	500	All Req'd	500

Schedule D Subtotal	**$ 277,030**
Contingency (25%)	**$ 69,300**
Design, Permitting, Construction Administration (25%)	**$ 69,300**
Schedule D Total Estimated Cost	**$ 415,630**

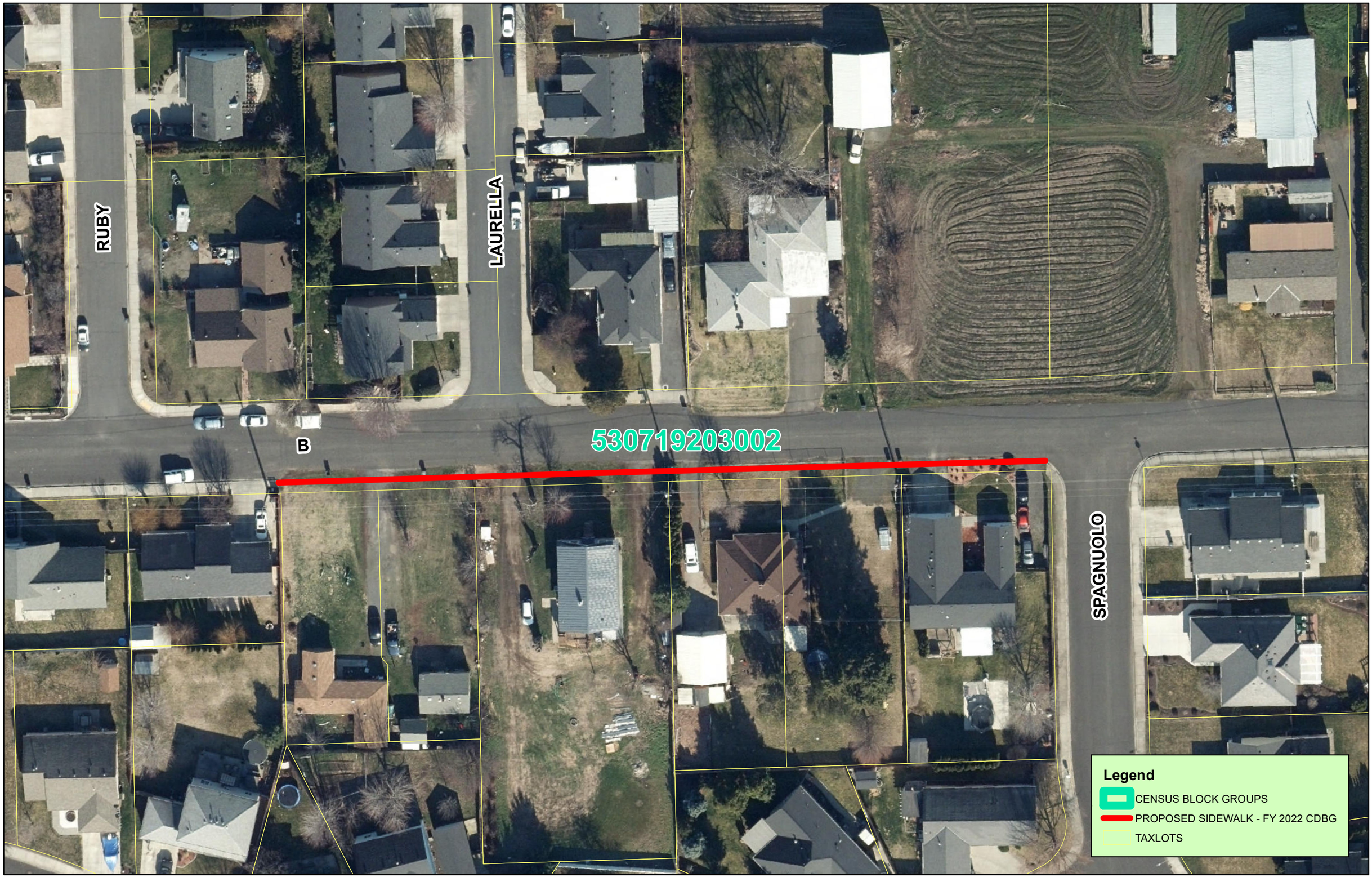
PRELIMINARY ENGINEER'S ESTIMATE (CONT.)

SCHEDULE E - SW 3RD STREET (ACADEMY WAY TO DAVIS AVENUE)

NO.	WSDOT SPEC	ITEM	UNIT	UNIT PRICE	QTY	TOTAL PRICE
E1	1-09	Mobilization	LS	$ 20,000	All Req'd	$ 20,000
E2	1-05*	Record Drawings	LS	500	All Req'd	500
E3	1-07	SPCC Plan	LS	250	All Req'd	250
E4	1-10*	Project Temporary Traffic Control	LS	2,500	All Req'd	2,500
E5	2-01	Clearing and Grubbing	LS	3,000	All Req'd	3,000
E6	2-02*	Removal of Structures and Obstructions	LS	1,500	All Req'd	1,500
E7	2-02*	Removal of Cement Concrete Curb and Gutter	LF	6	100	600
E8	2-02*	Removal of Cement Concrete Sidewalks and Driveways	SY	11	600	6,600
E9	2-03*	Unsuitable Foundation Excavation, Incl. Haul	CY	45	100	4,500
E10	2-11	Trimming and Cleanup	LS	1,500	All Req'd	1,500
E11	4-04*	Gravel Surface Restoration	SY	10	200	2,000
E12	5-04	HMA Cl. 1/2 In. PG 64-28 (4-In. HMA)	SY	100	550	55,000
E13	8-01	Inlet Protection	EA	50	4	200
E14	8-01*	ESC Lead	DAY	250	5	1,250
E15	8-02	Sod Installation	SY	25	450	11,250
E16	8-02*	Landscape Restoration	FA	5,000	EST	5,000
E17	8-03*	Irrigation System Repair	FA	1,000	EST	1,000
E18	8-04*	Cement Concrete Traffic Curb and Gutter	LF	40	1,280	51,200
E19	8-04*	Cement Concrete Pedestrian Curb	LF	30	200	6,000
E20	8-06*	Cement Concrete Driveway Type Residential	SY	90	220	19,800
E21	8-06*	Cement Concrete Driveway Apron/Restoration	SY	90	440	39,600
E22	8-14*	Cement Concrete Sidewalk	SY	70	750	52,500
E23	8-14*	Cement Concrete Sidewalk Ramp Type A1	EA	2,000	3	6,000
E24	8-21	Permanent Signing	LS	500	All Req'd	500

Schedule E Subtotal	**$ 292,250**
Contingency (25%)	**$ 73,100**
Design, Permitting, Construction Administration (25%)	**$ 73,100**
Schedule E Total Estimated Cost	**$ 438,450**
TOTAL ESTIMATED PROJECT COST	**$ 1,481,340**

NW B STREET PROPOSED SIDEWALK: NW RUBY TO SPAGNUOLO LOOP - 411.6 FEET



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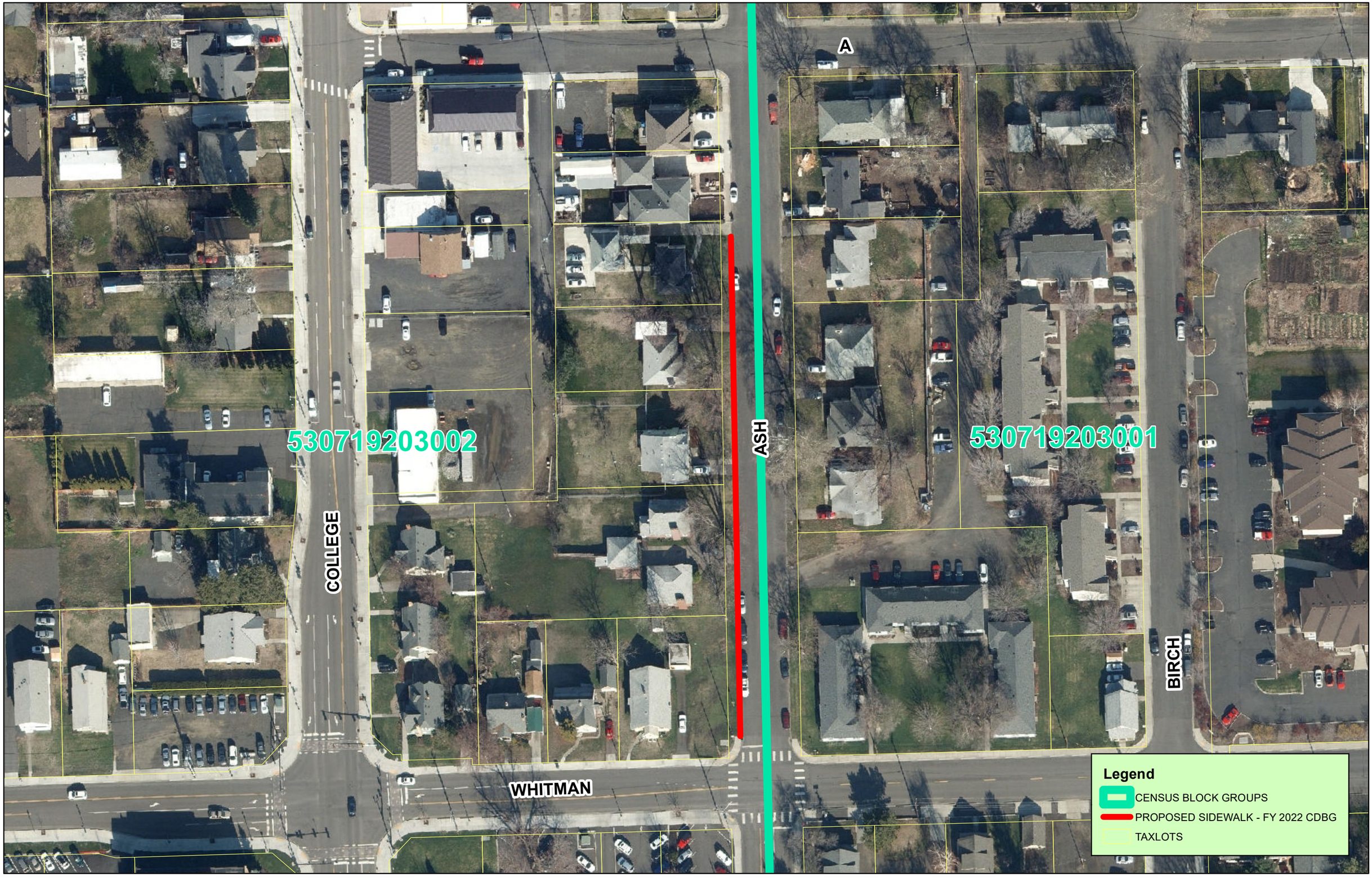
NE ASH ST PROPOSED SIDEWALK: NE A TO WHITMAN - 420.2 FEET



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NW B STREET PROPOSED SIDEWALK: COLLEGE TO SPAGNUOLO LOOP - 343.6 FEET

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Federal Citizen Participation Requirements
For Local Government Applicants to the State CDBG Program

Federal Regulations 24 CFR 570.486 (a)

(a) *Citizen participation requirements of a unit of general local government*. Each unit of general local government shall meet the following requirements as required by the state at Sec. 91.115(e) of this title.

(1) Provide for and encourage citizen participation, particularly by low and moderate income persons who reside in slum or blighted areas and areas in which CDBG funds are proposed to be used;

(2) Ensure that citizens will be given reasonable and timely access to local meetings, information, and records relating to the unit of local government's proposed and actual use of CDBG funds;

(3) Furnish citizens information, including but not limited to:

(i) The amount of CDBG funds expected to be made available for the current fiscal year (including the grant and anticipated program income);

(ii) The range of activities that may be undertaken with the CDBG funds;

(iii) The estimated amount of the CDBG funds proposed to be used for activities that will meet the national objective of benefit to low and moderate income persons; and

(iv) The proposed CDBG activities likely to result in displacement and the unit of general local government's anti-displacement and relocation plans required under Sec. 570.488.

(4) Provide technical assistance to groups representative of persons of low and moderate income that request assistance in developing proposals in accordance with the procedures developed by the state. Such assistance need not include providing funds to such groups;

(5) Provide for a minimum of two public hearings, each at a different stage of the program, for the purpose of obtaining citizens' views and responding to proposals and questions. Together the hearings must cover community development and housing needs, development of proposed activities and a review of program performance. The public hearings to cover community development and housing needs must be held before submission of an application to the state. There must be reasonable notice of the hearings and they must be held at times and locations convenient to potential or actual beneficiaries, with accommodations for the handicapped. Public hearings shall be conducted in a manner to meet the needs of non-English speaking residents where a significant number of non-English speaking residents can reasonably be expected to participate;

(6) Provide citizens with reasonable advance notice of, and opportunity to comment on, proposed activities in an application to the state and, for grants already made, activities which are proposed to be added, deleted or substantially changed from the unit of general local government's application to the state. *Substantially changed* means changes made in terms of purpose, scope, location or beneficiaries as defined by criteria established by the state.

(7) Provide citizens the address, phone number, and times for submitting complaints and grievances, and provide timely written answers to written complaints and grievances, within 15 working days where practicable.

PUBLIC HEARING

NOTICE IS HEREBY GIVEN that a public hearing will be held by the City of College Place City by virtual web meeting, livestreamed on social media, on April 12th, 2022 at 7:00 p.m.

The purpose of the public hearing is to review community development and housing needs, inform citizens of the availability of funds and eligible uses of the state Community Development Block Grant (CDBG), and receive comments on proposed activities, particularly from lower income persons and persons residing in the central core area.

Up to $750,000 may be available to the City of College Place on a statewide competitive basis to fund public facility, community facility, economic development, planning and affordable housing projects that principally benefit low- and moderate-income persons.

An outline of the proposed CDBG *General Purpose Central College Place Sidewalk Project* will be available for review by visiting: https://www.cpwa.us/residents/central_college_place_sidewalks.php , or contacting City Clerk, Lisa Neissl at 509-394-8511/lneissl@cpwa.us It may also be reviewed at the Administration Offices of the City of College Place after Tuesday, March 22nd, 2022 ~~provided emergency orders around the COVID-19 outbreak are lifted.~~

COVID-19 Virtual Meeting Public Hearing Testimony Procedure. Please submit written testimony to Lisa Neissl – City Clerk at lneissl@cpwa.us or mail to 625 S College Avenue, College Place, WA 99324 no later than 4:00 PM on Monday April 11th. T~~o arrange t~~elephonic or virtual meeting testimony, ~~contact the Clerk at 509-394-8511. All written comments or arrangements for telephonic comments, need to be made no later than 4:00 p.m. Friday April 8th, 2022.~~may be made by using the Zoom meeting attendance link and/or the provided phone number and meeting ID (provided on the heading of the meeting agenda) and raise your hand when the presiding officer calls for testimony.

Arrangements to reasonably accommodate any other special needs, including handicap accessibility or interpreter, will be made upon receiving 24-hour advance notice. Contact City Clerk at lneissl@cpwa.us or 509-394-8511.

Safewalk College Place

This project entails the right-of-way acquisition, final engineering, and construction for 1,636 linear feet of six-foot wide sidewalk with ramps constructed to Americans with Disabilities Act (ADA) standards. The construction will fill in gaps within the pedestrian network on the south side of NW B between NW Ruby and N College Ave, and west side of NE Ash Ave between NE A and Whitman Dr. **The estimated cost of the project is $677,260 with the split at Local Cost: $50,000/State Community Development Block Grant (CDBG) at $627,260.** If grant is awarded the project would proceed with engineering throughout Fall/Winter 2022 with the final construction occurring in Summer 2023.

NW B Street (NW Ruby Lane to N College Avenue)

NW Ash Avenue (NW A to Whitman)

Please direct questions and concerns to: Mr. Mike Rizzitiello – City Administrator, College Place City Hall – 625 S. College Ave, Phone: (509)-394-8506, Email: mrizzitiello@cpwa.us

Lugar de la universidad de Safewalk

Este proyecto implica la adquisición del derecho de paso, la ingeniería final y la construcción de 1,636 pies lineales de acera de seis pies de ancho con rampas construidas según los estándares de la Ley de Estadounidenses con Discapacidades (ADA). La construcción llenará los espacios el lado sur de NW B entre NW Ruby y N College Ave, y lado oeste de NE Ash Ave entre NE A y Whitman Dr. El costo estimado del proyecto es de $677,260 con la división en Costo local: $50,000/Subvención en bloque para el desarrollo comunitario estatal (CDBG) en $627,260. Si se otorga la subvención, el proyecto continuaría con la ingeniería durante el otoño/invierno de 2022 y la construcción final se llevaría a cabo en el verano de 2023.

NW B Street (NW Ruby Lane hasta N College Avenue)

NW Ash Avenue (NW A hasta Whitman)

Dirija sus preguntas e inquietudes a: Sr. Mike Rizzitiello – Administrador de la ciudad, Ayuntamiento de College Place – 625 S. College Ave, Teléfono: (509)-394-8506, Correo electrónico: mrizzitiello@cpwa.us

RURAL COMMUNITY GRANTS FOR ACTIVITIES THAT BENEFIT LOW-AND MODERATE-INCOME PERSONS

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

General Purpose Grants $12,000,000

For planning or construction of public infrastructure, community facilities, affordable housing, and economic development projects. Competitive. Maximum grant up to $900,000 based on project type. Application materials available in March and due in June.

Housing Enhancement Grants $200,000

For off-site infrastructure or the community facility component of a state Housing Trust Fund project. Competitive. Maximum grant is $200,000, with potential additional hardship funding. Initial CDBG application forms are submitted with a HTF Stage 2 application.

Public Services Grants $1,500,000

For 17 counties and community action agencies to fund new or expanded services for lower income persons. Allocated by a formula based on population and poverty. Application materials available in February and due in April.

National Objectives

Funded by the US Department of Housing & Urban Development, CDBG activities must meet one of these national objectives:

- Principally benefits low-and moderate-income (LMI) persons.
- Aids in the prevention or elimination of slums or blight.
- Addresses imminent threat to public health or safety

Funding is contingent on HUD approval of the state CDBG Action Plan.

Agency contact

Kaaren Roe
SECTION MANAGER

Local Government Division
kaaren.roe@commerce.wa.gov
Phone: 360.725.3018

www.commerce.wa.gov/CDBG

ELIGIBLE APPLICANTS:
Washington State cities/towns with less than 50,000 in population and not participating in a CDBG entitlement urban county consortium; and counties with less than 200,000 in population. A complete list is on Commerce's CDBG webpage.

Other public and non-profit entities and Indian tribes are not eligible to apply directly for state CDBG funding, but may be a partner in projects and subrecipient of funding with an eligible city/town or county.

City of College Place

Ambulance Utility

Key Elements in RCW 32.21.766

- Provides for ambulance service to be operated as a public utility
- Authorizes the City Council to set and collect rates and charges for regulating, operating, and maintaining an ambulance utility
- Requires that rates and charges be based on a cost of service study
- Does not allow capital costs for construction, major renovations, or major repair of facilities
- Categorizes costs by availability of ambulance service and the demand placed on the service
- Exempts Medicaid eligible persons in a nursing home, boarding home, or adult family home and persons who receive in home services.

Ambulance Utility Approach

- Availability costs include the basic infrastructure needed to respond to a single call for service and includes dispatch, labor, training, equipment, patient care supplies, and equipment maintenance costs
- Demand costs are based on the burden placed on the ambulance service by individual calls. These costs are based in the calls for service by each customer class
- Availability costs are uniformly applied across customer classes.

Fire/EMS – Common Cost Allocation

		2021	2022	
Allocation	Depart	Actual	Budget	Change
Total Revenue		106,895.51	82,000.00	(24,895.51)
Total Expenditures		646,595.17	988,632.00	(342,036.83)
Fire/EMS Net Cost		(539,699.66)	(906,632.00)	(366,932.34)
Allocated Costs				
Fire Direct		408,797.07	596,869.00	(188,071.93)
Fire/EMS Shared		237,798.10	391,763.00	(153,964.90)
		646,595.17	988,632.00	**(342,036.83)**
Incident Count				
EMS		1,378		
Fire		447		
Total		1,825		
EMS		75.51%	75.00%	
Fire		24.49%	25.00%	
Total		100.00%	100.00%	
EMS Allocation		**179,553.85**	**293,822.25**	

EMS – Net Cost Calculation

Fund	Account	Title	Department	2021 Actual	2022 Budget
1	342 21 51 02	Emergency Medical Services	EMS	431,255.99	400,000.00
1	342 60 00 01	Ambulance Services - Commercial Insurance	EMS	64,152.93	50,000.00
1	342 60 00 02	Ambulance Services - Medicare	EMS	138,929.31	130,000.00
1	342 60 00 03	Ambulance Services - Medicaid	EMS	668.14	2,000.00
1	342 60 00 04	Ambulance Services - Self Pay	EMS	16,655.25	15,000.00
1	342 60 00 05	Ambulance Services - Restitution	EMS	35.62	100.00
1	334 04 98 00	DOH-EMS Trauma Grant	EMS	1,260.00	1,200.00
1	332 93 40 00	Ground Emergency Medical Transportation (GEMT)	EMS	85,070.93	90,000.00
		Total Revenue		738,028.17	688,300.00
1	522 26 10 80	Wages & OT	EMS	214,850.65	439,530.00
1	522 26 10 81	Stipends (Volunteers)	EMS	82,826.42	85,000.00
1	522 26 20 00	Benefits	EMS	5,781.62	
1	522 26 20 80	Benefits	EMS	86,809.07	182,796.00
1	522 26 20 81	Benefits (Volunteers)	EMS	6,336.41	6,503.00
1	522 26 31 00	Operating Supplies - EMS Administration	EMS	403.48	1,000.00
1	522 26 31 01	Office Supplies - EMS Administration	EMS	153.15	
1	522 26 31 03	Operating Supplies - EMS Training	EMS	937.04	4,000.00
1	522 26 31 80	Office Supplies - EMS Rescue & Training	EMS	4,531.66	10,000.00
1	522 26 35 00	Sm Tools / Equipment	EMS	-	300.00
1	522 26 35 80	Sm Tools / Equipment	EMS	15,594.95	50,000.00
1	522 26 41 80	Professional Services	EMS	27,532.43	12,000.00
1	522 26 42 80	Communication	EMS	42.18	
1	522 26 49 00	Miscellaneous	EMS	-	250.00
1	522 26 49 01	Registrations/Fees - Training Classes & Seminars	EMS	4,319.35	3,500.00
1	522 26 49 02	Intergov Services - Dispatch Charges	EMS	23,550.24	24,000.00
1	522 26 49 80	Miscellaneous	EMS	36.81	100.00
1	522 26 49 96	Interfund Rentals	EMS	28,145.08	30,000.00
		Total Expenditures		501,850.54	848,979.00
		Net Cost		236,177.63	(160,679.00)
		Shared Cost Allocations		179,553.85	293,822.25
			Total Net Costs	56,623.78	**(500,000.00)**
					Rounded Up

Rate Options

Two rate options have been identified, they are:

1. A rate based on the demand and availability of the EMS and charged on a per ERU basis to each customer category. The ERU is derived from a single family home average square footage. The average for Washington State is 1,985 square feet.

2. The second option is to base the charge on the number of utility accounts.

Rate Options – Advantages/Disadvantages

	Method	Advantages	Disadvantages
1	Rate based on the demand and availabiity of EMS services. The associated costs are allocated to the customers based on an equivalent service unit (ESU), with a single family unit representing the basis. Properties will be classified by segment: - Residential - Multi Family - Commercial - Church - Schools - Public	- Consistant application across customer categories - Charges based on ERU as opposed to number of accounts - More equitable rate determination - Charged allocated to customers that use the service.	- More difficult to calculate
2	Charge based on the number of Utility Accounts	- Easy to calculate - Based on information in Springbrook - Similar method used by other Cities.	- Does not account for properties with multiple units per single billing. - Highest rate per billing customer - Is not assocaited to who consumes the service

Fire/EMS – Incident Calculation

		2017	2018	2019	2020	2021
	Department	Actual	Actual	Actual	Actual	Budget
Incidents	EMS	977	1,039	1,151	1,175	1,378
	Fire	365	373	321	302	447
	Total	1,342	1,412	1,472	1,477	1,825
	EMS	72.80%	73.58%	78.19%	79.55%	75.51%
	Fire	27.20%	26.42%	21.81%	20.45%	24.49%
	Total	100.00%	100.00%	100.00%	100.00%	100.00%
Allocation	Fire	103,882.21	124,344.19	123,317.86	117,850.36	181,773.47
	EMS	278,062.78	346,363.56	442,177.11	458,523.77	560,366.53

Rate Calculations

Rate Options

1 Rate based on Demand/Availability Count

Customer Categories		Incident Count	Percentage Allocation	Demand Charge	ERU	Percentage Allocation	Availability Change	Total Charge	ERU	Yearly Cost	Monthly Cost/ERU	Phased Billing Approach per Unit Jul-22 (33.3%)	Jan-23 (66.7%)	Jan-24 (100%)
		Demand			Availability			Total						
Single Family	S	84	5.9%	$ 4,114.77	2,476	46.3%	$ 199,191.77	$ 203,306.53	$ 2,476	$ 82.11	$ 6.84	$ 2.28	$ 4.56	$ 6.84
Multi Family	M	762	53.3%	$ 37,326.80	2,125	39.8%	$ 170,954.16	$ 208,280.96	$ 2,125	$ 98.01	$ 8.17	$ 2.72	$ 5.45	$ 8.17
Nursing Home	N	447	31.3%	$ 21,896.43	37	0.7%	$ 2,976.61	$ 24,873.04	$ 37	$ 672.24	$ 56.02	$ 18.67	$ 37.35	$ 56.02
Commercial	C	97	6.8%	$ 4,751.57	425	8.0%	$ 34,190.83	$ 38,942.41	$ 425	$ 91.63	$ 7.64	$ 2.55	$ 5.09	$ 7.64
Hotels/Motels	H	-	0.0%	$ -	-	0.0%	$ -	$ -	$ -			$ -	$ -	$ -
Public/College/Schools	P	39	2.7%	$ 1,910.43	282	5.3%	$ 22,686.62	$ 24,597.05	$ 282	$ 87.22	$ 7.27	$ 2.42	$ 4.85	$ 7.27
Total		1,429	100.0%	$ 70,000.00	5,345	100.0%	$ 430,000.00	$ 500,000.00	$ 5,345	$ 93.55	$ 7.80			
Incident Deficit		$ 70,000												
Availability Deficit					$ 430,000									

2 Rate based on Current Customer Count

Phased Billing Approach per Unit per Month

Customer Categories	Per Accounts	Monthly Cost/Account	Jul-22 (33.3%)	Jan-23 (66.7%)	Jan-24 (100%)
Total	3,127				
EMS Deficit	$500,000.00				
Rate per Customer	$ 159.90	$ 13.32	$ 4.44	$ 8.88	$ 13.32

Rate Calculation Examples

						Rate Options						
						1			2			
						Option 1 - Demand/Availability based on ERU Square Footage			Option 3 - based on the number of utility accounts			
Customer Category	Description	Comments	Building Square Ft	Units	**ERU**	Monthly Rate/ERU	Monthly Charge	Yearly Charge	Monthly Rate	# of Accounts	Monthly Charge	Yearly Charge
		Average SFR Square Footage			1985							
Single Family			Various		1	6.84	6.84	82.08	13.32	1	13.32	159.84
Multi Family	College Place 17 Associates		20,489	17	10	8.17	81.70	980.40	13.32	18	239.76	2,877.12
	Mama's Apartments		8,622		4	8.17	32.68	392.16	13.32	3	39.96	479.52
	Tower view Apartments		7,988		4	8.17	32.68	392.16	13.32	1	13.32	159.84
	Village of Garrison Creek			151	151	8.17	1,233.67	14,804.04	13.32	4	53.28	639.36
Nursing Homes	Eagle Springs	50% Medicare Beds	24,424	12	6	56.02	336.12	4,033.44	13.32	1	13.32	159.84
	Regency	50% Medicare Beds	53,838	27	15	56.02	840.30	10,083.60	13.32	2	26.64	319.68
	Brookdale	50% Medicare Beds	67,819	34	17	56.02	952.34	11,428.08	13.32	2	26.64	319.68
	Way Point	All Medicaid Beds	-	0	0	56.02	-	-	13.32	1	13.32	
Commercial	Community Bank		21,600		11	7.64	84.04	1,008.48	13.32	1	13.32	159.84
	Hapo Credit Union		38,258		19	7.64	145.16	1,741.92	13.32	1	13.32	159.84
	Home Depot		100,359		51	7.64	389.64	4,675.68	13.32	3	39.96	479.52
	Walmart		205,690		104	7.64	794.56	9,534.72	13.32	2	26.64	319.68
Schools	WWVA		80,188		40	7.27	290.80	3,489.60	13.32	1	13.32	159.84
	Rodgers		58,710		30	7.27	218.10	2,617.20	13.32	1	13.32	159.84
	School District 250	All 3 public schools	223,093		112	7.27	814.24	9,770.88	13.32	4	53.28	639.36
Churches	First Presbyterian Church		10,078		5	7.27	36.35	436.20	13.32	1	13.32	159.84
	Sunbridge		33,834		17	7.27	123.59	1,483.08	13.32	1	13.32	159.84
	Village SDA Church		36,973		19	7.27	138.13	1,657.56	13.32	3	39.96	479.52
Colleges	Walla Walla University		482,246		243	7.27	1,766.61	21,199.32	13.32	134	1,784.88	21,418.56
Public	City of College Place		56,315		28	7.27	203.56	2,442.72	13.32	38	506.16	6,073.92
	City of Walla Walla		18,796		9	7.27	65.43	785.16	13.32	6	79.92	959.04

Methods used from other Washington State Cities:

City	Rate Basis
Aberdeen	Number of accounts
Hoquiam	Number of accounts
Mercer Island	ESU based on demand and availability
Montesano	Number of accounts
Moses Lake	Number of accounts
Pasco	Number of accounts
Port Angeles	ESU based on demand and availability
Richland	Number of accounts

Next Steps

1. Approve the establishment of an ambulance utility
2. Approve the ambulance utility rate method
3. Start process to hire the four additional EMS Employees
4. Setup the new fund and accounting basis for Springbrook
5. Initiate billing process for July 1st 2022 billing at 1/3 the approved rate
6. January 1st 2023 the rate will be increased to 2/3 of the approved rate
7. January 1st 2024 the rate will be increased

CITY OF COLLEGE PLACE, WASHINGTON
CDBG SIDEWALKS
PRELIMINARY ENGINEER'S ESTIMATE
March 22, 2022

SCHEDULE A - NE ASH AVENUE (WHITMAN DRIVE TO A STREET)

NO.	WSDOT SPEC	ITEM	UNIT	UNIT PRICE	QTY	TOTAL PRICE
A1	1-09	Mobilization	LS	$ 8,000	All Req'd	$ 8,000
A2	1-05*	Record Drawings	LS	500	All Req'd	500
A3	1-07	SPCC Plan	LS	250	All Req'd	250
A4	1-10*	Project Temporary Traffic Control	LS	2,500	All Req'd	2,500
A5	2-01	Clearing and Grubbing	LS	2,500	All Req'd	2,500
A6	2-02*	Removal of Structures and Obstructions	LS	2,000	All Req'd	2,000
A7	2-02*	Removal of Cement Concrete Curb and Gutter	LF	6	150	900
A8	2-02*	Removal of Cement Concrete Sidewalks and Driveways	SY	11	130	1,430
A9	2-03*	Unsuitable Foundation Excavation, Incl. Haul	CY	45	100	4,500
A10	2-11	Trimming and Cleanup	LS	1,500	All Req'd	1,500
A11	5-04	HMA Cl. 1/2 In. PG 64-28 (4-In. HMA)	SY	100	50	5,000
A12	8-01	Inlet Protection	EA	50	4	200
A13	8-01*	ESC Lead	DAY	250	5	1,250
A14	8-02	Sod Installation	SY	25	250	6,250
A15	8-03*	Irrigation System Repair	FA	1,000	EST	1,000
A16	8-04*	Cement Concrete Traffic Curb and Gutter	LF	40	150	6,000
A17	8-04*	Cement Concrete Pedestrian Curb	LF	30	40	1,200
A18	8-06*	Cement Concrete Driveway Type Residential	SY	90	50	4,500
A19	8-06*	Cement Concrete Driveway Apron/Restoration	SY	90	80	7,200
A20	8-14*	Cement Concrete Sidewalk	SY	70	250	17,500
A21	8-21	Permanent Signing	LS	500	All Req'd	500
					Schedule A Subtotal	**$ 74,680**
					Contingency (25%)	**$ 18,700**
					Design, Permitting, Construction Administration (25%)	**$ 18,700**
					Schedule A Total Estimated Cost	**$ 112,080**

PRELIMINARY ENGINEER'S ESTIMATE (CONT.)

SCHEDULE B - NW B STREET (RUBY LANE TO SPAGNUOLO LOOP)

NO.	WSDOT SPEC	ITEM	UNIT	UNIT PRICE	QTY	TOTAL PRICE
B1	1-09	Mobilization	LS	$ 10,000	All Req'd	$ 10,000
B2	1-05*	Record Drawings	LS	500	All Req'd	500
B3	1-07	SPCC Plan	LS	250	All Req'd	250
B4	1-10*	Project Temporary Traffic Control	LS	2,500	All Req'd	2,500
B5	2-01	Clearing and Grubbing	LS	3,000	All Req'd	3,000
B6	2-02*	Removal of Structures and Obstructions	LS	5,000	All Req'd	5,000
B7	2-02*	Removal of Cement Concrete Curb and Gutter	LF	6	30	180
B8	2-02*	Removal of Cement Concrete Sidewalks and Driveways	SY	11	80	880
B9	2-03*	Unsuitable Foundation Excavation, Incl. Haul	CY	45	100	4,500
B10	2-11	Trimming and Cleanup	LS	1,500	All Req'd	1,500
B11	4-04*	Gravel Surface Restoration	SY	10	80	800
B12	5-04	HMA Cl. 1/2 In. PG 64-28 (4-In. HMA)	SY	100	280	28,000
B13	7-04	Solid Wall PVC Storm Sewer Pipe, 12-In. Diam.	LF	40	120	4,800
B14	7-04*	Infiltration Gallery	EA	30,000	1	30,000
B15	7-05	Catch Basin, Type 1	EA	1,200	2	2,400
B16	7-05*	Adjust Manhole	EA	800	4	3,200
B17	7-15*	Water Meter Relocation/Adjustment	EA	1,400	5	7,000
B18	8-01	Inlet Protection	EA	500	4	2,000
B19	8-01*	ESC Lead	DAY	250	5	1,250
B20	8-02	Sod Installation	SY	25	280	7,000
B21	8-02*	Landscape Restoration	FA	5,000	EST	5,000
B22	8-03*	Irrigation System Repair	FA	1,500	EST	1,500
B23	8-04*	Cement Concrete Traffic Curb and Gutter	LF	40	410	16,400
B24	8-04*	Cement Concrete Pedestrian Curb	LF	30	50	1,500
B25	8-06*	Cement Concrete Driveway Type Residential	SY	90	80	7,200
B26	8-06*	Cement Concrete Driveway Apron/Restoration	SY	90	180	16,200
B27	8-12*	Fence Relocation	LF	100	150	15,000
B28	8-14*	Cement Concrete Sidewalk	SY	70	250	17,500
B29	8-14*	Cement Concrete Sidewalk Ramp Type A	EA	2,000	1	2,000
B30	8-21	Permanent Signing	LS	500	All Req'd	500
					Schedule B Subtotal	**$ 197,560**
					Contingency (25%)	**$ 49,400**
					Design, Permitting, Construction Administration (25%)	**$ 49,400**
					Schedule B Total Estimated Cost	**$ 296,360**

PRELIMINARY ENGINEER'S ESTIMATE (CONT.)

SCHEDULE C - B STREET (SPAGNUOLO LOOP TO COLLEGE AVENUE)

NO.	WSDOT SPEC	ITEM	UNIT	UNIT PRICE	QTY	TOTAL PRICE
C1	1-09	Mobilization	LS	$ 10,000	All Req'd	$ 10,000
C2	1-05*	Record Drawings	LS	500	All Req'd	500
C3	1-07	SPCC Plan	LS	250	All Req'd	250
C4	1-10*	Project Temporary Traffic Control	LS	1,500	All Req'd	1,500
C5	2-01	Clearing and Grubbing	LS	1,500	All Req'd	1,500
C6	2-02*	Removal of Structures and Obstructions	LS	1,000	All Req'd	1,000
C7	2-02*	Shrubs	EA	200	60	12,000
C8	2-02*	Removal of Cement Concrete Curb and Gutter	LF	6	150	900
C9	2-02*	Removal of Cement Concrete Sidewalks and Driveways	SY	11	270	2,970
C10	2-03*	Unsuitable Foundation Excavation, Incl. Haul	CY	45	50	2,250
C11	2-11	Trimming and Cleanup	LS	500	All Req'd	500
C12	5-04	HMA Cl. 1/2 In. PG 64-28 (4-In. HMA)	SY	100	60	6,000
C13	7-04	Solid Wall PVC Storm Sewer Pipe, 12-In. Diam.	LF	40	120	4,800
C14	7-04*	Infiltration Gallery	EA	30,000	1	30,000
C15	7-05	Catch Basin, Type 1	EA	1,200	2	2,400
C16	8-01	Inlet Protection	EA	50	4	200
C17	8-01*	ESC Lead	DAY	250	5	1,250
C18	8-02	Sod Installation	SY	25	100	2,500
C19	8-02*	Landscape Restoration	FA	5,000	EST	5,000
C20	8-03*	Irrigation System Repair	FA	500	EST	500
C21	8-04*	Cement Concrete Traffic Curb and Gutter	LF	40	150	6,000
C22	8-04*	Cement Concrete Pedestrian Curb	LF	30	50	1,500
C23	8-06*	Cement Concrete Driveway Type Residential	SY	90	90	8,100
C24	8-06*	Cement Concrete Driveway Apron/Restoration	SY	90	180	16,200
C25	8-12*	Fence Relocation	LF	100	120	12,000
C26	8-14*	Cement Concrete Sidewalk	SY	70	200	14,000
C27	8-14*	Cement Concrete Sidewalk Ramp Type A1	EA	2,000	1	2,000
					Schedule C Subtotal	**$ 145,820**
					Contingency (25%)	**$ 36,500**
					Design, Permitting, Construction Administration (25%)	**$ 36,500**
					Schedule C Total Estimated Cost	**$ 218,820**

PRELIMINARY ENGINEER'S ESTIMATE (CONT.)

SCHEDULE D - SW 2ND STREET (ACADEMY WAY TO DAVIS AVENUE)

NO.	WSDOT SPEC	ITEM	UNIT	UNIT PRICE	QTY	TOTAL PRICE
D1	1-09	Mobilization	LS	$ 18,000	All Req'd	$ 18,000
D2	1-05*	Record Drawings	LS	500	All Req'd	500
D3	1-07	SPCC Plan	LS	250	All Req'd	250
D4	1-10*	Project Temporary Traffic Control	LS	2,500	All Req'd	2,500
D5	2-01	Clearing and Grubbing	LS	3,000	All Req'd	3,000
D6	2-02*	Removal of Structures and Obstructions	LS	1,500	All Req'd	1,500
D7	2-02*	Removal of Cement Concrete Curb and Gutter	LF	6	30	180
D8	2-02*	Removal of Cement Concrete Sidewalks and Driveways	SY	11	550	6,050
D9	2-03*	Unsuitable Foundation Excavation, Incl. Haul	CY	45	100	4,500
D10	2-11	Trimming and Cleanup	LS	1,500	All Req'd	1,500
D11	4-04*	Gravel Surface Restoration	SY	10	100	1,000
D12	5-04	HMA Cl. 1/2 In. PG 64-28 (4-In. HMA)	SY	100	510	51,000
D13	7-04	Solid Wall PVC Storm Sewer Pipe, 12-In. Diam.	LF	40	120	4,800
D14	7-04*	Infiltration Gallery	EA	30,000	1	30,000
D15	7-05	Catch Basin, Type 1	EA	1,200	2	2,400
D16	8-01	Inlet Protection	EA	50	4	200
D17	8-01*	ESC Lead	DAY	250	5	1,250
D18	8-02	Sod Installation	SY	25	500	12,500
D19	8-03*	Irrigation System Repair	FA	1,000	EST	1,000
D20	8-04*	Cement Concrete Traffic Curb and Gutter	LF	40	920	36,800
D21	8-04*	Cement Concrete Pedestrian Curb	LF	30	100	3,000
D22	8-06*	Cement Concrete Driveway Type Residential	SY	90	200	18,000
D23	8-06*	Cement Concrete Driveway Apron/Restoration	SY	90	380	34,200
D24	8-14*	Cement Concrete Sidewalk	SY	70	520	36,400
D25	8-14*	Cement Concrete Sidewalk Ramp Type A1	EA	2,000	2	4,000
D26	8-18*	Mailbox Support	EA	2,000	1	2,000
D27	8-21	Permanent Signing	LS	500	All Req'd	500

Schedule D Subtotal	**$ 277,030**
Contingency (25%)	**$ 69,300**
Design, Permitting, Construction Administration (25%)	**$ 69,300**
Schedule D Total Estimated Cost	**$ 415,630**

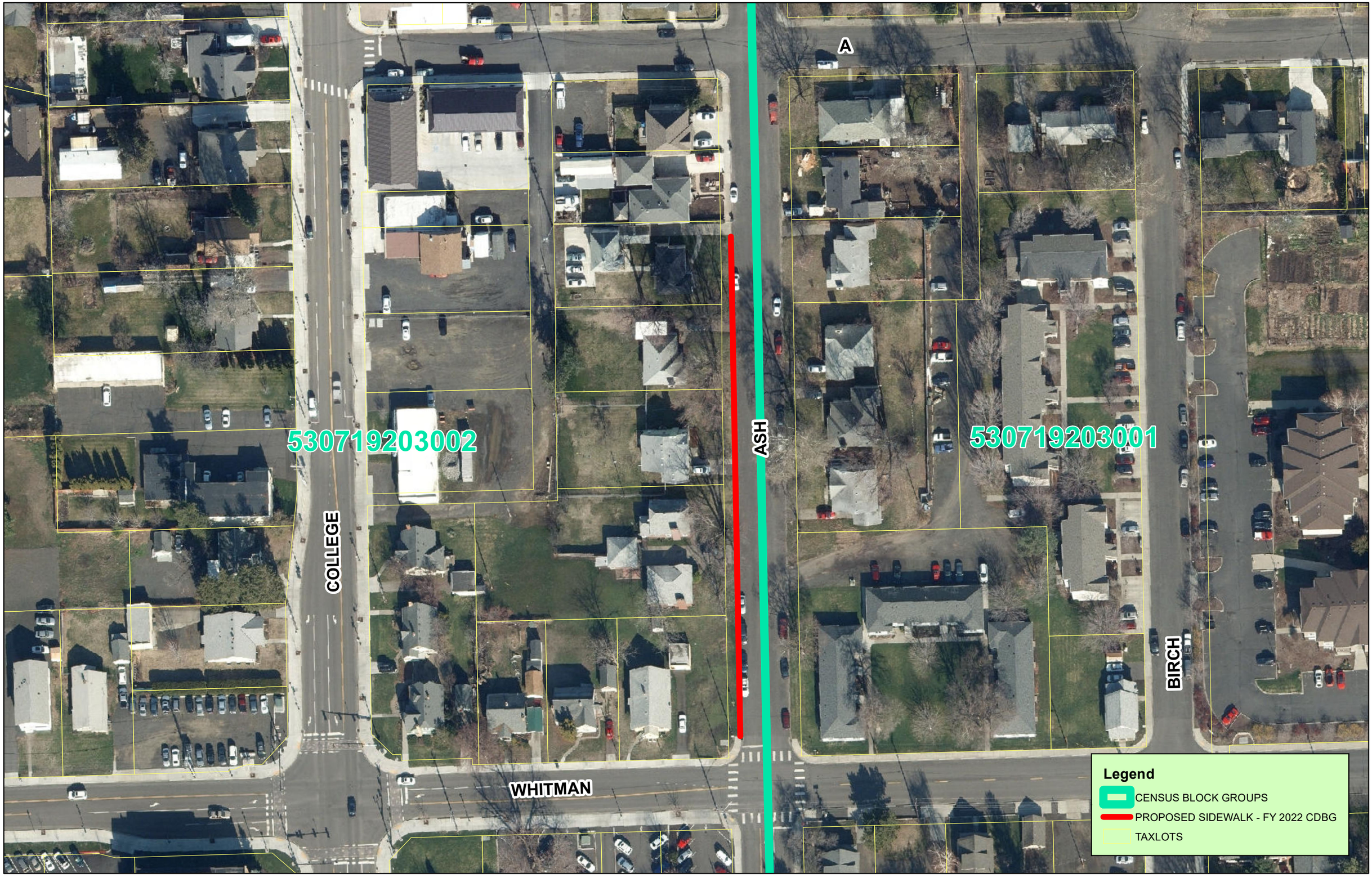
PRELIMINARY ENGINEER'S ESTIMATE (CONT.)

SCHEDULE E - SW 3RD STREET (ACADEMY WAY TO DAVIS AVENUE)

NO.	WSDOT SPEC	ITEM	UNIT	UNIT PRICE	QTY	TOTAL PRICE
E1	1-09	Mobilization	LS	$ 20,000	All Req'd	$ 20,000
E2	1-05*	Record Drawings	LS	500	All Req'd	500
E3	1-07	SPCC Plan	LS	250	All Req'd	250
E4	1-10*	Project Temporary Traffic Control	LS	2,500	All Req'd	2,500
E5	2-01	Clearing and Grubbing	LS	3,000	All Req'd	3,000
E6	2-02*	Removal of Structures and Obstructions	LS	1,500	All Req'd	1,500
E7	2-02*	Removal of Cement Concrete Curb and Gutter	LF	6	100	600
E8	2-02*	Removal of Cement Concrete Sidewalks and Driveways	SY	11	600	6,600
E9	2-03*	Unsuitable Foundation Excavation, Incl. Haul	CY	45	100	4,500
E10	2-11	Trimming and Cleanup	LS	1,500	All Req'd	1,500
E11	4-04*	Gravel Surface Restoration	SY	10	200	2,000
E12	5-04	HMA Cl. 1/2 In. PG 64-28 (4-In. HMA)	SY	100	550	55,000
E13	8-01	Inlet Protection	EA	50	4	200
E14	8-01*	ESC Lead	DAY	250	5	1,250
E15	8-02	Sod Installation	SY	25	450	11,250
E16	8-02*	Landscape Restoration	FA	5,000	EST	5,000
E17	8-03*	Irrigation System Repair	FA	1,000	EST	1,000
E18	8-04*	Cement Concrete Traffic Curb and Gutter	LF	40	1,280	51,200
E19	8-04*	Cement Concrete Pedestrian Curb	LF	30	200	6,000
E20	8-06*	Cement Concrete Driveway Type Residential	SY	90	220	19,800
E21	8-06*	Cement Concrete Driveway Apron/Restoration	SY	90	440	39,600
E22	8-14*	Cement Concrete Sidewalk	SY	70	750	52,500
E23	8-14*	Cement Concrete Sidewalk Ramp Type A1	EA	2,000	3	6,000
E24	8-21	Permanent Signing	LS	500	All Req'd	500

Schedule E Subtotal	**$ 292,250**
Contingency (25%)	**$ 73,100**
Design, Permitting, Construction Administration (25%)	**$ 73,100**
Schedule E Total Estimated Cost	**$ 438,450**
TOTAL ESTIMATED PROJECT COST	**$ 1,481,340**

NE ASH ST PROPOSED SIDEWALK: NE A TO WHITMAN - 420.2 FEET

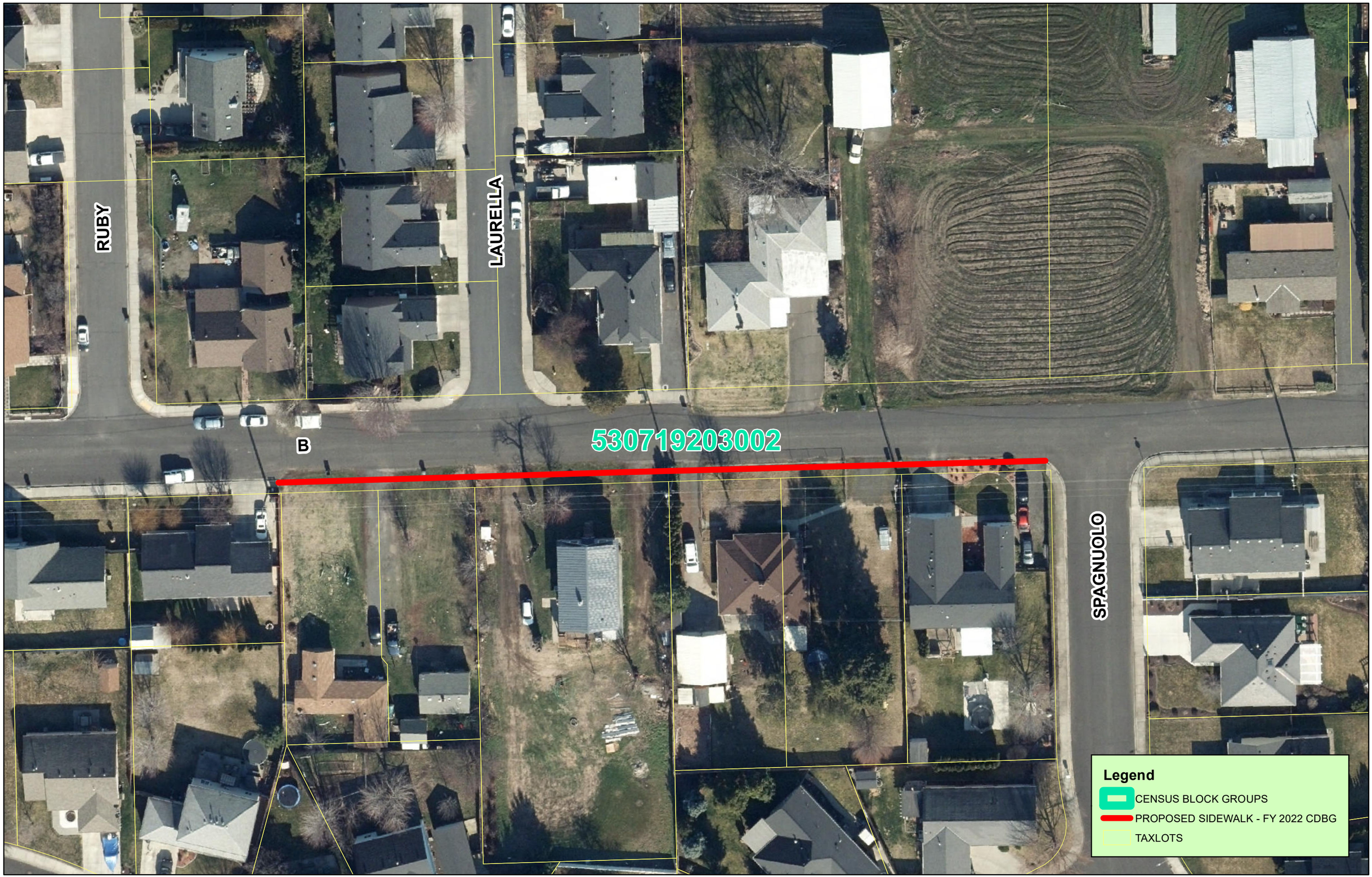


Document Path: S:\GIS\MXD\GIS_MXD_2022CDBG_Sidewalks.mxd

NW B STREET PROPOSED SIDEWALK: COLLEGE TO SPAGNUOLO LOOP - 343.6 FEET

Document Path: S:\GIS\MXD\GIS_MXD_2022CDBG_Sidewalks.mxd

NW B STREET PROPOSED SIDEWALK: NW RUBY TO SPAGNUOLO LOOP - 411.6 FEET



Document Path: S:\GIS\MXD\GIS_MXD_2022CDBG_Sidewalks.mxd

PUBLIC HEARING

NOTICE IS HEREBY GIVEN that a public hearing will be held by the City of College Place City by virtual web meeting, livestreamed on social media, on April 12th, 2022 at 7:00 p.m.

The purpose of the public hearing is to review community development and housing needs, inform citizens of the availability of funds and eligible uses of the state Community Development Block Grant (CDBG), and receive comments on proposed activities, particularly from lower income persons and persons residing in the central core area.

Up to $750,000 may be available to the City of College Place on a statewide competitive basis to fund public facility, community facility, economic development, planning and affordable housing projects that principally benefit low- and moderate-income persons.

An outline of the proposed CDBG *General Purpose Central College Place Sidewalk Project* will be available for review by visiting: https://www.cpwa.us/residents/central_college_place_sidewalks.php , or contacting City Clerk, Lisa Neissl at 509-394-8511/lneissl@cpwa.us It may also be reviewed at the Administration Offices of the City of College Place after Tuesday, March 22nd, 2022 ~~provided emergency orders around the COVID-19 outbreak are lifted.~~

COVID-19 Virtual Meeting Public Hearing Testimony Procedure. Please submit written testimony to Lisa Neissl – City Clerk at lneissl@cpwa.us or mail to 625 S College Avenue, College Place, WA 99324 no later than 4:00 PM on Monday April 11th. T~~o arrange t~~elephonic or virtual meeting testimony, ~~contact the Clerk at 509-394-8511. All written comments or arrangements for telephonic comments, need to be made no later than 4:00 p.m. Friday April 8th, 2022.~~may be made by using the Zoom meeting attendance link and/or the provided phone number and meeting ID (provided on the heading of the meeting agenda) and raise your hand when the presiding officer calls for testimony.

Arrangements to reasonably accommodate any other special needs, including handicap accessibility or interpreter, will be made upon receiving 24-hour advance notice. Contact City Clerk at lneissl@cpwa.us or 509-394-8511.

Safewalk College Place

This project entails the right-of-way acquisition, final engineering, and construction for 1,636 linear feet of six-foot wide sidewalk with ramps constructed to Americans with Disabilities Act (ADA) standards. The construction will fill in gaps within the pedestrian network on the south side of NW B between NW Ruby and N College Ave, and west side of NE Ash Ave between NE A and Whitman Dr. **The estimated cost of the project is $677,260 with the split at Local Cost: $50,000/State Community Development Block Grant (CDBG) at $627,260.** If grant is awarded the project would proceed with engineering throughout Fall/Winter 2022 with the final construction occurring in Summer 2023.

NW B Street (NW Ruby Lane to N College Avenue)

NW Ash Avenue (NW A to Whitman)

Please direct questions and concerns to: Mr. Mike Rizzitiello – City Administrator, College Place City Hall – 625 S. College Ave, Phone: (509)-394-8506, Email: mrizzitiello@cpwa.us

Lugar de la universidad de Safewalk

Este proyecto implica la adquisición del derecho de paso, la ingeniería final y la construcción de 1,636 pies lineales de acera de seis pies de ancho con rampas construidas según los estándares de la Ley de Estadounidenses con Discapacidades (ADA). La construcción llenará los espacios el lado sur de NW B entre NW Ruby y N College Ave, y lado oeste de NE Ash Ave entre NE A y Whitman Dr. El costo estimado del proyecto es de $677,260 con la división en Costo local: $50,000/Subvención en bloque para el desarrollo comunitario estatal (CDBG) en $627,260. Si se otorga la subvención, el proyecto continuaría con la ingeniería durante el otoño/invierno de 2022 y la construcción final se llevaría a cabo en el verano de 2023.

NW B Street (NW Ruby Lane hasta N College Avenue)

NW Ash Avenue (NW A hasta Whitman)

Dirija sus preguntas e inquietudes a: Sr. Mike Rizzitiello – Administrador de la ciudad, Ayuntamiento de College Place – 625 S. College Ave, Teléfono: (509)-394-8506, Correo electrónico: mrizzitiello@cpwa.us

RURAL COMMUNITY GRANTS FOR ACTIVITIES THAT BENEFIT LOW-AND MODERATE-INCOME PERSONS

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

General Purpose Grants $12,000,000

For planning or construction of public infrastructure, community facilities, affordable housing, and economic development projects. Competitive. Maximum grant up to $900,000 based on project type. Application materials available in March and due in June.

Housing Enhancement Grants $200,000

For off-site infrastructure or the community facility component of a state Housing Trust Fund project. Competitive. Maximum grant is $200,000, with potential additional hardship funding. Initial CDBG application forms are submitted with a HTF Stage 2 application.

Public Services Grants $1,500,000

For 17 counties and community action agencies to fund new or expanded services for lower income persons. Allocated by a formula based on population and poverty. Application materials available in February and due in April.

National Objectives

Funded by the US Department of Housing & Urban Development, CDBG activities must meet one of these national objectives:

- Principally benefits low-and moderate-income (LMI) persons.
- Aids in the prevention or elimination of slums or blight.
- Addresses imminent threat to public health or safety

Funding is contingent on HUD approval of the state CDBG Action Plan.

Agency contact

Kaaren Roe
SECTION MANAGER

Local Government Division
kaaren.roe@commerce.wa.gov
Phone: 360.725.3018

www.commerce.wa.gov/CDBG

ELIGIBLE APPLICANTS:
Washington State cities/towns with less than 50,000 in population and not participating in a CDBG entitlement urban county consortium; and counties with less than 200,000 in population. A complete list is on Commerce's CDBG webpage.

Other public and non-profit entities and Indian tribes are not eligible to apply directly for state CDBG funding, but may be a partner in projects and subrecipient of funding with an eligible city/town or county.

Federal Citizen Participation Requirements
For Local Government Applicants to the State CDBG Program

Federal Regulations 24 CFR 570.486 (a)

(a) *Citizen participation requirements of a unit of general local government*. Each unit of general local government shall meet the following requirements as required by the state at Sec. 91.115(e) of this title.

(1) Provide for and encourage citizen participation, particularly by low and moderate income persons who reside in slum or blighted areas and areas in which CDBG funds are proposed to be used;

(2) Ensure that citizens will be given reasonable and timely access to local meetings, information, and records relating to the unit of local government's proposed and actual use of CDBG funds;

(3) Furnish citizens information, including but not limited to:

(i) The amount of CDBG funds expected to be made available for the current fiscal year (including the grant and anticipated program income);

(ii) The range of activities that may be undertaken with the CDBG funds;

(iii) The estimated amount of the CDBG funds proposed to be used for activities that will meet the national objective of benefit to low and moderate income persons; and

(iv) The proposed CDBG activities likely to result in displacement and the unit of general local government's anti-displacement and relocation plans required under Sec. 570.488.

(4) Provide technical assistance to groups representative of persons of low and moderate income that request assistance in developing proposals in accordance with the procedures developed by the state. Such assistance need not include providing funds to such groups;

(5) Provide for a minimum of two public hearings, each at a different stage of the program, for the purpose of obtaining citizens' views and responding to proposals and questions. Together the hearings must cover community development and housing needs, development of proposed activities and a review of program performance. The public hearings to cover community development and housing needs must be held before submission of an application to the state. There must be reasonable notice of the hearings and they must be held at times and locations convenient to potential or actual beneficiaries, with accommodations for the handicapped. Public hearings shall be conducted in a manner to meet the needs of non-English speaking residents where a significant number of non-English speaking residents can reasonably be expected to participate;

(6) Provide citizens with reasonable advance notice of, and opportunity to comment on, proposed activities in an application to the state and, for grants already made, activities which are proposed to be added, deleted or substantially changed from the unit of general local government's application to the state. *Substantially changed* means changes made in terms of purpose, scope, location or beneficiaries as defined by criteria established by the state.

(7) Provide citizens the address, phone number, and times for submitting complaints and grievances, and provide timely written answers to written complaints and grievances, within 15 working days where practicable.

City of College Place, Washington
RESOLUTION NO. 22-033

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON REGARDING A COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) – GENERAL PURPOSE GRANT APPLICATION FOR THE SAFEWALK COLLEGE PLACE PROJECT WITH CERTIFICATIONS OF COMPLIANCE

WHEREAS, City of College Place, Washington is authorized to apply to the state Department of Commerce for a Community Development Block Grant (CDBG); and

WHEREAS, City of College Place, Washington has identified a community development and housing priority need for which to seek CDBG funding; and

WHEREAS, it is necessary certain conditions be met to receive CDBG funds;

NOW, THEREFORE, be it resolved that the City of College Place, Washington authorizes submission of this CDBG application to the state Department of Commerce to request $ *627,260* to build 1,175.4 feet of six foot wide ADA accessible sidewalk on the south side of NW B Street from NW Ruby to NW Spagnuolo (west leg), south side of NW B Street from NW Spagnuolo (east leg) to N. College Avenue and on the west side of NE Ash Avenue from just south of NE A Street to Whitman Drive. and certifies that, if funded, it:

Will comply with applicable provisions of Title I of the Housing and Community Development Act of 1974, as amended, and other applicable state and federal laws;

Has provided and will provide opportunities for citizen participation that satisfy the CDBG requirements of 24 CFR 570.486;

Will not use assessments against properties owned and occupied by low- and moderate-income persons or charge user fees to recover the capital costs of CDBG-funded public improvements from low- and moderate-income owner-occupants;

Has established or will establish a plan to minimize displacement as a result of activities assisted with CDBG funds; and assist persons actually displaced as a result of such activities, as provided in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended;

Has adopted or will adopt a policy(s) to reduce greenhouse gas emissions in accordance with RCW 70.235.070 and certifies this project will adhere to this policy(s);

Will conduct and administer its program in conformance with Title VI of the Civil Rights Act of 1964 and the Fair Housing Act; and will affirmatively further fair housing (Title VIII of the Civil Rights Act of 1968); and

Has adopted (or will adopt) and enforce a policy prohibiting the use of excessive force by law enforcement agencies within its jurisdiction against any individuals engaged in nonviolent civil rights demonstrations; and has adopted (or will adopt) and implement a policy of enforcing applicable state and local laws against physically barring entrance to or exit from a facility or location that is the subject of such nonviolent civil rights demonstration within its jurisdiction, in accordance with Section 104(1) of the Title I of the Housing and Community Development Act or 1974, as amended; and

City of College Place, Washington designates Mr. Mike Rizzitiello – City Administrator as the authorized representative to act in all official matters in connection with this application and City of College Place's participation in the State of Washington CDBG Program.

Signature _____ Date _____

Name Norma L. Hernandez Title 4-12-2022

Attested _____ Date _____

Resolution with Certifications of Compliance Instructions

The applicant's local legislative body must pass a resolution authorizing the chief administrative official to submit the CDBG application to the state Department of Commerce and certifying compliance with state and federal laws and specific program requirements. For the current CDBG contract terms and conditions contact CDBG staff.

Download this resolution from the *Library Tab* and insert the local and project specific information as indicated. This resolution may be reformatted to meet the local government's requirements for official resolutions. Do not change the wording of the clauses without prior approval from the CDBG staff.

Amount Requested
The CDBG amount you list in the resolution must not be less than the actual CDBG amount requested in the application budget. It is recommended this resolution be adopted after the CDBG amount to be requested is finalized.

Greenhouse Gas Emission Policy
Competitive state infrastructure funding programs must take into consideration the reduction of Greenhouse emissions in the selection process (RCW 70.235.070). An example Greenhouse Gas Emissions Reduction Policy is located on the CDBG website under Guidance Materials.

Projects that are **not capital construction** can choose to take out this greenhouse gas emission clause from the certifications template: "Has adopted or will adopt a policy(s) to reduce greenhouse gas emissions in accordance with RCW 70.235.070 and certifies this project will adhere to this policy(s)."

Designated Applicant Representative
Along with the chief administrative official, the resolution can designate another authorized representative of the applicant jurisdiction to act in all official matters in connection with this CDBG application.

Signature
The resolution must be signed by the authorized chief administrative official and the signed copy must be uploaded with the application. The chief administrative official is the mayor, county commission chair, county administrator or city manager.

Next Steps if Funded
If funded, Commerce will collect the following documents prior to executing a CDBG contract:

1. Residential Anti-Displacement and Relocation Assistance Plan
2. Excessive Force Policy
3. Greenhouse Gas Emissions Reduction Policy (if applicable)

Samples of these documents are available on the CDBG website or upon request.

A resolution that references a project other than the one proposed in this application will not be accepted. Using a version of the Certifications of Compliance from a prior year CDBG application may not be accepted, since new clauses may have been added to this current version that apply to the proposed project.

If submitting multiple applications (i.e., construction **and** planning) a separate Resolution with Certifications is required for each application/grant type.

College Place Prevention Coalition
314 West Main Street
Walla Walla, Washington 99362

City of College Place
625 South College Ave
College Place, Washington 99324

March 21, 2022

Dear College Place City Council,

The College Place Prevention Coalition (CPPC) is writing to express support for the proposed tobacco and smoke free event ordinance that the City Council will consider.

By issuing permits for community events, the City of College Place can play an important role in ensuring healthy environments for our community by requiring that permitted events be conducted free of tobacco, nicotine and vaping. Requiring permitted events to be smoke and tobacco free will protect community members from secondhand smoke exposure and also help limit "triggering events" for people who are trying to quit their nicotine addiction.

Additionally, many permitted events are also conducted in environments that serve youth (parks, schools and city property). It is important to protect the health of young lungs as well as provide healthy role-modeling experiences for young people in our Valley. Offering tobacco-free events gives adults the opportunity to model healthy behavior by not smoking or using nicotine products.

Although most city-permitted events would already need to be tobacco and smoke free due to their location (school and park), this is not necessarily a requirement for all city-permitted events. While enforcement burden placed on the city would be minimal (if any), requiring permitted events to be tobacco and smoke free, and having a tobacco-free statement in the event permit application, would send an impactful message to the community about the City's commitment to public health.

We are grateful for your support of healthy environments in the Walla Walla Valley and encourage you to support the proposed ordinance.

Sincerely,

Courtney Fuller on behalf of
The College Place Prevention Coalition

C P
P C
College Place Prevention Coalition

March 21,2022

College Place City Council
City of College Place
625 S. College Ave.
College Place, WA 99324

Dear College Place City Council,

SonBridge Center for Living Better is writing to express support for the proposed tobacco and smoke free event ordinance that the City Council will consider.

By issuing permits for community events, the City of College Place can play an important role in ensuring healthy environments for our community by requiring that permitted events be conducted free of tobacco, nicotine and vaping. Requiring permitted events to be smoke and tobacco free will protect community members from secondhand smoke exposure and also help limit "triggering events" for people who are trying to quit their nicotine addiction.

Additionally, many permitted events are also conducted in environments that serve youth (parks, schools and city property). It is important to protect the health of young lungs as well as provide healthy role-modeling experiences for young people in our Valley. Offering tobacco-free events gives adults the opportunity to model healthy behavior by not smoking or using nicotine products.

Although most city-permitted events would already need to be tobacco and smoke free due to their location (school and park), this is not necessarily a requirement for all city-permitted events. While enforcement burden placed on the city would be minimal (if any), requiring permitted events to be tobacco and smoke free, and having a tobacco-free statement in the event permit application, would send an impactful message to the community about the City's commitment to public health.

We are grateful for your support of healthy environments in the Walla Walla Valley and encourage you to support the proposed ordinance.

Sincerely,

Alexander Engels
Youth Recreation Director
SonBridge Center for Better Living

Norman Thiel
Executive Director
SonBridge Center for Better Living

City of College Place, Washington

ORDINANCE NO. 22-004

AN ORDINANCE OF THE CITY OF COLLEGE PLACE AMENDING CHAPTER 12.04 OF THE COLLEGE PLACE MUNICIPAL CODE; PROHIBITING SMOKING, VAPING, TOBACCO AND UNAPPROVED NICOTINE DELIVERY DEVICE USE DURING OUTDOOR CITY-PERMITTED EVENTS; AUTHORIZING ADMINISTRATIVE INTERPRETATIONS; ADOPTING FINDINGS OF FACT; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, secondhand smoke has been repeatedly identified as a health hazard, as evidenced by the following:

(1) Breathing secondhand smoke is a cause of disease in healthy nonsmokers, including heart disease, stroke, respiratory disease, and lung cancer;

(2) Secondhand smoke is responsible for as many as 3,000 deaths from lung cancer and 46,000 deaths from heart disease among nonsmokers each year in the United States;

(3) Children exposed to secondhand smoke are at an increased risk for sudden infant death syndrome (SIDS), acute respiratory infections, ear problems, and more severe asthma;

(4) Secondhand smoke kills more than 400 infants every year;

(5) Scientific evidence indicates that there is no risk-free level of exposure to secondhand smoke;

(6) The World Health Organization (WHO) estimates that tobacco kills up to half of its users, amounting to more than 8 million deaths each year worldwide, including nearly half a million people who die prematurely from smoking in the United States alone;

(7) Since 1964, approximately 2.5 million nonsmokers have died from health problems caused by exposure to secondhand smoke; AND

WHEREAS, according to several studies conducted measuring the tobacco smoke concentrations in various outdoor settings:

(1) Levels of secondhand smoke exposure outdoors can reach levels attained indoors depending on direction and amount of wind, as well as the number and proximity of smokers;

(2) Irritation from secondhand smoke begins at levels as low as 4 micrograms per cubic meter. In some situations, this level can be found as far away as 13 feet from the burning cigarette;

(3) To be completely free from exposure to secondhand smoke in outdoor places, a person may have to move nearly 25 feet away from the source of the smoke, about the width of a two-lane road; AND

WHEREAS, nonsmokers have no adequate means to protect themselves from the damage inflicted upon them by secondhand smoke and regulation of smoking at outdoor events is necessary to protect the health, safety, welfare, comfort, and environment of nonsmokers; AND

WHEREAS, smokeless tobacco is not a safe alternative to smoking and causes its own share of death and disease, as evidenced by the following:

(1) Smokeless tobacco use can lead to nicotine addiction;

(2) Smokeless tobacco use causes oral, esophageal, and pancreatic cancers;

(3) Smokeless tobacco use is associated with increased risk for heart disease and stroke, and stillbirth and preterm delivery; AND

WHEREAS, the City of College Place has a unique opportunity to create and sustain an environment that supports a non-tobacco norm through a tobacco-, vaping- and nicotine-free policy, rule enforcement, and adult-peer role modeling during outdoor City-permitted events; AND

WHEREAS, parents, leaders, and officials involved in community events are role models for youth and can have a positive effect on the lifestyle choices they make; AND

WHEREAS, tobacco products, once consumed in public spaces, are often discarded on the ground requiring additional maintenance expenses, diminish the beauty of our City's parks and other city facilities, and pose a risk to toddlers and pets due to ingestion; AND

WHEREAS, according to **Chapter 12.20.060** of the City of College Place Municipal Code, the use of tobacco or unapproved nicotine delivery products (including any product containing or delivering nicotine that is not approved or certified by the United States Food and Drug Administration as a tobacco use cessation product) is prohibited in all parks; AND

WHEREAS, according to **Chapter 12.04.020** of the City of College Place Municipal Code an event permit is required to be obtained for special events activities in or upon any public street, park or other public grounds in the city with the exceptions of funeral processions; a governmental agency acting with the scope of its functions; and students going to and from school classes or participating in educational activities, providing such special events activity is authorized by the school district and is under the immediate direction and supervision of the school authorities authorized by the school district to approve and supervise such special events activity; AND

WHEREAS, in 2019 and 2021 the City of College Place issued 14 special event permits, all of which were for events in environments with minors including the high school graduation;

NOW, THEREFORE, THE COLLEGE PLACE CITY COUNCIL DOES HEREBY ORDAIN AS FOLLOWS:

Section 1 College Place Municipal Code Chapter 12.04 Revised. CPMC Chapter 12.04 shall be revised as follows [additions underlined]:

12.04.025 – Tobacco Free.

All special events activities shall be tobacco free. No tobacco smoking or chewing are permitted during special events activities, including set up and take down for any activity. No unapproved nicotine delivery products, including vaping devices, may be used during special events activities, including set up and take down for any activity.

12.04.040 – Application—Form—Required information.

C. Statement that event will be tobacco-free, that smoking and chewing tobacco and unapproved nicotine delivery products (including vaping) are prohibited during set up and take down, and during the event, and that the event organizer will enforce the tobacco free environment for the event.

Section 2 Administrative Interpretations. In the event of a conflict between this new Chapter 12.04.020 and previously adopted ordinances, this Ordinance shall prevail. The Mayor and their designee(s) are hereby authorized to make sure administrative interpretations as may be necessary to implement this Ordinance.

Section 3 Findings of Fact. The findings contained in the "WHEREAS" clauses in this Ordinance are hereby adopted as Findings of Fact that support the adoption of this revised Chapter of the College Place Municipal Code.

Section 4 Clerical Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 5 Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 6 Effective Date. In order to provide for the orderly transition and implementation of this Ordinance, the revised Chapter 12.04.020, shall take effect on April 12, 2022, provided that the City Clerk is directed to publish a summary of this ordinance, consisting of the title, at the earliest publication date.

PASSED by the City Council of the City of College Place, Washington, this 12th day of April, 2022.

Norma L. Hernández, Mayor

Attest:

Lisa R. Neissl, City Clerk

Approved as to form:

Rea Culwell, City Attorney

Passed: 04-12-2022
Published: 04-14-2022
Effective: 04-12-2022

J-U-B ENGINEERS, Inc.
ENGINEERS • SURVEYORS • PLANNERS

J-U-B ENGINEERS, Inc.
AGREEMENT FOR PROFESSIONAL SERVICES

Task Order No. 30-20-075-028
City of College Place

DATE: 3/29/2022

PROJECT: On-Call Engineering Services

RE: Master Engineering Services Agreement between the City of College Place (CLIENT) and J-U-B ENGINEERS, Inc., (J-U-B), dated October 13, 2020.

Upon execution of this Task Order by CLIENT and J-U-B in the space provided below, this Task Order will serve as authorization for J-U-B to carry out and complete the services set forth below in accordance with the referenced Agreement between the CLIENT and J-U-B.

1. Purpose: Provide on-call support for the Stormwater Utility.

2. Scope of Services: With the recent departure of Spencer Myrlie, J-U-B will provide Professional Engineers to provide support for the Stormwater Utility until the position can be filled. Immediate tasks that have been identified include: Prepare presentation for education of City Staff on Illicit Discharge Reports; Create from to be used by City ROW Inspector for construction stormwater permit inspections; Prepare handout to be provided to Contractors for construction stormwater permitting requirements; Review Ecology comments on Enhanced Maintenance Plan and update plan and re-submit to Ecology.

3. Time for Performance of Services: Provide review comments within two weeks.

4. Compensation for Services: Time & Materials at J-U-B standard billing rates. Estimated to be approximately $20,000.

SIGNATURES

CLIENT:	ENGINEER:
City of College Place	**J-U-B ENGINEERS, Inc.**
_____	_____
By: Mike Rizzitiello	By: Alex Fazzari, P.E.
Title: City Administrator, City of College Place	Title: Area Manager
Date: _____	Date: 3/29/2022

City of College Place, Washington

RESOLUTION NO. 22-034

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON REGARDING AUTHORIZING SUPPORT FOR THE CITY TO PARTICIPATE IN THE USDA-RURAL DEVELOPMENT NRCS PL 566 GRANT PROGRAM.

Whereas, the City of College Place is a non-charter code city governed by the rules and regulations of RCW 35A; and

Whereas, the City has a significant backlog of stormwater capital infrastructure projects to complete as the utility which funds the system was only created in 2019 in order to stay in compliance with the State Stormwater NPDES Permit; and

Whereas, the NRCS PL-566 Grant is a program through USDA NRCS in which the USDA will pay a third party consultant to evaluate systems and see if capital improvements will result in a return on investment for the USDA NRCS PL 566 Program to kick in grant money to fully fund capital improvements; and

Whereas, this concept has been presented at various College Place Utility & Transportation Advisory Commission and City Council meetings; and

Whereas, USDA NRCS PL-566 program staff awarded a contract to Jones & Demille Engineering to conduct the PIFR Return on Investment Study for the Military Springs, Garrison Creek, and Stone Creek watersheds from Myra Rd until each water bodies confluence with the Walla Walla River; and

Whereas, the consultant is getting close to getting the ROI study completed. One of the final steps is getting letters or Resolutions of Support from all agencies involved; and

Now therefore, it is hereby resolved by the City Council of the City of College Place, Washington, as follows:

1. Authorizes a Resolution of Support for the City to participate in the USDA NRCS PL-566 Grant Program to fund Capital Improvements outlined in the City Stormwater Master Plan within the Military Springs, Garrison Creek, and Stone Creek Watersheds.
2. Authorizes staff participation in activities related to this program including coordination with Walla Walla County since sections of improvements are out in unincorporated areas.

Clerical Corrections. The City Clerk is authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

Effective Date. This resolution shall take effect and be in full force upon its passage as provided by law.

PASSED by the City Council of the City of College Place, Washington, this 12th day of April, 2022.

Attest:

Norma L. Hernández, Mayor

Lisa R. Neissl, CMC
City Clerk

1. PROPOSED PROJECT PURPOSE AND NEED STATEMENT

The purpose of the proposed project is to improve water quality, stormwater delivery reliability, flood prevention, and to protect public safety within the stormwater conveyance and drainage system.

The City of College Place has prepared a Stormwater Management Plan (SWMP) which identifies deficiencies within the cities existing stormwater system including lack of stormwater infrastructure and contaminated stormwater discharging directly into multiple creeks around the city. These deficiencies are not in compliance with the Environmental Protection Agency's (EPA) National Pollutant Detection Elimination System Permit (NPDES) program.

The City of College Place has a total of 59 outfalls that have been identified that discharge directly into waterways and creeks within the city that do not meet the current water quality and flow control requirements set forth by the Washington Department of Ecology (WDEO). These outfalls discharge from the stormwater system without any treatment, and pollutants such as oils, sediments, bacteria, pesticides, and other chemicals enter the creeks surrounding College Place. Additionally, there are multiple areas within the city that do not have adequate stormwater infrastructure such as curbs, inlets, and piping that allow direct runoff from roadways to also enter the creeks.

These pollutants within the waterways can contaminate ground water, surface water, drinking water, habitats, and irrigation water diverted directly from the creeks. With these contaminants, human population, fish, wildlife, and crop production are all endangered, not only along the waterways within the city but as well as the downstream Walla Walla River and Columbia River. In order to achieve the requirements set forth by the WDEO, each of the existing outfalls will need to be outfitted with a non-mechanical treatment system to include, infiltration basins, infiltration trenches or swales, bio-infiltration swales, bioretention basins or wet ponds.

Additionally, the City of College Place has experienced stormwater flooding due to the stormwater infrastructure currently installed. There are multiple problem areas that have been identified which include the city siphons, shallow grades for stormwater piping, and lack of catch basins. The city siphons that are included in the stormwater infrastructure are two catch basins connected with storm drain piping; however, they do not allow the stormwater to flow downstream. Due to this, the siphon is acting as a retention feature, thus allowing ponding and flooding when storm events occur. Multiple city roadways do not have a sufficient number of catch basins to adequately convey the stormwater into the system, so flooding has been experienced along those roadways. Additionally, some stormwater piping has also been identified as having shallow grades or negligible slope which does not allow adequate capacity for storm events that have been seen in the past. Without the proper stormwater infrastructure installed, the City of College Place will continue to see flooding during storm events which could pose a threat to infrastructure as well as human life.

1.1. SUMMARY OF ALTERNATIVES

Alternatives	Possible Positive Impacts and Effects	Possible Adverse Impacts and Effects
Alternative 1 – No Action Taken		
Alternative 2 – Outfall Treatment		
Alternative 3 – Stormwater System and Conveyance Improvements		
Alternative 4 – Combination of Alternatives 2 and 3 with Increased Regulations on New Development		

2. POTENTIAL STAKEHOLDERS

Stakeholder	Role	Resources	Contribution
College Place	Sponsor	Cost-share funds, Admin. for completion of Plan/EA, Design, Construction.	Complete Plan/EA with Permits, Scoping, Public Meetings, Mailings, overall administration of project
USDA-NRCS	Lead Agency for Plan-EA, FA/TA, Reviews	Funding, Technical Reviews	Reviews for project location, inventory needs, Plan-EA supplement
Washington Division of Natural Resources	Planning and Project Review	Technical Reviews	Project Review
City of Walla Walla	Planning and Project Review	Technical Reviews	Project Review and Coordination
Walla Walla County	Planning and Project Review	Technical Reviews	Project Review and Coordination
Army Corps of Engineers	Planning and Project Review	Technical Reviews	Project and Technical Reviews
Department of Ecology – State of Washington	Permits, Water rights review	Technical review & coordination	Technical review, alternate evaluation
Washington State Department of Archeology and Historic Preservation	Permit – cultural review	Review of project APE	Permit for project APE
United States Environmental Protection Agency	Permits and reviews	Review of project and permits as required	Permits as required
US Fish and Wildlife Services	Permits and reviews	Review of project and permits as required	Permits as required

Principal Sponsors – Primary Stakeholders who will make financial and in-kind commitments to the project.	Regulatory – Entities involved in regulatory aspects of the project's implementation.	Keep Informed – Stakeholders who should be kept informed of the projects progress.

Washington PIFR – City of College Place
NRCS Kick-Off Meeting Agenda

12/16/2021, 9:00 – 10:00 AM MDT

Invitees / Attendees:

- **NRCS:** Lawrence Johnson, Lynelle Knehans
- **City of College Place:** Mike Rizzitiello, Paul Hartwig, Robert McAndrews,
- **AECOM:** Rod DenHerder, Clifton D,
- **JDE:** Darin Robinson, Eric Major, Erik Rube, Jenna Jorgensen

Introductions:

- **NRCS, City of College Place, AECOM, JDE**

Watershed Preliminary Investigation Feasibility Report Process

- NRCS Led Discussion – Overview of Program/Process (Larry)

Project Communications:

- Project Team Responsibilities & Contact List Review
    - Anyone Missing?
        -
        -
- Communication Protocol Summary
    - Emails
    - Meetings:
        - Microsoft Teams or Zoom.. Preferences?
        - Agendas & Mtg. Records
            - Project Kickoff Meeting
            - Project Update/Coordination mtgs. (internal & NRCS)
            - Progress mtgs. (Phase 1 Review, Final PIFR Review)
            - Additional As-Needed
    - Progress Reports:
        - Monthly reports by last Friday of Each Month
        - 7-days in advance of progress mtgs
        - Sponsor will have opportunity to review after draft PIFR

Objective:
Conduct a Preliminary Investigation Feasibility Study to determine if the project proposal meets the eligibility criteria for the Small Watershed Program (PL-566) and identify potential barriers related to Technical, Environmental, Economic, and Social feasibility.

Project Overview, Issues & Goals:

Additional project elements to consider:

-
-

Issues/Challenges:

-
-

Goals/Future Steps:

-
-

Next Steps:

- Existing Data Review, Summarization, and Additional Collection
    - Request Letter to NRCS
    - City of College Place Stormwater Management Plan (Summary and Full Complete Version)
    - College Place Drywell Feasibility Study – Infiltration Testing Memo
    -

- Additional Data to Be Shared:
    - JDE to set up a Sharefile Folder if necessary;
    -
    -

- Alternatives Scoping and Other Planned Activities
- Feasibility Reports

Project Schedule:

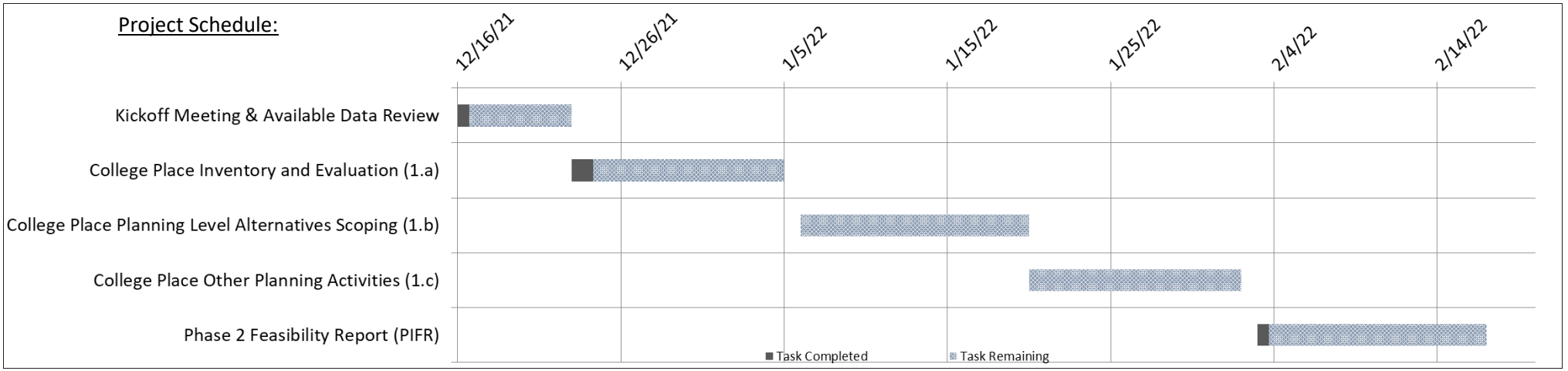
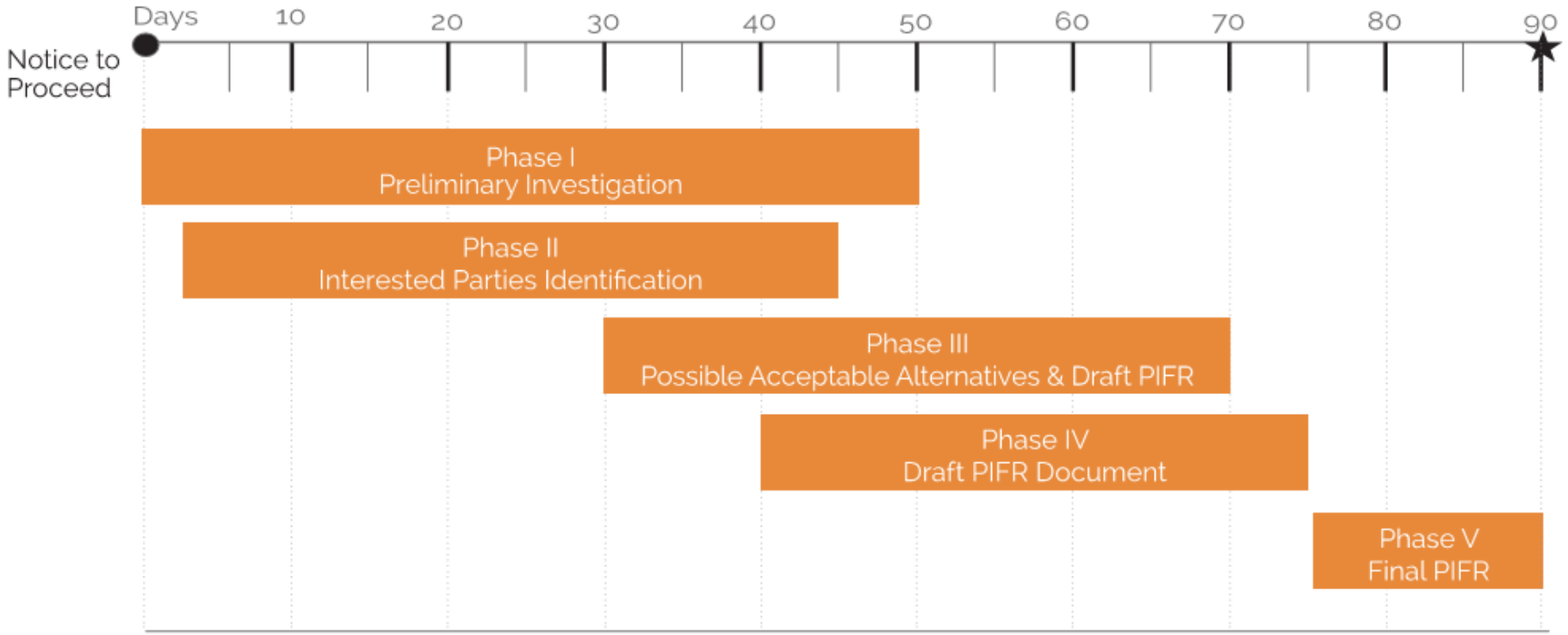


Figure 3. Typical PIFR Schedule



Clips of Available Content:

Jones & DeMille Engineering
www.jonesanddemille.com | 800.748.5275

Project Overview, Issues & Goals (College Place):

Columbia River. As College Place's population has increased and become more urbanized, the City has realized some significant impacts to the vegetation and habits around the major drainage creeks and streams. The goal of the City is to provide for and protect public safety and property which can be done by addressing stormwater conveyance concerns, flood protection, implementation of stormwater treatment to reduce pollutants, and ways to protect, enhance, and restore natural habitat conditions, surface water, and groundwater sources. We are seeking a preliminary investigation study to enroll in the PL-566 Watershed Program to undertake projects that protect public safety and property by providing flood and flow controls, adequate conveyance, water quality treatment opportunities, and guidance for landscaping surrounding redevelopment sites. These projects will allow the City to meet its overarching goal defined in its Stormwater System Master Plan as well as meet the National Pollutant Discharge Elimination System (NPDES) Phase II Municipal Stormwater Permit requirements.

As College Place's population increased and became more urbanized, the City has realized some significant impacts to the vegetation and habitats around the major drainage creeks and streams. With the implementation of more impervious surfaces, the natural infiltration of water into the soil was reduced and stormwater runoff rates increased. As stormwater runoff rates increased, evidence of higher impacts to the creeks, streams, landscape, and habitats were exhibited through eroding soils, increased flooding and sediment, scouring of streambeds, and increased pollutants. All of this has had an effect on the drainage system and the overall watershed. The reduced water quality has impaired aquatic ecosystems downstream throughout the drainage system. Other factors of concern include temperature pollution. As additional hardscaping is added around natural streams, there is an increase to water temperatures and changes to the water chemistry from pollutants impacting the flora and fauna that thrive in the drainage system.

The SWMP's overarching goal is to provide for and protect public safety and property; and has therefore addressed stormwater conveyance, flood protection, implementation of stormwater treatment to reduce pollutants, and ways to protect, enhance, and restore natural habitat conditions, surface water, and groundwater sources. College Place, in effort to facilitate and evaluate the feasibility of potential projects has develop criteria for comparing and rating projects. With protection of public safety and property as the main driver, College Place has included projects that will provide for flood and flow controls, adequate conveyance, water quality treatment opportunities, and guidance for landscaping surrounding new or redeveloped sites. These projects will allow College Place to meet their overarching goal, as well as meet the National Pollutant Discharge Elimination System Phase II Municipal Stormwater Permit requirements.

There are a number of water quality problem areas that also include flooding issues within the City. Key localized watersheds in which we aim to undertake stormwater capital projects to improve water quality include: Garrison Creek, Stone Creek, and Military Springs. Water quality problem areas that have been identified include ponds within parks, siphons, and direct pipe outfalls from roadways. Siphons within College Place collect water directly from the pollutant generating roadways and convey it to a pipe underground with no treatment or downstream connection. The siphons retain oils, sediment, and other pollutants that can then be mobilized out of the system or exfiltrated from the piping. There are also numerous direct outfalls that collect water from pollutant generating roadways with no upstream treatment; prior to an outfall, the stormwater runoff flows directly into the Creeks without treatment.

USDA
United States Department of Agriculture
PL-566:
Small Watersheds Program
Natural Resources Conservation Service
Larry Johnson, P.E.
NRCS State Conservation Engineer

PL-566:

Small Watersheds Program:

"Overview"

Natural Resources Conservation Service

Authority

- Public Law 83-566, the Watershed Protection and Flood Prevention Act of 1954, as amended provides authorization to NRCS to administer the program.
- The NRCS National Watershed Program Manual (NWPM) provides policy for the delivery of technical and financial assistance.

Eligible Purposes

- Flood Prevention (Flood Damage Reduction)
- Watershed Protection
- Public Recreation
- Public Fish and Wildlife
- Agricultural Water Management
- Municipal and Industrial Water Supply
- Water Quality Management
- Watershed Structure Rehabilitation

Assistance on Private vs Public Land

Financial and Technical Assistance can be provided on Public and Privately held land.

- **Structural Watershed Project; Public Land**
  - Dams for Water Storage or/and Flood Control
  - Ditch conversion to pipeline laterals
  - Dikes and Levees for flood control
- **Land Treatment Watershed Project; Private Land**
  - On-Farm Practices to address a targeted Resource Concern

Maximum Watershed and Structure Size

- Maximum Watershed Size - The maximum watershed or subwatershed area cannot exceed 250,000 acres.
- Maximum Structure Size - No structure providing more than 12,500 acre-feet of floodwater detention capacity or more than 25,000 acre-feet of total capacity may be included in the plan.
- Agriculture and rural communities must account for at least 20 percent of the total economic benefits of the project.

Project Sponsor

A Project Sponsor(s) is required in order to:

- Apply federal assistance,
- Assist with the Watershed Plan development, and
- To implement the watershed plan after it is approved.

Sponsor Responsibilities

- Financial Commitment
- Power of Eminent Domain
- Acquisition of Permits and Licenses
- Authority to Levy Taxes
- Lead Public Participation
- Operation and Maintenance - Not to exceed 100 year

NRCS Responsibilities

- Financial and Technical Assistance
- Preparation of the Watershed Plan
- Prepare Real Property Rights Work Maps as needed for Project Construction
- Engineering Design Activities
- Preparation of the Operation and Maintenance Plan
- Operation and Maintenance Assistance – Inspection and Consultation

PL-566:

Small Watersheds Program:

"Cost Share"

Natural Resources Conservation Service

Sponsor Costs

- Responsible for providing cost share towards project implementation.
- Responsible for paying the costs for operation and maintenance of the completed project.
- The Sponsor is required to acquire, without cost to the Federal Government:
  - All land,
  - Easements, and
  - Rights-of- way needed for Construction.

Project Cost-Share

- Watershed Program cost-share rates depend on the project purpose(s) to which project costs are allocated and the type of measures to be applied.
- Matching funds cannot be from another federal funding source.

Watershed Program Cost-Share Rates

Purpose	Installation / Construction	Engineering / Technical Assistance	Real Property Rights
Flood Prevention • Works of Improvement	100 percent	100 percent	0
Watershed Protection • Flood Control • Erosion and Sedimentation Reduction • Water Quality • Water Conservation • Wildlife Habitat • Woodland • Energy • Recreation Resources	Variable [2]	100 percent	0

[1] Specific rate established in the statute.

[2] Federal funding assistance must not exceed the rate of assistance or funding limitations to program participants for similar practices under other existing NRCS conservation programs at the time the long-term contract is signed by the contracting officer.

Watershed Program Cost-Share Rates

Purpose	Installation / Construction	Engineering / Technical Assistance	Real Property Rights
Public Fish and Wildlife or Public Recreational Development • Works of Improvement • Recreation Minimum Basic Facilities	No more than 50[1] percent No more than 50[1] percent	100[1] percent	No more than 50[1] percent No more than 50[1] percent
Agricultural Water Management • Drainage • Irrigation • Ground Water Recharge • Agricultural Water Supply Structure • Water Conservation • Water Quality	Up to 75[3] percent	Up to 100 percent	0
Municipal and Industrial Water Supply • Reservoir Structure	No more than 50[1,4,6] percent	0	0
Water Quality Management • Reservoir Storage	To be determined [6]	Up to 100 percent	0
Rehabilitation • Dams	No more than 100[1,5] percent	No more than 100[1] percent	0

[1] Specific rate established in the statute.

[2] Federal funding assistance must not exceed the rate of assistance or funding limitations to program participants for similar practices under other existing NRCS conservation programs at the time the long-term contract is signed by the contracting officer.

[3] Federal funding assistance must not exceed the rate of assistance for measures installed for similar purposes under other existing Federal programs.

[4] For cost of storage for current water supply demands. Assistance for storage for future demands is limited to loans.

[5] Cost-share must be up to 65 percent of total eligible dam rehabilitation costs or up to 100 percent of construction costs (including required (in-kind or decent/safe/sanitary) relocation costs), whichever is less.

[6] Rate must be set at the discretion of the Secretary.

PL-566:

Small Watersheds Program:

"Implementation"

Natural Resources Conservation Service

Implementation of Program

There are four primary steps:

1. Preliminary investigation demonstrating project feasibility
2. Application for Watershed Planning Assistance
3. Watershed Plan/EA or EIS Development
4. Watershed Plan Implementation

PL-566:

Small Watersheds Program: Step 1

"Preliminary Investigation"

Natural Resources Conservation Service

Preliminary Investigation Report

- The Sponsor must request Watershed Program planning assistance in writing.
- NRCS will assist the Sponsor in conducting the preliminary investigation and report for determining the feasibility of a proposed action and its potential eligibility for the program.
- Feasibility includes technical, environmental, social and economic.
- Existing studies may suffice as the preliminary investigation and project feasibility upon review and acceptance.

PL-566:

Small Watersheds Program: Step 2

"Application for Watershed Planning Assistance"

Natural Resources Conservation Service

Application for Watershed Planning Assistance

A qualified Sponsor initiates a request for NRCS planning assistance and authorization to develop a watershed project plan under Public Law 83-566 including an environmental assessment (EA) or an environmental impact statement (EIS).

Application for Watershed Planning Assistance

The following items are needed to support a request for planning authorization:

1. Preliminary investigation report, indicating project feasibility
2. Valid application – Standard Form (SF) 424
3. An estimate of the cost of plan development for NRCS, contracted expertise outside of NRCS, or both
4. The Sponsor must follow state-developed procedures (based on Executive Order 12372) for coordination of proposed Federal financial assistance.
5. The Governor or supervisory state agency must approve the application through a letter of support.

Application for Watershed Planning Assistance

The following items are needed to support a request for planning authorization: (continued)

6. Sponsors commitment for:
   a. A self-evaluation of the depth and likely commitment of support for the project being planned,
   b. Its authority and willingness to obtain real property rights, and
   c. Its willingness to use the power of eminent domain if needed.

PL-566:

Small Watersheds Program: Step 3

"Watershed Plan Development and Approval"

Natural Resources Conservation Service

Watershed Plan/EA or EIS Development Approval

- Planning authorization must be requested when the State Conservationist is ready to commit technical resources to the planning effort.
- The Chief of NRCS is responsible for authorizing planning assistance to develop a watershed plan.
- The planning authorization will be limited to 5 years.

Development of Watershed Project Plans

- NRCS uses an interdisciplinary environmental planning approach in which specialists having different technical expertise act as a team to jointly evaluate existing and future environmental quality.
- All reasonable alternatives that address the purpose and need for action must be presented in the watershed plan
- The Watershed Plan also serves as the Environmental Assessment (EA) or the Environmental Impact Statement (EIS).

Watershed Plan/EA or EIS Approval

- Less than $5 million;
  - Plan Approval – State Conservationist,
  - Funding Authorization – Chief
- $5 million or more;
  - Plan Approval - State Conservationist,
  - Funding Authorization - Chief, subject to prior approval by:
    - The Senate Committee on Agriculture, Nutrition, and Forestry, and
    - The House of Representatives Committee on Agriculture.

PL-566:

Small Watersheds Program: Step 4

"Implementation"

Natural Resources Conservation Service

Financial Assistance

- The State Conservationist requests funding to implement the Watershed Plan or elements of the Watershed Plan,
- Funding allocated to the State Conservationist remains in the State until the work is completed.

Project Agreement

Project Installation is implemented through project agreement between the NRCS and the Sponsor. The project agreement details the:

- Working arrangements,
- Funding, and
- Responsibilities of each party for carrying out specified elements of work.

Project Installation

The Sponsor and NRCS are responsible for carrying out the approved watershed project plan in accordance with the signed project agreement.

- **Completing Engineering Designs**
- **Contracting**
- **Construction Management**
- **Land Treatment Measures**

PL-566:

Small Watershed Program

"Timelines"

Natural Resources Conservation Service

Timeline

So…… How long does this process take?

5 or more years is required for full implementation.

1. Technical Feasibility Study – 3 to 6 months
2. Application for Federal Assistance – 1 month
3. Watershed Planning – 2 to 4 years
4. Watershed Plan Implementation – 3 to 8 Years

PL-566:

Small Watershed Program

Questions?

Larry Johnson
State Conservation Engineer
(509) 232-2955
larry.a.johnson@usda.gov

Natural Resources Conservation Service

14. CAPITAL IMPROVEMENT PLAN

A capital improvements list was prepared that is aimed at maintaining the existing system, allowing for annual repairs on existing infrastructure, retrofitting existing infrastructure to meet permit requirements, upgrading the current stormwater system conditions, solving known stormwater problem areas, and initiating conceptual surface water capital project planning. The list of improvements was developed based upon site visits and input from City staff

The known stormwater problem areas within the City of College Place are included as part of the Capital Improvement Plan (CIP). Descriptions of the know problem areas are described in Section 2.3 and further in Appendix D. Additional CIP elements were identified once stormwater system mapping and outfall inventories were developed. Table 14-1 includes a tabulated list of CIP projects and their anticipated costs for improvements. Additional information on the CIP plan is included in Appendix K including the prioritization methodology. Refer to Figure 14.1 for general CIP locations.

Table 14-1. CIP Comprehensive List

CIP Number	Name	Estimated Cost
1	Vacuum Truck	$410.000
2	Street Sweeper	$240,000
3	Stormwater System Maintenance	small% of $6.5M each year
4	SW/SE 10th Street (Dead End, Bade to Birch)	$850,000
5	Decant Facility	$1,500,000
7-37	Point Source Loading at Outfalls (31 outfalls)	$1,395,000
38	C Street (Larch to College)	$500,000
39	SE Birch Avenue (8th to 9th Street)	$320,000
40	SW Bade Avenue (9th to 10th)	$55,000
41	SE Date Avenue (8th to 10th)	$215,000
42	NE Cedar Avenue (A to C Street)	$340,000
43	SE Red Oak Avenue (Cedar Bend Drive)	$30,000
44	NE Spitzenburg Street (Cargill Avenue to Tulip Lane)	$450,000
45	NW Evans Avenue (Earl Lane to Whitman Drive)	$700,000
46	SW 9th Street (College Avenue to west terminus)	$90,000
47	Lions Park Pond	$2,000,000
48	Not Associated	NA
49	Maintenance Shop	$110,000
50	Stormwater System Hydraulic Analysis	$100,000
51	NE Lambert Avenue (Rose to Spitzenburg Street)	$320,000
52	SE Birch Avenue (4th to 6th)	$460,000
54-78	Point Source Loading at Outfalls (26 outfalls)	$1,170,000
79	NE Damson Avenue (NE Cargilll to NE Rose Street)	$260,000
80	Military Springs Streambank Restoration	$150,000
81	Garrison Creek Streambank/Wetland Restoration	$150,000
82	Water Wheel on Garrison Creek	$37,500
83	Culvert Replacement @ Grandview Ave/Brickner Road	$250,000
84	Culvert Replacement @ SW McKinney Ave/Clarence	$200,000
85	Culvert Replacement Owens Road @ WWTP	$200,000
86	Dam Diversion Updates near SW Mission Road	$50,000
87	Culvert Replacement Teal Lane	$100,000
88	SW Mojonnier Road (S College to City Limits)	$2,200,000
89	SE 12th Street (S College to SE Larch Avenue)	$1,200,000
90	SE 12th Street (SE Larch to SE Myra Road)	$1,200,000
91	Detention Pond/Park Development at Stone Creek	$750,000

14.1 Capital Improvements

14.1.1 CIP #1 – Vacuum Truck

The City currently owns a vacuum truck (Vactor) for cleaning out manholes, catch basins, or piping. Water quality can be improved by cleaning out the stormwater infrastructure and limiting sediment migration downstream from this accumulated sediment. Preliminary budgetary numbers were provided by manufacturers and these costs are estimated at $410,000 for a vacuum truck. There is a possibility of this unit being rented out to the sanitary sewer budget for use on other utility maintenance. The useful life of a vacuum truck is approximately 15 years with annual maintenance cost of approximately $4,000. As an alternate, the City could rent vacuum equipment from the City of Walla Walla or the Washington State Department of Transportation.

Vacuum trucks incur daily, monthly, and annual maintenance tasks such as properly shutting down the truck each day, draining the system after each use and opening valves. Monthly maintenance includes checking fluid levels, inspecting the air and water separator unit, checking electrical wiring, checking air breather. Annual maintenance includes changing filters, flushing the hydraulic system, changing fluids, cleaning the body and possibly add a new coat of primer.

14.1.2 CIP #2 - Street Sweeper

The City currently has one street sweeper, but this unit is currently being used every day. The sweeper constantly being utilized on streets around the City and when the inventory is cleaned the work begins over. Preliminary budgetary numbers were provided by manufacturers and these costs are estimated at $240,000 for a new street sweeper truck. The updated 2018 Comprehensive Plan lists a new street sweeper as project number 5002 and the sweeper was purchased by the City in 2019.

The average useful life of a street sweeper is approximately 15 years with annual maintenance costs estimated at $4,000, depending on the level of usage. Street sweeping will assist with water quality concerns by removing sediment loading from the streets, cubs, and gutters and keeping it from entering the stormwater system and streams.

14.1.3 CIP #3 - Stormwater System Maintenance

The City has approximately 629 catch basins, 217 manholes, 57 drywells, approximately 66,500 lineal feet of storm drain piping, and numerous infiltration galleries. As such the total current cost of the City stormwater system is estimated at $6.5 million. As part of the ongoing maintenance, a portion of this cost should be included for repair in a given calendar year. The purpose of this ongoing maintenance is to keep the system functioning well and prolong the life of the existing system. This does not include site specific improvements that are listed under other capital improvement items.

14.1.4 CIP #4 – SW/SE 10th St (Dead End to SE Birch Ave)

SW/SE 10th Street includes approximately 1,200 lineal feet of roadway that directly sheet flows stormwater runoff into Garrison Creek. To protect the water quality of Garrison Creek, improvements to SW/SE 10th Street are necessary. These improvements would generally include curb and gutter, roadway restoration, stormwater conveyance, storm drainage manholes, catch basins and water quality structures before discharge of stormwater to Garrison Creek. These improvements are estimated at $850,000. The extent of the improvements will be determined during the design process. The project will be broken into two phases. Phase 1 is between Birch/College Ave. and Phase 2 is between College Ave./westerly end of SW 10th. Phase 1 was recently completed while Phase 2 schedule is to be determined.

The effective life for these water quality improvements is between 5 to 20 years (WSDOT, 2014) with an estimated maintenance cost of $2,400 per year (EPA, 1999). Inspection of the system shall be completed annually, and maintenance shall be completed as necessary and determined during the inspection.

14.1.5 CIP #5 - Decant Facility

Once the City begins implementing a schedule for cleaning out catch basins, manholes, and stormwater facilities, a decant facility is necessary to allow the stormwater to evaporate and precipitate out the pollutants that have collected in the cleaning water. Once the stormwater is evaporated the precipitate can be taken to a hazardous waste facility. The decant facility will prohibit these wastes from re-entering the stormwater system or entering the creeks directly which will provide water quality improvement. Alternately, the existing decant facility located at the WWTP could be retrofitted and upgraded to serve the City for catch basin cleanout. This may prove to be a more economical approach as the land is already available with existing infrastructure in place.

Future design of a decant facility will determine whether the existing facility or new facility would best serve the City. Budgetary estimates for a new decant facility were placed at $1,500,000. The estimated inspection schedule is annually with an associated cost for annual maintenance of approximately $35,000 which includes laboratory testing, cleaning/treatment of solids, and disposal of solids. The life expectancy is approximately 40 to 50 years.

14.1.6 CIP #6 – Destito Court

The Destito storm project will replace an existing underground infiltration system lies between existing homes. The replacement will be an underground injection well, UIC, in accordance with the Washington Department of Ecology's stormwater guidelines. Stormwater runoff will be treated through a biofilter and then discharged to the UIC. The estimated cost of these improvements is $246,000.

14.1.7 CIP #7 to 37 and #54 to 78 - Point Source Loading at Outfalls

There are approximately 59 individual outfalls within the City to Garrison Creek, Stone Creek, Military Springs (Burlingame Pipe), and Thompson Creek that do not include stormwater treatment prior to their discharge to the waterway. The majority of these outfalls are directly adjacent to paved public roadways that are considered a pollutant generating impervious surfacing (PGIS). To protect water quality, improvements to most of the identified outfalls is recommended with the exception of one biofiltration swale. These improvements could include oil-water separators, vegetated buffers, bio-infiltration swales, or other small-scale, Washington Department of Ecology approved point-source water quality treatment devices

The budgetary number for these improvements are estimated at $45,000 per inlet or a total of $2,655,000 . Further investigation of each outfall will be necessary to determine the best treatment and the specific improvements will be determined on a case-by-case basis as funding is made available and each outfall or point source is further evaluated. The annual maintenance cost of each of these improvements is estimated at $1,000 to $2,000 per year with inspection / maintenance schedule occurring annually, at a minimum. The expected life of these individual water quality systems is between 5 to 20 years (WSDOT, 2014).

The outfalls that should include stormwater treatment are included in Table 14-2. Outfalls are discussed in Section 2.2 and are further described in Appendix C.

Table 14-2. Outfall List with CIP Number

Outfall Number	CIP Number	Drainage Basin
Outfall ID #1	7	Stone Creek
Outfall ID #2	8	Stone Creek
Outfall ID #3	9	Garrison Creek
Outfall ID #6	10	Stone Creek
Outfall ID #16	11	Stone Creek
Outfall ID #17	12	Stone Creek
Outfall ID #18	13	Stone Creek
Outfall ID #29	14	Garrison Creek
Outfall ID #31	15	Stone Creek
Outfall ID #32	16	Stone Creek
Outfall ID #33	17	Stone Creek
Outfall ID #34	18	Stone Creek
Outfall ID #36	19	Garrison Creek
Outfall ID #37	20	Thompson Creek
Outfall ID #42	21	Garrison Creek
Outfall ID #43	22	Garrison Creek
Outfall ID #45	23	Stone Creek
Outfall ID #46	24	Stone Creek

Outfall ID #55	25	Military Springs
Outfall ID #56	26	Military Springs
Outfall ID #57	27	Military Springs
Outfall ID #58	28	Military Springs
Outfall ID #59	29	Military Springs
Outfall ID #60	30	Military Springs
Outfall ID #65	31	Thompson Creek
Outfall ID #66, 67, 68	4	Garrison Creek
Outfall ID #70	32	Stone Creek
Outfall ID #71	33	Stone Creek
Outfall ID #72	34	Stone Creek
Outfall ID #79	35	Garrison Creek
Outfall ID #80	36	Lions Park Pond/Garrison Creek
Structure ID #2042	37	Garrison Creek
Outfall ID #85	54	Garrison Creek
Outfall ID #86	55	Garrison Creek
Outfall ID #87	56	Garrison Creek
Structure ID #596	57	Garrison Creek
Structure ID #487	58	Garrison Creek
Outfall ID #47	59	Garrison Creek
Structure ID #490	60	Garrison Creek
Outfall ID #35	61	Stone Creek
Outfall ID #74	62	Stone Creek
Wetland Outfall	63 & 64	Stone Creek
Outfall ID #63	65	Thompson Creek
Structure ID #3124	66	Thompson Creek
Outfall ID #64	67	Thompson Creek
Structure ID #406	68	Thompson Creek
Outfall ID #88	69	Thompson Creek
Outfall ID #66	70	Thompson Creek
Lambert Street	71 & 72	Military Springs
Outfall ID #50	73	Military Springs
Outfall ID #51	74	Military Springs
Outfall ID #52	75	Military Springs
Outfall ID #53	76	Military Springs
Outfall ID #54	77	Military Springs
Structure ID #237	78	Military Springs

14.1.8 CIP #38 – C Street (Larch to College Avenue)

The City has included the C Street improvements in the updated comprehensive plan under project number 6006 with funding coming from street improvements, Washington State Transportation Improvement Board (TIB), and storm utility. The storm improvements include adding additional inlets/catch basins, water quality treatment improvements, upgraded manholes, and stormwater piping. For the purposes of this stormwater management, only costs associated with the stormwater infrastructure will be estimated. Approximately 15 manholes, 22 catch basins, 3,000 lineal feet of replaced stormwater piping with increased capacity at approximately 24" diameter is estimated for improvement.

The stormwater improvements above total approximately $500,000. Construction of these improvements were completed in 2019. The maintenance schedule for the structures will include annual maintenance and inspection with an estimated annual maintenance cost of between $5,000 to $8,000. The expected life of this improvement is estimated at 20 to 30 years.

14.1.9 CIP #39 – SE Birch Ave (SE 8th to SE 11th St)

SE Birch Avenue includes existing stormwater piping that has a negligible slope along with a flat asphalt roadway surface. To improve stormwater capacity and reduce surface ponding, new stormwater piping (18-in) with adequate slope should replace the existing pipe network along with new manhole and catch basin structures. The stormwater system would equate to approximately 1,000 lineal feet of 18-in pipe, 12 to 15 catch basins and 6 storm drainage manholes.

The cost of these improvements is estimated at $320,000 The estimated construction is planned to be phased with the section between 8th/9th as phase 1, 9th/10th as phase 2 and 10th/11th as phase 3. The life expectancy is estimated at 20 to 30 years with annual maintenance schedule and maintenance costs around $2,000 to $3,000 per year.

14.1.10 CIP #40 – SW Bade Ave (SW 9th St to SW 10th St)

SW Bade Ave only has one catch basin that is located on the east side of the street that collects stormwater runoff. It is then routed through a 14-inch corrugated metal pipe located in SW Bade. Adding three catch basins at specific locations along the edge of the existing asphalt roadway will help direct more surface runoff into the stormwater collection system. Piping from the new catch basins would be connected to new stormwater manholes on the existing 14-inch stormwater pipe. The estimated cost to do this improvements is $55,000. The useful life of this project is estimated at 20 to 30 years. All catch basins shall be inspected and maintained annually with an associated maintenance cost of around $500 per year for this project.

14.1.11 CIP #41 – SE Date Avenue (SE 8 St to SE 10th St)

The only stormwater infrastructure along SE Date Ave are siphons with no outfalls and an insignificant road slope that does not allow sufficient surface drainage. Garrison Creek is the first potential outfall located south of SE 10th Street. To improve stormwater collection and conveyance and to decrease surface flooding, approximately 650-lineal feet of 18-inch pipe is recommended with a 6 catch basins and 3 stormwater manholes. A water quality structure would be required prior to discharging to Garrison Creek. The total estimated cost of these improvements is $215,000. Average useful life for infrastructure improvements is between 20 to 30 years. Annual maintenance costs for this section of stormwater improvements is estimated at $2,000 to $3,000. Maintenance inspections shall occur

annually with catch basin inspections. The cleaning and maintenance of the catch basins shall occur as necessary and noted during inspections.

14.1.12 CIP #42 – NE Cedar Ave (NE A St to NE C St)

The only catchment for stormwater along NE Cedar Ave are two catch basins with direct outfall to Military Springs. The solution for improved drainage is to increase the number of stormwater catchments and increase the size of the Burlingame Pipe conveyance piping. With the Burlingame Pipe being only 12-inches for this area, it is more than likely creating a flooding issue due to lack of pipe capacity. Increasing the 12-inch pipe to 24-inches from NE Cedar Ave to N. College Ave and adding additional stormwater catchments should resolve this drainage issue. The length of new piping is approximately 1,000 feet; however, these improvements will be generally in side and backyards making construction a little more difficult. The estimated for the stormwater improvements is $340,000. These improvement have an estimated useful life of 20 to 30 years. Annual maintenance costs are estimated at $3,000 to $4,000 to inspect the system each year and complete any maintenance that is identified.

14.1.13 CIP #43 – SE Red Oak Ave (North of SE Cedar Bend Dr)

Flooding encountered at SE Red Oak Ave is caused by an existing stormwater siphon that does not contain any outlet piping. Flooding occurs at CB 801 which is the low point along SE Red Oak Ave. Approximately 100feet of 12-inch piping could be extended from CB 801 or CB 802 (ID's concurrent with GIS mapping structure identification) to connect with Stone Creek. With surface repair and structure connection costs, the total for this improvement is approximately $32,000. These improvements have an useful expected life of between 20 to 30 years. Inspections and maintenance shall occur at a minimum of once per year with an estimated annual cost of $200.

14.1.14 CIP #44 – NE Spitzenburg Street (NE Cargill Ave to NE Tulip Ln)

Around 1,000 feet of roadway floods due to no catchment along this length of roadway. Approximately ten catch basins with associated connector pipes could provide this conveyance to the existing 24-inch Burlingame Pipe with five manholes at the connection with the existing 24-inch pipe. With the majority of the existing roadway being very narrow and in poor condition, it is assumed that a new 36-ft wide paved roadway with curb and gutter would be a part of this project. The total for these improvements is approximately $450,000. The expected life of the improvements are 20 to 30 years. Maintenance shall be completed when annual inspections identify needs and this annual maintenance cost is estimated at $500 to $700 per year.

14.1.15 CIP #45 – NW Evans Ave (W. Whitman Dr to Earl Ln)

This capital improvement does not have a simple solution as the only drainage in this area west of S College Avenue are local siphons with no outlet conveyance piping taking the water to a specific downstream outfall. The most logical improvement would include installing stormwater piping from the terminus of the existing stormwater piping west of S College Avenue along W. Whitman Dr. at the intersection with SW. Davis Ave. and extending it west to NW. Evans Ave. The pipe would extend north along NW. Evans Ave. to Earl Ln. connecting to the existing siphon on the west end of NW. Evans Ave. Then a connector pipe can be extended from the southerly siphon on Earl Ln. to W. Whitman Dr. This equates to approximately 2,500 lineal feet of 24-inch piping along W. Whitman Dr. and NW. Evans Ave. along with construction of curb and gutter along the side NW. Evans that currently has none. Additionally, manholes would be necessary where extension pipes connect or other siphons are

connected to the new mainline. A minimum of six manholes are anticipated with reuse of existing structures along W. Whitman Dr. if invert elevations and structure depths work with the design. Additionally, with this new installation it would make sense to install additional catch basin catchment structures along W. Whitman Dr. and NW. Evans Ave. for a total of 14 new catch basins. Secondly, stormwater improvement could take the form of an infiltration system with infrastructure to convey stormwater to UIC facilities at strategic locations. The total for all of the improvements is estimated at $700,000. The roadway improvements have an estimated useful life between 20 to 30 years while UIC facilities have a useful life of approximately 10 years (WSDOT, 2014). Maintenance and inspections shall occur annually and have an estimated cost between $5,000 to $6,000.

14.1.16 CIP #46 – SW 9th St (S College Ave to SW Bade St)

No stormwater infrastructure exists along SW. 9th St.t between S. College Ave. and SW. Bade Street. A solution to reduce surface flooding is to install storm piping with catchment that flows to existing infrastructure along SW. Bade Ave. Approximately 350 lineal feet of 12-inch storm pipe with four catch basins and two manholes should be sufficient. The estimated costs for improvements is $90,000. This improvement is expected to have a useful life of 20 to 30 years with construction around 2025. Annual maintenance costs are estimated at $500 to $700 to inspect the system each year and complete any maintenance that is identified.

14.1.17 CIP #47 – Lions Park Pond

The 2018 College Place Comprehensive Plan included Lions Park Pond restoration as a project for CIP funding under project number 4001. The improvements would include removing excessive sediment from the ponds to increase volume and allow better fish health. This could also include separating Garrison Creek from the Lions Pond. Treatment at the outfalls into the pond is also a priority that could receive Ecology grant funding. The estimate for this improvement as listed in the comprehensive plan is $2,000,000. The useful life of such infrastructure improvements is typically 20 years, but with annual maintenance and upkeep, this could be extended. The annual maintenance costs are estimated at $10,000 to $20,000 per year.

14.1.18 CIP #49 – Maintenance Shop

The maintenance shop includes necessary improvements to limit direct untreated stormwater improvements to Thompson Creek which runs directly under the site. The maintenance shop could include stormwater treatment improvements to treat the runoff prior to it entering Thompson Creek. One method of treating this stormwater would be to provide a point source treatment that is listed on the Washington Department of Ecology's approved technologies list that can treat stormwater directly before outfall to Thompson Creek. Upstream of the stormwater treatment an oil-water separator would be required due to fueling that takes place at the site. Secondary containment of the fueling areas should also be addressed to keep potential spills from entering the future oil-water separator or stormwater treatment facilities. Additionally, re-grading the site to divert stormwater to the specific treatment system is would be necessary. Another option would be to create biofiltration swales to treat stormwater prior to discharge; however, they generally will need more space than an approved stormwater treatment technology.

The estimated cost of these improvements is approximately $110,000. All biofiltration swales and point source treatment facilities require annual inspections and maintenance, as necessary. The useful life of

these improvements is approximately 20 to 30 years, but some components may last 20 years, at most. Expected annual maintenance costs are estimated at $5,000. Construction is tentatively slated for 2022.

14.1.19 CIP #50 – Stormwater System Hydraulic Analysis

City-wide stormwater system hydraulic analysis is necessary to identify pipe size capacity issues and areas where stormwater will flood over the rim elevations of structures that are either too low or are not connected to properly sized pipes. Additionally, this analysis would include estimates of the flows that enter each stormwater sub-basins. The estimate cost of completing this full analysis is approximately $100,000, depending on the level of detail that is developed in the modeling.

14.1.20 CIP #51 – NE Lambert Avenue (Rose to Spitzenburg Street)

Flooding is seen along NE Lambert Avenue between Rose St. and NE Spitzenburg St. The two existing catch basins at the north end of NE Lambert Ave are not adequate to allow for all stormwater runoff to enter the collection system that discharges to Military Springs. . Additionally, the slope of the road is relatively flat with no observable crown to direct water toward ditches or stormwater infrastructure. The proposed improvements include re-grading the roadway to drain surface runoff to roadside catchments along NE Lambert. A full road reconstruction (36-ft wide) would be necessary to add curb and gutter and the necessary road grade changes. The estimated cost of this improvement is approximately $320,000. No construction date has been proposed for this improvement yet. The useful life of the improvement is estimated at 20 to 30 years and requires a yearly inspection to identify any maintenance that is required. Annual maintenance costs are estimated at $2,000 per year.

14.1.21 CIP #52 – SE Birch Ave (SE 4th to SE 6th St)

SE. Birch Ave. between SE 4th and SE 6th Streets only includes one catch basin mid-block with direct outfall to Thompson Creek and core-drilled holes in the existing west curb line that has direct outfall to Thompson Creek as well. The roadway has minimal slope along its length and inadequate inlets or pipe structures to safely discharge stormwater. The proposed improvement to minimize surface flooding and to provide water quality to Thompson Creek is to re-route Thompson Creek southerly along SE Birch Ave and then westerly along SE 6th Street towards S. College Ave. where the storm system can connect with the existing storm drainage system in S. College Ave. This would require approximately 850-lineal feet of 24-inch storm pipe, seven catch basins and four storm drainage manholes. Additionally, it would require some minimal regrading of the existing roadway along with new pavement surfacing. The estimated cost of this improvement is approximately $460,000.The construction date is tentatively estimated for 2021. The useful life for stormwater infrastructure is approximately 20 to 30 years with annual inspections and maintenance necessary estimated at $2,000 to $3,000 per year.

14.1.22 CIP #53 – SE Date Ave (SE 4th to SE 6th St)

SE Date Ave between SE 4th and SE 6th Streets has no stormwater infrastructure which causes flooding in the roadway during storm events. The roadway slopes generally downwards from the north end of SE 4th to SE 6th. There are existing stormwater catchments at SE 6th Ave but those are connected to a siphon. Installing new stormwater catchments and conveyance system in SE Date Avenue would remove the water from the roadway surface; however, there is no downstream existing stormwater system that the new stormwater system could connect to that is generally close. In order for this CIP to function it would need to be installed with or after the completion of CIP #51. As previously noted, CIP #52 would bring new stormwater conveyance at the intersection of SE Birch and SE 6th; therefore, it is proposed that an

18-inch stormwater collection system be installed down Date Avenue to 6th Street and then head westerly on 6th Street to Birch Street where it would tie into the proposed CIP #52.

Preliminary estimates of adding stormwater catchments and conveyance structures is estimated to be approximately $280,000. The construction of these improvements would need to be installed with or after CIP #52 has been completed. The useful life for stormwater infrastructure is approximately 20 to 30 years with annual inspections and maintenance necessary estimated at $2,000 to $3,000 per year.

14.1.23 CIP #79 – NE Damson Ave (NE Cargill to NE Rose St)

The improvements along NE Damson Avenue between NE Cargill and NE Rose St. will include roadway improvements that will improve and expand the existing stormwater infrastructure. NE Damson has an existing 18-inch piping and a few catch basins; however, the bulk of the existing roadway has no curbing. Additionally, a majority of the existing roadway is in poor shape and is only partially constructed. The improvement would include adding six catch basin, three storm drainage manholes and reconstruct the roadway with new asphalt pavement and curb and gutter at the locations where is doesn't exist. The estimated for construction costs is approximately $260,000. Useful life for all roadway improvements and stormwater infrastructure is estimated between 20 to 30 years and requires inspections at a minimum of once per year. Estimated maintenance costs are between $800 to $1,000 per year.

14.1.24 CIP #80 – Military Springs Streambank Restoration (Spitzenberg/Deccio to B/College)

There are some portions of Military Springs that are not piped and run along the open surface. These open surface areas run through side and backyards of residential and commercial areas and along public roadways. Portions of these open surface areas are needing surface restoration and general cleanup to improve flow control. The estimate for construction costs is approximately $150,000. Estimated maintenance costs are between $1,000 to $2,000 per year.

14.1.25 CIP #81 – Garrison Creek Streambank/Wetland Restoration (Villages @ Garrison Creek)

A portion of Garrison Creek runs along the southern boundary of the Villages residential development. This section of creek requires some general restoration and cleanup to improve flow control. The estimate for construction costs is approximately $150,000. Estimated maintenance costs are between $1,000 to $2,000 per year.

14.1.26 CIP #82 – Water Wheel on Garrison Creek

There is an existing wooden water wheel located on Garrison Creek just west of Larch. It is unknown of the use of the water wheel; however, it does impede the flow of the creek. Assuming the wheel could be removed and/or modified to improve flow control, it is estimated that these improvements would range from $25,000 to $50,000.

14.1.27 CIP #83 – Culvert Replacement @ Grandview Ave/Brickner Road

An existing box culvert runs across Grandview Avenue to convey Garrison Creek under the roadway. The current condition of the culvert appears to be adequate; however, in time it will need to be replaced with a new structure to help with flow control. Prior to replacing the box culvert, it will need to be analyzed to ensure it has adequate flow capacity. The estimate for construction costs is approximately $250,000. Estimated maintenance costs are between $500 to $1,500 per year.

14.1.28 CIP #84 – Culvert Replacement @ SW McKinney Ave/Clarence Ave

An existing box culvert runs across SW McKinney Avenue to convey Garrison Creek under the roadway. The current condition of the culvert appears to be adequate; however, in time it will need to be replaced with a new structure to help with flow control. Prior to replacing the box culvert, it will need to be analyzed to ensure it has adequate flow capacity. The estimate for construction costs is approximately $200,000. Estimated maintenance costs are between $500 to $1,250 per year.

14.1.29 CIP #85 – Culvert Replacement Owens Road @ WWTP

An existing box culvert runs across Owens Road to convey Garrison Creek under the roadway. The current condition of the culvert appears to be adequate; however, in time it will need to be replaced with a new structure to help with flow control. Prior to replacing the box culvert, it will need to be analyzed to ensure it has adequate flow capacity. The estimate for construction costs is approximately $200,000. Estimated maintenance costs are between $500 to $1,250 per year.

14.1.30 CIP #86 – Dam Diversion Updates near SW Mission Road

An existing dam/obstruction is located on a portion of Garrison Creek near SW Mission Road. This structure impedes flow of the creek. The structure needs to be removed and/or updated to improve flow control in this section of Garrison Creek. The estimate for construction costs is approximately $50,000. Estimated maintenance costs are between $250 to $500 per year.

14.1.31 CIP #87 – Culvert Replacement Teal Lane

An existing culvert runs across Teal Lane to convey Stone Creek under the roadway. The current condition of the culvert appears to be adequate; however, in time it will need to be replaced with a new structure to help with flow control. Prior to replacing the box culvert, it will need to be analyzed to ensure it has adequate flow capacity. The estimate for construction costs is approximately $100,000. Estimated maintenance costs are between $500 to $1,000 per year.

14.1.32 CIP #88 – SW Mojonnier Road (S College to City Limits)

The improvements along SW Majonnier Road between S College Avenue and the westerly City Limits will include approximately 3,300 lineal feet of roadway reconstruction, curb and gutters, concrete sidewalks as well as stormwater infrastructure for conveyance, treatment, and flow control. The estimated for construction costs is approximately $2,200,000. Useful life for all roadway improvements and stormwater infrastructure is estimated between 20 to 30 years and requires inspections at a minimum of once per year. Estimated maintenance costs are between $7,000 to $9,000 per year.

14.1.33 CIP #89 – SE 12th St (S College Ave to SE Larch Ave)

The improvements along SE. 12th St. between S. College Ave. and SE. Larch Ave. will be to improve roadway conditions as well as improvements to update and expand the stormwater infrastructure for conveyance, treatment, and flow control. The improvements would include grinding down the width of the existing asphalt roadway, an asphalt overlay, adding new stormwater catchments, conveyance and a water quality structure at the outfall to Garrison Creek. Stormwater would be connected to an existing 14-inch storm line at the intersection of SE 12th and SE Broadway Ave. The existing 14-inch storm line in SE Broadway will need to be upsized to 24-inch to accommodate peak flows from SE 12th. The estimate for construction costs is approximately $1,20,000. Useful life for all roadway improvements and stormwater infrastructure is estimated between 20 to 30 years and requires inspections at a minimum of once per year. Estimated maintenance costs are between $5,000 to $6,000 per year.

14.1.34 CIP #90 – SE 12th St (SE Larch Ave to SE Myra Road)

CIP #90 is a continuation of CIP #89 to improve SE 12th St. between SE Larch Ave. and SE Myra Road. As this road is a main arterial for College Place, the intent is to improve roadway conditions as well as improvements to update and expand the stormwater infrastructure for conveyance, treatment, and flow control. This would include grinding down the width of the existing asphalt roadway, an asphalt overlay, updating stormwater catchments, conveyance and a water quality structure at the outfall to Lions Park Pond. The estimate for construction costs is approximately $1,200,000. Useful life for all roadway improvements and stormwater infrastructure is estimated between 20 to 30 years and requires inspections at a minimum of once per year. Estimated maintenance costs are between $7,000 to $8,500 per year.

14.1.35 CIP #91 – Detention Pond/Park Development at Stone Creek

To help improve water quality and flow control on Stone Creek, a park/detention basin could be developed to the west of College Ave. for conveyance, treatment, and flow control. The estimate for construction costs is approximately $750,000. Estimated maintenance costs are between $5,000 to $7,000 per year.

CIP	Project Name
1	Vector Truck
2	Street Sweeper
3	Stormwater System Maintenance (ongoing)
4	Outfall ID #67, #68, #69 10th Street Stormwater Upgrades between (College to Birch)/(Bade to College) /(Dead End to Bade)
5	Decant Facility
6	Destito Court
7	Outfall ID #1 1232 SE Newgate Dr
8	Outfall ID #2 1152 SE Falbo Dr.
9	Outfall ID #3 110 SE 10th St
10	Outfall ID #6 1459 SE Mallard Ln.
11	Outfall ID #16 823 SE Mockinbird Dr.
12	Outfall ID #17 954 SE Eagle Ln
13	Outfall ID #18 1123 SE Mockingird Dr.
14	Outfall ID #29 926 SE Brentwood Pl
15	Outfall ID #31 15 SE Cedar Bend Dr.
16	Outfall ID #32 25 SE Cedar Bend Dr.
17	Outfall ID #33 114 SE Pepperidge Pl
18	Outfall ID #34 610 SE Lamperti St.
19	Outfall ID #36 1024 SE Date Ave.
20	Outfall ID #37 769 SE Songbird Ln.
21	Outfall ID #42 1022 SE Birch Ave
22	Outfall ID #43 1023 SE Birch Ave
23	Outfall ID #45 274 SE Lamperti St.
24	Outfall ID #46 380 SE Lamperti St.
25	Outfall ID #55 178 NE Cedar Ave (W side)
26	Outfall ID #56 178 NE Cedar Ave (E side)
27	Outfall ID #57 221 NE Birch Ave (W side)
28	Outfall ID #58 221 NE Birch Ave (E side)
29	Outfall ID #59 221 NE Birch Ave
30	Outfall ID #60 117 NE Ash St
31	Outfall ID #65 921 SE Scenic View Dr.
32	Outfall ID #70 904 SE Robin Dr.
33	Outfall ID #71 905 SE Robin Dr.
34	Outfall ID #72 1699 SE Larch Ave
35	Outfall ID #79 882 SE Larch Ave
36	Outfall ID #80 929 SE Sentry Dr
37	Outfall ID #2042
38	C Street (Larch to College Avenue)
39	Birch Avenue (10th to 11th)/(9th to10th)/(8th to 9th)
40	Bade Avenue (9th to 10th)
41	Date Avenue (8th to 10th)
42	Cedar Avenue (A to C Street)
43	Red Oak Avenue (North of Cedar Bend)
44	Spitzenberg Street (Cargill Avenue to Tulip Lane)
45	Evans Avenue (Whitman Drive to Earl Lane)
46	9th Street (College Avenue to west terminus)
47	Lions Park Pond / Garrison Creek
48	NA
49	Maintenance Shop
50	Stormwater System Hydraulic Analysis
51	Lambert Avenue (Rose to Spitzenberg)
52	Birch Avenue (4th to 8th)
53	Date Avenue (4th to 6th)
54	Outfall #85
55	Outfall #86
56	Outfall #87
57	Structure ID #596
58	Structure ID #487
59	Outfall #47
60	Structure ID #490
61	Outfall #35 (Meadowbrook/Lamperti)
62	Outfall #74
63	Wetland
64	Wetland
65	Outfall #63
66	Structure ID #3124
67	Outfall #64
68	Structure ID #406
69	Outfall #88
70	Outfall #66
71	Lambert Avenue
72	Lambert Avenue
73	Outfall #50
74	Outfall #51
75	Outfall #52
76	Outfall #53
77	Outfall #54
78	Structure ID #237
79	NE Damson Avenue (NE Cargill to NE Rose Street
80	Military Springs Streambank Restoration (Spitzenberg/Deccio to B/College)
81	Garrison Creek Streambank/Wetland Restoration (Villages @ Garrison Creek)
82	Water Wheel on Garrison Creek
83	Culvert Replacement @ Grandview Ave/Brickner Road
84	Culvert Replacement @ SW McKinney Ave/Clarence Ave
85	Culvert Replacement Owens Road @ WWTP
86	Dam Diversion Updates near SW Mission Road
87	Culvert Replacement Teal Lane
88	SW Majorinier Road (S College to City Limits)
89	SE 12th Street (S College to SE Larch Avenue)
90	SE 12th Street (SE Larch to SE Myra Road)
91	Detention Pond/Park Development at Stone Creek

CITY OF COLLEGE PLACE

Stormwater Master Program

Figure 14.1

CIP LOCATIONS & POTENTIAL REGIONAL DETENTION FACILITIES

LEGEND

- CIPs
- City Limits
- UGA College Place
- Waterways

Projected Coordinate System:
NAD_1983_StatePlane_
Washington_South_FIPS_4602_Feet
Projection: Lambert_Conformal_Conic

0 800 1,600 3,200 Feet

1 inch equals 1,600 feet

JUB | THE LANGDON GROUP | GATEWAY MAPPING INC.

OTHER J-U-B COMPANIES

Date: 12/30/2020

March 22nd, 2022

Mr. Lawrence Johnson
State Conservation Engineer
USDA-Natural Resources Conservation Science
11707 E. Sprague Avenue, Suite 301
Spokane Valley, Washington, 99206-6125

Dear Mr. Johnson,

We at Andy's Market LLC are in full support of the City of College Place, Washington constructing and completing the various capital projects outlined in the December 2020 City Stormwater Management Plan. Projects ranging from the Decant Facility, Point Source Loading at Outfalls, Stormwater Improvements on various thoroughfares such as SE Birch, SW Bade, SE Date, NE Cedar, NE Spitzenburg, SE Red Oak, NW Evans, NE Lambert, SE 12th, and others are key to improving water quality for citizens of the community as well as downstream agricultural irrigators that exist along Military Springs, Garrison Creek, Stone Creek, and ultimately the Walla Walla River in which all of this stormwater flows.

Please fund the City's request to participate in the USDA National Resource Conservation Science PL-566 grant program. This financial assistance will allow the City to complete this sorely needed stormwater improvements in a timely manner and facilitate better water quality for the community and downstream agricultural users.

Thank you.

Sincerely,

Jeff Lambert

BMAC

Blue Mountain Action Council
Building Thriving Communities

March 23rd, 2022

Mr. Lawrence Johnson
State Conservation Engineer
USDA-Natural Resources Conservation Science
11707 E. Sprague Avenue, Suite 301
Spokane Valley, Washington, 99206-6125

Dear Mr. Johnson,

We at BMAC are in full support of the City of College Place, Washington constructing and completing the various capital projects outlined in the December 2020 City Stormwater Management Plan. Projects ranging from the Decant Facility, Point Source Loading at Outfalls, Stormwater Improvements on various thoroughfares such as SE Birch, SW Bade, SE Date, NE Cedar, NE Spitzenburg, SE Red Oak, NW Evans, NE Lambert, SE 12th, and others are key to improving water quality for citizens of the community as well as downstream agricultural irrigators that exist along Military Springs, Garrison Creek, Stone Creek, and ultimately the Walla Walla River in which all of this stormwater flows.

Please fund the City's request to participate in the USDA National Resource Conservation Science PL-566 grant program. This financial assistance will allow the City to complete this sorely needed stormwater improvements in a timely manner and facilitate better water quality for the community and downstream agricultural users.

Thank you.

Sincerely,

Cate Daniels, MSW, MBA
Chief Executive Officer

25 March 2022

This letter and testimonial is being sent on behalf of the City of College Place and their current City Manager Mike Rizzitiello.

Having lived in College Place and Walla Walla for the past 67 years, I can happily report that the City of College Place is vibrant and growing.

For many years of my life, the quiet bedroom community seemed locked in a 1970 time warp. The guiding philosophy seemed to be "well, we've always done it that way."

Today the populace is excited about the future and the direction of the community.

I have spoken to, and interviewed many College Place City Administrators on my local radio program, and I haven't seen the kind forward-looking action exemplified by Mr. Rizzitiello.

Today it's important for the City and its residents to keep storm water utility rates in check. I greatly support the City's stormwater capital projects outlined in the Stormwater Master Plan and the City's pursuit to get accepted into the NRCS PL-566 grant program. I have strong faith that the current College Place City Council and administration are perfectly suited to achieve their stated goals.

Respectfully submitted,

Jim Bock
Alexandra Communications
KUJ Radio

45 Campbell Rd Walla Walla, WA 99362
OFFICE:509.527.1000 FAX: 509.529.5534

ALEXANDRA
COMMUNICATIONS

CMBELL

March 22, 2022

Mr. Lawrence Johnson
State Conservation Engineer
USDA-Natural Resources Conservation Science
11707 E. Sprague Avenue, Suite 301
Spokane Valley, Washington, 99206-6125

Dear Mr. Johnson,

We at CMBell are in full support of the City of College Place, Washington constructing and completing the various capital projects outlined in the December 2020 City Stormwater Management Plan. Projects ranging from the Decant Facility, Point Source Loading at Outfalls, Stormwater Improvements on various thoroughfares such as SE Birch, SW Bade, SE Date, NE Cedar, NE Spitzenburg, SE Red Oak, NW Evans, NE Lambert, SE 12th, and others are key to improving water quality for citizens of the community as well as downstream agricultural irrigators that exist along Military Springs, Garrison Creek, Stone Creek, and ultimately the Walla Walla River in which all of this stormwater flows.

Please fund the City's request to participate in the USDA National Resource Conservation Science PL-566 grant program. This financial assistance will allow the City to complete this sorely needed stormwater improvements in a timely manner and facilitate better water quality for the community and downstream agricultural users.

Thank you.

Sincerely,

DeLona Bell, President
CMBell | College Place

Community BANK

1288 SE Commercial Drive, College Place, WA 99324
Ph: 509.525.9860

March 22nd, 2022

Mr. Lawrence Johnson
State Conservation Engineer
USDA-Natural Resources Conservation Science
11707 E. Sprague Avenue, Suite 301
Spokane Valley, Washington, 99206-6125

Dear Mr. Johnson,

We at Community Bank are in full support of the City of College Place, Washington constructing and completing the various capital projects outlined in the December 2020 City Stormwater Management Plan. Projects ranging from the Decant Facility, Point Source Loading at Outfalls, Stormwater Improvements on various thoroughfares such as SE Birch, SW Bade, SE Date, NE Cedar, NE Spitzenburg, SE Red Oak, NW Evans, NE Lambert, SE 12th, and others are key to improving water quality for citizens of the community as well as downstream agricultural irrigators that exist along Military Springs, Garrison Creek, Stone Creek, and ultimately the Walla Walla River in which all of this stormwater flows.

Please fund the City's request to participate in the USDA National Resource Conservation Science PL-566 grant program. This financial assistance will allow the City to complete this sorely needed stormwater improvements in a timely manner and facilitate better water quality for the community and downstream agricultural users. Thank you.

Sincerely,

Tom Moran
President & CEO
Community Bank

March 22nd, 2022

Mr. Lawrence Johnson
State Conservation Engineer
USDA-Natural Resources Conservation Science
11707 E. Sprague Avenue, Suite 301
Spokane Valley, Washington, 99206-6125

Dear Mr. Johnson,

We at Conner's Flooring & Design LLC are in full support of the City of College Place, Washington constructing and completing the various capital projects outlined in the December 2020 City Stormwater Management Plan. Projects ranging from the Decant Facility, Point Source Loading at Outfalls, Stormwater Improvements on various thoroughfares such as SE Birch, SW Bade, SE Date, NE Cedar, NE Spitzenburg, SE Red Oak, NW Evans, NE Lambert, SE 12th, and others are key to improving water quality for citizens of the community as well as downstream agricultural irrigators that exist along Military Springs, Garrison Creek, Stone Creek, and ultimately the Walla Walla River in which all of this stormwater flows.

Please fund the City's request to participate in the USDA National Resource Conservation Science PL-566 grant program. This financial assistance will allow the City to complete this sorely needed stormwater improvements in a timely manner and facilitate better water quality for the community and downstream agricultural users.

Thank you.

Sincerely,

Brandon Hallsted
CEO, Conner's Flooring & Design LLC
650 NE Rose Street
College Place, WA 99324
509-522-0176

107 South Third Avenue | Walla Walla, WA 99362
phone (509) 876-8001 | fax (509) 876-8003

Walla Walla Valley Metropolitan Planning Organization/ Sub-Regional Transportation Planning Organization

March 22nd, 2022

Mr. Lawrence Johnson
State Conservation Engineer
USDA-Natural Resources Conservation Science
11707 E. Sprague Avenue, Suite 301
Spokane Valley, Washington, 99206-6125

Dear Mr. Johnson,

We at Walla Walla Valley Metropolitan Planning Organization are in full support of the City of College Place, Washington constructing and completing the various capital projects outlined in the December 2020 City Stormwater Management Plan. Projects ranging from the Decant Facility, Point Source Loading at Outfalls, Stormwater Improvements on various thoroughfares such as SE Birch, SW Bade, SE Date, NE Cedar, NE Spitzenburg, SE Red Oak, NW Evans, NE Lambert, SE 12th, and others are key to improving water quality for citizens of the community as well as downstream agricultural irrigators that exist along Military Springs, Garrison Creek, Stone Creek, and ultimately the Walla Walla River in which all of this stormwater flows.

Please fund the City's request to participate in the USDA National Resource Conservation Science PL-566 grant program. This financial assistance will allow the City to complete this sorely needed stormwater improvements in a timely manner and facilitate better water quality for the community and downstream agricultural users.

Thank you.

Sincerely,

Andres Gomez

Andres (Andy) Gomez
Executive Director, Walla Walla Valley Metropolitan Planning Organization

March 22nd, 2022

Mr. Lawrence Johnson
State Conservation Engineer
USDA-Natural Resources Conservation Science
11707 E. Sprague Avenue, Suite 301
Spokane Valley, Washington, 99206-6125

Dear Mr. Johnson,

We at College Place Lions Club are in full support of the City of College Place, Washington constructing and completing the various capital projects outlined in the December 2020 City Stormwater Management Plan. Projects ranging from the Decant Facility, Point Source Loading at Outfalls, Stormwater Improvements on various thoroughfares such as SE Birch, SW Bade, SE Date, NE Cedar, NE Spitzenburg, SE Red Oak, NW Evans, NE Lambert, SE 12th, and others are key to improving water quality for citizens of the community as well as downstream agricultural irrigators that exist along Military Springs, Garrison Creek, Stone Creek, and ultimately the Walla Walla River in which all of this stormwater flows.

Please fund the City's request to participate in the USDA National Resource Conservation Science PL-566 grant program. This financial assistance will allow the City to complete this sorely needed stormwater improvements in a timely manner and facilitate better water quality for the community and downstream agricultural users.

Thank you.

Sincerely,

Nadine Stecklein
President
College Place Lions

COLLEGE PLACE PUBLIC SCHOOLS
1755 S. College Avenue
College Place, WA 99324

509.525.4827
Fax 509.525.3741
Cpps.org

March 23, 2022

Mr. Lawrence Johnson
State Conservation Engineer
USDA-Natural Resources Conservation Science
11707 E. Sprague Avenue, Suite 301
Spokane Valley, Washington, 99206-6125

Dear Mr. Johnson,

College Place Public Schools is in full support of the City of College Place, Washington constructing and completing the various capital projects outlined in the December 2020 City Stormwater Management Plan. Projects ranging from the Decant Facility, Point Source Loading at Outfalls, Stormwater Improvements on various thoroughfares such as SE Birch, SW Bade, SE Date, NE Cedar, NE Spitzenburg, SE Red Oak, NW Evans, NE Lambert, SE 12th, and others are key to improving water quality for citizens of the community as well as downstream agricultural irrigators that exist along Military Springs, Garrison Creek, Stone Creek, and ultimately the Walla Walla River in which all of this stormwater flows. As partners with the City of College Place, the health and well-being of our community is paramount.

Please fund the City's request to participate in the USDA National Resource Conservation Science PL-566 grant program. This financial assistance will allow the City to complete these sorely needed stormwater improvements in a timely manner and facilitate better water quality for the community and downstream agricultural users.

Thank you for your consideration of this request.

Sincerely,

Jim Fry, Superintendent
jfry@cpps.org

Columbia REA

March 23nd, 2022

Mr. Lawrence Johnson
State Conservation Engineer
USDA-Natural Resources Conservation Science
11707 E. Sprague Avenue, Suite 301
Spokane Valley, Washington, 99206-6125

Dear Mr. Johnson,

We at Columbia REA are in full support of the City of College Place, Washington constructing and completing the various capital projects outlined in the December 2020 City Stormwater Management Plan. Projects ranging from the Decant Facility, Point Source Loading at Outfalls, Stormwater Improvements on various thoroughfares such as SE Birch, SW Bade, SE Date, NE Cedar, NE Spitzenburg, SE Red Oak, NW Evans, NE Lambert, SE 12th, and others are key to improving water quality for citizens of the community as well as downstream agricultural irrigators that exist along Military Springs, Garrison Creek, Stone Creek, and ultimately the Walla Walla River in which all of this stormwater flows.

Please fund the City's request to participate in the USDA National Resource Conservation Science PL-566 grant program. This financial assistance will allow the City to complete this sorely needed stormwater improvements in a timely manner and facilitate better water quality for the community and downstream agricultural users.

Thank you.

Sincerely,

Scott Peters. CEO
Columbia REA

John C. Cress • 1097 SE Crestlane Drive • College Place, Washington • 99324

March 22, 2022

To Whom It May Concern

RE: USDA National Resource Conservation Science PL-566 Grant Program

Greetings,

I am writing in support of acceptance for the City of College Place, Washington into the USDA National Resource Conservation Science PL-566 Grant Program.

In recent years, our outstanding municipal leaders have done an excellent job of strategically leveraging limited local dollars from our small city's tax revenues with available state and federal dollars to provide much needed capital improvements that benefit our citizens, visitors, and environment.

Because of their track record of responsible leadership and resource management, our Mayor, City Administrator, City Council, and department leaders enjoy broad-based community support.

It is my understanding that if the City of College Place is accepted into the PL-566 program this will help fund stormwater capital improvements in the City within the Military Springs, Garrison Creek, and Stone Creek watersheds. This will allow us to keep stormwater utility rates reasonable for our citizens and better conserve these watersheds that benefit of our entire region.

Thank you for your consideration of the city's request for inclusion in this important grant program.

Sincerely,

John C. Cress

innov8.ag
EMPOWERING GROWERS WITH DATA
+1·509·473·0252
info@innovate.ag
www.innovate.ag
/company/innov8ag

March 22nd, 2022

Mr. Lawrence Johnson
State Conservation Engineer
USDA-Natural Resources Conservation Science
11707 E. Sprague Avenue, Suite 301
Spokane Valley, Washington, 99206-6125

Dear Mr. Johnson,

We at innov8.ag are in full support of the City of College Place, Washington constructing and completing the various capital projects outlined in the December 2020 City Stormwater Management Plan. Projects ranging from the Decant Facility, Point Source Loading at Outfalls, Stormwater Improvements on various thoroughfares such as SE Birch, SW Bade, SE Date, NE Cedar, NE Spitzenburg, SE Red Oak, NW Evans, NE Lambert, SE 12th, and others are key to improving water quality for citizens of the community as well as downstream agricultural irrigators that exist along Military Springs, Garrison Creek, Stone Creek, and ultimately the Walla Walla River in which all of this stormwater flows.

Please fund the City's request to participate in the USDA National Resource Conservation Science PL-566 grant program. This financial assistance will allow the City to complete this sorely needed stormwater improvements in a timely manner and facilitate better water quality for the community and downstream agricultural users.

Thank you.

Sincerely,

Steve Mantle
Steve Mantle
Founder & CEO

Della V. Keele
1016 SE Garrison Village Way
College Place, WA 99324

March 23, 2022

To Whom It May Concern

RE: USDA National Resource Conservation Science PL-566 Grant Program

Greetings,

I am writing in support of acceptance for the City of College Place, Washington into the USDA National Resource Conservation Science PL-566 Grant Program.

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Thank you for your consideration of the city's request for inclusion in this important grant program.

Sincerely,

Della V. Keele

Della V. Keele

March 24, 2022

To Whom It May Concern

RE: USDA National Resource Conservation Science PL-566 Grant Program

Greetings,

I am writing in support of acceptance for the City of College Place, Washington into the USDA National Resource Conservation Science PL-566 Grant Program.

In recent years, our outstanding municipal leaders have done an excellent job of strategically leveraging limited local dollars from our small city's tax revenues with available state and federal dollars to provide much needed capital improvements that benefit our citizens, visitors, and environment.

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Thank you for your consideration of the city's request for inclusion in this important grant program.

Sincerely,

Jana Cress Miller
1268 SE 12th St #2
College Place, WA 99324

PACIFIC POWER
A DIVISION OF PACIFICORP

Pendleton/Hermiston Operations
P.O. Box 220
Pendleton, OR 97801

March 22nd, 2022

Mr. Lawrence Johnson
State Conservation Engineer
USDA-Natural Resources Conservation Science
11707 E. Sprague Avenue, Suite 301
Spokane Valley, Washington, 99206-6125

Dear Mr. Johnson,

We at Pacific Power are in full support of the City of College Place, Washington constructing and completing the various capital projects outlined in the December 2020 City Stormwater Management Plan. Projects ranging from the Decant Facility, Point Source Loading at Outfalls, Stormwater Improvements on various thoroughfares such as SE Birch, SW Bade, SE Date, NE Cedar, NE Spitzenburg, SE Red Oak, NW Evans, NE Lambert, SE 12th, and others are key to improving water quality for citizens of the community as well as downstream agricultural irrigators that exist along Military Springs, Garrison Creek, Stone Creek, and ultimately the Walla Walla River in which all of this stormwater flows.

Please fund the City's request to participate in the USDA National Resource Conservation Science PL-566 grant program. This financial assistance will allow the City to complete this sorely needed stormwater improvements in a timely manner and facilitate better water quality for the community and downstream agricultural users.

Thank you.

Sincerely,

Lori Wyman

Lori Wyman
Regional Business Manager/ Pacific Power
Serving NE Oregon and SW Washington
4235 Westgate/ P.O. Box 220 Pendleton, OR 97801
Oregon Office: 541-278-6650 | Cell: 541-371-0249
Washington Office: 509-522-7007

March 22nd, 2022

Mr. Lawrence Johnson
State Conservation Engineer
USDA-Natural Resources Conservation Science
11707 E. Sprague Avenue, Suite 301
Spokane Valley, Washington, 99206-6125

Dear Mr. Johnson,

We at the Parks, Arbor and Recreation board are in full support of the City of College Place, Washington constructing and completing the various capital projects outlined in the December 2020 City Stormwater Management Plan. Projects ranging from the Decant Facility, Point Source Loading at Outfalls, Stormwater Improvements on various thoroughfares such as SE Birch, SW Bade, SE Date, NE Cedar, NE Spitzenburg, SE Red Oak, NW Evans, NE Lambert, SE 12th, and others are key to improving water quality for citizens of the community as well as downstream agricultural irrigators that exist along Military Springs, Garrison Creek, Stone Creek, and ultimately the Walla Walla River in which all of this stormwater flows.

Please fund the City's request to participate in the USDA National Resource Conservation Science PL-566 grant program. This financial assistance will allow the City to complete this sorely needed stormwater improvements in a timely manner and facilitate better water quality for the community and downstream agricultural users.

Thank you.

Sincerely,
Randy Grant

SJP, LLC

"Developing the Future"

March 25, 2022

Mr. Lawrence Johnson
State Conservation Engineer
USDA-Natural Resources Conservation Science
11707 E. Sprague Avenue, Suite 301
Spokane Valley, Washington, 99206-6125

Dear Mr. Johnson,

SJP, LLC are in full support of the City of College Place, Washington constructing and completing the various capital projects outlined in the December 2020 City Stormwater Management Plan. Projects ranging from the Decant Facility, Point Source Loading at Outfalls, Stormwater Improvements on various thoroughfares such as SE Birch, SW Bade, SE Date, NE Cedar, NE Spitzenburg, SE Red Oak, NW Evans, NE Lambert, SE 12th, and others are key to improving water quality for citizens of the community as well as downstream agricultural irrigators that exist along Military Springs, Garrison Creek, Stone Creek, and ultimately the Walla Walla River in which all of this stormwater flows.

Please fund the City's request to participate in the USDA National Resource Conservation Science PL-566 grant program. This financial assistance will allow the City to complete this sorely needed stormwater improvements in a timely manner and facilitate better water quality for the community and downstream agricultural users.

Thank you.

Sincerely,

Steven R. Shulman, Managing Partner
SJP, LLP

P.O. Box 2114 Walla Walla, WA 99362 509-876-7751

March 23, 2022

Mr. Lawrence Johnson
State Conservation Engineer
USDA-Natural Resources Conservation Science
11707 E. Sprague Avenue, Suite 301
Spokane Valley, Washington, 99206-6125

Dear Mr. Johnson,

We at SonBridge Center for Better Living are in full support of the City of College Place, Washington constructing and completing the various capital projects outlined in the December 2020 City Stormwater Management Plan. These projects range from the Decant Facility, Point Source Loading at Outfalls, Stormwater Improvements on various thoroughfares such as SE Birch, SW Bade, SE Date, NE Cedar, NE Spitzenburg, SE Red Oak, NW Evans, NE Lambert, SE 12th, and others are key to improving water quality for citizens of the community as well as downstream agricultural irrigators that exist along Military Springs, Garrison Creek, Stone Creek, and ultimately the Walla Walla River in which all of this stormwater flows.

Our facility is directly adjacent to Stone Creek. We have made significant investments in our facility to protect the water quality within Stone Creek. We continue to work in close collaboration with the City of College Place to protect water quality.

Please fund the City's request to participate in the USDA National Resource Conservation Science PL-566 grant program. This financial assistance will allow the City to complete this sorely needed stormwater improvements in a timely manner and facilitate better water quality for the community and downstream agricultural users.

Thank you.

Sincerely,

Norman Thiel
Executive Director
SonBridge Center for Better Living

TARRAGON
NORTHWEST

March 25, 2022

Mr. Lawrence Johnson
State Conservation Engineer
USDA-Natural Resources Conservation Science
11707 E. Sprague Avenue, Suite 301
Spokane Valley, Washington, 99206-6125

Dear Mr. Johnson,

We at Tarragon NW L.L.C. are in full support of the City of College Place, Washington constructing and completing the various capital projects outlined in the December 2020 City Stormwater Management Plan. Projects ranging from the Decant Facility, Point Source Loading at Outfalls, Stormwater Improvements on various thoroughfares such as SE Birch, SW Bade, SE Date, NE Cedar, NE Spitzenburg, SE Red Oak, NW Evans, NE Lambert, SE 12th, and others are key to improving water quality for citizens of the community as well as downstream agricultural irrigators that exist along Military Springs, Garrison Creek, Stone Creek, and ultimately the Walla Walla River in which all of this stormwater flows.

Tarragon NW is working on plans to develop approximately 200 acres of land within the City of College Place UGA, with a density of 8 residential units per acre. This development would require water, sewer and stormwater capacity for 1,664 residential units.

Please fund the City's request to participate in the USDA National Resource Conservation Science PL-566 grant program. This financial assistance will allow the City to complete this sorely needed stormwater improvements in a timely manner and facilitate better water quality for the community, future development, and downstream agricultural users.

Thank you.

Sincerely,

Eben Corliss
President

United Way of the Blue Mountains
PO Box 1134 | 509.529.1183 | Walla Walla, WA 99362|
www.uwbluemt.org

March 22nd, 2022

Mr. Lawrence Johnson
State Conservation Engineer
USDA-Natural Resources Conservation Science
11707 E. Sprague Avenue, Suite 301
Spokane Valley, Washington, 99206-6125

Dear Mr. Johnson,

We at United Way of the Blue Mountains are in full support of the City of College Place, Washington constructing and completing the various capital projects outlined in the December 2020 City Stormwater Management Plan. Projects ranging from the Decant Facility, Point Source Loading at Outfalls, Stormwater Improvements on various thoroughfares such as SE Birch, SW Bade, SE Date, NE Cedar, NE Spitzenburg, SE Red Oak, NW Evans, NE Lambert, SE 12th, and others are key to improving water quality for citizens of the community as well as downstream agricultural irrigators that exist along Military Springs, Garrison Creek, Stone Creek, and ultimately the Walla Walla River in which all of this stormwater flows.

Please fund the City's request to participate in the USDA National Resource Conservation Science PL-566 grant program. This financial assistance will allow the City to complete this sorely needed stormwater improvements in a timely manner and facilitate better water quality for the community and downstream agricultural users.

Thank you.

Sincerely,

Christy Lieuallen
Executive Director
United Way of the Blue Mountains

CENTER FOR HUMANITARIAN ENGAGEMENT

204 S. College Avenue (Kretschmar Hall, 217)
College Place, WA 99324
(509) 527-2100
wallawalla.edu/che

March 22nd, 2022

Mr. Lawrence Johnson
State Conservation Engineer
USDA-Natural Resources Conservation Science
11707 E. Sprague Avenue, Suite 301
Spokane Valley, Washington, 99206-6125

Dear Mr. Johnson,

We at the Center for Humanitarian Engagement are in full support of the City of College Place, Washington constructing and completing the various capital projects outlined in the December 2020 City Stormwater Management Plan. Projects ranging from the Decant Facility, Point Source Loading at Outfalls, Stormwater Improvements on various thoroughfares such as SE Birch, SW Bade, SE Date, NE Cedar, NE Spitzenburg, SE Red Oak, NW Evans, NE Lambert, SE 12th, and others are key to improving water quality for citizens of the community as well as downstream agricultural irrigators that exist along Military Springs, Garrison Creek, Stone Creek, and ultimately the Walla Walla River in which all of this stormwater flows.

Please fund the City's request to participate in the USDA National Resource Conservation Science PL-566 grant program. This financial assistance will allow the City to complete this sorely needed stormwater improvements in a timely manner and facilitate better water quality for the community and downstream agricultural users.

Thank you.

Sincerely,

E. David Lopez | Executive Director

wallawalla.edu/che

(509) 527-2100 office

Walla Walla University
SEVENTH-DAY ADVENTIST HIGHER EDUCATION

BMAC:

Blue Mountain Action Council
Building Thriving Communities

March 16, 2022

Michael Rizzitiello
City Administrator, City of College Place

Re: City of College Place ARPA allocation

Dear Mike,

BMAC is spending down a $50k City of College Place ARPA allocation and it's our understanding that this is only to be used for College Place utilities—not for residents of College Place with any utilities—or for other basic needs covered in the federal ARPA guidelines, such as rent. We're concerned that we may not be able to spend the approximately $40k remaining through mid-year and would like the opportunity to provide a solution that gets more assistance out to the residents of College Place.

We request your consideration of the following options:

- Targeted outreach with the assistance of the City of College Place to identify residents who are behind on energy payments. BMAC can follow up with identified parties and spend ARPA funds to make their accounts whole.
- Allowing BMAC to provide payment assistance for any utility bill (sewer, water, garbage), internet service, rent, or mortgage arrears for College Place residents.
- Allowing BMAC to assist with essential emergency payments for items like driver's license renewal or copies of birth certificates (items that people are needing right now more than ever as they are applying for services or jobs that require these documents. We see the need every day and it is a big barrier for people.
- Allowing the BMAC Food Bank to fund Backpack Bridge meals (weekend meal kits) for the Davis Elementary School students currently using the service.

We believe that we can produce positive outcomes with these APRA funds, especially by widening our approach to include a variety of assistance and support in the areas of housing, energy and food.

Please reach out to discuss any of these items further.

Sincerely,

Cate Daniels, MSW, MBA
CEO, Blue Mountain Action Council

ERP System Replacement

ERP System

Enterprise resource planning, also known as ERP, is a system that helps automate and manage business processes across finance, manufacturing, retail, supply chain, human resources, and operations. Helping leaders gain insight, optimize operations, and improve decision-making, ERP systems break down data silos, integrating information between different departments.

Current Systems

Current Software	Current Function	Yearly Cost
Azavar	Utility and Sales tax auditing	$ 500
Springbrook	Financials/Payroll/Utility Billing/Community Development	$ 12,900
Document Locator	AP & Business License workflow/Electronic documents	$ 4,000
iWorq	Asset Management	$ 10,500
NEOGOV	HR – Recruiting, hiring, onboarding, electronic documents	$ 9,187
Xpress	Online Utility Bill Pay	$ 11,000
Questica	Budgeting	$ 12,000
	Total Cost per Year	$ 60,087

Reasons for Change

- Current software systems are not integrated; e.g. Questica Budgeting.
- Current ERP does not have a custom reporting tool.
- Current ERP does not allow data input from third party software, e.g. Questica budget.
- Current ERP does not easily allow for setup changes and customizations.
- Current ERP will discontinue premises installations in the near future.
- Current Community Development software is antiquated and does not offer any workflow or online processes.
- Currently we do not have Contract/Grant tracking software.
- Payroll and HR not integrated, therefore we utilize NEOGOV third party software.
- Utilize a fully integrated system, thereby eliminating individual licensing costs.

Goals of a new ERP System

- Includes business management software that enables all systems to be integrated into one platform.
- Moves our software to a cloud based system to improve security, program access from external sites, and improved data recovery.
- Enables high levels of integration across business functions and departments.
- Provides for widespread sharing of data from a single information repository.
- Drives extensive business transformation and change management efforts.

City of College Integration Team Process

- Review the current software systems.
- Determine the wants, needs, and requirements of software for each department.
- Research software companies that meet the needs of each department.
- Select software companies for in-depth demo's of their products .
- Rate each company based on the predetermined criteria.
- Recommend a system that is both cost effective and meets the needs of each department and the City as a whole.
- Once a system has been approved, create an implementation plan in coordination with the software company selected.

Provider Selection Criteria

1. Functionality and ease of use

- Does the system meet the required functionalities?
- Does the system provide process automation?
- Is the system user friendly?
- Does the system integrate with other software?

2. Vendor Viability

- How long has the company been in the market?
- How long has the product been on the market?
- Is the product scalable?

3. Technology

- How long has the company been in the market?
- How long has the product been on the market?
- Is the product scalable?

4. Regional Consistency in Community Development

- Compared to Walla Walla Valley and Tri-Cities.

5. Cost

- Basic information.
- Split between deployment and yearly subscription fees.

6. Support and Training

- Levels of support available.

7. Industry Expertise

- How long has vendor worked in the field?
- Has the vendor worked in Washington State?

Software Vendors

- Tyler Technologies
- OpenGov
- Springbrook – Cirrus
- Springbrook – Express (Cloud)
- Oracle (cost prohibitive)

ERP Selection Criteria

	Description	Tyler Tech	Opengov	Springbrook - Cirrus	Springbrook - Current (Cloud)
1	Functionality and ease of use	**35**	30	24	18
2	Vendor Viability	**34**	29	27	26
3	Technology	**33**	30	25	18
4	Cost	**27**	14	27	31
5	Support and Training	**32**	30	31	32
6	Industry Expertise	**35**	29	29	34
7	Regional Consistancy in Community Development	**35**	11	11	11
	Total Score	**231**	173	174	170
	Maximum Score	**280**	280	280	280
	Rating	**1**	3	2	4

System Cost

Pricing	Tyler Tech	OpenGov	Springbrook Cirrus	Springbrook - Current
Deployment	$ 164,470	$ 300,000	$ 150,000	$ 7,000
Yearly Subscription	$ 59,567	$ 130,000	$ 62,668	$ 89,675
Yearly Term - Yrs	3	5	3	1
First Year Cost	$ 224,037	$ 430,000	$ 212,668	$ 96,675
Current Software to be eliminated				
Azavar	$ 500			
Springbrook	$ 12,900			
Document Locator	$ 4,000			
IWORQ	$ 10,500			
NEOGOV	$ 9,187			
Xpress	$ 11,000			
Questica	$ 12,000			
	$ 60,087			

ERP Implementation Benefits

- Streamlines or eliminates inefficient manual processes.
- Eliminates disparate stand-alone systems.
- Provides integrated, enterprise-wide common tools, processes and systems.
- Establishes a backbone structure that can be leveraged to handle all operational processes.
- Integrates and increases control of budgeting, planning and financial management processes.
- Provides enterprise-wide reporting and decision support.
- Presents opportunity to lever vendors' future investment in enhanced functionality.
- Incorporates new functionality and technology – Citizen online access for Community Development.

Next Steps

- Council Action – April 12th
- Contract with selected software vendor
- Develop implementation plan
- Go Live – January 1st, 2023 for core financials
- Go Live – April 1st, 2023 for Community Development

Questions?

WASHINGTON STATE
Recreation and
Conservation Office

Applicant Resolution/Authorization

Organization Name (sponsor) City of College Place, Washington

Resolution No. or Document Name Resolution No. 22-035

Project(s) Number(s), and Name(s) Veterans Park Renovation

This resolution/authorization authorizes the person(s) identified below (in Section 2) to act as the authorized representative/agent on behalf of our organization and to legally bind our organization with respect to the above Project(s) for which we seek grant funding assistance managed through the Recreation and Conservation Office (Office).

WHEREAS, grant assistance is requested by our organization to aid in financing the cost of the Project(s) referenced above;

NOW, THEREFORE, BE IT RESOLVED that:

1. Our organization has applied for or intends to apply for funding assistance managed by the Office for the above "Project(s)."

2. Our organization authorizes the following persons or persons holding specified titles/positions (and subsequent holders of those titles/positions) to execute the following documents binding our organization on the above projects:

Grant Document	Name of Signatory or Title of Person Authorized to Sign
Grant application (submission thereof)	Michael Rizzitiello
Project contact (day-to-day administering of the grant and communicating with the RCO)	Michael Rizzitiello
RCO Grant Agreement (Agreement)	Michael Rizzitiello
Agreement amendments	Michael RIzzitiello
Authorizing property and real estate documents (Notice of Grant, Deed of Right or Assignment of Rights if applicable). These are items that are typical recorded on the property with the county.	Michael Rizzitiello

The above persons are considered an "authorized representative(s)/agent(s)" for purposes of the documents indicated. Our organization shall comply with a request from the RCO to provide documentation of persons who may be authorized to execute documents related to the grant.

3. Our organization has reviewed the sample RCO Grant Agreement on the Recreation and Conservation Office's WEB SITE at: https://rco.wa.gov/wp-content/uploads/2019/06/SampleProjAgreement.pdf. We understand and acknowledge that if offered an agreement to sign in the future, it will contain an indemnification and legal venue stipulation and other terms and conditions substantially in the form contained in the sample Agreement and that such terms and conditions of any signed Agreement shall be legally binding on the sponsor if our representative/agent enters into an Agreement on our behalf. The Office reserves the right to revise the Agreement prior to execution.

4. Our organization acknowledges and warrants, after conferring with its legal counsel, that its authorized representative(s)/agent(s) have full legal authority to act and sign on behalf of the organization for their assigned role/document.

5. Grant assistance is contingent on a signed Agreement. Entering into any Agreement with the Office is purely voluntary on our part.

6. Our organization understands that grant policies and requirements vary depending on the grant program applied to, the grant program and source of funding in the Agreement, the characteristics of the project, and the characteristics of our organization.

7. Our organization further understands that prior to our authorized representative(s)/agent(s) executing any of the documents listed above, the RCO may make revisions to its sample Agreement and that such revisions could include the indemnification and the legal venue stipulation. Our organization accepts the legal obligation that we shall, prior to execution of the Agreement(s), confer with our authorized representative(s)/agent(s) as to any revisions to the project Agreement from that of the sample Agreement. We also acknowledge and accept that if our authorized representative(s)/agent(s) executes the Agreement(s) with any such revisions, all terms and conditions of the executed Agreement shall be conclusively deemed to be executed with our authorization.

8. Any grant assistance received will be used for only direct eligible and allowable costs that are reasonable and necessary to implement the project(s) referenced above.

9. [for Recreation and Conservation Funding Board Grant Programs Only] If match is required for the grant, we understand our organization must certify the availability of match at least one month before funding approval. In addition, our organization understands it is responsible for supporting all non-cash matching share commitments to this project should they not materialize.

10. Our organization acknowledges that if it receives grant funds managed by the Office, the Office will pay us on only a reimbursement basis. We understand reimbursement basis means that we will only request payment from the Office after we incur grant eligible and allowable costs and pay them. The Office may also determine an amount of retainage and hold that amount until all project deliverables, grant reports, or other responsibilities are complete.

11. [for Acquisition Projects Only] Our organization acknowledges that any property acquired with grant assistance must be dedicated for the purposes of the grant in perpetuity unless otherwise agreed to in writing by our organization and the Office. We agree to dedicate the property in a signed "Deed of Right" for fee acquisitions, or an "Assignment of Rights" for other than fee acquisitions (which documents will be based upon the Office's standard versions of those documents), to be recorded on the title of the property with the county auditor. Our organization acknowledges that any property

acquired in fee title must be immediately made available to the public unless otherwise provided for in policy, the Agreement, or authorized in writing by the Office Director.

12. [for Development, Renovation, Enhancement, and Restoration Projects Only–If our organization owns the project property] Our organization acknowledges that any property owned by our organization that is developed, renovated, enhanced, or restored with grant assistance must be dedicated for the purpose of the grant in perpetuity unless otherwise allowed by grant program policy, or Office in writing and per the Agreement or an amendment thereto.

13. [for Development, Renovation, Enhancement, and Restoration Projects Only–If your organization DOES NOT own the property] Our organization acknowledges that any property not owned by our organization that is developed, renovated, enhanced, or restored with grant assistance must be dedicated for the purpose of the grant as required by grant program policies unless otherwise provided for per the Agreement or an amendment thereto.

14. [Only for Projects located in Water Resources Inventory Areas 1-19 that are applying for funds from the Critical Habitat, Natural Areas, State Lands Restoration and Enhancement, Riparian Protection, or Urban Wildlife Habitat grant categories; Aquatic Lands Enhancement Account; or the Puget Sound Acquisition and Restoration program, or a Salmon Recovery Funding Board approved grant] Our organization certifies the following: the Project does not conflict with the Puget Sound Action Agenda developed by the Puget Sound Partnership under RCW 90.71.310.

15. This resolution/authorization is deemed to be part of the formal grant application to the Office.

16. Our organization warrants and certifies that this resolution/authorization was properly and lawfully adopted following the requirements of our organization and applicable laws and policies and that our organization has full legal authority to commit our organization to the warranties, certifications, promises and obligations set forth herein.

This resolution/authorization is signed and approved on behalf of the resolving body of our organization by the following authorized member(s):

Signed _____

Title Mayor _____ Date 4/12/22

On File at: City Clerk's Office, City of College Place, College Place WA 99324

This Applicant Resolution/Authorization was adopted by our organization during the meeting held: (Local Governments and Nonprofit Organizations Only):

Location: City of College Place _____ Date: 4/12/2022

Washington State Attorney General's Office

Approved as to form Brian Fuller _____ 2/13/2020_____

Assistant Attorney General *Date*

You may reproduce the above language in your own format; however, text may not change.

WASHINGTON STATE
Recreation and Conservation Funding Board

Youth Athletic Facilities

Recreation and Conservation Office

PO Box 40917
Olympia WA 98504-0917
Telephone: (360) 902-3000
Hearing Impaired: Call 711
E-mail: info@rco.wa.gov
Web: https://rco.wa.gov/

Who May Apply?

- Cities
- Counties
- Nonprofits involved in community athletic activities
- Park districts
- Tribes

Funding Source

Washington voters approved the program in 1998 as part of Referendum 48, which provided funding for building the Seattle Seahawk's stadium. After the initial funding was spent, the Washington State Legislature, in 2015, provided funding through the sale of state bonds.

Leveraging State Dollars

Applicants must contribute a match that equals the amount of the grant request. The match is reduced for some communities in need.

Providing Places to Recreate

Washingtonians are an active bunch. Nearly 50 percent of the state's population participates in ball sports, according to a 2020 survey. Those participants spend more than $445 million annually on equipment and trip-related expenses, creating jobs across the state.[1]

In addition to helping the economy, participating in sports can improve the health and potentially slow the rate of obesity in the state's residents.

Purpose

To provide fields, sports courts, and other athletic facilities to meet the needs of Washingtonians, the Youth Athletic Facilities grant program was created to offer funding to acquire and improve community athletic facilities.

The grants must be used for outdoor facilities for playing sports or participating in competitive athletics and exclude playgrounds, tot lots, vacant lots, open or undeveloped fields, and open areas used for non-athletic play.

The program's goal is to enhance facilities that serve people through the age of 18 but compatible, multi-generation use, is strongly encouraged.

Ensuring the Best Projects are Funded

The grant process is open and competitive. The Recreation and Conservation Funding Board accepts applications in even-numbered years. Committees, made of up people experienced in recreation issues, score projects in small and large grant categories, and submit ranked lists to the board for consideration. The board then submits prioritized lists of projects to the Governor and the Legislature for approval and funding.

[1]Mojica, J., Fletcher, A., 2020. Economic Analysis of Outdoor Recreation in Washington State, 2020 Update. Earth Economics. Tacoma, WA, p. 35.

Veterans
Park

Veterans
Park

City of College Place, Washington
RESOLUTION NO. 22-036

A RESOLUTION OF THE CITY OF COLLEGE PLACE, WASHINGTON, AUTHORING & SUPPORTING A WASHINGTON STATE DEPARTMENT OF TRANSPORTATION PEDESTRIAN & BICYCLE PROGRAM GRANT APPLICATION TO FUND RECONSTRUCTING THE WHITMAN DRIVE & LARCH STREET INTERSECTION

WHEREAS, the City of College Place is a non-charter code city;

WHEREAS, it was recommended in a traffic study conducted in 2018 by PBS Engineering as part of the State Community Economic Revitalization Board (CERB) Grant Funded Central College Place Planning Study to move toward converting the Whitman & Larch intersection into a four-way traffic signal by 2023;

WHEREAS, THE City of College Place adopts a six-year Capital Facility Plan annually;

WHEREAS, the most recent 2022 to 2027 Capital Facility Plan was adopted via Ordinance 21-018 on November 23rd, 2021;

WHEREAS, the Whitman & Larch project appears within the six-year 2022 to 2027 Capital Facility Plan;

NOW THEREFORE, **BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE AS FOLLOWS:**

1. The City Council of College Place, Washington authorizes and fully supports the Washington State Department of Transportation (WSDOT) Pedestrian & Bicycle Program Grant Application to Fund Reconstruction of the Whitman & Larch Intersection into a four-way traffic signal with associated safety improvements.

Clerical Corrections. The City Clerk is authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

Effective Date. This resolution shall take effect and be in full force upon its passage as provided by law.

PASSED by the City Council of the City of College Place, Washington, this 12th day of April, 2022.

Attest:

Norma L. Hernández, Mayor

Lisa R. Neissl, CMC
City Clerk

LOCAL ROAD SAFTEY PLAN

COLLEGE PLACE

WASHINGTON

Acknowledgements

The City of College Place 2021 Local Road Safety Plan was a collaborative effort between the Walla Walla Valley MPO/SRTPO (Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization), Blue Zones Project Walla Walla Valley, and the 2021 City of College Place Engineering Intern, Akua Owusu Ansah, an engineering student at Walla Walla University.

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Acronyms and Abbreviations

A - Suspected Serious Injury

B - Suspected Minor Injury

C - Possible Injury

CMI - Countermeasures for Intersections

CMS - Countermeasures for Roadway Segments

CMP - Countermeasures for Pedestrian Safety

CMC - Countermeasures for Cyclist Safety

CMO - Countermeasures for All

CRF - Crash Reduction Factor

CV - Crash Value

DEV - Daily Entering Vehicle

DUI - Driving Under Influence

FHWA - Federal Highway Administration

HSIP - Highway Safety Improvement Program

KA - Fatal and Serious Injury

KABCO - scale which establishes severity of a collision based on decreasing order of severity: Fatal Injury (K), Suspected Serious Injury (A), Suspected Minor Injury (B), Possible Injury (C), No apparent Injury/Property Damage (O)

K - Fatality

LRSP - Local Road Safety Plan

mi - miles

MP - Mile-Post

O - No apparent Injury/Property Damage

PDO - Property Damage Only

VMT - Vehicle Miles Travelled

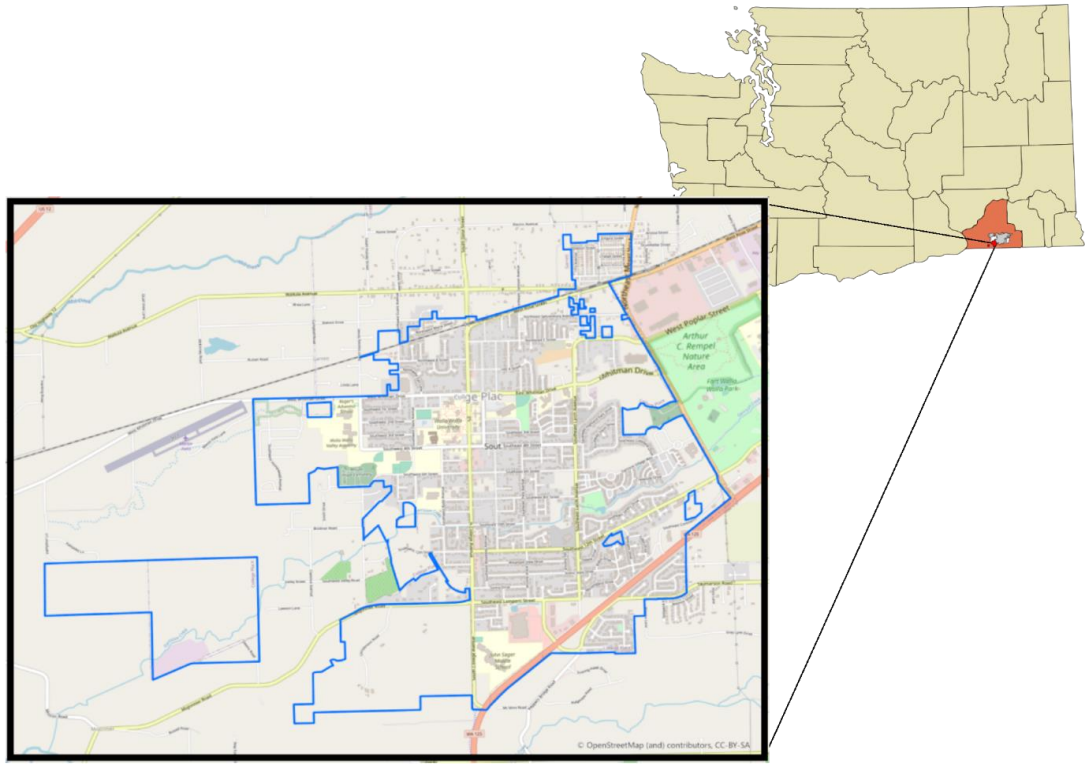
WCV - Weight Crash Value

WSDOT - Washington State Department of Transportation

Introduction

Located in south-eastern Washington State, College Place is a city in Walla Walla County (Figure 1[1]). As of 2010, the city was home to 8,792 people. By 2019, the population had grown to 9,317.[2] College Place is one of four cities within Walla Walla County and also the second-largest, being approximately three square miles in size.

Over the last ten years (2011 - 2020), College Place has had 735 crashes, 203 injuries with three fatalities, and six suspected serious injuries. On average, that is about 67 crashes each year (0.007 collisions per capita). This is fewer than many cities of comparable population in Washington (see Table 15, Appendix). During the same time period there were 1,080,613 crashes statewide, averaging around 108,000 crashes per year (0.014 collisions per capita based on 2019 population data).[3]



Though the number of average annual crashes in College Place may seem small, no death or serious injury is acceptable. With this in mind, the Federal government has partnered with state and local governments to eliminate fatal and serious injury crashes.

A Local Road Safety Plan (LRSP) focuses on understanding where and why crashes occur.

Using data collection, data analysis, and appropriately selected countermeasures, the LRSP puts in place prioritized projects that, once implemented, reduce collision risks and improve roadway safety for all transportation users.

[1] Source: Image by Akua based on information by Arkyan - based on public domain information. Based on similar map concepts by Ixnayonthetimmay, CC BY-SA 3.0, https://commons.wikimedia.org/w/index.php?curid=2977946

[2] U.S. Census Bureau: https://www.census.gov/quickfacts/fact/table/collegeplacecitywashington,WA,wallawallacountywashington/PST045219

[3] https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/

Washington State Target Zero Plan

Figure 1: map showing location of College Place, WA

The Highway Safety Improvement Program (HSIP) is the [illegible] fatalities and serious injuries within the nation (Figure 2[4]). Established in the year 2000, the Target Zero plan is Washington State's answer to the Strategic Highway Safety Plan (SHSP). The data from previous years show that the numbers of traffic deaths and serious injuries are increasing. The newly modified version emphasizes the belief that "not one death is acceptable on our state's roadways." Through action-focused, data-driven evaluations, innovations, and new strategies, impactful solutions are proposed to combat the growing traffic death and serious injuries by 2030.

Figure 2. Federal Highway Administration diagram outlining a Local Road Safety Plan

[4] Source: https:safety.fhwa.dot.gov/virtual_trade_show_nace2020_508_version/

College Place Local Road Safety Plan

On the local level, the City of College Place has taken the responsibility to implement its own Local Road Safety Plan to eliminate fatalities and serious injuries.

PART OF THE CITY OF COLLEGE PLACE'S MISSION STATEMENT IS TO HAVE "PEOPLE CIRCULATE EASILY IRRESPECTIVE OF MODE, WHETHER BY CAR, FOOT OR BIKE; A SYSTEM OF SIDEWALKS AND TRAILS MAKE FOOT TRAFFIC A PREFERRED METHOD TO GET AROUND TOWN."

Thus, the City College Place is committed to providing a safe and efficient transportation and circulation system that reinforces the City's distinct community character, addresses the needs of College Place residents, promotes and supports the desired land use pattern and is concurrent with new growth. The City plans to identify the critical areas that jeopardize these vision, values, and goals, and implement countermeasures to tackle this issue and provide a safe and welcoming atmosphere to all.

Figure 3. The City of College Place City Hall

College Place Traffic Collision Summary

Over the past ten years (2011 - 2020), the City of College Place has experienced 734 collisions which resulted in three fatalities and 203 injuries. On average, about 73 crashes occurred each year.

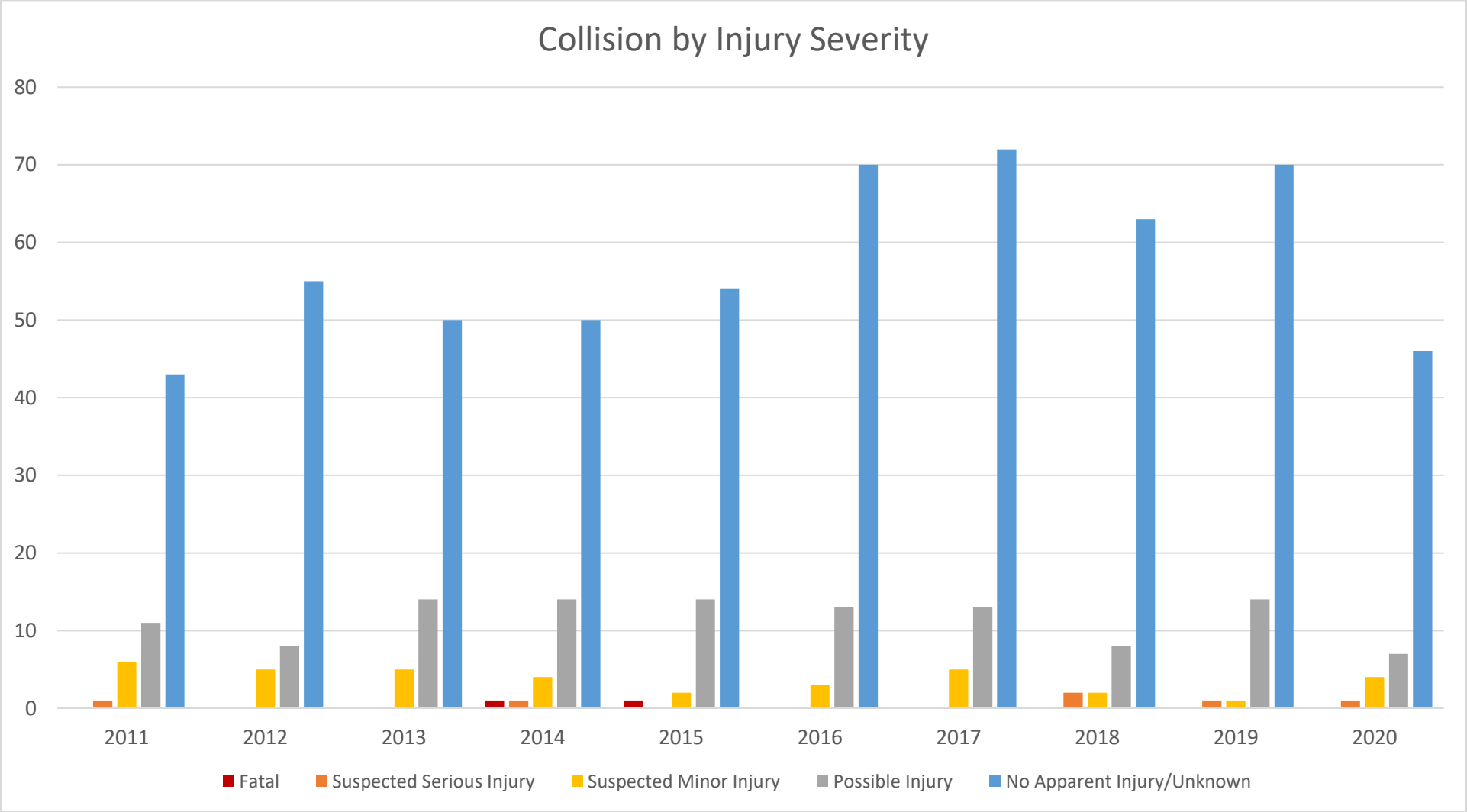


Figure 4: Collision by injury severity in College Place from 2011-2020

In Table 1, these 734 crashes are shown in tabular form: two fatality crashes (0.3%) resulted in three fatalities and the 203 injury collisions can be further divided into six suspected serious injury crashes (0.8%), 37 suspected minor injury collisions (5.0%), 116 possible injury crashes (15.8%), and 573 collisions with no apparent injuries (78.1%). Pedestrians were impacted in six collisions (0.8%) and bicyclists were involved in eight collisions (1.1%).

Table 1: Tabulation of collisions in College Place between 2011 and 2020[5]

Year	Fatal Crashes	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Apparent Injury/Unknown	Total Crashes
2011	0	1	6	11	43	**61**
2012	0	0	5	8	55	**68**
2013	0	0	5	14	50	**69**
2014	1	1	4	14	50	**70**
2015	1	0	2	14	54	**71**
2016	0	0	3	13	70	**86**
2017	0	0	5	13	72	**90**
2018	0	2	2	8	63	**75**
2019	0	1	1	14	70	**86**
2020	0	1	4	7	46	**58**
10-Year Total	**2**	**6**	**37**	**116**	**573**	**734**
Annual Average	<1	<1	4	12	57	**73**

[5] Source: Data provided on June 3, 2021, by WSDOT Transportation Data, GIS & Modeling Office (TDGMO) - Crash Data and Reporting Branch

Heat Map of Total Crashes (Non-Weighted)

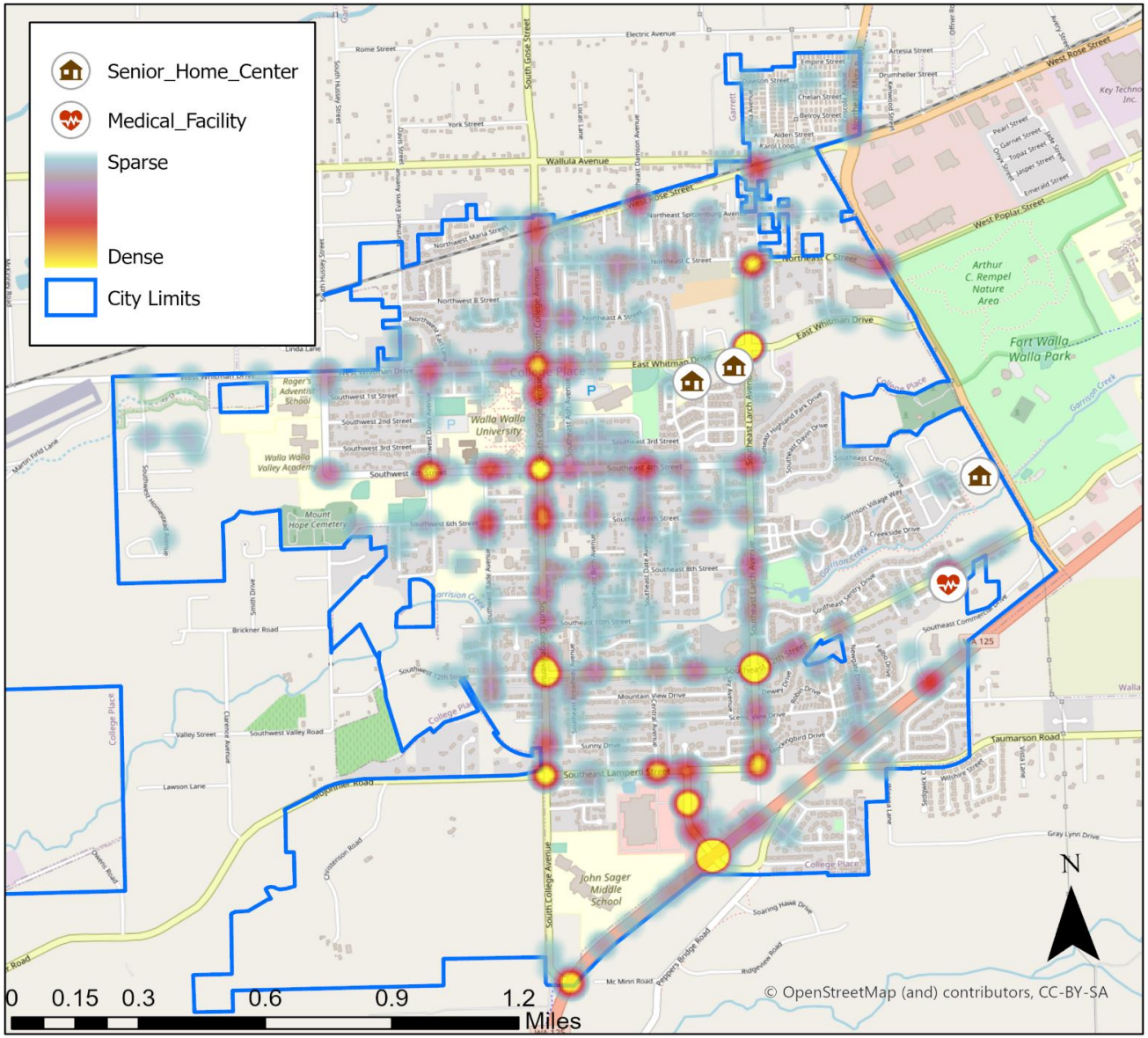


Figure 5: Heat map of crashes throughout the city of College Place

The location of all the crashes (fatalities, serious injuries, minor possible injuries, possible injuries and PDO's) are based only on number of crashes not on severity.

The collisions occurred more frequently on State Route 125 and at intersections with and without traffic signals.

“Crashes result in tangible and intangible consequences” (FHWA[6]). The tangible costs are the goods and services related to the crash and the indirect costs to individuals and society. This includes EMS expenses, property damage, and medical costs, among others. The intangible costs are measured by quality-adjusted life years (QALY) based on a quantifying value that is estimated and calculated based on the severity of the crash. Table 2 shows the KABCO scale which establishes severity of a collision based on decreasing order of severity: Fatal Injury (K), Suspected Serious Injury (A), Suspected Minor Injury (B), Possible Injury (C), No apparent Injury/Property Damage (O) Thus there is an urgency to reduce crashes involving vulnerable road users.

Table 2: Cost of crash by severity

Severity	Comprehensive Crash Unit Cost (2016 dollars)
K	$11,295,400
A	$655,000
B	$198,500
C	$125,600
O	$11,900

Figure 6 on the following page shows KA (Fatal and Serious Injuries) over the study period. Crashes involving vulnerable people such as pedestrians and cyclists are put at risk. Though they represent only about 2% of the overall data, over 25% of pedestrians who were hit had serious injuries and thus will be seriously considered during the selection of proposed countermeasures.

[6] source: https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf

Fatality and Serious Injury Crashes

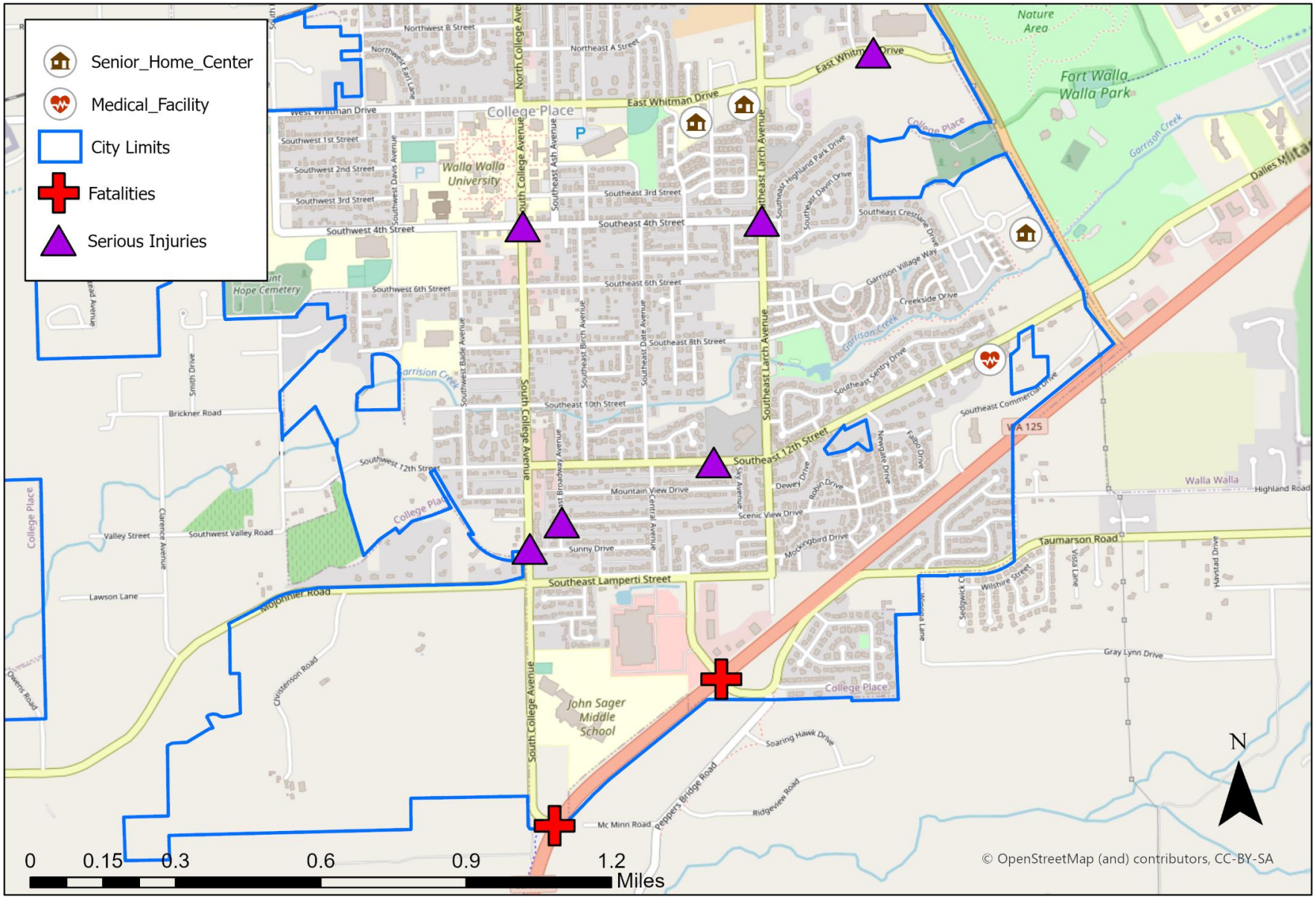


Figure 6: Location of fatal and serious injury crashes

Heat Map of Total Crashes (weighted)

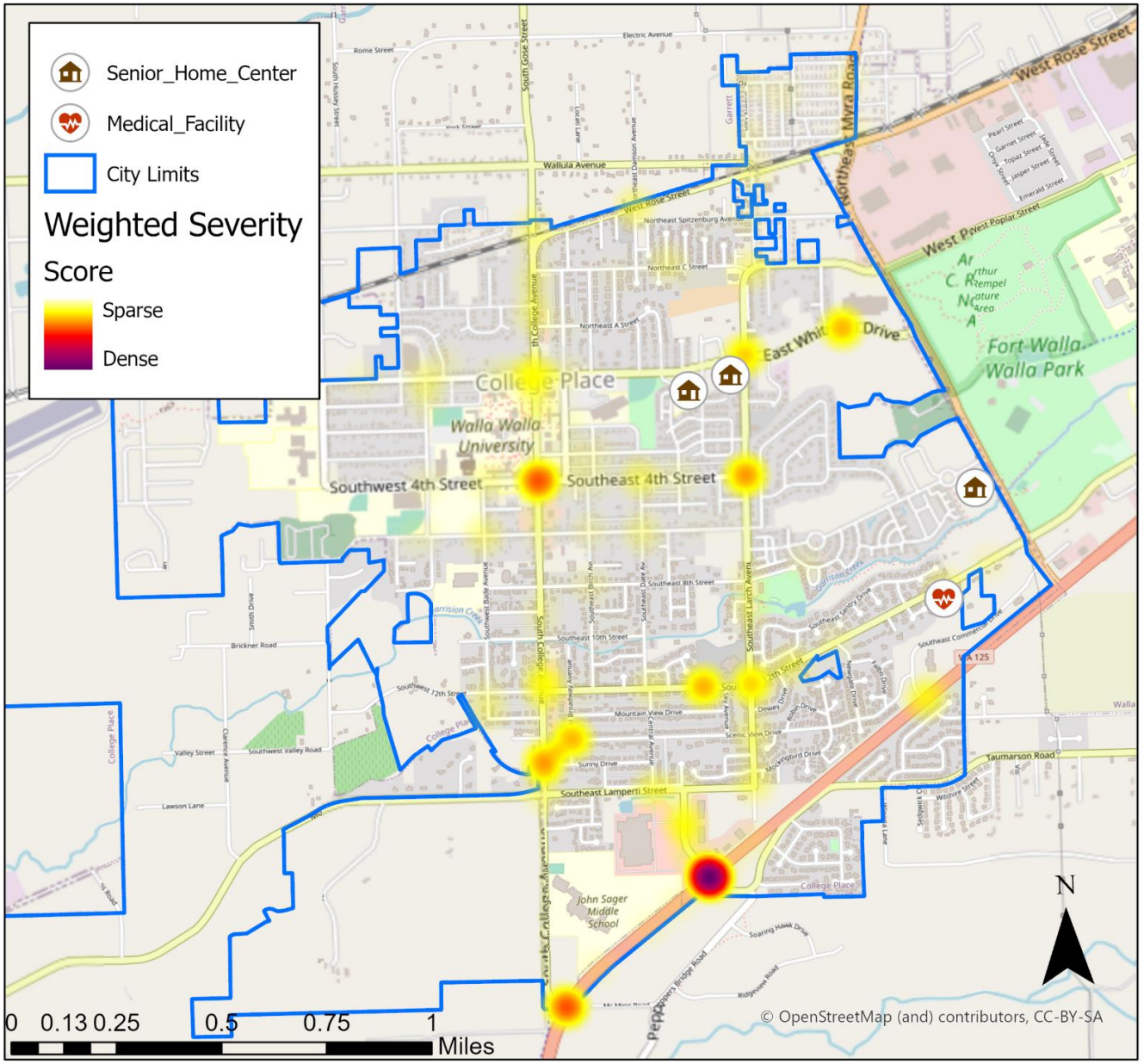


Figure 7: Heat map of crashes throughout the city of College Place weighted by severity

Crashes are classified by severity of crashes. Each crash injury type was given a weighted value.

Fatal and serious injuries are given a value of 100, possible and evident injury given a value of 10, and PDO given a value of 1.

Vulnerable transportation users, such as pedestrians and cyclists, have a much higher risk of sustaining an injury or worse. Though they are affected by just under 2% of all collisions, 1 in 4 crashes involving pedestrians results in serious injuries and only 1 out of 8 crashes causes no apparent injury to bicyclists.

Collision Types - Crash type analysis (i.e. angle, rear-end, sideswipe, fixed object, etc.) categorizes crashes, identifies key trends, and proposes countermeasure solutions. Figure 8 shows a summary of the crash types over the study period. The most prevalent crashes were angle, fixed object, and rear-end. The second figure shows the fatal and serious injury crashes (FSI). Over 60% of angle crashes resulted in fatal or serious injury crashes while over 20% of pedestrians were involved in FSI.

Figure 8: Collision Types

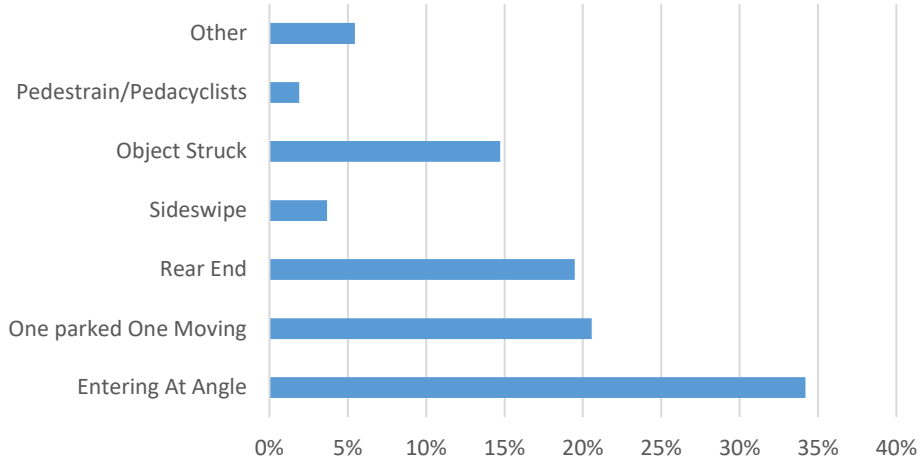
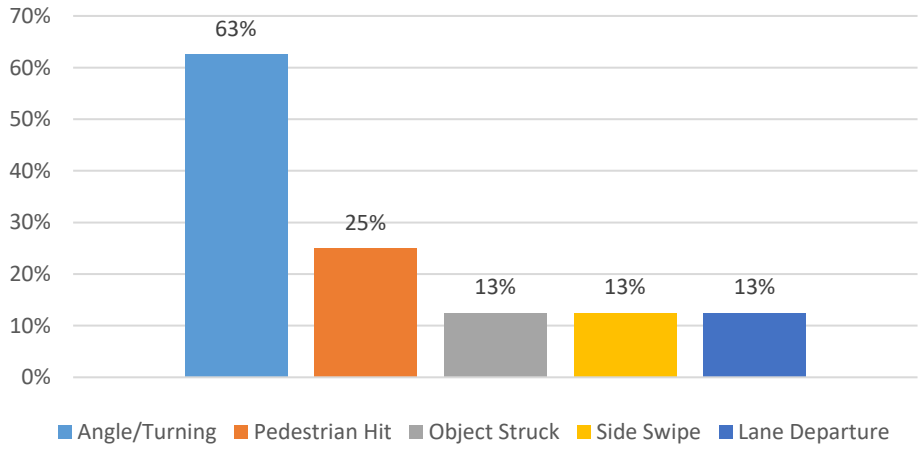


Figure 9: Fatality & Serious Injury by Collision Types



Contributing Factors - Over the study period,100% of FSI reported at least one contributing circumstance. Forty-eight percent of road user behaviors were inattention, distraction, disregarding traffic signals, and failing to yield. Inattention was the most frequent contributing factor reported. Driving under the influence accounted for 50% of FSI and 40% of FSI were because of disregarding traffic signals and failing to yield.

Figure 10: Contributing Factors

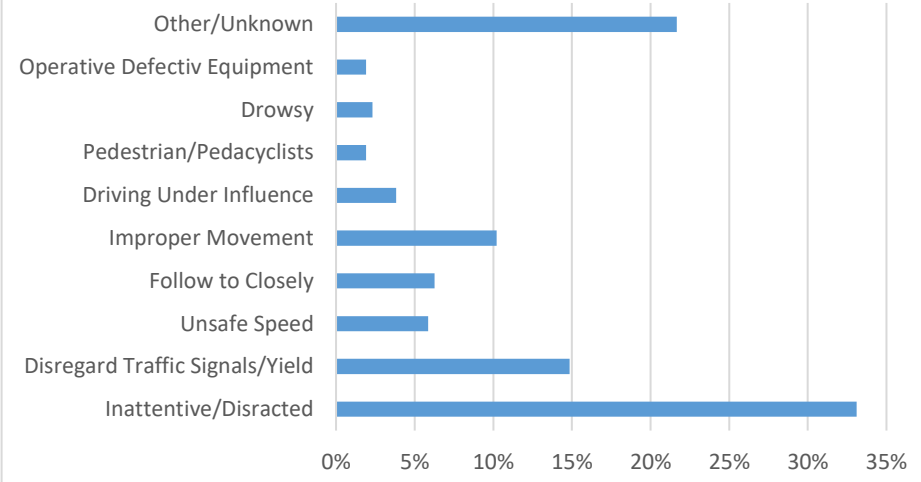
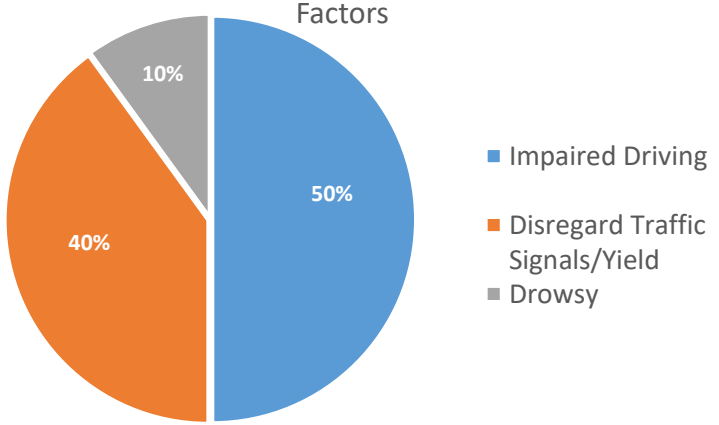


Figure 11: Fatality and Serious Injury Contibuting Factors



Intersection Crash Locations

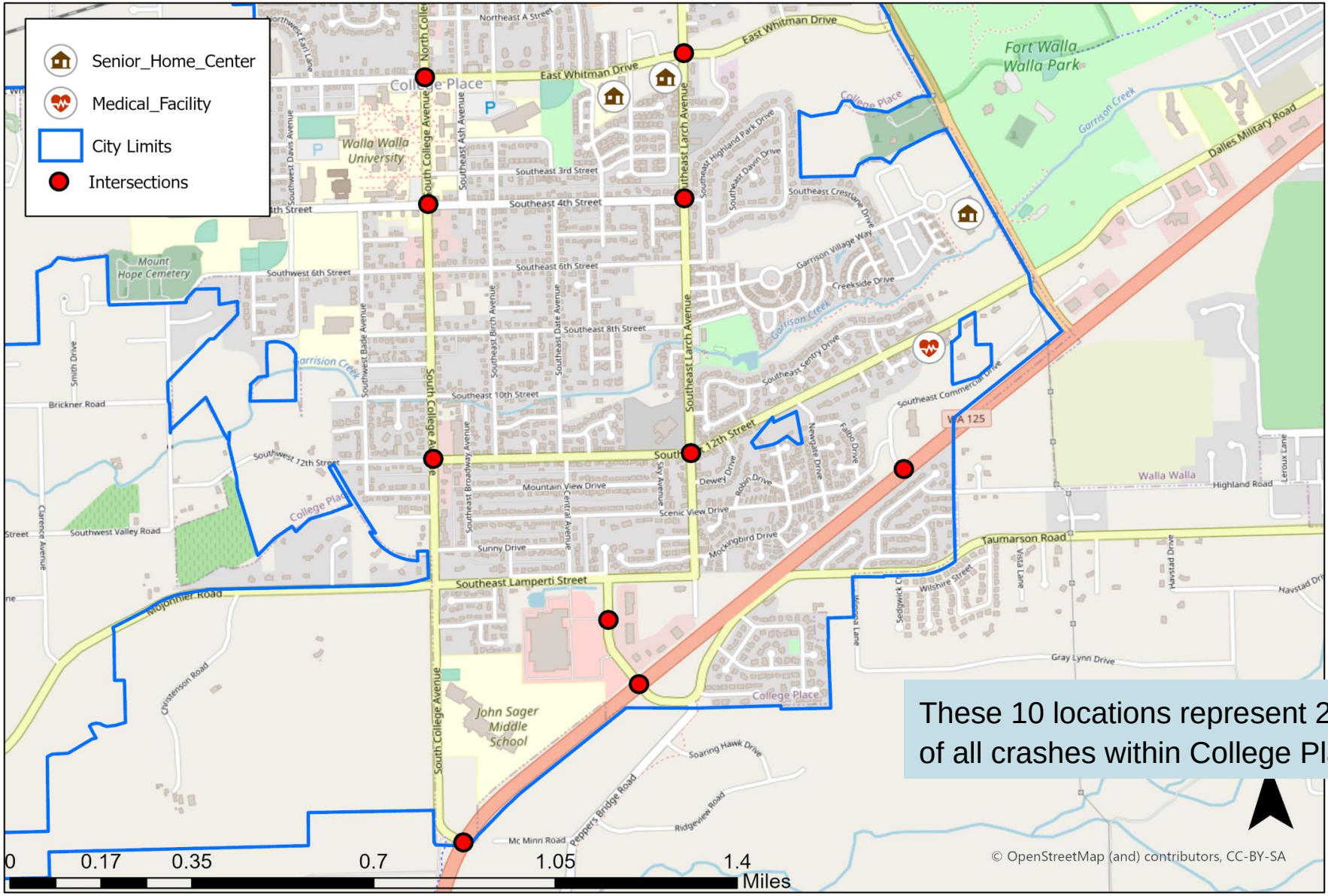


Figure 12: Locations of collisions at intersections in College Place

Table 3: Collisions at intersections throughout College Place including crash severity and weighted crash rate

	ID	Intersection Name	Total Crashes	Fatal Crash	Serious Injury Crash	Injury Crash	Daily Entering Volumes	Crash Rate	Weighted Crash Value (WCV) per 1,000 Vehicles
	Signaled Stop								
State Route	SI_1	SR 125 (MP-2.34)/Taumarson Rd/ SE Meadowbrook St	50	1		22	24,445	0.560	13.70
	SI_2	SR 125 (MP-1.88)/College Place S	14	1		4	19,410	0.198	3.84
	SI_3	SR 125 (MP 3.00)/SE Commercial Dr	6			4	19,070	0.086	1.64
City Street	CI_1	S College Ave/SE 12th St	16			2	6,345	0.691	4.38
	CI_2	SE Meadowbrook Blvd/ Meadowbrook Plaza & NE Walmart Entrances	15			4	6,995	0.588	4.11
	CI_3	S College Ave/SE 4th St	10		1	3	8,130	0.337	2.74
	CI_4	S College Ave/Whitman Dr	7			5	9,910	0.194	1.92
	4-Way Stop								
	CI_5	NE Larch St/SE 12th St	24			5	6,460	1.018	6.58
	CI_6	NE Larch St/SE 4th St	5		1	1	4,075	0.336	1.37
	2-Way Stop								
	CI_7	NE Larch St/W Whitman Dr	25			7	7,875	0.870	6.85

Table 4: Collision type and number by intersection location

Intersection Location	Total Crashes	Including		Collision Type				
		Pedestrian	Bicyclists	Angle[a]	Rear End	Stationary Object[b]	Side-swipe	Other
SR 125 (MP 2.34)/ Taumarson Rd/ SE Meadowbrook St	50			20	26		4	
SR 125 (MP1.88)/ S College Ave	14			3	7	1	1	2
SR 125 (MP 3.00)/ SE Commercial Dr	6			2	2		1	1
S College Ave/ SE 12th St	16		1	10	4		1	1
SE Meadowbrook Blvd/ Meadowbrook Plaza & NE Walmart Entrances	15			15				
S College Ave/ SE 4th St	10	1		8	1			1
S College Ave/ Whitman Dr	7	1		2	4			1
SE Larch St/ SE 12th St	24			18	5	0	1	
NE Larch St/ SE 4th St	5	1	1	3				2
NE Larch St/ E Whitman Dr	25			21	2	2		
Total	**172**	**3**	**2**	**102**	**51**	**3**	**8**	**8**

[a] Includes Right Turn, Left Turn, U-Turn, Improper Turn/Merge/Passing, Right Angle, one stopped--one moving

[b] Includes Fence, Tree/Stump, Utility Pole, Concrete Barrier, Street Pole/Base, Fire Hydrant, Curb/Traffic Island, Signpost, Mailbox, Building, Retaining Wall, Railroad Tracks, Guardrail, Traffic Signs, Other Objects

Table 5: Contributing factors by intersection collision location

Intersection Location	Total Crashes	Contributing Factors						
		Inattentive/ Distracted	Disregard Signals/ Yield	Unsafe Speeds	Follow Too Closely	Improper Movement[c]	DUI	Other
SR 125 (MP 2.34)/ Taumarson Rd/ SE Meadowbrook St	50	16	14	3	5	4	3	5
SR 125 (MP1.88)/ S College Ave	14	7	5				1	1
SR 125 (MP 3.00)/ SE Commercial Dr	6		3		1		1	1
S College Ave/ SE 12th St	16	5	4		1			6
SE Meadowbrook Blvd/ Meadowbrook Plaza & NE Walmart Entrances	15	7	5				1	2
S College Ave/ SE 4th St	10		6		2	1		1
S College Ave/ Whitman Dr	7	3	1		1			2
SE Larch St/ SE 12th St	24	11	6		2		1	4
NE Larch St/ SE 4th St	5	2	1			1		1
NE Larch St/ E Whitman Dr	25	4	11	5	1			4
Total	**172**	**55**	**56**	**8**	**13**	**6**	**7**	**27**

[c] Includes Improper Backing, Improper Turn, Improper Merge, and Improper Passing

Total Crashes and daily entering volume (DEV) were used to calculate Weighted Crash Value. The WCV accounts for the total crashes and the DEV. Table 4 on the previous page shows the intersection locations with the highest number of WCV per crash value. The crash rate was calculated as:

$$ACR = \frac{C\ x\ 1{,}000{,}000}{V\ x\ 365\ x\ N}$$

Where:

ACR= Annual Crash Rate

C = number of crashes during the study period
V = average daily traffic volume
N = number of years in the study period

A total of 10 intersections were selected separated by state route and city streets. There were a total of 172 crashes, two fatalities, two serious injuries, and 57 other injury crashes including PDO. Table 4 on the previous page shows a breakdown of the types of crashes detected at these intersection locations. Table 5 displays the contributing factors identified at the same intersection locations.

Table 5 on the following page shows the segment version of the crash value (CV). Unlike the analysis, the CV was calculated using vehicle miles travelled (VMT), daily volumes (DV), and total crashes. The crash rate was calculated as:

$$ACR = \frac{C\ x\ 1{,}000{,}000}{VMT\ x\ 365\ x\ N}$$

Where:
ACR= Annual Crash Rate
C = number of crashes during the study period
VMT = daily entering vehicles multiplied by the length of the segment
N = number of years in the study period

Nine total segments were selected based on CV and VMT. There were a total of 101 crashes, two serious injuries, and 21 other injury crashes including PDO. Table 6 and Table 7 on the following pages show a breakdown of types of crashes detected at these segment locations. There were a total of three pedestrians with one resulting in serious injury. Two bicyclists were also involved in crashes at these locations. Table 8 displays the contributing factors discovered at the same segment locations.

Table 6: Collision type and number by segment location

ID	Segment Name	To	From	Length (miles)	Total Crashes	Fatal Crash	Serious Injury Crash	Injury Crash	Daily Vehicle Volume	Vehicle Miles Traveled	Crash Rate
CS_1	SE 4th St	SE Ash Ave	SE Elm Ave	0.27	20			6	510 to 910	221	24.79
CS_5	NE C St	NE Lambert	NE Larch St	0.022	9			2	6,360	140	17.61
CS_2	SE 12th St	SE Broadway Ave	Sky Ave	0.37	15		1	2	1,000 to 3,340	836	4.92
CS_3	W Whitman Dr	S Evans	S College Ave	0.32	15			4	2,820 to 4,330	1342	3.06
CS_6	NE C St	Myra Rd	NE Deccio Rd	0.153	9				6,040	890	2.77
CS_4	S College Ave	SE 12 St	SE Lampert St /Mojonnier Rd	0.24	12		1	2	5,180 to 5,640	1347	2.44
CS_7	S Meadowbrook St (w/out Intersection)	SR 125 (MP-2.34)	Walmart Intersection	0.15	8			3	7,620 to 8,340	1186	1.85
CS_9	E Whitman Dr	S College Ave	NE Trentmont Dr	0.3	6			1	3,200	965	1.70
CS_8	W Rose St	NE Lambert	Carey Court	0.13	7			1	10,640	1383	1.39

Segment Crash Locations

These 9 locations represent 14% of all crashes within College Place.

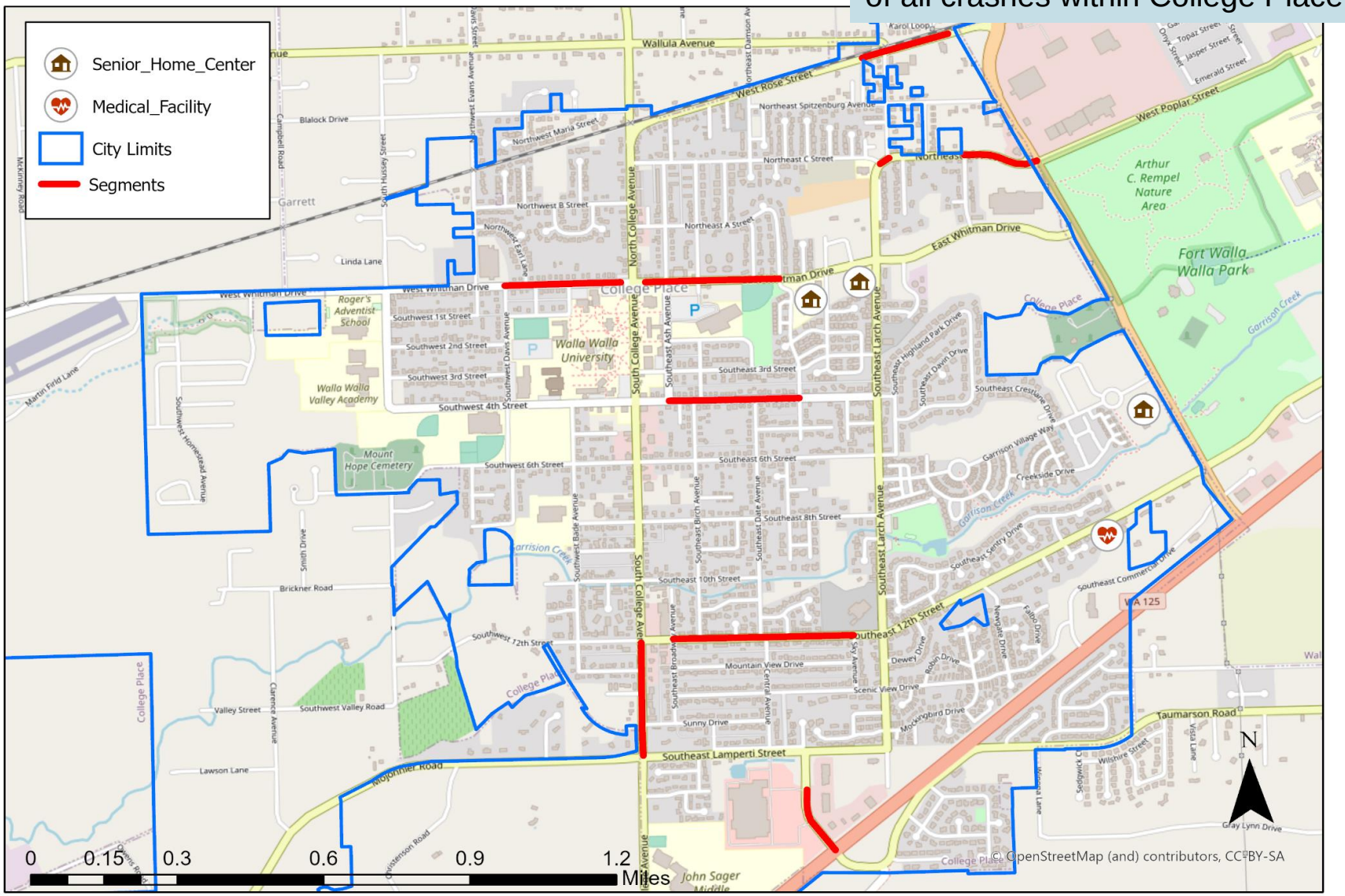


Figure 13: Segment crash locations in College Place

Table 7: Collision type by segment collision location

Segment Location	Total Crashes	Including		Collision Type				
		Pedestrian	Bicyclists	Angle[a]	Rear End	Stationary Object[b]	Side-swipe	Other
SE 4th St	20	2		17	1			2
NE C St (CS_5)	9			8		1		
SE 12th St	15	1		12		1	1	1
W Whitman Dr	15		1	9	3	2		1
NE C St (CS_6)	9			3	6			
S College Ave	12			6	4	1	1	
S Meadowbrook St	8		1	3		1	2	2
E Whitman Dr	6			4	1	1		
W Rose St	7			3		3	1	
Total	**101**	**3**	**2**	**65**	**15**	**10**	**5**	**6**

[a] Includes Right Turn, Left Turn, U-Turn, Improper Turn/Merge/Passing, Right Angle, and One stopped--one moving

[b] Includes Fence, Tree/Stump, Utility Pole, Concrete Barrier, Street Pole/Base, Fire Hydrant, Curb/Traffic Island, Sign Post, Mailbox, Building, Retaining Wall, Railroad Tracks, Guardrail, Traffic Signs, and Other Objects.

Table 8: Contributing factor by segment collision location

Segment Location	Total Crashes	Contributing Factors						
		Inattentive/ Distracted	Disregard Signals/ Yield	Unsafe Speeds	Follow Too Closely	Improper Movement[c]	DUI	Other
SE 4th St	20	6	8	1		2		3
NE C St (CS_5)	9	1	3	1	1	3		
SE 12th St	15	5	1	1		3	1	4
W Whitman Dr	15	6	1		2	1		5
NE C St (CS_6)	9	4			1	1		3
S College Ave	12	3			2	2	2	3
S Meadowbrook St	8	2	2		1			3
E Whitman Dr	6	4				2		
W Rose St	7	3	2	1				1
Total	**101**	**34**	**17**	**4**	**7**	**14**	**3**	**22**

[c] Includes Improper Backing, Improper Turn, Improper Merge, and Improper Passing

Pedestrian and Bicycle Crashes

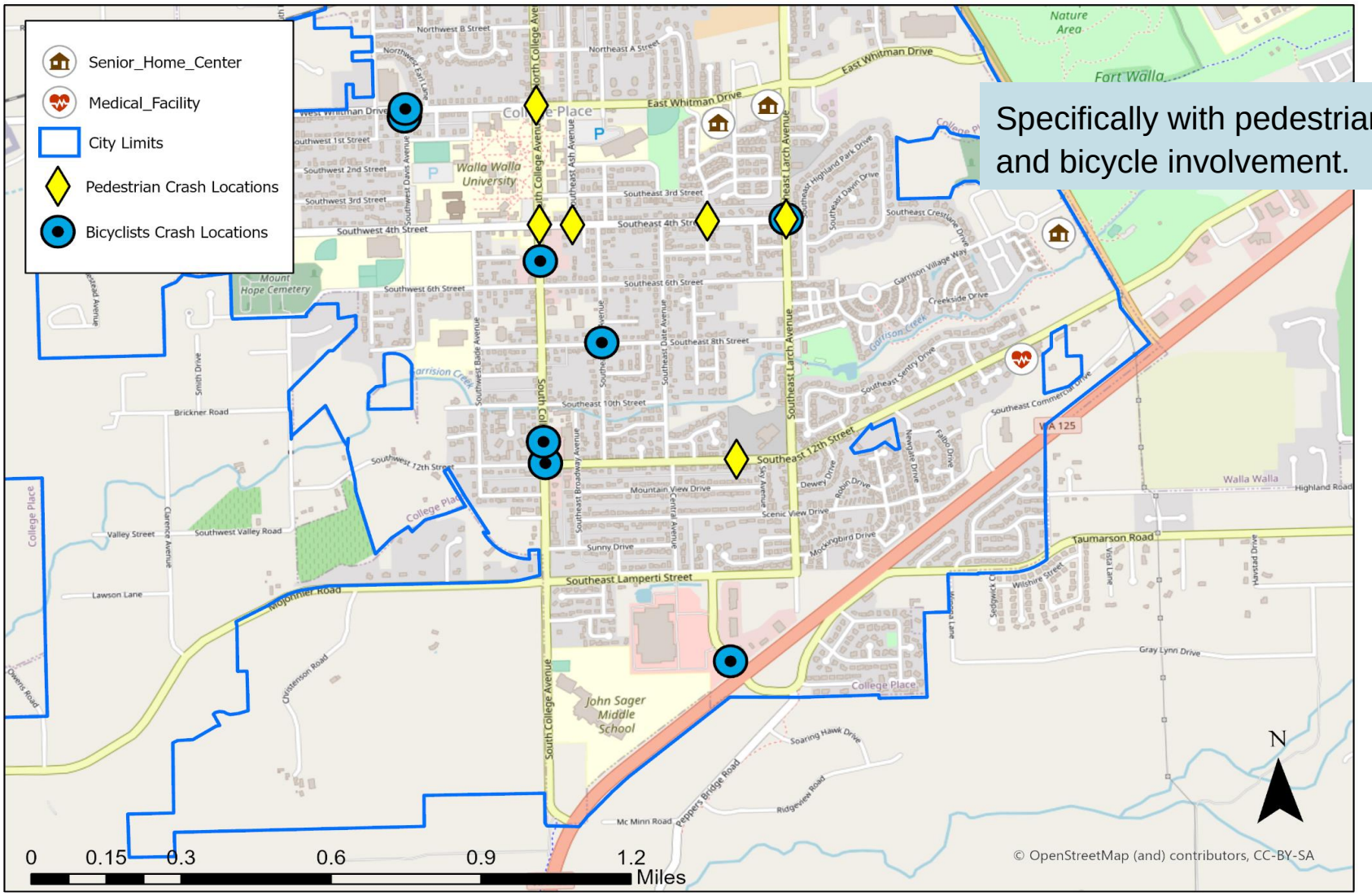


Figure 14: Locations of collisions including bicyclists and pedestrians in College Place

Countermeasures

Introduction

Countermeasures are actions designed to counteract a threat to safety and that are proven to reduce the incidence of high-risk traffic collisions. Each countermeasure summary in this section includes a description, safety benefits, crash reduction factor, and the high-risk crash types addressed by the countermeasure. This list of countermeasures is categorized by intersection safety, road segment safety, pedestrian safety, cyclist safety, and general safety.

Intersection (Signalized)

CMI.1 - Lighting at Intersection [7, 8]

Intersection lighting illuminates an area, including pedestrian crosswalks, nearby bike lanes, and other vehicles approaching an intersection.

Safety Benefits:

- Improves visibility of intersection and approaching pedestrians and vehicles
- Increases motorist and pedestrian awareness of potential conflicts
- Increase pedestrian and motorist safety while navigating through intersections
- Helps reduce glare and dark spots

Why this was selected for College Place:

Over 28% of crashes occurred in the dark. A lack of adequate lighting was involved in 38% of fatal and serious injuries, and 25% of fatal and serious pedestrian collisions.

Figure 15: Lighting at intersection; image source: Marin County

Crash Reduction Factor	40%
Crash Types	Night
Expected Life (years)	20 years
Estimated Cost	$5,000 - 7,000 per light
Federal Funding Eligibility	100%

[7] Source: https://www.marincounty.org/userdata/dpw/Marin%20County%20Travel%20Safety%20Plan%20-%20Final%20Report.pdf
[8] Source: https://safety.fhwa.dot.gov/hsip/hrrr/manual/hrrr_2014.pdf

CMI.2 - Protected Left Turn Phase (Protected Left Turn) [1, 9, 10]

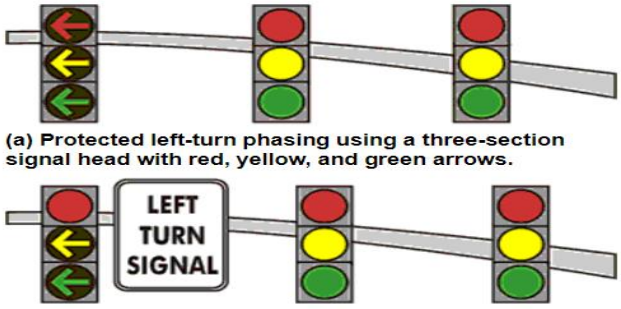
Protected left turns can be used at intersections that have a left turn lane when there is a high frequency of angle crashes that involve left turns. Protected left turns are indicated by the use of green, yellow or red arrow which designates that motorists turning left have the right of way.

Safety Benefits:

- Decreases conflict between motorists turning left, pedestrian traffic, and oncoming traffic
- Decreases the need for motorists to “sneak” through yellow or red lights
- Minimizes disruption of through traffic and decrease rear-end and sideswipe crash potential

Why this was selected for College Place:

- Angle, rear-end, and sideswipe are the top types of collisions. Left turns were the second most frequent vehicle action involved in total crashes at intersections, and also accounted for one fatal crash.
- Adding a protected left turn will limit the clearance interval and allow drivers to have a specific time interval to appropriately execute turns.



(a) Protected left-turn phasing using a three-section signal head with red, yellow, and green arrows.

(b) Protected left-turn phasing using a three-section signal head with red ball, yellow arrow, and green arrow and an accompanying sign.

Figure 16: Two types of protected left turn phasing; image source: FHWA

Crash Reduction Factor	30%
Crash Types	Left turn, Rear-end, Sideswipe
Expected Life (years)	20 years
Estimated Cost	$8,000
Federal Funding Eligibility	100%

[9] Source: http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=51
[10] Source: https://www.fhwa.dot.gov/publications/research/safety/04091/04.cfm

CMI.3 - Raised Pavement Markers and Striping in Intersection [1, 11]

Intersections that lack clear lane designation can be difficult for motorists to navigate safely. Adding striping and/or raised pavement markers to designate travel lanes can help motorists successfully navigate an intersection. A raised pavement marker is a small, colored (usually red, white, or yellow), reflective safety device applied directly to a road surface that enhances the visibility of lane designations.

Safety Benefits:

- Improves motorist guidance and increases the ability to remain in a designated travel lane while moving through an intersection
- Enhances visibility and decreases the perceived complexity of intersections

Why this was selected for College Place:

- Over 33% of total crashes were due to distracted driving or inattentive driving. This will enhance visibility, provide guidelines and give off a tactile warning alerting drivers if their attention is elsewhere.

Crash Reduction Factor	10%
Crash Types	All
Expected Life (years)	10 years
Estimated Cost	$2,200 per Intersection (for both striping and raised pavement markers)
Federal Funding Eligibility	100%

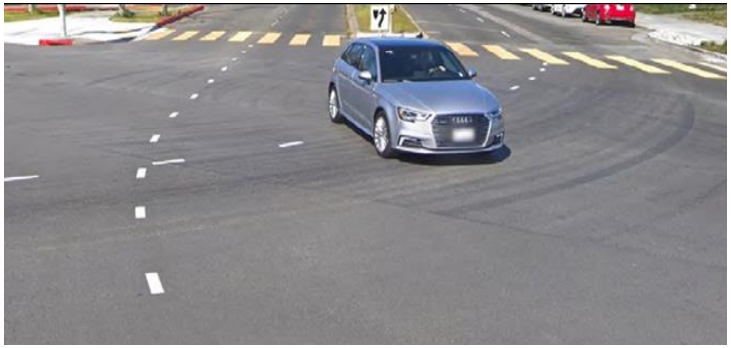


Figure 17: Lane striping designates travel lanes in an intersection; image source: Marin County

[11] https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2021/01/Fresno_SSAR_LRSP_Final-Accessible-1.pdf

CMI.4 - Flashing Beacons as Advance Warning[1,5]

Flashing lights can be installed in a location that will draw a motorist's attention to an upcoming stop at an intersection.

Safety Benefits:

- Increases motorists' awareness of upcoming stop
- Gives motorists advanced warning and more time to prepare for the stop

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$16,600 per approach
Federal Funding Eligibility	100%

Figure 18: A flashing beacon; image source: Marin County

Why this was selected for College Place:

- 50% of FSI at intersections resulted from drivers disregarding signals or failing to yield. This will increase road user awareness of the upcoming signalized intersection.

CMI.5 - High Friction Surface Treatment (HFST) at Intersection [1, 5, 12]

Improving the friction of a road surface impacts how quickly a vehicle can slow or stop, and helps motorists maintain control under a variety of pavement conditions. Road surface friction can be increased by adding a high-quality aggregate (a mixture of sand, gravel, stone, and other materials) to the pavement. High friction surface treatment (HFST) is most effective when used in locations where skidding and failure to stop are issues under either wet or dry surface conditions, and when the target vehicle is not able to stop due to insufficient friction.

Crash Reduction Factor	40 - 55%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$1 per sf
Federal Funding Eligibility	100%

Figure 19: Close up of aggregate used in HFST; image source: FHWA

Safety Benefits:

- Higher pavement friction helps motorists maintain better control in both dry and wet driving conditions
- Decreases stopping and slowing time

Why this was selected for College Place:

- 24% of total crashes occurred on wet, snowy, icy, and slushy road conditions. Improving the friction will decrease the likelihood of skidding and a related collision.

[12] https://safety.fhwa.dot.gov/roadway_dept/pavement_friction/high_friction/

CMI.6 - Protected Right Turn/No Right Turn on Red [4]

Controlling right turns on red lights can be done either through protected right turns or disallowing right turns on red. Under some circumstances, motorists may be looking for traffic approaching on their left and may not be alert to pedestrians approaching on their right side. Controlled or protected right turns can be accomplished by adding a sign that says “No Right Turn on Red” or by adding a right turn arrow to a streetlight at an intersection.

Safety Benefits:

- Decreases intersection conflicts between pedestrians and motorists trying to turn right through a crosswalk

Crash Reduction Factor	3%
Crash Types	Pedestrian and Bicyclist
Expected Life (years)	NA
Estimated Cost	<$1,000 per static sign
Federal Funding Eligibility	NA

Why this was selected for College Place:

- Inattention and disregarding traffic signals were in the top contributing factors for overall crashes. Mounted signs and signals alert the drivers and can protect pedestrians from oncoming traffic. Can be used full time or only during specific times.

Figure 20: “No Right Turn on Red Sign” at an intersection in Walla Walla; image source: Google Maps

CMI.7 - Install Left-Turn Lane and Add Protected Left Turn [13]

Lanes provided exclusively for left turns can minimize many types of collisions related to left turns. Adding a protected left-turn lane and left-turn phase in the light sequence at a signalized intersection can also decrease safety problems related to intersections accommodating left turns.

Safety Benefits:

- Reduces collisions of vehicles turning left across opposing through-traffic
- Reduces rear-end collisions of vehicles turning left with other vehicles following closely behind

See **Protected Left Turn Phase** for safety benefits associated with adding a protected left turn phase.

Why this was selected for College Place:

- Angle, rear-end and sideswipe are the top types of collisions. Left turns were the second-highest vehicle action involved in crashes that were at intersections. Left turns also accounted for one fatal crash.
- If there is a clearance left turn, adding a protected left turn will limit the clearance interval and allow drivers to have a specific time interval to appropriately execute turns.

Figure 21: Protected left turn accompanied by left turn lane; image credit: Marin County

Crash Reduction Factor	55%
Crash Types	All
Expected Life (years)	20
Estimated Cost	varies; $2,500-$150,000
Federal Funding Eligibility	90%

[13] https://safety.fhwa.dot.gov/provencountermeasures/left_right_turn_lanes/

CMI.8 - Roundabout [14]

A roundabout intersection features a center island that directs traffic counterclockwise through the intersection around the island. Roundabouts can be added to intersections in urban, suburban, and rural parts of a community, and are appropriate for a wide range of traffic conditions. They can replace intersection signals, two-way stop controls, and all-way stop controls.

Safety Benefits:

- Lowers speed at which traffic moves through the intersection
- Reduces conflict points
- Reduces the severity of crashes
- Improves intersection performance (entering traffic yields to vehicles already in the intersection)
- Helps transition traffic from high-speed to low-speed environments

Why this was selected for College Place:

- Roundabouts are proven to be a safe alternative for a variety of situations and intersection types. Implementing a roundabout will prove effective in areas with numerous angle turns. They are considered when an area like a freeway interchange requires a safety improvement.

Figure 22: Mini Roundabout on 3rd Ave. and Tietan St. in Walla Walla, WA; Image Source: Google Maps

Crash Reduction Factor	26%-82%
Crash Types	All
Expected Life (years)	20 years
Estimated Cost	$4,000,000-$8,000,000 per Intersection
Federal Funding Eligibility	100%

CMI.9 - Convert to All-Way Stop control [15]

Intersections that are either yield control (no stop signs) or two-way stop can be converted to all-way stop sign control intersections by adding a variety of safety upgrades, like stop signs or flashing lights, to the intersection. All-way stops require traffic entering an intersection from any direction to stop before proceeding through the intersection. All-way stop sign control is only suitable at intersections with relatively balanced levels of traffic volume at each of the intersection approaches.

Safety Benefits:

Crash Reduction Factor	50%
Crash Types	All
Expected Life (years)	10 years
Estimated Cost	$2800 per Intersection
Federal Funding Eligibility	100%

[14] https://safety.fhwa.dot.gov/provencountermeasures/roundabouts/
[15] https://safety.fhwa.dot.gov/intersection/signal/index.cfm

- Decreases speed at which vehicles enter and pass through an intersection
- Provides a safer opportunity to pedestrians and cyclists to cross roadways at intersections
- Clearly designates which vehicle has the right of way rather than relying on a yield system

Why this was selected for College Place:

- Entering at an angle is a top collision factor for intersections as well as disregard for signs and signals, and failing to yield. Converting to an all-way stop will help reduce conflict points.

Figure 23: All-way stop sign control at SE Larch and SE 12th St; image source: Google Maps

CMI.10 - Install/Upgrade Stop Signs or Other Intersection Advanced Warning Signage [5, 16]

Intersection warning signs provide advanced notice to motorists that they are approaching an intersection. Signage can include “Stop Ahead” or display an image of a stop sign or intersection.

Safety Benefits:

- Advanced warning signage allows motorists to slow down sooner

Why this was selected for College Place:

- Inattention and disregarding signals/yield were the top contributing factors for collisions at intersections.
- Improvements to the stop signs such as larger stop signs, adding a second sign, or installing flashing LED stop signs can warn or reinforce the need for the road user to stop.

Figure 24: Advanced warning signage on a rural road; image source: FHWA

Crash Reduction Factor	15%
Crash Types	Rear-end, Angle
Expected Life (years)	10 years
Estimated Cost	$500 per Sign
Federal Funding Eligibility	100%

[16] https://www.fhwa.dot.gov/publications/research/safety/08043/index.cfm

CMI.11 - Upgrade Intersection Pavement Markings[1]

Intersection pavement markings include “Stop Ahead” markings, centerlines, and a stop bar.

Safety Benefits:

- Increases a motorist’s awareness of an upcoming intersection

Why this was selected for College Place:

- Inattention and disregarding signals/yield were the top contributing factors for collisions at intersections. Adding pavement markings can bring a motorist’s attention to the upcoming intersection.

Crash Reduction Factor	25%
Crash Types	Rear-end, right-angle, angle turns
Expected Life (years)	10 years
Estimated Cost	$4,000 per intersection
Federal Funding Eligibility	100%

Figure 25: Pavement markings at an intersection; image source: Marin County

CMI.12 - Flashing Beacons at Stop-Controlled Intersections [17]

Flashing lights, or beacons, attached to the top of stop signs can draw motorists’ attention to an upcoming stop sign.

Safety Benefits:

- Decreases the occurrence of stop sign violations
- Reinforces driver awareness of the non-signalized intersection control

Why this was selected for College Place:

- 46% of all intersection hotspot locations involved disregarding signals and failing to yield to traffic. This can alert the road user of upcoming stop-controlled intersections.

[17] https://www.fhwa.dot.gov/publications/research/safety/08048/index.cfm

Figure 26: Flashing beacon on top of stop sign; image source: FHWA

Crash Reduction Factor	15%
Crash Types	All
Expected Life (years)	10 years
Estimated Cost	$100,000 per intersection
Federal Funding Eligibility	100%

CMI.13 - Corridor Access Management: Right-In/Right-Out (RIRO) [1, 18]

Corridor access management refers to how entry and exit points along a road are designed and controlled. Carefully managing access to roadways can improve safety as well as reduce congestion. Right-In/Right-Out (RIRO) is a way of managing traffic entering or exiting a roadway by limiting turning movements to right turn only. A RIRO restriction can be enforced by placing physical barriers (like a median or splitter island) in the intersection to direct traffic to the right and should be accompanied by signage.

Safety Benefits:

- Reduces the number of conflict points between vehicles
- Safely moves high volumes of traffic on and off corridors with low delay
- Reduces congestion in high-traffic areas

Why this was selected for College Place:

- Certain congested areas within the city make angle turns difficult, especially when there isn't adequate sight distance to execute the turn safely.

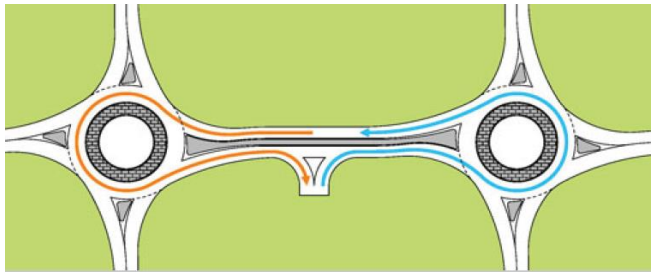


Figure 27: RIRO driveway between two roundabouts; image source: FHWA

Crash Reduction Factor	40%
Crash Types	Corridor entrance/exit points
Expected Life (years)	20
Estimated Cost	$50,000
Federal Funding Eligibility	90%

[18] https://safety.fhwa.dot.gov/provencountermeasures/corridor_access_mgmt/

CMI.14 - Transverse Rumble Strips (TRS)[1, 19]

Transverse rumble strips are a road safety feature that adds grooves or raised strips across the direction of vehicle travel to warn drivers of a stop or slow down ahead. These strips provide an auditory and tactile warning to motorists approaching an intersection and can be used at any intersection to slow down traffic entering the intersection.

Safety Benefits:

- Brings motorists' attention to the need to slow down
- Helps slow traffic approaching an intersection
- Provides both audible and tactile warning

Why this was selected for College Place:

- 50% of FSI were due to lane departures. Inattentive/distracted driving is the top contributing factor in the city. Including transverse rumble strips will alert drivers to an approaching intersection or reduced speeds.

Figure 28: Transverse rumble strips (grooves) on rural road; image source: Minnesota Department of Transportation (MnDOT)

Crash Reduction Factor	20%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$600 per approach
Federal Funding Eligibility	90%

Figure 29: Transverse rumble strips on suburban road; image source: Marin County

[19] https://www.fhwa.dot.gov/publications/research/safety/hsis/12047/12047.pdf

CMI.15 - Improve Sight Distance to Intersections (Clear Sight Triangles) [5, 20]

Insufficient sight distance can contribute to intersection collisions. Removing roadside obstructions such as vegetation, roadside appurtenances, buildings, and other objects in the right of way can improve sight distance and provide a clear sight triangle without requiring major roadway reconstruction.

Safety Benefits:

- Improves a motorist's ability to perceive and adapt to oncoming traffic
- Allows pedestrians and cyclists to be more visible while on or near the roadway

Why this was selected for College Place:

- Hit object is the third most frequent crash that involved fatal and serious injuries. Often deficient sight distance can contribute to hit object collisions. Proper maintenance such as the removal of vegetation or objects can help improve the sight distance.

Crash Reduction Factor	20%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$200-$50,000
Federal Funding Eligibility	90%

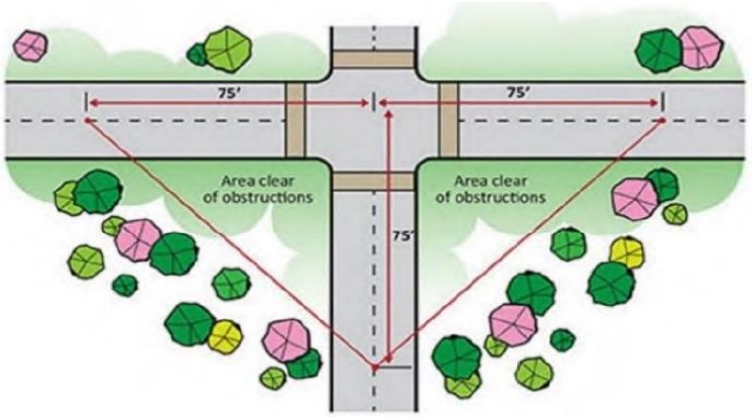


Figure 30: Diagram illustrating clear sight triangle; image source: City of Fresno

[20] https://safety.fhwa.dot.gov/local_rural/training/fhwasa1108/ch3.cfm

Segments

CMS.1 - Road Diet/Lane Conversion [21]

A road diet, or lane conversation, reduces vehicle travel lanes from four to three (with one lane in each direction and one shared left turn lane) and adds bicycle lanes.

Safety Benefits:

- Reduces rear-end and left-turn crashes due to the dedicated left-turn lane
- Reduces right-angle crashes as side street motorists cross only three versus four travel lanes
- Reduces the number of lanes for pedestrians to cross
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops
- Traffic calming and more consistent speeds
- "Complete Streets" environment that better accommodates the needs of all road users.

Figure 31: Before and after images of a lane conversion / road diet; image source: FHWA

Why this was selected for College Place:

- Angle and rear-end crashes are one of the top crash types. This countermeasure addresses all areas. They accommodate parked cars as well as provide a buffer for pedestrians and bicyclists.

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	20
Estimated Cost	$69 per FT
Federal Funding Eligibility	90%

[21] https://safety.fhwa.dot.gov/provencountermeasures/road_diets/

CMS.2 - Clear Recovery Zones (Remove or Relocate Fixed Objects) [22]

A Clear Zone is an unobstructed roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway. These areas can include a shoulder, a recoverable slope, a non-recoverable slope, and/or a clear run-out area.

Safety Benefits:

- Decreases the likelihood that a roadway departure results in a crash
- Increases the likelihood that a vehicle that leaves the roadway can recover safely
- Decreases severity of crashes that do occur when a vehicle leaves the roadway

Why this was selected for College Place:

- Hit object is the third most frequent crash that involves fatal and serious injury. Sometimes most of these causes may be deficient sight distance and can contribute to hit object collisions. Proper maintenance such as the removal of vegetation or objects can help improve the sight distance.

Figure 32: Clear recovery zone; image source: Marin County

Crash Reduction Factor	35%
Crash Types	All
Expected Life (years)	20
Estimated Cost	$200 - $10,000 per object
Federal Funding Eligibility	90%

CMS.3 - High Friction Surface Treatment [6]

Improving the friction of a road surface impacts how quickly a vehicle can slow or stop and helps motorists maintain control under a variety of pavement conditions. Road surface friction can be increased by adding a high-quality aggregate (a mixture of sand, gravel, stone, and other materials) to the pavement. High friction surface treatment (HFST) is most effective when used in locations where skidding and failure to stop are issues under either wet or dry surface conditions, and when the target vehicle is not able to stop due to insufficient friction.

Safety Benefits:

- Helps motorists maintain better control in both dry and wet driving conditions
- Decreases stopping and slowing time along roadway segments

Figure 33: Close up of aggregate used in HFST; image source: FHWA

[22] https://safety.fhwa.dot.gov/roadway_dept/countermeasures/safe_recovery/clear_zones/

Why this was selected for College Place:

- 24% of total crashes occurred on wet, snowy, icy, and slushy road conditions. Improving the friction will decrease the likelihood of skidding and a related collision.

Crash Reduction Factor	40 - 55%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$1 per sf
Federal Funding Eligibility	100%

CMS.4 - Segment Lighting [1]

Lighting can be installed along segments with high rates of nighttime crashes.

Safety Benefits:

- Improves visibility of a road segment as well as pedestrians and other vehicles near or along the roadway
- Increases motorist and pedestrian awareness of potential conflicts
- Increases pedestrian and motorist safety while navigating along roadways
- Helps reduce glare and dark spots

Figure 34: Lighting along a segment of roadway; image source: Marin County

Why this was selected for College Place:

- 25% of FSI occurred at night with 13% being pedestrian collisions. Installing lighting will improve the sight distance of any conflicting traffic or other road users. Segments like NE C St from Maple Rd to Myra Rd and Whitman Dr from SE Larch Ave to Myra Rd are a few examples of segments without intersection lighting

Crash Reduction Factor	35%
Crash Types	Night
Expected Life (years)	20
Estimated Cost	$7000 per Light
Federal Funding Eligibility	100%

CMS.5 - Add Two-Way Left Turn Lane [1]

A two-way left-turn lane can be added to segments without reducing the number of travel lanes. The two-way left-turn lane is to be used for left-turning vehicles coming from either direction. This can reduce the risk of rear-end collisions while motorists are attempting to make a left turn from the lane of traffic, across oncoming traffic.

Safety Benefits:

- Removes the turning vehicle from the travel lane to reduce the risk of rear-end collisions
- Eliminates stops for through-traffic providing for a more consistent flow of traffic

Why this was selected for College Place:

- Hit object and rear-end were two of the most frequent collision types along roadway segments. Including a two-way turn will help reduce conflict points. This differs from the road diet because it includes areas where parked cars and bike lanes cannot be implemented.

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	20
Estimated Cost	$100 per foot
Federal Funding Eligibility	90%

Figure 35: Two-way left turn lane in Walla Walla; image source: Google Maps

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CMS.6 - Chevrons for Curves [1, 5, 23]

Chevron signs along curves alert drivers to upcoming curves in the road by providing a highly visible indication of which direction the roadway curves.

Safety Benefits:

- Increases motorist awareness of curves in the roadway
- Alerts motorists of upcoming curves to provide enough time to decrease speed and turn safely

Why this was selected for College Place:

- Hit object is one of the collision factors associated with curves.
- Including chevrons will provide additional guidance so that drivers can properly follow the curve.

Figure 36: Chevron signs along a curve; image source: FHWA

Crash Reduction Factor	40%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$500 per Sign
Federal Funding Eligibility	100%

[23] https://safety.fhwa.dot.gov/provencountermeasures/enhanced_delineation/

CMS.7 - Curve Advance Warning Signs (Flashing Beacons) [1]

Flashing beacons, particularly when used on top of chevron signs, visibly indicate to motorists when they are approaching a curve.

Safety benefits:

- Increases motorist awareness of curves in the roadway, particularly at night or during other times of low visibility
- Alerts motorists to upcoming curves in order to provide enough time to decrease speed

Why this was selected for College Place:

- Including curve signs with flashing beacons will help guide drivers along a curve. This is especially beneficial during nighttime and overcast days.

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$16,600 each
Federal Funding Eligibility	100%

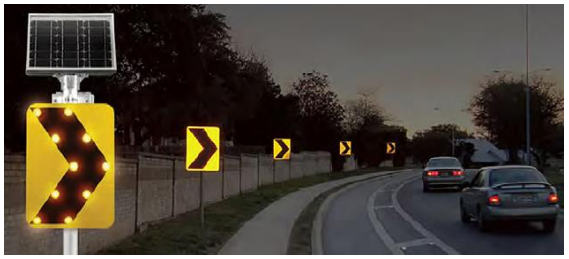

Figure 37: Flashing beacons on chevron signs along a curve; image source: Marin County

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CMS.8 - Delineators, Reflectors and/or Object Markers [5]

Markings along a roadway, including reflectors, delineators, and other object markers, can provide motorists with a visual warning of a roadway feature or regulatory requirement they may not have seen otherwise. Delineators can often include traffic cones or barrels but usually refer to posts that are several feet high and brightly colored to be highly visible to motorists.

Safety Benefits:

- Clarifies the path of travel
- Calls driver attention to fixed objects along the roadside

Why this was selected for College Place:

- 50% of FSI resulted from lane departure and 13% of FSI included a vehicle striking a stationary object. To prevent such occurrences, flexible delineators and object markers with reflectors can warn drivers of the upcoming curve or segment.

Crash Reduction Factor	15%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$75 each
Federal Funding Eligibility	100%

Figure 38: Roadway delineators installed on a ramp; image source: FHWA

CMS.9 - Edge Line Rumble Strips [1, 5]

Rumble strips are grooves along the edge of a roadway that provide motorists with an audible and sensory alert when their vehicle begins to leave the roadway.

Safety Benefits:

- Warns motorists if their vehicle travels too close to the edge of the roadway
- Reduces crashes caused by distracted, drowsy, or otherwise inattentive drivers who drift from their lane

Crash Reduction Factor	15%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$10 per foot
Federal Funding Eligibility	100%

Why this was selected for College Place:

- 50% of FSI resulted from lane departure while inattention was the top contributing factor for 34% of total crashes. Edge line rumble strips provide vibratory feedback to drivers when departing from the travel lane.

Figure 39: Edge line rumble strips along a roadway; image source: KYTC

CMS.10 - Dynamic/Variable Speed Warnings [1, 5, 24]

Variable speed limits are speed limits that change based on road, traffic, and weather conditions. This allows for speed limits to be adjusted depending on a variety of conditions. Dynamic speed warnings display the speed of passing motorists in comparison to the speed limit. This provides a visual warning to motorists who are traveling above the speed limit.

Safety Benefits:

- Provides a warning for motorists traveling above the speed limit and encourages them to slow to a safe speed

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$43,600 each
Federal Funding Eligibility	100%

Why this was selected for College Place:

- Unsafe speeds are a contributing factor for 50% of the hotspot segment locations. Dynamic/variable speed signs can measure and communicate the speed of the drivers to alert their attention. Variable speed warnings can be changed based on weather conditions or traffic congestion.

Figure 40: Dynamic speed warning sign below speed limit sign; image source: City of Fresno

[24] https://www.fhwa.dot.gov/publications/research/safety/14020/14020.pdf

Pedestrian

CMP.1 - Pedestrian Countdown Signal Heads [2, 5, 25]

Pedestrian countdown signal heads at crosswalks display a countdown to let pedestrians know how much time they have left to cross before the light will change. Countdown signals can reassure pedestrians who are in the crosswalk when the flashing "DON'T WALK" interval appears that they still have time to finish crossing.

Safety Benefits:

- Encourages pedestrians to use the push button rather than cross illegally
- Lets pedestrians know when they have the right of way and how long they have to cross the street
- Reduces the complexity of crossing at intersections when signal phasing is complex (i.e. dedicated left-turn phase for motorists) or for particularly wide streets

Figure 41: Two styles of pedestrian countdown signal heads; image source: FHWA

Why this was selected for College Place:

- 71% of total pedestrian and bicycle collisions occurred at an intersection. Part of the city's mission is for people using all transportation modes to circulate safely. Therefore, implementing countdown signal heads will empower pedestrians and bicyclists to commute more safely.

Crash Reduction Factor	25%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	$1,800 per signal head
Federal Funding Eligibility	100%

[25] http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=46

CMP.2 - Install Pedestrian Crossing [26]

Pedestrian crossings designate a portion of the roadway for pedestrians to cross. Designated pedestrian crossings can be added to intersections or roadways with high rates of pedestrian traffic by adding high visibility crosswalk markings, pedestrian countdown signals, signage, or signal intersection improvements like LED lighting, signal backplates, or reflective tape.

Safety Benefits:

- Alerts motorists to the presence of pedestrians near or crossing the roadway
- Provides visual cues that discourage motorists from stopping in an area designated for pedestrian crossings (such as a crosswalk)
- Helps pedestrians know where they should cross the roadway

Why this was selected for College Place:

- 83% of total pedestrian collisions occurred at an intersection. Part of the City's mission is for people to effectively circulate regardless of transportation mode. During some collisions, drivers proceeded through an intersection while ignoring any pedestrians. Therefore, adding designated pedestrian crossings will give pedestrians freedom to travel without feeling restricted as well as call attention to drivers. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.

Figure 42: A variety of crosswalk visibility enhancements at a pedestrian crossing; image source: FHWA

Crash Reduction Factor	25%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	$600 - $6,000 per crossing (varies)
Federal Funding Eligibility	100%

[26] https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_VizEnhancemt2018.pdf

CMP.3 - Leading Pedestrian Interval (LPI) [5, 27]

A leading pedestrian interval at a crosswalk allows pedestrians to enter an intersection a few seconds before vehicles are given a green light. This can be added by adjusting the timing of light displays at an intersection.

Safety Benefits:

- Provides additional crossing time for pedestrians who may need more time
- Increases the percentage of motorists who will yield right of way to pedestrians
- Minimizes conflict between pedestrians crossing a roadway and turning vehicles

Why this was selected for College Place:

- 50% of total pedestrian collisions occurred at an intersection. During some collisions, drivers were proceeding through an intersection and ignoring any pedestrians. Therefore implementing leading pedestrian intervals will provide pedestrians additional time to enter an intersection increasing their visibility and clearly indicating the turn vehicles that they have the right of way. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.

Figure 43: Leading pedestrian interval (LPI); image source: City of Fresno

Crash Reduction Factor	60%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	<$2,500 per signal
Federal Funding Eligibility	100%

[27] https://safety.fhwa.dot.gov/provencountermeasures/lead_ped_int/

CMP.4 - Pedestrian Crossing at Uncontrolled Locations - New Signs and Markings Only [5]

A wide variety of upgrades to non-signalized intersections without marked crossings can greatly enhance pedestrian safety and reduce the risk of collisions.

Pedestrian and bicycle crossing signs paired with visible crosswalk markings reinforce legal crossings at intersections and create legal crossings at non-intersection locations. These signs and crosswalk markings warn drivers to expect pedestrian or bicycle crossings and clarify that drivers are expected to yield the right-of-way to crossing pedestrians and bicyclists. At uncontrolled locations, pedestrian and bicycle crossing signs and markings identify a preferred crossing location for pedestrians and bicyclists. There are several types of pedestrian crosswalks including standard parallel lines, continental, ladder, and zebra (diagonal lines).

Safety Benefits:

- Alerts drivers to the presence of pedestrians or bicyclists who may be crossing the roadway
- Clearly designates when crossing pedestrians or bicyclists have the right of way

Why this was selected for College Place:

- 50% of total pedestrian collisions occurred at an intersection. Implementing pedestrian crossings will empower pedestrians to cross at legally designated areas and alert motorists to crossing pedestrians.

Figure 44: Signage and markings at a designated crosswalk; image source: City of Fresno

Crash Reduction Factor	25%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$2,600 each
Federal Funding Eligibility	100%

CMP.5 - Pedestrian Crossing at Uncontrolled Locations (Enhanced Safety Features) [5, 20, 28]

Enhanced pedestrian crossings can be added when a marked crosswalk alone does not adequately protect pedestrians who are crossing at mid-block locations. In these cases, safety features such as rectangular rapid flashing beacons, overhead flashing beacons, or curb extensions (bulb-outs) should be added to complement the standard crossing elements.

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	$60,000-$160,000 each (varies)
Federal Funding Eligibility	100%

Safety Benefits:

- Alerts motorists to pedestrians in a crosswalk, allowing them to slow their speed
- Curb extensions or bulb-outs can slow traffic, especially while turning through an intersection

Why this was selected for College Place:

- 50% of pedestrian collisions were at an unsignalized intersection. The flashing signs can bring awareness to a crossing pedestrian. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.

Figure 45: Curb extension along a crosswalk; image source: FHWA

Figure 46: Pedestrian Hybrid Beacon (PHB); image source: FHWA

Figure 47: Rectangular Rapid Flashing Beacon (RRFB) along a crosswalk; image source: City of Fresno

[28] https://safety.fhwa.dot.gov/provencountermeasures/ped_hybrid_beacon/

CMP.6 - Pedestrian Crossing Median or Refuge Island [1, 5, 29,30]

A pedestrian crossing island (or refuge island) is a raised island located in a median between opposing traffic lanes that separates crossing pedestrians from motor vehicles.

Safety Benefits:

- Decreases the level of exposure for pedestrians
- Allows pedestrians to cross through only one direction of traffic at a time
- Simplifies the process of crossing a roadway by reducing the number of safety factors a pedestrian must consider

Why this was selected for College Place:

- 83% of total pedestrian collisions occurred at an intersection. Drivers usually were proceeding through ignoring any pedestrians. Implementing crossing medians or refuge islands will give pedestrians freedom to travel safely as well as call motorist attention to pedestrians.

Figure 48: Pedestrian crossing median/refuge island in Walla Walla; image source: Google

Crash Reduction Factor	45%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	$120 per foot
Federal Funding Eligibility	90%

CMP.7 - Raised Pedestrian Crossing [5, 31]

A raised pedestrian crossing features a ramped crosswalk that spans across the roadway. The crosswalk will be marked with paint and often special paving materials.

Safety Benefits:

- Raised crosswalks slow traffic
- Allows pedestrians to cross at the same level of the sidewalk rather than requiring them to step down into the road
- Elevates pedestrians to improve visibility while crossing the roadway

Why this was selected for College Place:

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$5000 each
Federal Funding Eligibility	90%

[29] http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=6
[30] https://safety.fhwa.dot.gov/provencountermeasures/ped_medians/
[31] http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=7

- Along with improving our roads, the City is passionate about making areas accessible to everyone irrespective of disability. During most collisions resulting in pedestrian injury, drivers were proceeding through an intersection or crossing area while ignoring any pedestrians. The raised crosswalk enhances the safety of a crossing area and calls motorist attention to crossing pedestrians. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.

Figure 49: Raised crosswalk featuring markings and colored paving material; image source: Marin County

Cyclists

CMC.1 - Bicycle Box (Advance Stop Bar) Before Crosswalk [1, 5, 32]

An advance stop bar or bicycle box designates a space between the crosswalk and vehicular traffic for bicyclists to wait at a red light.

Safety Benefits:

- Increases visibility of bicyclists
- Makes it easier and safer for bicyclists to make a left turn at an intersection after a red light
- Reduces the risk of a motorist turning right and colliding with a bicyclist after a light change at an intersection
- Groups bicyclists together to clear an intersection quickly, minimizing impediment to transit or other traffic
- Separates stopped vehicular traffic from pedestrians crossing through the intersection at the crosswalk

Why this was selected for College Place:

- 50% of bicycle collisions occurred at signalized intersections. Implementing a bicycl situation as well as create a buffer between the bicyclist and the driver.

Figure 50: A bike box at an intersection; image source: National Association of City Transportation Officials; nacto.org

Crash Reduction Factor	15%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$9000
Federal Funding Eligibility	90%

[32] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=38

CMC.2 - Designated Bike Lanes [1, 5,33]

Bike lanes along the outside of the lane of vehicular traffic designate a space for bicyclists to travel. Bike lanes are clearly marked with white lines and symbols within the lane, and sometimes with a different color of pavement or different paving material. Bike lanes are intended for one-way bicycle travel and are generally provided along both sides of two-way streets.

Safety Benefits:

- Alerts motorists to the potential presence of bicyclists
- Provides a small buffer zone separating bicyclists from motor vehicle travel
- Improves predictability of bicyclist behavior
- Reduces unpredictable motor vehicle driver movements
- Encourage lower traffic speeds by visually narrowing the lane of travel

Why this was selected for College Place:

- 50% of bicycle collisions occurred in roadway segments. Implementing exclusive bicycle lanes along a roadway creates a buffer, separating bicyclists from vehicle traffic and warns drivers that bicyclists may be present.

Figure 51: Bike lane along E. Isaacs Ave. in Walla Walla; image source: Google Maps

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$50 per ft
Federal Funding Eligibility	90%

[33] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=52

CMC.3 - Pavement Marking Improvements [5, 26]

Pavement markings can include striping and symbols associated with bike lanes, striping for paved shoulders, sharrows, turning lanes at intersections, shared lane markings, and other markings warning of pavement hazards or irregularities such as railroad crossings or drainage grates.

Safety Benefits:

- Indicates the presence of bicyclists and bike facilities
- Provides information about upcoming turning and crossing maneuvers
- Guides bicyclists on the correct path through an intersection

Why this was selected for College Place:

- Inattention and disregarding signals and yield are the top contributing factors for all crashes. Upgrading pavement markings can bring motorists' l attention to upcoming intersections or curves.

Figure 52: Pavement markings including green bike lane along 4thg Ave. in College Place; image source: Google Maps

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$20 - $600
Federal Funding Eligibility	90%

CMC.4 - Sight Distance Improvements [5, 34]

Insufficient sight distance can contribute to intersection collisions. Removing roadside obstructions such as vegetation, roadside appurtenances, buildings, and other objects in the right of way can improve sight distance and provide a clear sight triangle without requiring major roadway reconstruction

Crash Reduction Factor	20%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$200-$50,000
Federal Funding Eligibility	90%

[34] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=19

Safety Benefits:

- Improves a motorist's ability to perceive and adapt to oncoming traffic
- Allows pedestrians and cyclists to be more visible while on or near the roadway
- Allows cyclists a better view of approaching vehicles

Why this was selected for College Place:

- Hit object is the third-highest crash type involving KA injuries. Many of these incidents may be impacted by deficient sight distance. Proper maintenance such as removal of vegetation or objects can help improve the sight distance.

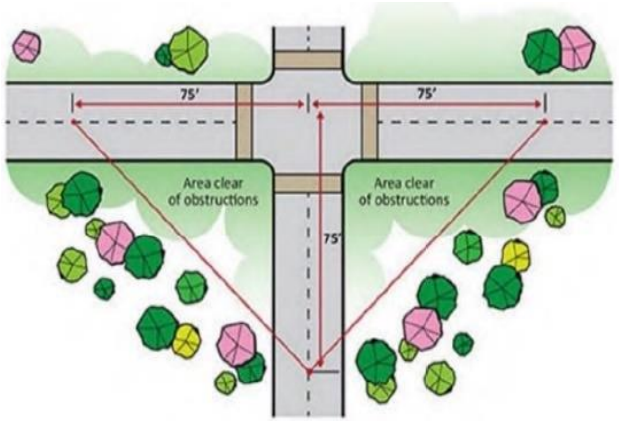

Figure 53: Diagram illustrating clear sight triangle; image source: City of Fresno

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CMC.5 - Bike Specific Lighting Improvement [35]

Enhanced lighting can be added at intersections or along roadway segments, bike lanes, or multi-use paths with a high level of bicycle traffic.

Safety Benefits:

- Improves visibility of roadway hazards such as pavement irregularities
- Improves visibility of bicyclists increasing the likelihood that motorists will have advanced warning of approaching bicyclists

Why this was selected for College Place:

- 25% of bicycle collisions occurred at night or dusk. Improving lighting can increase motorists' awareness of bicyclists as well as improve the visibility of upcoming surface conditions and obstacles.

Figure 54: Lighting along a bike path in Sioux Falls; image source: argusleader.com

Crash Reduction Factor	35%
Crash Types	Night
Expected Life (years)	20
Estimated Cost	$7000 per Light
Federal Funding Eligibility	100%

[35] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=4

All

CMO.1 - Traffic Safety Education Programs [1, 36]

Providing education, outreach, and training is a key strategy in increasing bicyclist and motorist awareness and improving behavior. Bicyclists need safe places to ride as well as the knowledge to interact safely with motorists. Motorists should also be educated about how to share the road with bicyclists. The primary goal of an educational initiative is to alter motorist and bicyclist behavior and reduce reckless actions (http://pedbikesafe.org/).

Crash Reduction Factor	NA
Crash Types	All
Expected Life (years)	NA
Estimated Cost	NA
Federal Funding Eligibility	NA

Safety Benefits:

- Improves motorist pedestrian and bicyclist awareness and behavior
- Increases compliance with local road safety laws and policies
- Reduces reckless behavior

Why this was selected for College Place:

- The City is motivated to share with its residents and commuters the transformation of Target Zero. This proposal is a united effort with the community which brings together knowledge and understanding in order to encourage safe traffic behavior.

Figure 55: College Place city leaders engaging members of the public in exploring public spaces from the eyes of a pedestrian; image source: Blue Zones Project Walla Walla

Figure 56: Example of a traffic safety educational campaign; image source: Marin County

[36] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=41

CMO.2 - Targeted Enforcement Programs [1, 5]

Local enforcement programs can be targeted specifically at addressing areas with high rates of non-compliance such as disregarding traffic signs and signals, failure to yield, or speeding. Enforcement programs can be accompanied by public awareness campaigns highlighting the increased enforcement of specific factors or in specific areas.

Figure 57: Image source: Marin County

Safety Benefits:

- Enforcement programs can reduce common violation types such as speeding, failure-to-yield, red-light running, aggressive driving, failure to wear safety belts, distracted driving, and driving while impaired.

Why this was selected for College Place:

- All top contributing factors such as disregarding traffic signs and signals, failing to yield, unsafe speeds, driving under influence, and distracted driving can be reduced when effective enforcement programs are introduced. Each factor can be specifically targeted to bring awareness to conflicts between vehicles, bicyclists and pedestrians

Crash Reduction Factor	NA
Crash Types	All
Expected Life (years)	NA
Estimated Cost	NA
Federal Funding Eligibility	NA

Implementation

Select Intersection Countermeasures

Based on the predominant crash types, the following countermeasures were determined to be most practicable for the identified intersections:

Table 9: Selected Intersection Countermeasures[1, 2, 5,13, 31]

Countermeasure Name	Intersection Conversion to Roundabout	Intersection Lighting	Raised Median on Approach	Advanced Dilemma-Zone Detection	Transverse Rumble Strips	Intersection Markers or Striping
Crash Types Addressed	All crash types	All crash types at "night" time, Pedestrian & Bicycle	Angle	All crash types (particularly on high-speed roads)	All crash types	All crash types
Crash Reduction	26-82%	20-74%	21-55%	40%	0-35%	10-33%
Expected Life Span	20 years	20 years	20 years	10 years	10 years	10 years
Estimated Cost	$4,000,000 to $8,000,000	$5,000 to $7,000 per light	$10,000 per approach	$5,600 per system	$600 per approach	$4,000 per intersection
Federal Funding Eligibility	100%	100%	90%	100%	90%	100%

Select Roadway Segment Countermeasures

Based on the predominant crash types, the following countermeasures were determined to be most practicable for the identified segments:

Table 10: Select Segment Countermeasures[1, 5, 12, 15, 16, 18, 37]

Countermeasure Name	Remove/Relocate Objects & Clear Recovery Zone	Raised Median Access Mngt./ Right-in-right-out	Road Diet/ Lane Conversions	Edge line Rumble Strips	Dynamic/Variable Speed Warning	Delineators/ Reflectors/ Object Markers
Crash Types Addressed	Fixed/Stationary Object	Angle and Rear-End	All crash types	Roadway Departure	All crash types	All crash types
Crash Reduction	17-100%	0-94%	19-47%	10-41%	0-41%	0-30%
Expected Life Span	10 years	20 years	20 years	10 years	10 years	10 years
Estimated Cost	$200 to $10,000 per object	$50,000	$69 per linear foot	$10 per linear foot	$43,600 per warning sign	$75-500 per sign
Federal Funding Eligibility	90%	90%	90%	100%	100%	100%

[37] https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/lrsm2020.pdf

Select Pedestrian- and Bicycle-focused Countermeasures

Based on the predominant crash types that impacted pedestrians and bicyclists, the following countermeasures were determined to be most practicable for the identified segments and intersections:

Table 11: Select Bicycle and Pedestrian Countermeasures[1, 5, 20, 21, 22, 25, 26, 27, 30, 31, 38, 39]

Countermeasure Name	Leading Pedestrian Interval	Pedestrian Crossing Median/ Refuge Island	Enhanced Safety Features (Beacons/ High Visibility/ Raised Crossings)	Separated Bike Lanes	Intersection/ Driveway Pavement Marking Improvements/ Bicycle Box	Pedestrian & Driver and Bicycle & Motorist Education
Crash Types Addressed	Pedestrian	Pedestrian	Pedestrian	Bicycle	Bicycle	Pedestrian and Bicycle
Crash Reduction	60%	45%	35%	35%	35%	(Variable)
Expected Life Span	10 years	20 years	20 years	10 years	10 years	Ongoing
Estimated Cost	$2,500 per signal	$120 per linear foot	$5,000 to $160,000	$50 per linear foot	$20 to $2,500	(Variable)
Federal Funding Eligibility	100%	90%	90-100%	90%	90-100%	

[38] http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=61

[39] http://pedbikesafe.org/BIKESAFE/countermeasures_detail.cfm?CM_NUM=18

Safe Routes to School (SRTS) Toolkit

An important component of improving local road safety is ensuring that children can safely walk or bike to destinations like schools and parks. Providing *Safe Routes to School* is a vital part of helping children live healthy, active lifestyles. Research has shown a significant decrease since the 1960s in the percentage of kindergarten through 8th grade (K-8) students who bike or walk to school (from 47.7 percent in 1969 to 12.7 percent in 2009).[40]

> ***"Children deserve safe places to walk and bike – starting with the trip to school.***
>
> ***By starting with children and the trip to school, communities become safer places for everyone to walk and bike.***
>
> ***By creating safe places for everyone, communities take a major step towards meeting the national goal of ending traffic deaths on roads."***
>
> \- National Center for Safe Routes to School

According to the CDC, *Safe Routes to School* encourage increased physical activity by enabling safe, active transportation options for children. This can help decrease the prevalence of childhood obesity, reduce the risk of heart disease and promote cardiorespiratory and muscular fitness, along with other public health benefits.[41] Ensuring safe routes to school can also decrease the risk of injuries in bike or pedestrian collisions. Something as simple as slowing traffic in areas where children may be walking or biking can reduce the risk of serious injury if a collision is to occur.

In addition to slowing speed, there are a variety of safety countermeasures that can be applied in areas near schools, or along routes to school, where there has been a history of collisions.

Figure 58: AAA Foundation for Traffic Safety, Impact Speed and the Pedestrian's Risk of Severe Injury or Death, September 2011.

[40] McDonald NC, Brown AL, Marchetti LM, Pedroso MS. US school travel, 2009: an assessment of trends. Am J Prev Med 2011;41(2):146–51.
[41] https://www.cdc.gov/policy/hst/hi5/saferoutes/index.html

Davis Elementary School

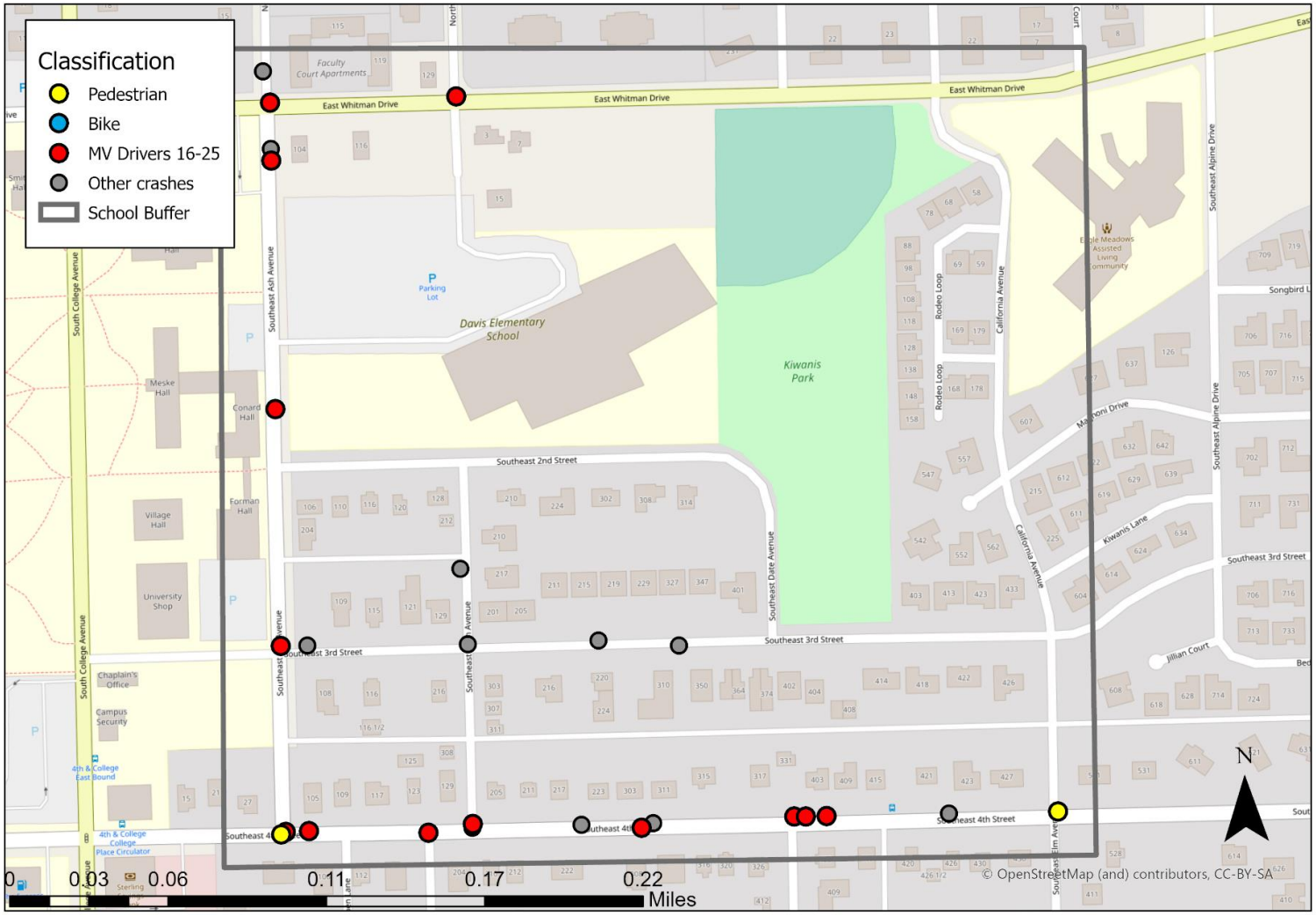

Figure 59: Collisions near Davis Elementary School

Walla Walla Valley Academy & Rogers Adventist School

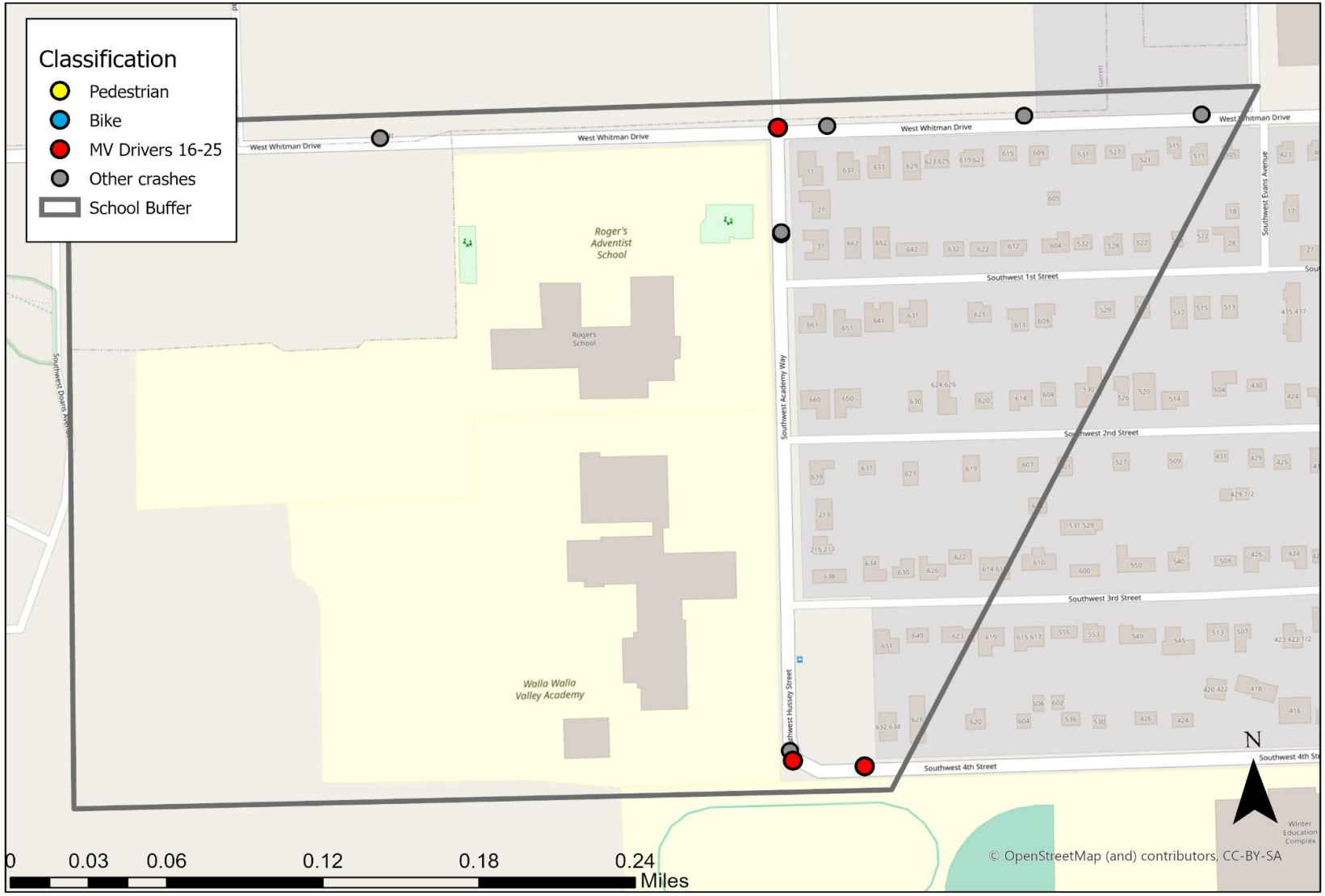

Figure 60: Collisions near Walla Walla Valley Academy and Rogers Adventist School

John Sager Middle School & College Place High School

Figure 62: Collisions near John Sager Middle School and College Place High School

Walla Walla University

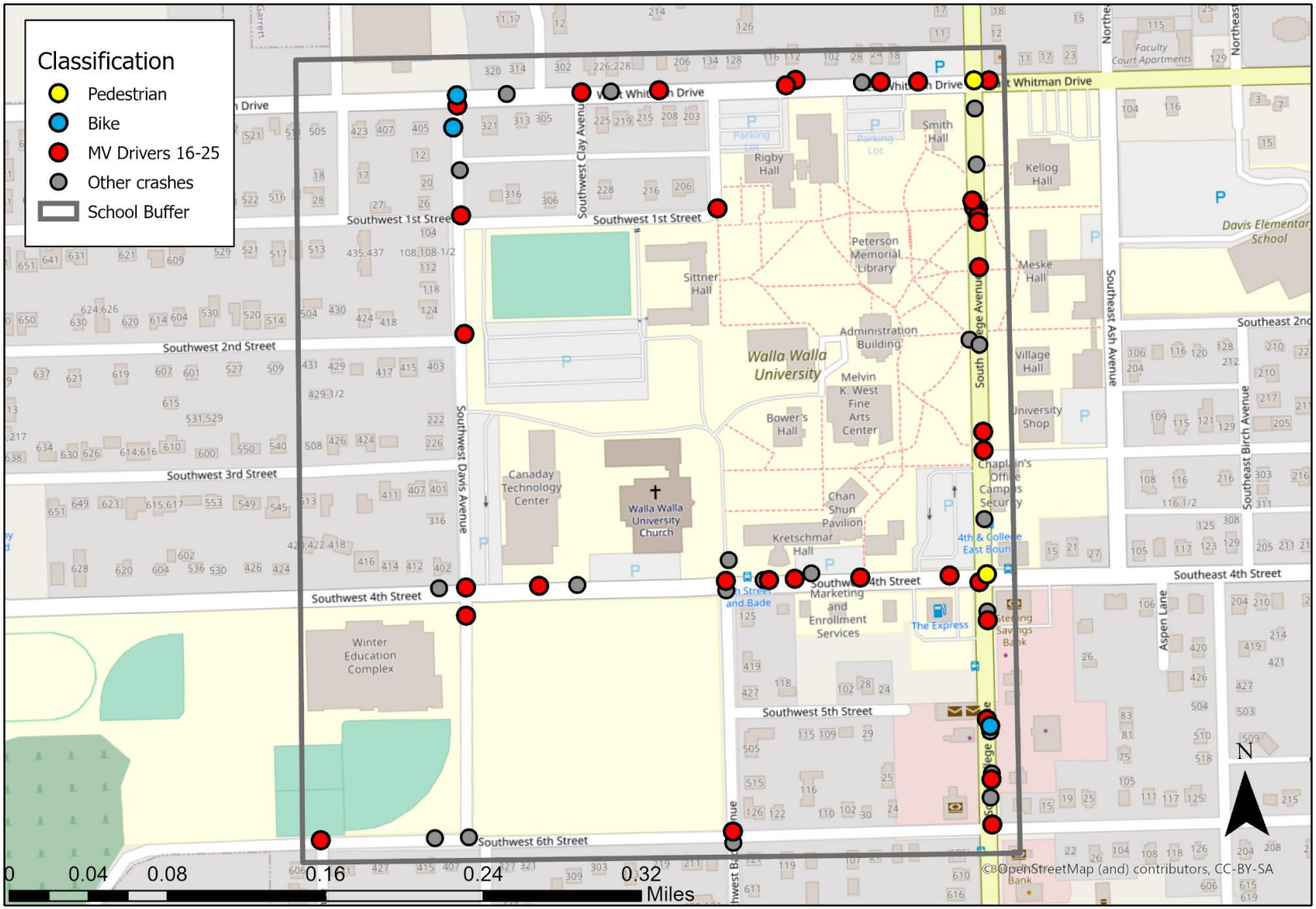

Figure 63: Collisions near Walla Walla University

Implementing Safe Routes to School

Partnership: The City of College Place can partner with College Place Public Schools, Rogers Adventist School, Walla Walla Valley Academy, and Walla Walla University in ensuring safe routes to schools throughout the community. They can identify priority projects, partner on student and community safety education, and advocate to funders like the Washington State Department of Transportation Safe Routes to School Program. The City can also partner with parents to identify which routes from residential neighborhoods to schools are the most commonly used by children.

Prioritizing Safe Routes: Nearly all communities face funding restraints. The amount of infrastructure improvement needed outweighs the amount of available funding. Communities must use a set of criteria to prioritize which safety improvements should occur first. In addition to prioritizing improvements near areas with the highest rate of high-risk collisions, the City of College Place can prioritize safety improvements along routes to school and near schools. Since College Place is about three square miles, a nontraditional buffer was selected instead of using a quarter-mile/half-mile buffer. A four-point corner buffer was selected for all schools except for one: John Sager Middle School/College Place High School.

Table 12: Summary of collisions including type and contributing factors near schools in College Place

School Locations	Total Crashes in buffer*	Including			Contributing Factors							
		Pedestrian	Bicyclists	Young Drivers	Inattentive or Distracted	Disregard Signals/ Yield	Unsafe Speeds	Follow Too Closely	Improper Movement	Drowsy	DUI	Other
Rogers Adventist School/Walla Walla Valley Academy	13			5	4		2		3			4
John Sager Middle School College Place High School	31	2		12	11	6	2	2	2		2	6
Davis Elementary	36	2		16	14	9	1	1	5	1		5
Walla Walla University	98	2	3	54	34	14	3	13	8	1	1	24
Total	**178**	**6**	**3**	**87**	**63**	**29**	**8**	**16**	**18**	**2**	**3**	**39**

Safe Routes to School Countermeasures

Based on the predominant crash types, the following countermeasures were determined to be most practicable for locations around area schools.

Table 13: Proposed safety countermeasures for locations near schools[42] [43] [44] [45] [46]

Countermeasure Name	Enhanced Safety Features (Beacons/ High Visibility/ Raised Crossings)	Separated Bike Lanes	Intersection Markers or Striping	Dynamic/Variable Speed Warning	Transverse Rumble Strips	Pedestrian & Driver and Bicycle & Motorist Education
Crash Types Addressed	Pedestrian	Bicycle	All crash types	All crash types	All crash types	Pedestrian and Bicycle
Crash Reduction	35%	35%	10-33%	0-41%	0-35%	(Variable)
Expected Life Span	20 years	10 years	10 years	10 years	10 years	Ongoing
Estimated Cost	$5,000 to $160,000	$50 per linear foot	$4,000 per intersection	$43,600 per warning sign	$600 per approach	(Variable)
Federal Funding Eligibility	90-100%	90%	100%	100%	90%	

[42] 2018 Marin County Travel Safety Plan, accessed August 16, 2021, from: https://www.marincounty.org/userdata/dpw/Marin%20County%20Travel%20Safety%20Plan%20-%20Final%20Report.pdf
[43] Local Road Safety – A Manual for California's Local Rood Owners, accessed August 16, 2021, from: https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/lrsm2020.pdf
[44] Safety Evaluation of Transverse Rumble Strips on Approaches to Stop-Controlled Intersections in Rural Areas, accessed September 23, from: https://www.fhwa.dot.gov/publications/research/safety/hsis/12047/12047.pdf
[45] Safety Improvements on High Risk Rural Roads, accessed August 16, 2021, from: https://safety.fhwa.dot.gov/hsip/hrrr/manual/hrrr_2014.pdf
[46] Systemic Local Roadway Safety Plan, accessed August 16, 2021, from: https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2021/01/Fresno_SSAR_LRSP_Final-Accessible-1.pdf

Project List for Top Priority Locations

After a comprehensive risk assessment, the following improvements are proposed for select high-priority intersections and roadway segments.

Table 14: Priority locations for local road safety improvements by categorized by location

Location	Weighted Crash Value	Potential Improvement
Intersections		
SR 125 (MP 1.88)/ S College Ave	3.84	Collisions at this intersection were largely rear-end or angle collisions due to inattentive/distracted driving, disregard for signals/yield, and driving under the influence (DUI). Potential improvements at this signalized intersection include conversion to a roundabout, increased intersection lighting, raised median upon intersection approach, advanced dilemma-zone detection, transverse rumble strips, or intersection markers or striping.
NE Larch St/ E Whitman Dr	6.85	Collisions at this intersection were primarily angle collisions, largely due to speeding, following too close, or disregard for signals/yield. Potential improvements at this current two-way stop intersection include conversion to a four-way stop, increased intersection lighting, raised median upon intersection approach, transverse rumble strips, or intersection markers or striping.
Segments		
NE C St *(From Deccio Rd to Myra Rd)*	17.61	Collisions along this segment were mainly angle and rear-end collisions based on inattentive/ distracted driving, following too close, and improper turn/merge. Potential improvements along this segment include street lighting installation, upgrade pavement markings, converting to a right-in/right-out, remove/relocate objects and clear recovery zone, raised median, or delineators/reflectors/object markers.

W Rose St *(From NE Lambert to Carey Court)*	1.39	Collisions along this segment were largely angle or stationary-object collisions due to inattentive/ distracted driving, disregard for signals/yields, and unsafe speeds. Potential improvements for this segment include remove/relocate objects and clear recovery zone, raised median access management, right-in-right-out, road diet/lane conversion, edgeline rumble strip, dynamic/variable speed warning, or delineators/reflectors/object markers.
S Meadowbrook St (w/out Intersection) *(SR 125 (MP-2.34) to NE Deccio Rd)*	1.85	Collisions along this segment were primarily angle, side-swipe, or other types of collisions due to inattentive/distracted driving and disregard for signals/yields. One collision included a bicyclist. Potential improvements along this segment include remove/relocate objects and clear recovery zone, raised median access management, right-in-right-out, road diet/lane conversion, edgeline rumble strip, dynamic/variable speed warning, or delineators/reflectors/object markers.

School Locations

Schools	**Young Drivers (% of total)**	**Potential Improvements**
Rogers Adventist School/Walla Walla Valley Academy	5 (29.6%)	Collisions near this school were mainly due to inattentive/distracted driving, unsafe speeds, improper movement, driving under influence, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/raised crossings, separated bike lanes, intersection markers or striping, dynamic/variable speed warning, transverse rumble strips and pedestrian, bicyclist and motorist education.
John Sager Middle School/College Place High School	12 (38.7%)	Collisions near this school were primarily due to inattentive/ distracted driving, disregarding signals/yield, unsafe speeds, following too closely, improper movement, driving under influence, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/ raised crossings, separated bike lanes, intersection markers or striping, dynamic/variable speed warning, transverse rumble strips and pedestrian, bicyclist and motorist education.

Davis Elementary	16 (44.4%)	Collisions near this school were largely due to inattentive/distracted driving, disregarding signals/yield, unsafe speeds, following too closely, improper movement, drowsiness, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/raised crossings, separated bike lanes, intersection markers or striping, transverse rumble strips and pedestrian, bicyclist and motorist education.
Walla Walla University	54 (55.1%)	Collisions near this school were primarily due to inattentive/distracted driving, disregarding signals/yield, unsafe speeds, following too closely, improper movement, drowsiness, driving under influence, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/raised crossings, separated bike lanes, intersection markers or striping, dynamic/variable speed warning, transverse rumble strips and pedestrian, bicyclist and motorist education.

Pedestrian/Bicycle

Locations	**MV Young Drivers (% of Total)**	**Potential Improvement**
NE Whitman Dr/SE Larch Ave *(Intersection)*	36%	Collisions for this intersection were largely due to disregarding signs and signals, failing to yield, following too closely, driving under the influence, and other contributing factors. Potential improvements for this location include leading pedestrian interval, pedestrian median/refuge island, enhanced safety features, and pedestrian, and motorist education.
College Place Post Office (S College Ave)	33%	Collisions at this location were due to a variety of contributing factors. Potential improvements for this location include leading pedestrian interval, pedestrian crossing median/refuge island, enhanced safety features such as beacons, high visibility/raised crossings, separated bike lanes, intersection or driveway pavement marking improvement, bicycle box, and pedestrian, bicyclist and motorist education.

References

1. Image by Akua based on information by Arkyan - based on public domain information. Based on similar map concepts by Ixnayonthetimmay, CC BY-SA 3.0, https://commons.wikimedia.org/w/index.php?curid=2977946

2. U.S. Census Bureau: https://www.census.gov/quickfacts/fact/table/collegeplacecitywashington,WA,wallawallacountywashington/PST045219

3. [1] https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/

4. https://www.safety.fhwa.dot.gov/virtual_trade_show_nace2020_508_version/

5. Data provided on June 3, 2021, by WSDOT Transportation Data, GIS & Modeling Office (TDGMO) - Crash Data and Reporting Branch

6. https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf

7. https://www.marincounty.org/userdata/dpw/Marin%20County%20Travel%20Safety%20Plan%20-%20Final%20Report.pdf

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14. https://safety.fhwa.dot.gov/provencountermeasures/roundabouts/

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29. http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=6
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31. http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=7
32. http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=38
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34. http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=19
35. http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=4
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37. https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/lrsm2020.pdf
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43. Local Road Safety – A Manual for California's Local Rood Owners, accessed August 16, 2021, from: https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/lrsm2020.pdf
44. Safety Evaluation of Transverse Rumble Strips on Approaches to Stop-Controlled Intersections in Rural Areas, accessed September 23, from: https://www.fhwa.dot.gov/publications/research/safety/hsis/12047/12047.pdf
45. Safety Improvements on High Risk Rural Roads, accessed August 16, 2021, from: https://safety.fhwa.dot.gov/hsip/hrrr/manual/hrrr_2014.pdf
46. Systemic Local Roadway Safety Plan, accessed August 16, 2021, from: https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2021/01/Fresno_SSAR_LRSP_Final-Accessible-1.pdf
47. https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/

Travel Demand Model (2019)

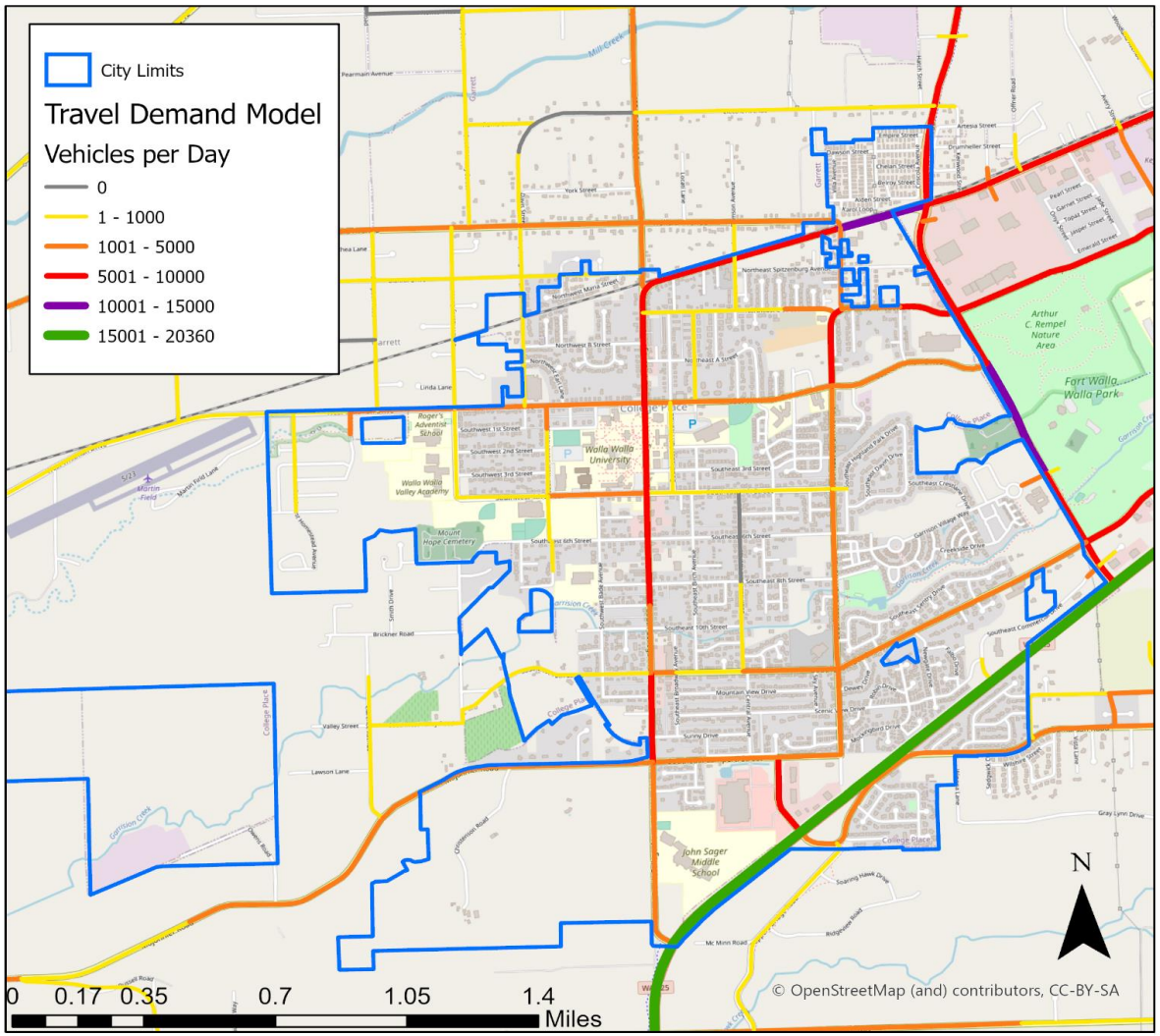


Figure 64: Travel Demand Model map of the College Place area

In general, a regional Travel Demand Model (TDM) replicates roadway networks, captures transit rider and driver travel behavior, and uses algorithms attuned to local conditions in order to show traffic flows and analyze future roadway infrastructure needs. The Walla Walla Valley TDM spans the northeastern portion of Umatilla County, Oregon and Walla Walla County, Washington, and includes the City of College Place. The traffic volumes displayed in this map show modeled year 2019 conditions, which have been calibrated against physical traffic count data.

Streetlights

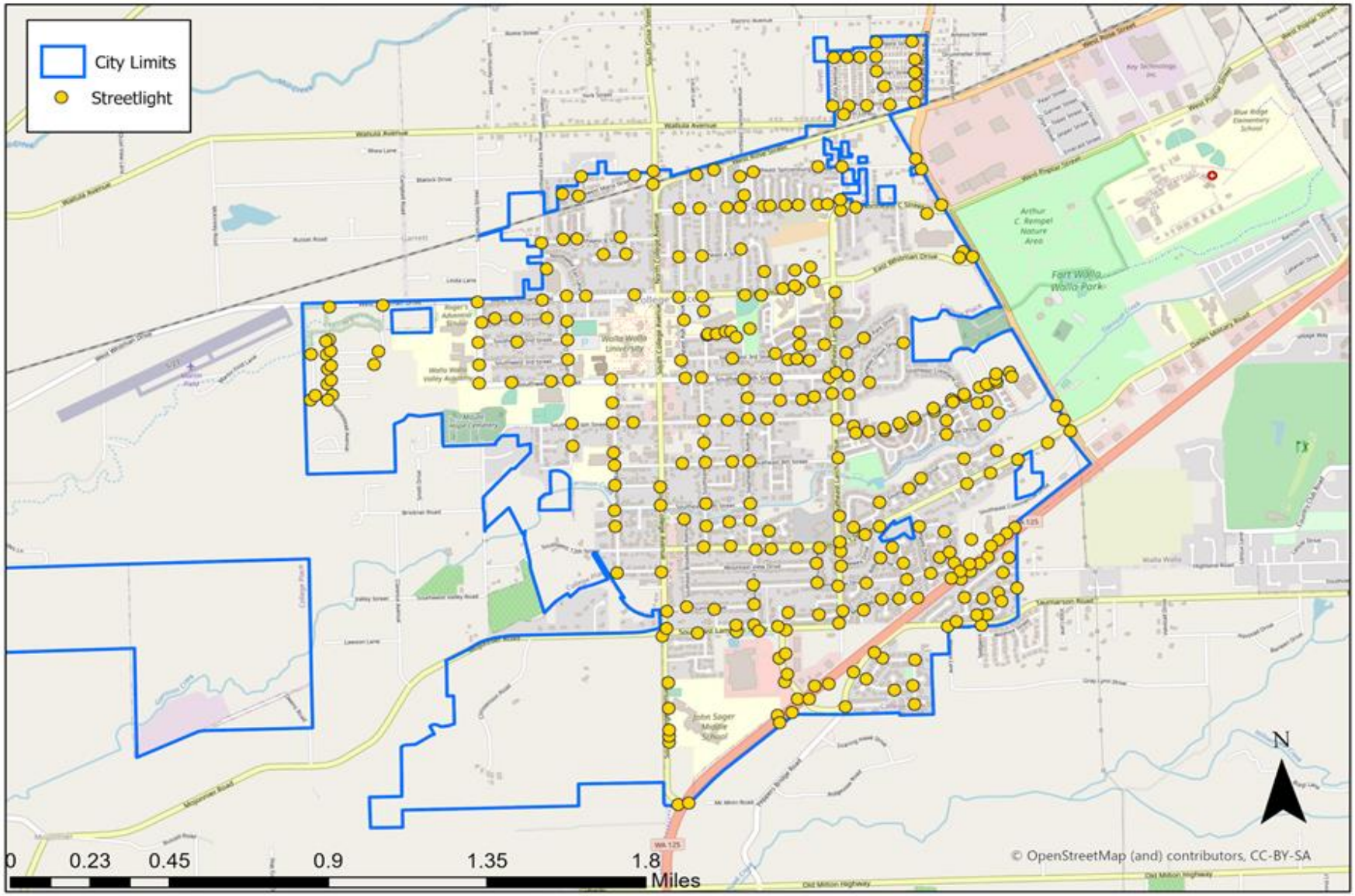


Figure 65: Streetlight inventory throughout the city of College Place

Table 15: Average Annual Collisions from 2011 to 2020 for Cities of Comparable Populations[47]

Community	2020 Population	Average Collisions Per Year (2011-2020)
Toppenish	8,854	95
Orting	9,041	41
Burlington	9,152	310
College Place	9,902	67
Snohomish	10,126	178
Port Townsend	10,148	75
DuPont	10,151	40

[47] https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/

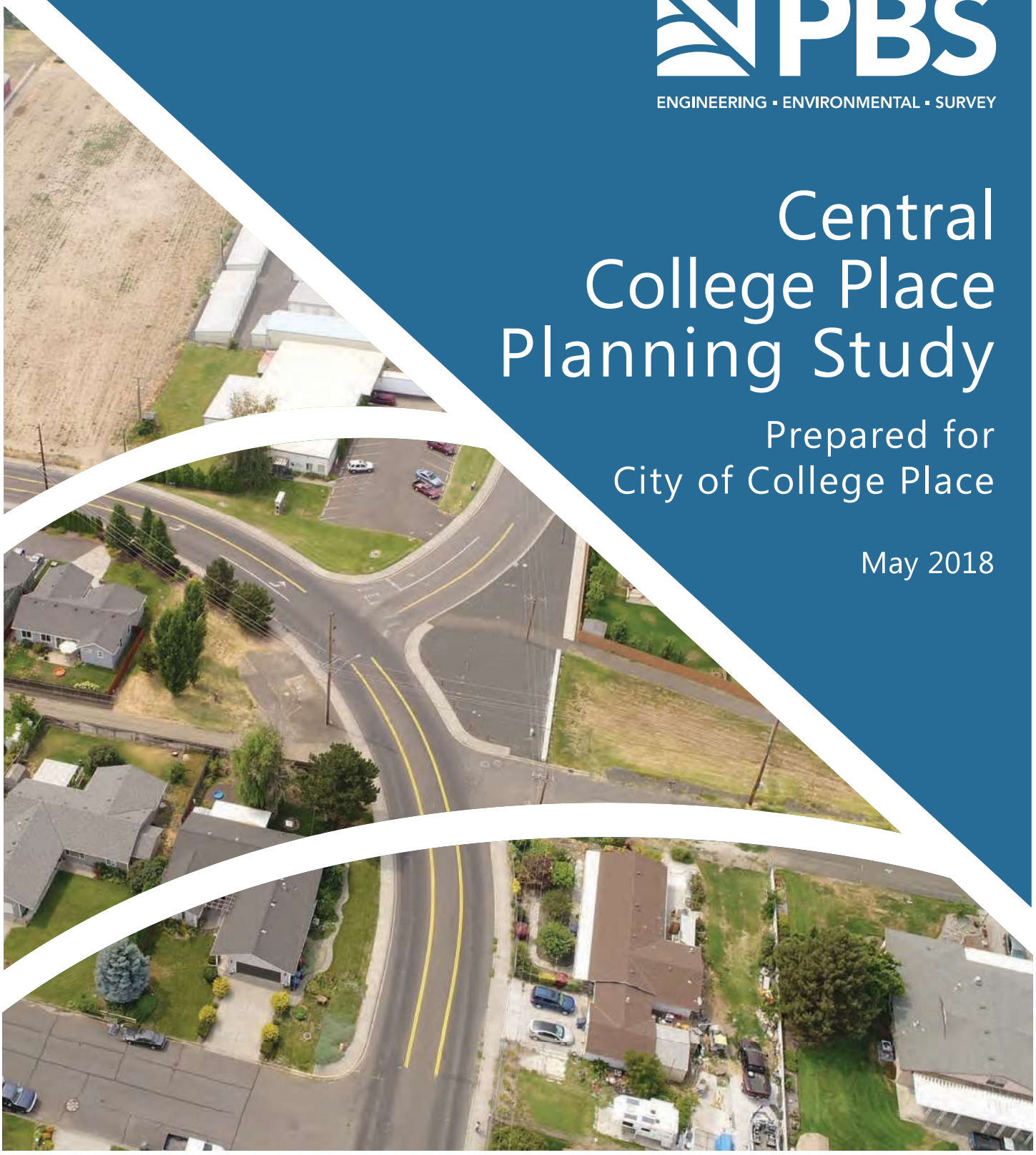
PBS

ENGINEERING ▪ ENVIRONMENTAL ▪ SURVEY

Central College Place Planning Study

Prepared for City of College Place

May 2018



Prepared by
PBS Engineering And Environmental Inc. and ECONorthwest
5 North Colville, Suite 200, Walla Walla, Washington 99362 ▪ **pbsusa.com**

3 PRELIMINARY ENGINEERING ANALYSIS

3.1 Aerial Survey

A PBS Survey technician conducted an unmanned aerial survey of the study intersections along the Larch Avenue Corridor in October 2017. The aerial imagery obtained during this flight was used to develop several concept exhibits for traffic improvements as well as a virtual tour which can be viewed on the PBS website using the following link: http://www.pbsenv.com/uas/67136/

3.2 Boundary Survey

Preliminary mapping of right-of-way along the Larch Avenue Corridor was completed March 6, 2018, using AutoCAD and was incorporated into the traffic improvement exhibits discussed in section 3.5 of this report.

3.3 Utility Infrastructure Review

The utility infrastructure along the Larch Avenue Corridor was reviewed in October 2017 and discussed during the October project meeting at the City of College Place. Based on feedback from the City on existing utilities as well as future improvements planned for C Street along the northern boundary of the site, no utility capacity issues were identified that would impede development of the study site.

3.4 Traffic Analysis and Report

The traffic analysis conducted for this project consisted of gathering traffic data along the existing corridor and developing a traffic alternatives report in Washington State Department of Transportation (WSDOT) format based on projected development/growth along the Larch Avenue Corridor. This report is included in Appendix F.

The analysis included four key intersections and evaluated the alternative traffic controls ranging from "do nothing" to a signalized intersection or roundabout. These analyses were conducted for existing conditions as well as a near-term future projection (year 2023) and a long-term projection (year 2040). Based on the findings of the analysis, the following are the recommended traffic control alternatives for each intersection:

Table 1. Recommended Traffic Improvements Along Larch Avenue Corridor Over Time

<table>
<tr><th rowspan="2">Time Horizon</th><th colspan="4">Recommended Improvement Type by Intersection</th></tr>
<tr><th>Larch and C Street</th><th>Larch and Lambert</th><th>Larch and Whitman</th><th>Larch and 12th</th></tr>
<tr><td>Existing Conditions</td><td rowspan="3">Do Nothing</td><td rowspan="3">Do Nothing</td><td>Install 4-way stop</td><td>Install 4-way stop</td></tr>
<tr><td>Near term (year 2023)</td><td rowspan="2">Compact roundabout or traffic signal*</td><td rowspan="2">Compact roundabout or traffic signal*</td></tr>
<tr><td>Long Term (year 2040)</td></tr>
</table>

*Note: Year when improvement is needed will depend on growth patterns. Traffic report shows intersection of Whitman and Larch Avenue as level of service F by 2023 and intersection of 12th and Larch as level of service D by 2023.

Note that no improvements are anticipated for the intersections of Larch and C Street and Larch and Lambert, although the City has inquired about the impact of converting Lambert Avenue from one-way to two-way from C Street to Rose Street. This potential change would not have any impact on the operation of the Lambert/C Street intersection. The change would only result in additional right and left turns from C Street to Lambert, and being free movements, would not significantly impact level of service. With the existing striped

median on C Street, there is currently room for left turning vehicles to wait for a gap without blocking through traffic.

Changing Lambert from one-way to two-way would improve traffic circulation within the neighborhood but would likely create complaints of "cut-through traffic" from the residents of Lambert Avenue. The current width of the street would control speeding as one opposing vehicles would need to yield the right of way to pass. This "skinny street" traffic calming method is widely used in many communities. If the City desired to implement other traffic calming measures, speed humps would be an effective tool.

3.5 Traffic Improvement Concepts

Following the project meeting that occurred at the City of College Place on Thursday March 8, 2018, the design team identified a total of six improvement concepts for improvements to the Study Intersections along Larch Avenue. Exhibits for each of these concepts are included in Appendix G of this report and include:

- Exhibit 1: Conceptual four-way stop control for Larch and Whitman
- Exhibit 2: Conceptual Signalized Intersection for Larch and Whitman
- Exhibit 3: Conceptual Roundabout for Larch and Whitman
- Exhibit 4: Conceptual four-way stop control for Larch and 12th
- Exhibit 5: Conceptual Roundabout for Larch and 12th
- Exhibit 6: Conceptual Signalized Intersection for Larch and 12th

3.6 Cost Estimates

Cost estimate were developed for each type of traffic improvement outlined in the Traffic Analysis. These estimates are in 2018 dollars and include design and survey costs as detailed in Appendix H.

Table 2. Cost for Traffic Improvements Along Larch Avenue Corridor

Improvement Type	Larch and C Street	Larch and Lambert	Larch and Whitman	Larch and 12th
Four-way stop	-	-	$9,600	$9,600
Signalized Intersection			$553,000	$553,000
Compact Roundabout			$1,200,000	$1,200,000

Note: all costs are in 2018 dollars with no cost assumed for relocation of franchise utilities. Includes soft costs such as design and survey

4 CULTURAL RESOURCES REVIEW

A cultural resources background research evaluation was performed by Reiss-Landreau Research for the three Intersections as detailed in Appendix E. The preliminary research conducted by Reiss-Landreau at the Washington State Department of Archaeology and Historic Preservation (DAHP) in Olympia revealed no sites in sections 25 and 36, but that Larch Avenue is located approximately .45 miles from the remains of Fort Walla Walla, and 24 recorded historic and precontact sites located there. Three cemeteries, and 25 cultural resources reports document past work within one linear mile of the project.

Based on these findings, the report recommends that a subsurface cultural resources study be performed when alignments are known. Importantly, if substantial changes to the four corners of the intersections are modified, historic preservation analysis should be conducted on potential impact to historic era homes and structures. A survey research strategy must be developed at the next stage when alignments and construction engineering is determined.

SE LARCH AVE
SE 12TH ST
SE 12TH ST
SE LARCH AVE
10'
10'
6' 11' 11' 6' 8' 8'
8' 6' 12' 12' 6' 8'
Scale 1" = 40'
0 20 40 80

STOP
Whitman Dr

NE Kane Ave

STOP
30

City of College Place, Washington

RESOLUTION NO. 22-037

A RESOLUTION OF THE CITY OF COLLEGE PLACE, WASHINGTON, AUTHORING & SUPPORTING A WASHINGTON STATE DEPARTMENT OF TRANSPORTATION PEDESTRIAN & BICYCLE PROGRAM GRANT APPLICATION TO FUND CROSSWALK IMPROVEMENTS IN FRONT OF THE COLLEGE PLACE POST OFFICE LOCATED AT 500 S. COLLEGE AVENUE

WHEREAS, the City of College Place is a non-charter code city;

WHEREAS, THE City of College Place adopts a six-year Capital Facility Plan annually;

WHEREAS, the most recent 2022 to 2027 Capital Facility Plan was adopted via Ordinance 21-018 on November 23rd, 2022;

WHEREAS, the College Place Post Office Crosswalk Improvement Project appears within the six-year 2022 to 2027 Capital Facility Plan;

NOW THEREFORE, **BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE AS FOLLOWS:**

1. The City Council of College Place, Washington authorizes and fully supports the Washington State Department of Transportation (WSDOT) Pedestrian & Bicycle Program Grant Application to Fund Crosswalk Improvements in front of the College Place Post Office Facility located at 500 S. College Avenue in College Place.

Clerical Corrections. The City Clerk is authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

Effective Date. This resolution shall take effect and be in full force upon its passage as provided by law.

PASSED by the City Council of the City of College Place, Washington, this 12th day of April, 2022.

Attest:

Norma L. Hernández, Mayor

Lisa R. Neissl, CMC
City Clerk

LOCAL ROAD SAFTEY PLAN

COLLEGE PLACE

WASHINGTON

Acknowledgements

The City of College Place 2021 Local Road Safety Plan was a collaborative effort between the Walla Walla Valley MPO/SRTPO (Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization), Blue Zones Project Walla Walla Valley, and the 2021 City of College Place Engineering Intern, Akua Owusu Ansah, an engineering student at Walla Walla University.

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Acronyms and Abbreviations

A - Suspected Serious Injury

B - Suspected Minor Injury

C - Possible Injury

CMI - Countermeasures for Intersections

CMS - Countermeasures for Roadway Segments

CMP - Countermeasures for Pedestrian Safety

CMC - Countermeasures for Cyclist Safety

CMO - Countermeasures for All

CRF - Crash Reduction Factor

CV - Crash Value

DEV - Daily Entering Vehicle

DUI - Driving Under Influence

FHWA - Federal Highway Administration

HSIP - Highway Safety Improvement Program

KA - Fatal and Serious Injury

KABCO - scale which establishes severity of a collision based on decreasing order of severity: Fatal Injury (K), Suspected Serious Injury (A), Suspected Minor Injury (B), Possible Injury (C), No apparent Injury/Property Damage (O)

K - Fatality

LRSP - Local Road Safety Plan

mi - miles

MP - Mile-Post

O - No apparent Injury/Property Damage

PDO - Property Damage Only

VMT - Vehicle Miles Travelled

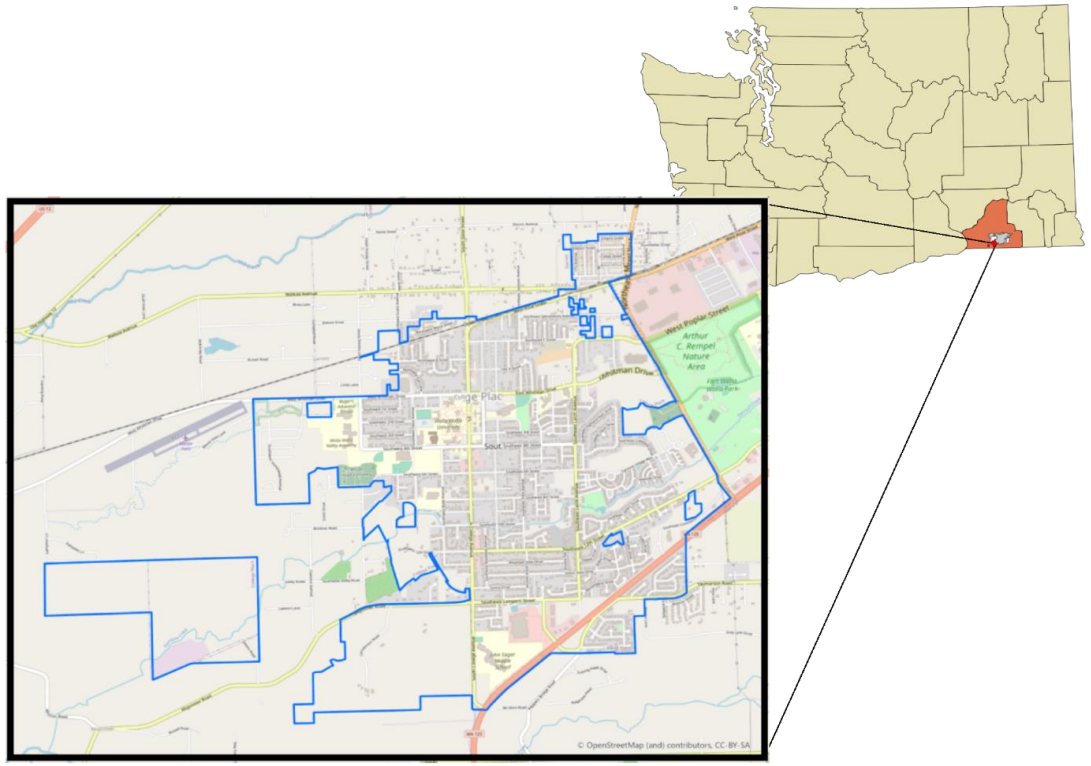
WCV - Weight Crash Value

WSDOT - Washington State Department of Transportation

Introduction

Located in south-eastern Washington State, College Place is a city in Walla Walla County (Figure 1[1]). As of 2010, the city was home to 8,792 people. By 2019, the population had grown to 9,317.[2] College Place is one of four cities within Walla Walla County and also the second-largest, being approximately three square miles in size.

Over the last ten years (2011 - 2020), College Place has had 735 crashes, 203 injuries with three fatalities, and six suspected serious injuries. On average, that is about 67 crashes each year (0.007 collisions per capita). This is fewer than many cities of comparable population in Washington (see Table 15, Appendix). During the same time period there were 1,080,613 crashes statewide, averaging around 108,000 crashes per year (0.014 collisions per capita based on 2019 population data).[3]



Though the number of average annual crashes in College Place may seem small, no death or serious injury is acceptable. With this in mind, the Federal government has partnered with state and local governments to eliminate fatal and serious injury crashes.

A Local Road Safety Plan (LRSP) focuses on understanding where and why crashes occur.

Using data collection, data analysis, and appropriately selected countermeasures, the LRSP puts in place prioritized projects that, once implemented, reduce collision risks and improve roadway safety for all transportation users.

[1] Source: Image by Akua based on information by Arkyan - based on public domain information. Based on similar map concepts by Ixnayonthetimmay, CC BY-SA 3.0, https://commons.wikimedia.org/w/index.php?curid=2977946

[2] U.S. Census Bureau: https://www.census.gov/quickfacts/fact/table/collegeplacecitywashington,WA,wallawallacountywashington/PST045219

[3] https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/

Washington State Target Zero Plan

Figure 1: map showing location of College Place, WA

The Highway Safety Improvement Program (HSIP) is the [illegible] fatalities and serious injuries within the nation (Figure 2[4]). Established in the year 2000, the Target Zero plan is Washington State's answer to the Strategic Highway Safety Plan (SHSP). The data from previous years show that the numbers of traffic deaths and serious injuries are increasing. The newly modified version emphasizes the belief that "not one death is acceptable on our state's roadways." Through action-focused, data-driven evaluations, innovations, and new strategies, impactful solutions are proposed to combat the growing traffic death and serious injuries by 2030.

Figure 2. Federal Highway Administration diagram outlining a Local Road Safety Plan

[4] Source: https:safety.fhwa.dot.gov/virtual_trade_show_nace2020_508_version/

College Place Local Road Safety Plan

On the local level, the City of College Place has taken the responsibility to implement its own Local Road Safety Plan to eliminate fatalities and serious injuries.

PART OF THE CITY OF COLLEGE PLACE'S MISSION STATEMENT IS TO HAVE "PEOPLE CIRCULATE EASILY IRRESPECTIVE OF MODE, WHETHER BY CAR, FOOT OR BIKE; A SYSTEM OF SIDEWALKS AND TRAILS MAKE FOOT TRAFFIC A PREFERRED METHOD TO GET AROUND TOWN."

Thus, the City College Place is committed to providing a safe and efficient transportation and circulation system that reinforces the City's distinct community character, addresses the needs of College Place residents, promotes and supports the desired land use pattern and is concurrent with new growth. The City plans to identify the critical areas that jeopardize these vision, values, and goals, and implement countermeasures to tackle this issue and provide a safe and welcoming atmosphere to all.

Figure 3. The City of College Place City Hall

College Place Traffic Collision Summary

Over the past ten years (2011 - 2020), the City of College Place has experienced 734 collisions which resulted in three fatalities and 203 injuries. On average, about 73 crashes occurred each year.

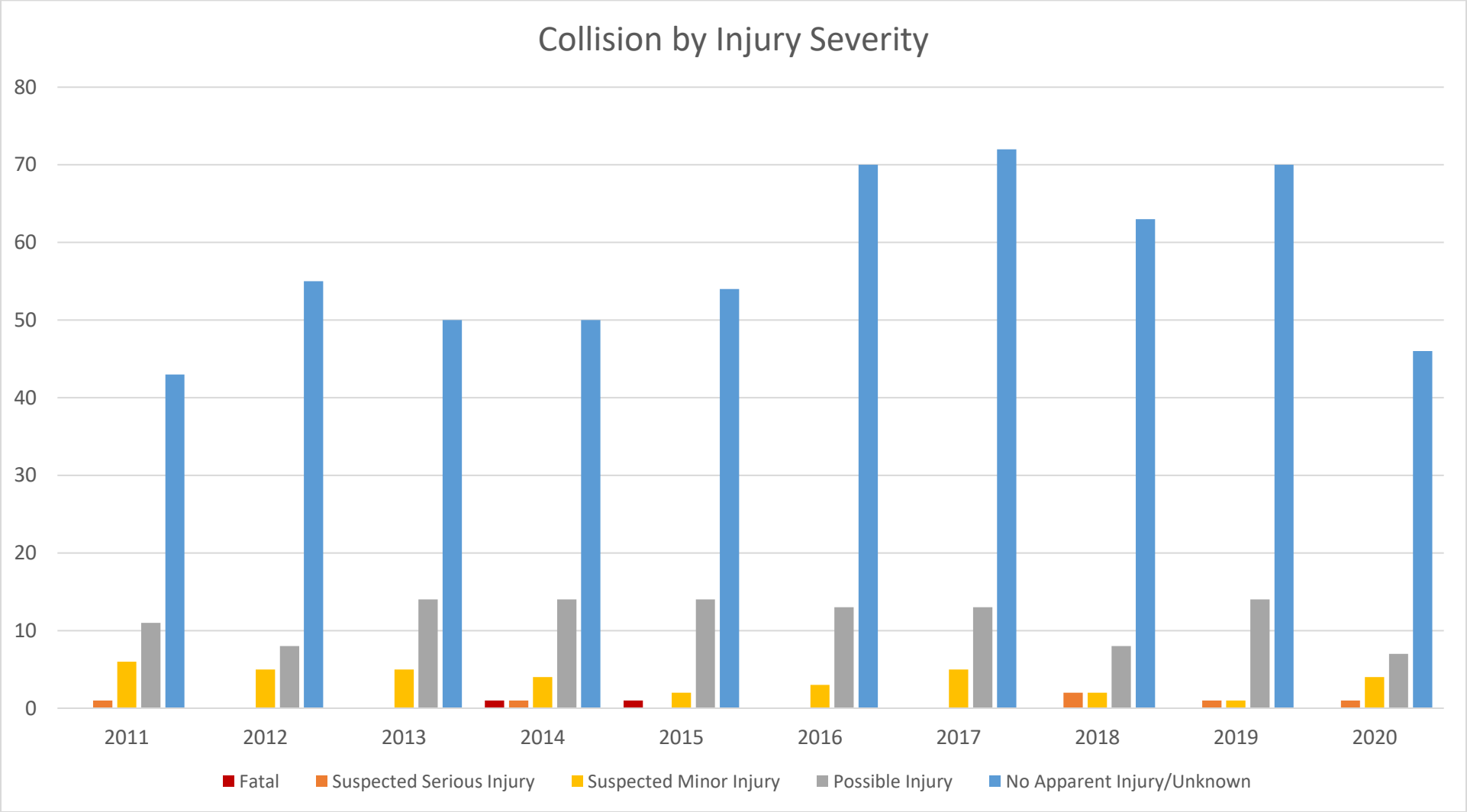


Figure 4: Collision by injury severity in College Place from 2011-2020

In Table 1, these 734 crashes are shown in tabular form: two fatality crashes (0.3%) resulted in three fatalities and the 203 injury collisions can be further divided into six suspected serious injury crashes (0.8%), 37 suspected minor injury collisions (5.0%), 116 possible injury crashes (15.8%), and 573 collisions with no apparent injuries (78.1%). Pedestrians were impacted in six collisions (0.8%) and bicyclists were involved in eight collisions (1.1%).

Table 1: Tabulation of collisions in College Place between 2011 and 2020[5]

Year	Fatal Crashes	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Apparent Injury/Unknown	Total Crashes
2011	0	1	6	11	43	**61**
2012	0	0	5	8	55	**68**
2013	0	0	5	14	50	**69**
2014	1	1	4	14	50	**70**
2015	1	0	2	14	54	**71**
2016	0	0	3	13	70	**86**
2017	0	0	5	13	72	**90**
2018	0	2	2	8	63	**75**
2019	0	1	1	14	70	**86**
2020	0	1	4	7	46	**58**
10-Year Total	**2**	**6**	**37**	**116**	**573**	**734**
Annual Average	<1	<1	4	12	57	**73**

[5] Source: Data provided on June 3, 2021, by WSDOT Transportation Data, GIS & Modeling Office (TDGMO) - Crash Data and Reporting Branch

Heat Map of Total Crashes (Non-Weighted)

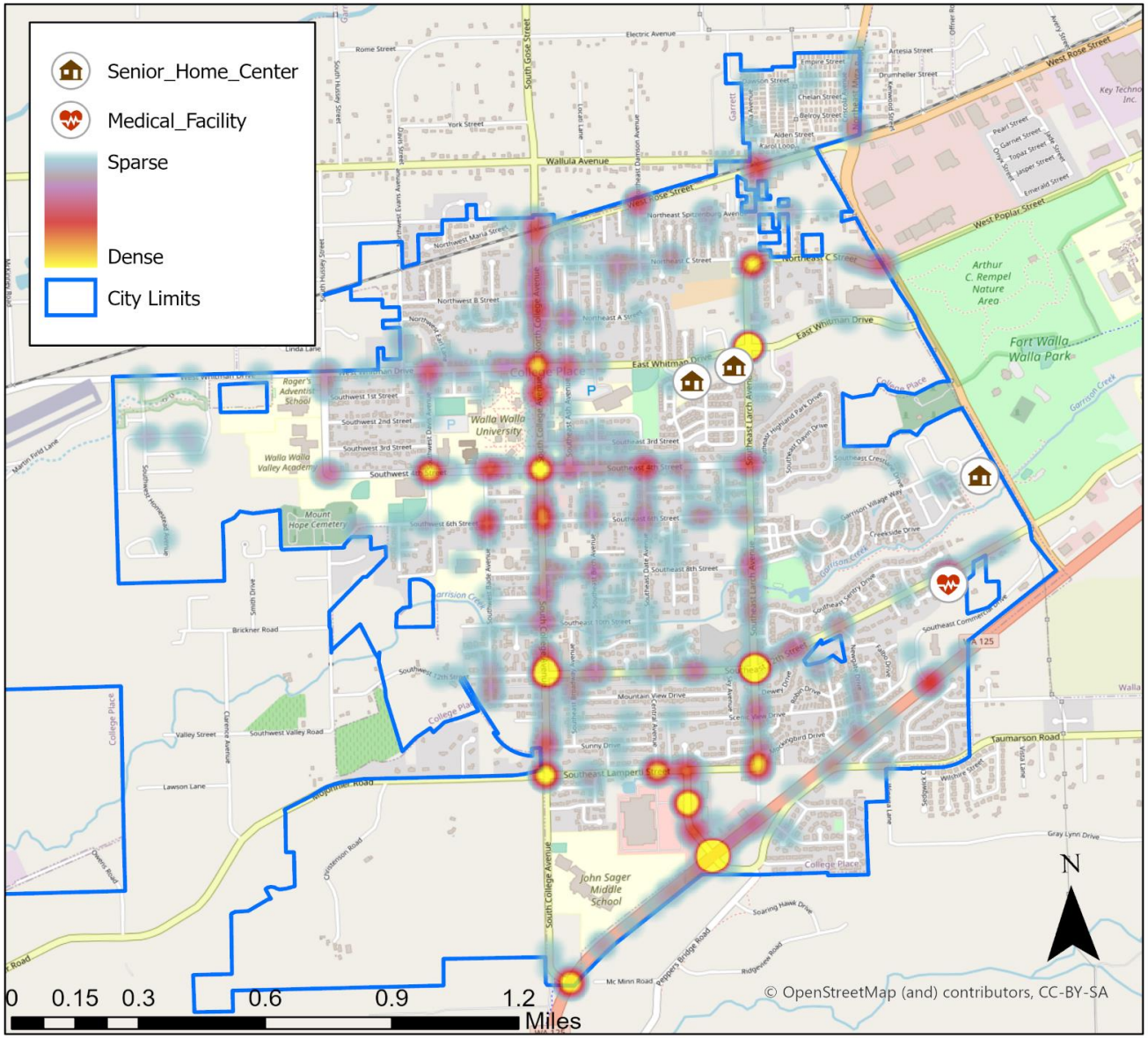


Figure 5: Heat map of crashes throughout the city of College Place

The location of all the crashes (fatalities, serious injuries, minor possible injuries, possible injuries and PDO's) are based only on number of crashes not on severity.

The collisions occurred more frequently on State Route 125 and at intersections with and without traffic signals.

“Crashes result in tangible and intangible consequences” (FHWA[6]). The tangible costs are the goods and services related to the crash and the indirect costs to individuals and society. This includes EMS expenses, property damage, and medical costs, among others. The intangible costs are measured by quality-adjusted life years (QALY) based on a quantifying value that is estimated and calculated based on the severity of the crash. Table 2 shows the KABCO scale which establishes severity of a collision based on decreasing order of severity: Fatal Injury (K), Suspected Serious Injury (A), Suspected Minor Injury (B), Possible Injury (C), No apparent Injury/Property Damage (O) Thus there is an urgency to reduce crashes involving vulnerable road users.

Table 2: Cost of crash by severity

Severity	Comprehensive Crash Unit Cost (2016 dollars)
K	$11,295,400
A	$655,000
B	$198,500
C	$125,600
O	$11,900

Figure 6 on the following page shows KA (Fatal and Serious Injuries) over the study period. Crashes involving vulnerable people such as pedestrians and cyclists are put at risk. Though they represent only about 2% of the overall data, over 25% of pedestrians who were hit had serious injuries and thus will be seriously considered during the selection of proposed countermeasures.

[6] source: https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf

Fatality and Serious Injury Crashes

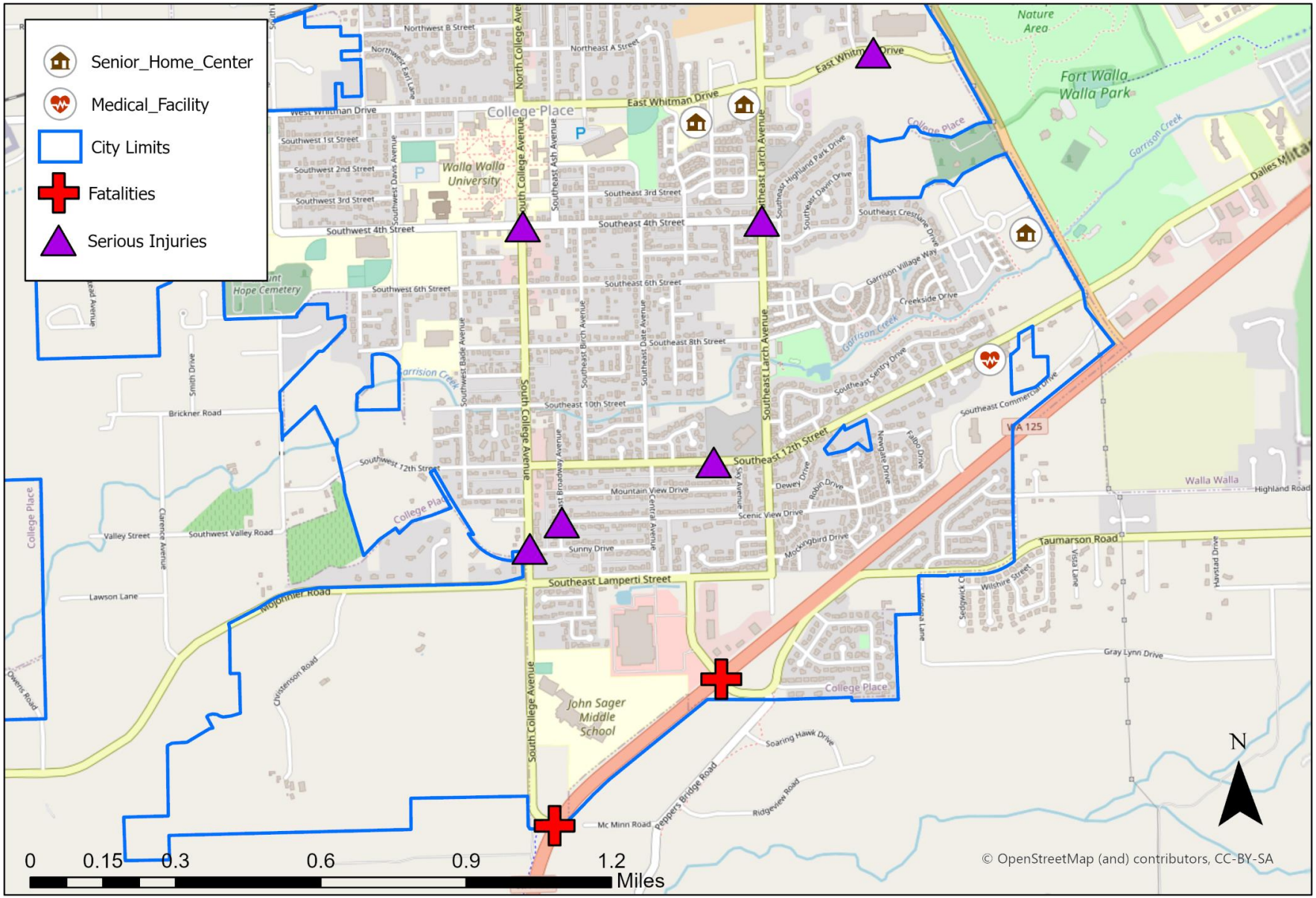


Figure 6: Location of fatal and serious injury crashes

Heat Map of Total Crashes (weighted)

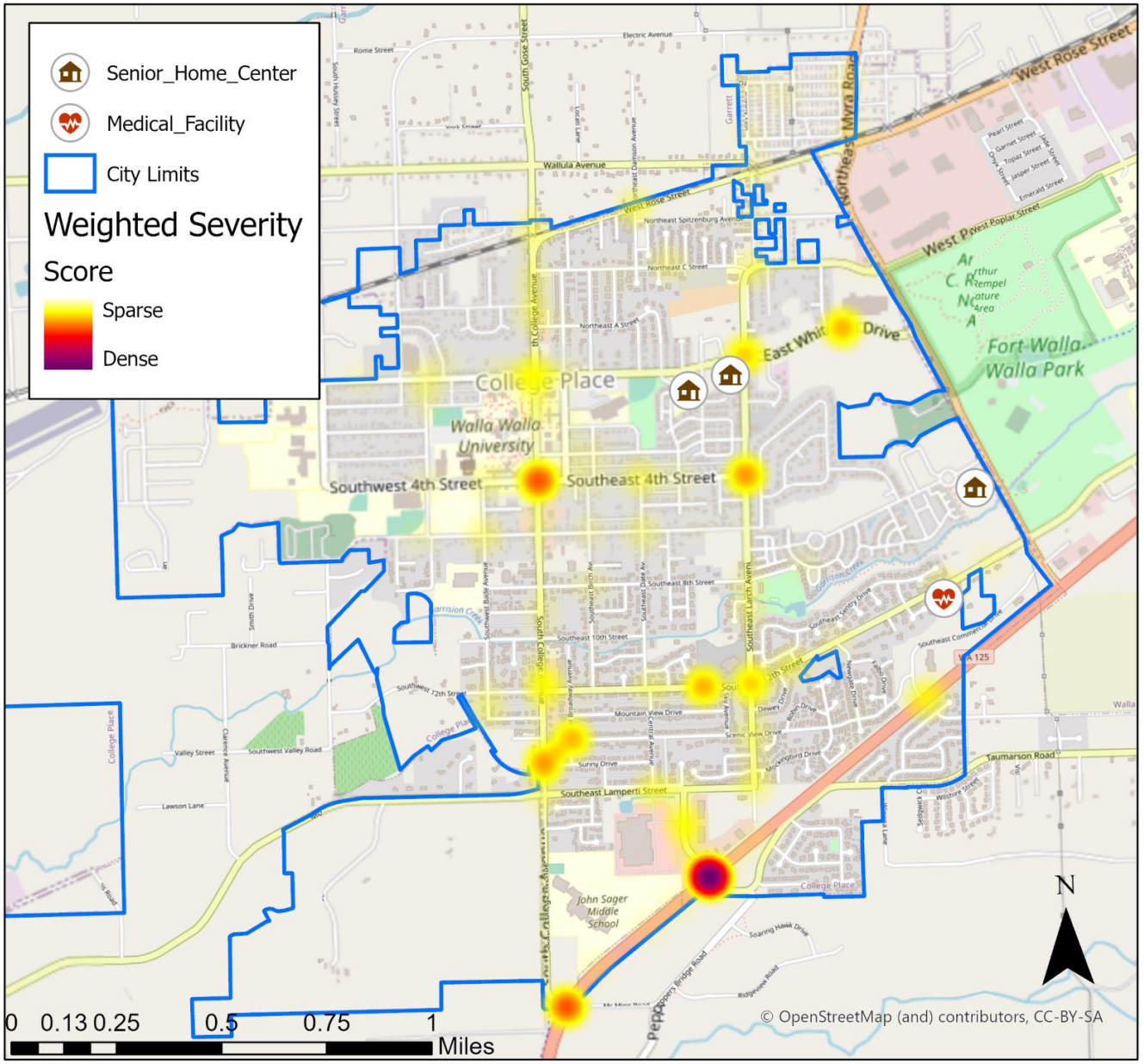


Figure 7: Heat map of crashes throughout the city of College Place weighted by severity

Crashes are classified by severity of crashes. Each crash injury type was given a weighted value.

Fatal and serious injuries are given a value of 100, possible and evident injury given a value of 10, and PDO given a value of 1.

Vulnerable transportation users, such as pedestrians and cyclists, have a much higher risk of sustaining an injury or worse. Though they are affected by just under 2% of all collisions, 1 in 4 crashes involving pedestrians results in serious injuries and only 1 out of 8 crashes causes no apparent injury to bicyclists.

Collision Types - Crash type analysis (i.e. angle, rear-end, sideswipe, fixed object, etc.) categorizes crashes, identifies key trends, and proposes countermeasure solutions. Figure 8 shows a summary of the crash types over the study period. The most prevalent crashes were angle, fixed object, and rear-end. The second figure shows the fatal and serious injury crashes (FSI). Over 60% of angle crashes resulted in fatal or serious injury crashes while over 20% of pedestrians were involved in FSI.

Figure 8: Collision Types

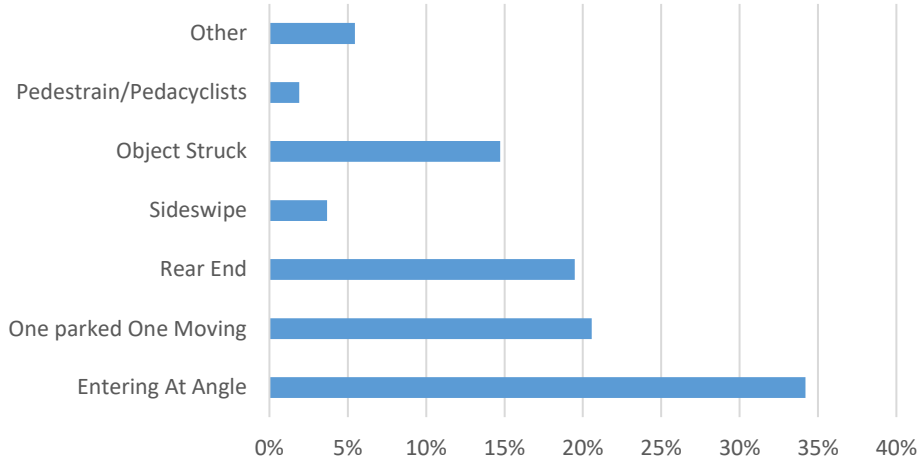
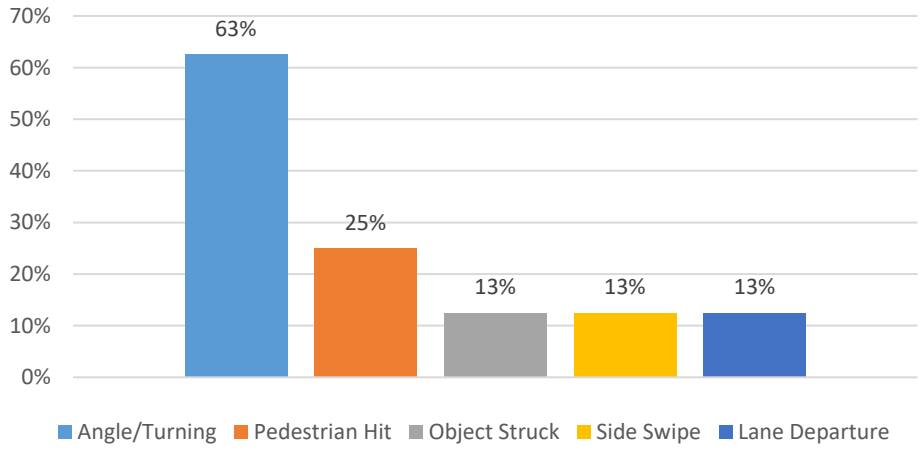


Figure 9: Fatality & Serious Injury by Collision Types



Contributing Factors - Over the study period,100% of FSI reported at least one contributing circumstance. Forty-eight percent of road user behaviors were inattention, distraction, disregarding traffic signals, and failing to yield. Inattention was the most frequent contributing factor reported. Driving under the influence accounted for 50% of FSI and 40% of FSI were because of disregarding traffic signals and failing to yield.

Figure 10: Contributing Factors

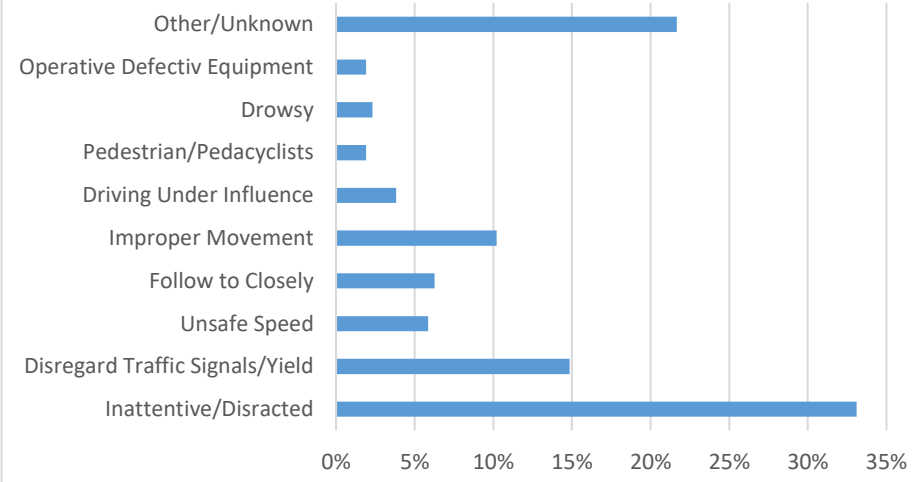
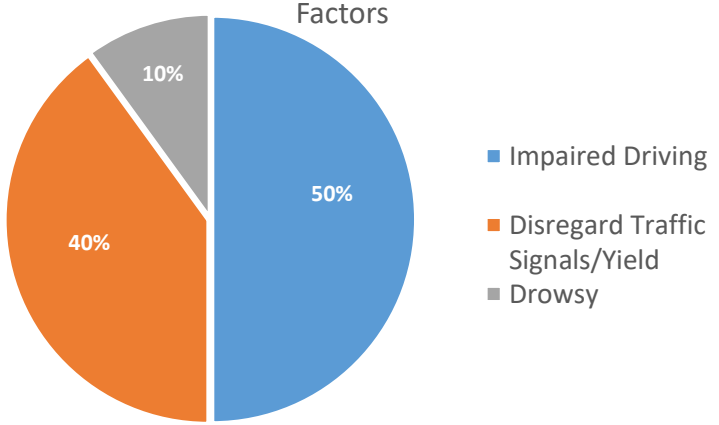


Figure 11: Fatality and Serious Injury Contibuting Factors



Intersection Crash Locations

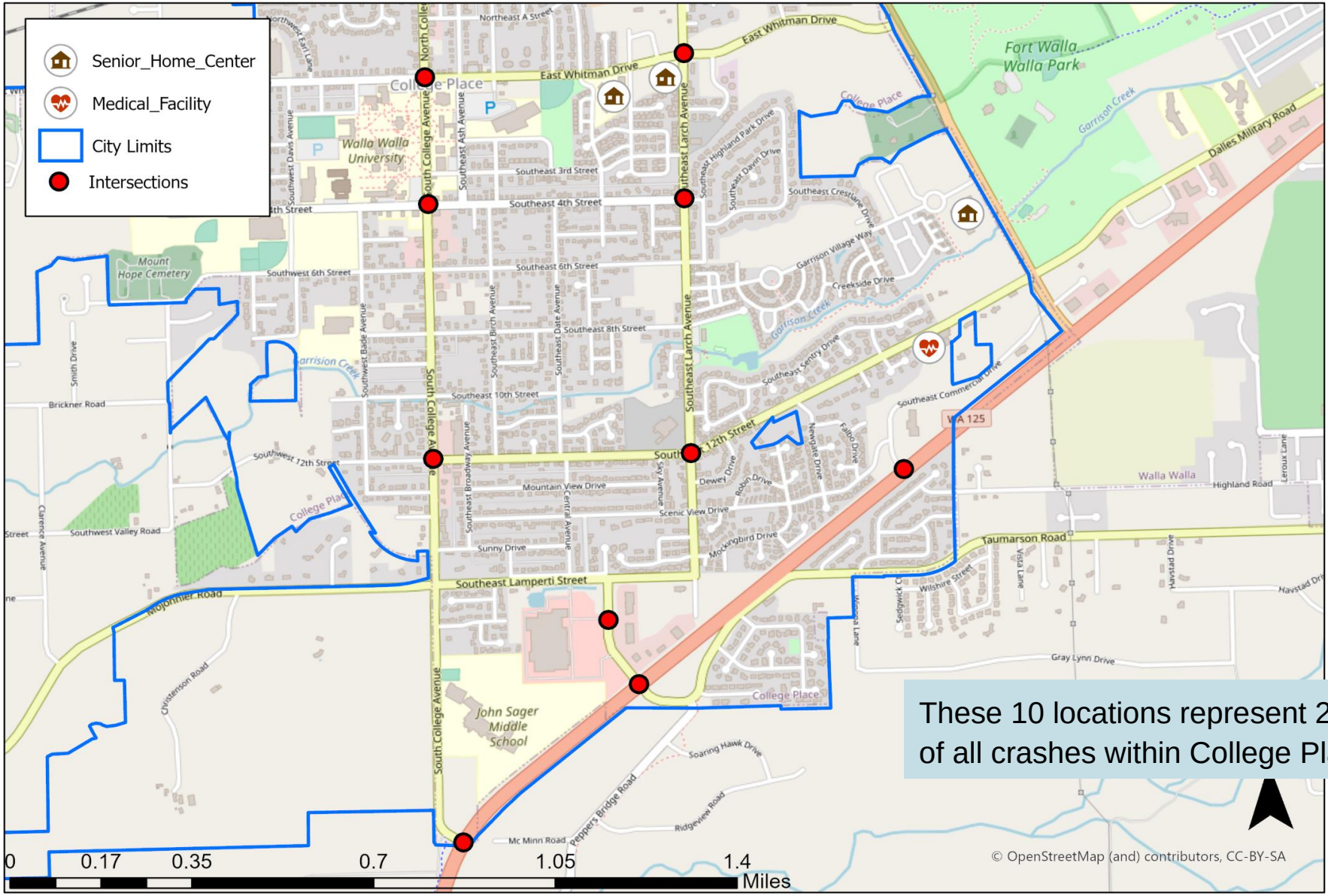


Figure 12: Locations of collisions at intersections in College Place

Table 3: Collisions at intersections throughout College Place including crash severity and weighted crash rate

	ID	Intersection Name	Total Crashes	Fatal Crash	Serious Injury Crash	Injury Crash	Daily Entering Volumes	Crash Rate	Weighted Crash Value (WCV) per 1,000 Vehicles
	Signaled Stop								
State Route	SI_1	SR 125 (MP-2.34)/Taumarson Rd/ SE Meadowbrook St	50	1		22	24,445	0.560	13.70
	SI_2	SR 125 (MP-1.88)/College Place S	14	1		4	19,410	0.198	3.84
	SI_3	SR 125 (MP 3.00)/SE Commercial Dr	6			4	19,070	0.086	1.64
City Street	CI_1	S College Ave/SE 12th St	16			2	6,345	0.691	4.38
	CI_2	SE Meadowbrook Blvd/ Meadowbrook Plaza & NE Walmart Entrances	15			4	6,995	0.588	4.11
	CI_3	S College Ave/SE 4th St	10		1	3	8,130	0.337	2.74
	CI_4	S College Ave/Whitman Dr	7			5	9,910	0.194	1.92
	4-Way Stop								
	CI_5	NE Larch St/SE 12th St	24			5	6,460	1.018	6.58
	CI_6	NE Larch St/SE 4th St	5		1	1	4,075	0.336	1.37
	2-Way Stop								
	CI_7	NE Larch St/W Whitman Dr	25			7	7,875	0.870	6.85

Table 4: Collision type and number by intersection location

Intersection Location	Total Crashes	Including		Collision Type				
		Pedestrian	Bicyclists	Angle[a]	Rear End	Stationary Object[b]	Side-swipe	Other
SR 125 (MP 2.34)/ Taumarson Rd/ SE Meadowbrook St	50			20	26		4	
SR 125 (MP1.88)/ S College Ave	14			3	7	1	1	2
SR 125 (MP 3.00)/ SE Commercial Dr	6			2	2		1	1
S College Ave/ SE 12th St	16		1	10	4		1	1
SE Meadowbrook Blvd/ Meadowbrook Plaza & NE Walmart Entrances	15			15				
S College Ave/ SE 4th St	10	1		8	1			1
S College Ave/ Whitman Dr	7	1		2	4			1
SE Larch St/ SE 12th St	24			18	5	0	1	
NE Larch St/ SE 4th St	5	1	1	3				2
NE Larch St/ E Whitman Dr	25			21	2	2		
Total	**172**	**3**	**2**	**102**	**51**	**3**	**8**	**8**

[a] Includes Right Turn, Left Turn, U-Turn, Improper Turn/Merge/Passing, Right Angle, one stopped--one moving

[b] Includes Fence, Tree/Stump, Utility Pole, Concrete Barrier, Street Pole/Base, Fire Hydrant, Curb/Traffic Island, Signpost, Mailbox, Building, Retaining Wall, Railroad Tracks, Guardrail, Traffic Signs, Other Objects

Table 5: Contributing factors by intersection collision location

Intersection Location	Total Crashes	Contributing Factors						
		Inattentive/ Distracted	Disregard Signals/ Yield	Unsafe Speeds	Follow Too Closely	Improper Movement[c]	DUI	Other
SR 125 (MP 2.34)/ Taumarson Rd/ SE Meadowbrook St	50	16	14	3	5	4	3	5
SR 125 (MP1.88)/ S College Ave	14	7	5				1	1
SR 125 (MP 3.00)/ SE Commercial Dr	6		3		1		1	1
S College Ave/ SE 12th St	16	5	4		1			6
SE Meadowbrook Blvd/ Meadowbrook Plaza & NE Walmart Entrances	15	7	5				1	2
S College Ave/ SE 4th St	10		6		2	1		1
S College Ave/ Whitman Dr	7	3	1		1			2
SE Larch St/ SE 12th St	24	11	6		2		1	4
NE Larch St/ SE 4th St	5	2	1			1		1
NE Larch St/ E Whitman Dr	25	4	11	5	1			4
Total	**172**	**55**	**56**	**8**	**13**	**6**	**7**	**27**

[c] Includes Improper Backing, Improper Turn, Improper Merge, and Improper Passing

Total Crashes and daily entering volume (DEV) were used to calculate Weighted Crash Value. The WCV accounts for the total crashes and the DEV. Table 4 on the previous page shows the intersection locations with the highest number of WCV per crash value. The crash rate was calculated as:

$$ACR = \frac{C\ x\ 1{,}000{,}000}{V\ x\ 365\ x\ N}$$

Where:

ACR= Annual Crash Rate

C = number of crashes during the study period
V = average daily traffic volume
N = number of years in the study period

A total of 10 intersections were selected separated by state route and city streets. There were a total of 172 crashes, two fatalities, two serious injuries, and 57 other injury crashes including PDO. Table 4 on the previous page shows a breakdown of the types of crashes detected at these intersection locations. Table 5 displays the contributing factors identified at the same intersection locations.

Table 5 on the following page shows the segment version of the crash value (CV). Unlike the analysis, the CV was calculated using vehicle miles travelled (VMT), daily volumes (DV), and total crashes. The crash rate was calculated as:

$$ACR = \frac{C\ x\ 1{,}000{,}000}{VMT\ x\ 365\ x\ N}$$

Where:
ACR= Annual Crash Rate
C = number of crashes during the study period
VMT = daily entering vehicles multiplied by the length of the segment
N = number of years in the study period

Nine total segments were selected based on CV and VMT. There were a total of 101 crashes, two serious injuries, and 21 other injury crashes including PDO. Table 6 and Table 7 on the following pages show a breakdown of types of crashes detected at these segment locations. There were a total of three pedestrians with one resulting in serious injury. Two bicyclists were also involved in crashes at these locations. Table 8 displays the contributing factors discovered at the same segment locations.

Table 6: Collision type and number by segment location

ID	Segment Name	To	From	Length (miles)	Total Crashes	Fatal Crash	Serious Injury Crash	Injury Crash	Daily Vehicle Volume	Vehicle Miles Traveled	Crash Rate
CS_1	SE 4th St	SE Ash Ave	SE Elm Ave	0.27	20			6	510 to 910	221	24.79
CS_5	NE C St	NE Lambert	NE Larch St	0.022	9			2	6,360	140	17.61
CS_2	SE 12th St	SE Broadway Ave	Sky Ave	0.37	15		1	2	1,000 to 3,340	836	4.92
CS_3	W Whitman Dr	S Evans	S College Ave	0.32	15			4	2,820 to 4,330	1342	3.06
CS_6	NE C St	Myra Rd	NE Deccio Rd	0.153	9				6,040	890	2.77
CS_4	S College Ave	SE 12 St	SE Lampert St /Mojonnier Rd	0.24	12		1	2	5,180 to 5,640	1347	2.44
CS_7	S Meadowbrook St (w/out Intersection)	SR 125 (MP-2.34)	Walmart Intersection	0.15	8			3	7,620 to 8,340	1186	1.85
CS_9	E Whitman Dr	S College Ave	NE Trentmont Dr	0.3	6			1	3,200	965	1.70
CS_8	W Rose St	NE Lambert	Carey Court	0.13	7			1	10,640	1383	1.39

Segment Crash Locations

These 9 locations represent 14% of all crashes within College Place.

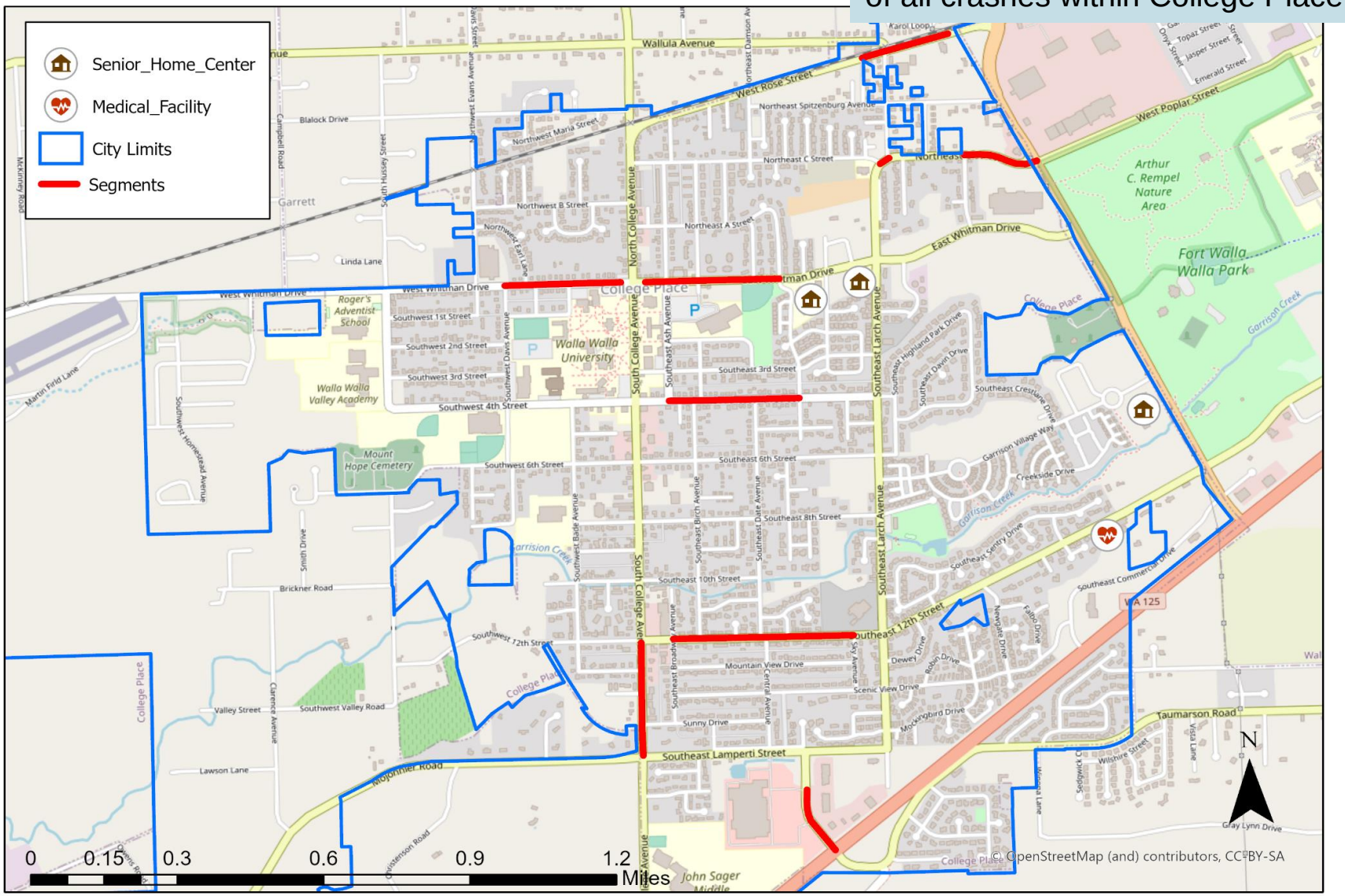


Figure 13: Segment crash locations in College Place

Table 7: Collision type by segment collision location

Segment Location	Total Crashes	Including		Collision Type				
		Pedestrian	Bicyclists	Angle[a]	Rear End	Stationary Object[b]	Side-swipe	Other
SE 4th St	20	2		17	1			2
NE C St (CS_5)	9			8		1		
SE 12th St	15	1		12		1	1	1
W Whitman Dr	15		1	9	3	2		1
NE C St (CS_6)	9			3	6			
S College Ave	12			6	4	1	1	
S Meadowbrook St	8		1	3		1	2	2
E Whitman Dr	6			4	1	1		
W Rose St	7			3		3	1	
Total	**101**	**3**	**2**	**65**	**15**	**10**	**5**	**6**

[a] Includes Right Turn, Left Turn, U-Turn, Improper Turn/Merge/Passing, Right Angle, and One stopped--one moving

[b] Includes Fence, Tree/Stump, Utility Pole, Concrete Barrier, Street Pole/Base, Fire Hydrant, Curb/Traffic Island, Sign Post, Mailbox, Building, Retaining Wall, Railroad Tracks, Guardrail, Traffic Signs, and Other Objects.

Table 8: Contributing factor by segment collision location

Segment Location	Total Crashes	Contributing Factors						
		Inattentive/ Distracted	Disregard Signals/ Yield	Unsafe Speeds	Follow Too Closely	Improper Movement[c]	DUI	Other
SE 4th St	20	6	8	1		2		3
NE C St (CS_5)	9	1	3	1	1	3		
SE 12th St	15	5	1	1		3	1	4
W Whitman Dr	15	6	1		2	1		5
NE C St (CS_6)	9	4			1	1		3
S College Ave	12	3			2	2	2	3
S Meadowbrook St	8	2	2		1			3
E Whitman Dr	6	4				2		
W Rose St	7	3	2	1				1
Total	**101**	**34**	**17**	**4**	**7**	**14**	**3**	**22**

[c] Includes Improper Backing, Improper Turn, Improper Merge, and Improper Passing

Pedestrian and Bicycle Crashes

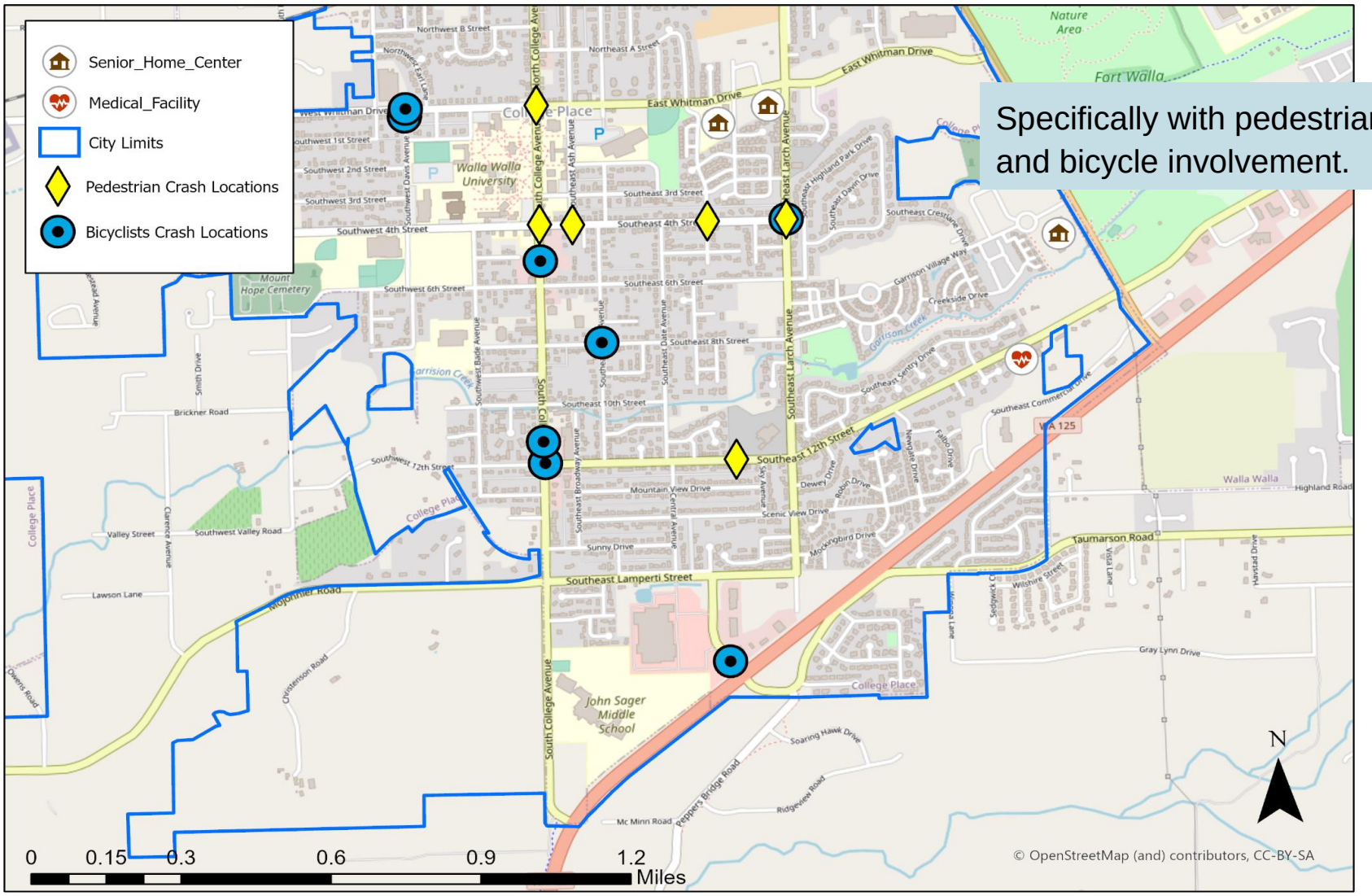


Figure 14: Locations of collisions including bicyclists and pedestrians in College Place

Countermeasures

Introduction

Countermeasures are actions designed to counteract a threat to safety and that are proven to reduce the incidence of high-risk traffic collisions. Each countermeasure summary in this section includes a description, safety benefits, crash reduction factor, and the high-risk crash types addressed by the countermeasure. This list of countermeasures is categorized by intersection safety, road segment safety, pedestrian safety, cyclist safety, and general safety.

Intersection (Signalized)

CMI.1 - Lighting at Intersection [7, 8]

Intersection lighting illuminates an area, including pedestrian crosswalks, nearby bike lanes, and other vehicles approaching an intersection.

Safety Benefits:

- Improves visibility of intersection and approaching pedestrians and vehicles
- Increases motorist and pedestrian awareness of potential conflicts
- Increase pedestrian and motorist safety while navigating through intersections
- Helps reduce glare and dark spots

Why this was selected for College Place:

Over 28% of crashes occurred in the dark. A lack of adequate lighting was involved in 38% of fatal and serious injuries, and 25% of fatal and serious pedestrian collisions.

Figure 15: Lighting at intersection; image source: Marin County

Crash Reduction Factor	40%
Crash Types	Night
Expected Life (years)	20 years
Estimated Cost	$5,000 - 7,000 per light
Federal Funding Eligibility	100%

[7] Source: https://www.marincounty.org/userdata/dpw/Marin%20County%20Travel%20Safety%20Plan%20-%20Final%20Report.pdf
[8] Source: https://safety.fhwa.dot.gov/hsip/hrrr/manual/hrrr_2014.pdf

CMI.2 - Protected Left Turn Phase (Protected Left Turn) [1, 9, 10]

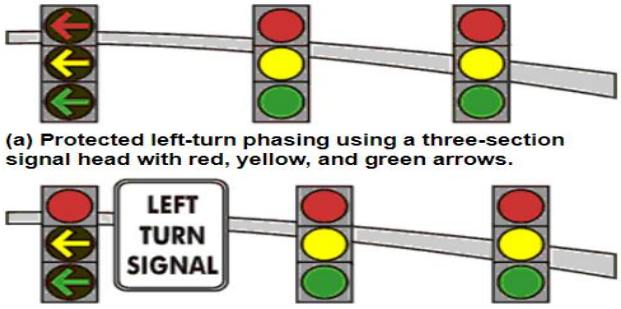
Protected left turns can be used at intersections that have a left turn lane when there is a high frequency of angle crashes that involve left turns. Protected left turns are indicated by the use of green, yellow or red arrow which designates that motorists turning left have the right of way.

Safety Benefits:

- Decreases conflict between motorists turning left, pedestrian traffic, and oncoming traffic
- Decreases the need for motorists to “sneak” through yellow or red lights
- Minimizes disruption of through traffic and decrease rear-end and sideswipe crash potential

Why this was selected for College Place:

- Angle, rear-end, and sideswipe are the top types of collisions. Left turns were the second most frequent vehicle action involved in total crashes at intersections, and also accounted for one fatal crash.
- Adding a protected left turn will limit the clearance interval and allow drivers to have a specific time interval to appropriately execute turns.



(a) Protected left-turn phasing using a three-section signal head with red, yellow, and green arrows.

(b) Protected left-turn phasing using a three-section signal head with red ball, yellow arrow, and green arrow and an accompanying sign.

Figure 16: Two types of protected left turn phasing; image source: FHWA

Crash Reduction Factor	30%
Crash Types	Left turn, Rear-end, Sideswipe
Expected Life (years)	20 years
Estimated Cost	$8,000
Federal Funding Eligibility	100%

[9] Source: http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=51
[10] Source: https://www.fhwa.dot.gov/publications/research/safety/04091/04.cfm

CMI.3 - Raised Pavement Markers and Striping in Intersection [1, 11]

Intersections that lack clear lane designation can be difficult for motorists to navigate safely. Adding striping and/or raised pavement markers to designate travel lanes can help motorists successfully navigate an intersection. A raised pavement marker is a small, colored (usually red, white, or yellow), reflective safety device applied directly to a road surface that enhances the visibility of lane designations.

Safety Benefits:

- Improves motorist guidance and increases the ability to remain in a designated travel lane while moving through an intersection
- Enhances visibility and decreases the perceived complexity of intersections

Why this was selected for College Place:

- Over 33% of total crashes were due to distracted driving or inattentive driving. This will enhance visibility, provide guidelines and give off a tactile warning alerting drivers if their attention is elsewhere.

Crash Reduction Factor	10%
Crash Types	All
Expected Life (years)	10 years
Estimated Cost	$2,200 per Intersection (for both striping and raised pavement markers)
Federal Funding Eligibility	100%

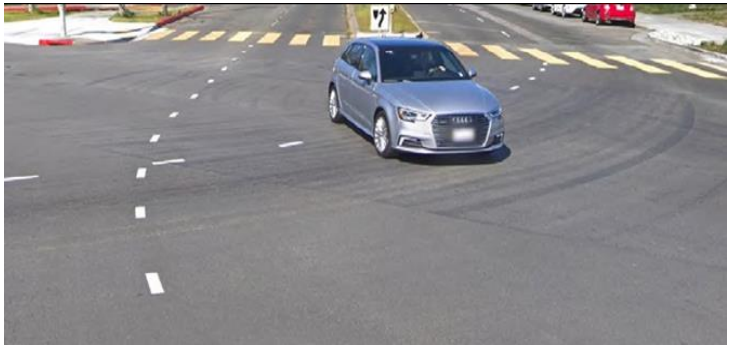


Figure 17: Lane striping designates travel lanes in an intersection; image source: Marin County

[11] https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2021/01/Fresno_SSAR_LRSP_Final-Accessible-1.pdf

CMI.4 - Flashing Beacons as Advance Warning[1,5]

Flashing lights can be installed in a location that will draw a motorist's attention to an upcoming stop at an intersection.

Safety Benefits:

- Increases motorists' awareness of upcoming stop
- Gives motorists advanced warning and more time to prepare for the stop

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$16,600 per approach
Federal Funding Eligibility	100%

Figure 18: A flashing beacon; image source: Marin County

Why this was selected for College Place:

- 50% of FSI at intersections resulted from drivers disregarding signals or failing to yield. This will increase road user awareness of the upcoming signalized intersection.

CMI.5 - High Friction Surface Treatment (HFST) at Intersection [1, 5, 12]

Improving the friction of a road surface impacts how quickly a vehicle can slow or stop, and helps motorists maintain control under a variety of pavement conditions. Road surface friction can be increased by adding a high-quality aggregate (a mixture of sand, gravel, stone, and other materials) to the pavement. High friction surface treatment (HFST) is most effective when used in locations where skidding and failure to stop are issues under either wet or dry surface conditions, and when the target vehicle is not able to stop due to insufficient friction.

Crash Reduction Factor	40 - 55%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$1 per sf
Federal Funding Eligibility	100%

Figure 19: Close up of aggregate used in HFST; image source: FHWA

Safety Benefits:

- Higher pavement friction helps motorists maintain better control in both dry and wet driving conditions
- Decreases stopping and slowing time

Why this was selected for College Place:

- 24% of total crashes occurred on wet, snowy, icy, and slushy road conditions. Improving the friction will decrease the likelihood of skidding and a related collision.

[12] https://safety.fhwa.dot.gov/roadway_dept/pavement_friction/high_friction/

CMI.6 - Protected Right Turn/No Right Turn on Red [4]

Controlling right turns on red lights can be done either through protected right turns or disallowing right turns on red. Under some circumstances, motorists may be looking for traffic approaching on their left and may not be alert to pedestrians approaching on their right side. Controlled or protected right turns can be accomplished by adding a sign that says “No Right Turn on Red” or by adding a right turn arrow to a streetlight at an intersection.

Safety Benefits:

- Decreases intersection conflicts between pedestrians and motorists trying to turn right through a crosswalk

Crash Reduction Factor	3%
Crash Types	Pedestrian and Bicyclist
Expected Life (years)	NA
Estimated Cost	<$1,000 per static sign
Federal Funding Eligibility	NA

Why this was selected for College Place:

- Inattention and disregarding traffic signals were in the top contributing factors for overall crashes. Mounted signs and signals alert the drivers and can protect pedestrians from oncoming traffic. Can be used full time or only during specific times.

Figure 20: “No Right Turn on Red Sign” at an intersection in Walla Walla; image source: Google Maps

CMI.7 - Install Left-Turn Lane and Add Protected Left Turn [13]

Lanes provided exclusively for left turns can minimize many types of collisions related to left turns. Adding a protected left-turn lane and left-turn phase in the light sequence at a signalized intersection can also decrease safety problems related to intersections accommodating left turns.

Safety Benefits:

- Reduces collisions of vehicles turning left across opposing through-traffic
- Reduces rear-end collisions of vehicles turning left with other vehicles following closely behind

See **Protected Left Turn Phase** for safety benefits associated with adding a protected left turn phase.

Why this was selected for College Place:

- Angle, rear-end and sideswipe are the top types of collisions. Left turns were the second-highest vehicle action involved in crashes that were at intersections. Left turns also accounted for one fatal crash.
- If there is a clearance left turn, adding a protected left turn will limit the clearance interval and allow drivers to have a specific time interval to appropriately execute turns.

Figure 21: Protected left turn accompanied by left turn lane; image credit: Marin County

Crash Reduction Factor	55%
Crash Types	All
Expected Life (years)	20
Estimated Cost	varies; $2,500-$150,000
Federal Funding Eligibility	90%

[13] https://safety.fhwa.dot.gov/provencountermeasures/left_right_turn_lanes/

CMI.8 - Roundabout [14]

A roundabout intersection features a center island that directs traffic counterclockwise through the intersection around the island. Roundabouts can be added to intersections in urban, suburban, and rural parts of a community, and are appropriate for a wide range of traffic conditions. They can replace intersection signals, two-way stop controls, and all-way stop controls.

Safety Benefits:

- Lowers speed at which traffic moves through the intersection
- Reduces conflict points
- Reduces the severity of crashes
- Improves intersection performance (entering traffic yields to vehicles already in the intersection)
- Helps transition traffic from high-speed to low-speed environments

Why this was selected for College Place:

- Roundabouts are proven to be a safe alternative for a variety of situations and intersection types. Implementing a roundabout will prove effective in areas with numerous angle turns. They are considered when an area like a freeway interchange requires a safety improvement.

Figure 22: Mini Roundabout on 3rd Ave. and Tietan St. in Walla Walla, WA; Image Source: Google Maps

Crash Reduction Factor	26%-82%
Crash Types	All
Expected Life (years)	20 years
Estimated Cost	$4,000,000-$8,000,000 per Intersection
Federal Funding Eligibility	100%

CMI.9 - Convert to All-Way Stop control [15]

Intersections that are either yield control (no stop signs) or two-way stop can be converted to all-way stop sign control intersections by adding a variety of safety upgrades, like stop signs or flashing lights, to the intersection. All-way stops require traffic entering an intersection from any direction to stop before proceeding through the intersection. All-way stop sign control is only suitable at intersections with relatively balanced levels of traffic volume at each of the intersection approaches.

Safety Benefits:

Crash Reduction Factor	50%
Crash Types	All
Expected Life (years)	10 years
Estimated Cost	$2800 per Intersection
Federal Funding Eligibility	100%

[14] https://safety.fhwa.dot.gov/provencountermeasures/roundabouts/
[15] https://safety.fhwa.dot.gov/intersection/signal/index.cfm

- Decreases speed at which vehicles enter and pass through an intersection
- Provides a safer opportunity to pedestrians and cyclists to cross roadways at intersections
- Clearly designates which vehicle has the right of way rather than relying on a yield system

Why this was selected for College Place:

- Entering at an angle is a top collision factor for intersections as well as disregard for signs and signals, and failing to yield. Converting to an all-way stop will help reduce conflict points.

Figure 23: All-way stop sign control at SE Larch and SE 12th St; image source: Google Maps

CMI.10 - Install/Upgrade Stop Signs or Other Intersection Advanced Warning Signage [5, 16]

Intersection warning signs provide advanced notice to motorists that they are approaching an intersection. Signage can include “Stop Ahead” or display an image of a stop sign or intersection.

Safety Benefits:

- Advanced warning signage allows motorists to slow down sooner

Why this was selected for College Place:

- Inattention and disregarding signals/yield were the top contributing factors for collisions at intersections.
- Improvements to the stop signs such as larger stop signs, adding a second sign, or installing flashing LED stop signs can warn or reinforce the need for the road user to stop.

Figure 24: Advanced warning signage on a rural road; image source: FHWA

Crash Reduction Factor	15%
Crash Types	Rear-end, Angle
Expected Life (years)	10 years
Estimated Cost	$500 per Sign
Federal Funding Eligibility	100%

[16] https://www.fhwa.dot.gov/publications/research/safety/08043/index.cfm

CMI.11 - Upgrade Intersection Pavement Markings[1]

Intersection pavement markings include “Stop Ahead” markings, centerlines, and a stop bar.

Safety Benefits:

- Increases a motorist’s awareness of an upcoming intersection

Why this was selected for College Place:

- Inattention and disregarding signals/yield were the top contributing factors for collisions at intersections. Adding pavement markings can bring a motorist’s attention to the upcoming intersection.

Crash Reduction Factor	25%
Crash Types	Rear-end, right-angle, angle turns
Expected Life (years)	10 years
Estimated Cost	$4,000 per intersection
Federal Funding Eligibility	100%

Figure 25: Pavement markings at an intersection; image source: Marin County

CMI.12 - Flashing Beacons at Stop-Controlled Intersections [17]

Flashing lights, or beacons, attached to the top of stop signs can draw motorists’ attention to an upcoming stop sign.

Safety Benefits:

- Decreases the occurrence of stop sign violations
- Reinforces driver awareness of the non-signalized intersection control

Why this was selected for College Place:

- 46% of all intersection hotspot locations involved disregarding signals and failing to yield to traffic. This can alert the road user of upcoming stop-controlled intersections.

[17] https://www.fhwa.dot.gov/publications/research/safety/08048/index.cfm

Figure 26: Flashing beacon on top of stop sign; image source: FHWA

Crash Reduction Factor	15%
Crash Types	All
Expected Life (years)	10 years
Estimated Cost	$100,000 per intersection
Federal Funding Eligibility	100%

CMI.13 - Corridor Access Management: Right-In/Right-Out (RIRO) [1, 18]

Corridor access management refers to how entry and exit points along a road are designed and controlled. Carefully managing access to roadways can improve safety as well as reduce congestion. Right-In/Right-Out (RIRO) is a way of managing traffic entering or exiting a roadway by limiting turning movements to right turn only. A RIRO restriction can be enforced by placing physical barriers (like a median or splitter island) in the intersection to direct traffic to the right and should be accompanied by signage.

Safety Benefits:

- Reduces the number of conflict points between vehicles
- Safely moves high volumes of traffic on and off corridors with low delay
- Reduces congestion in high-traffic areas

Why this was selected for College Place:

- Certain congested areas within the city make angle turns difficult, especially when there isn't adequate sight distance to execute the turn safely.

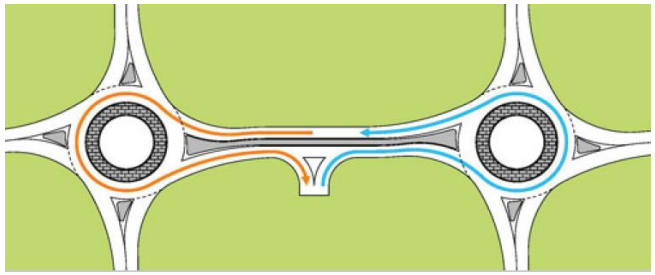


Figure 27: RIRO driveway between two roundabouts; image source: FHWA

Crash Reduction Factor	40%
Crash Types	Corridor entrance/exit points
Expected Life (years)	20
Estimated Cost	$50,000
Federal Funding Eligibility	90%

[18] https://safety.fhwa.dot.gov/provencountermeasures/corridor_access_mgmt/

CMI.14 - Transverse Rumble Strips (TRS)[1, 19]

Transverse rumble strips are a road safety feature that adds grooves or raised strips across the direction of vehicle travel to warn drivers of a stop or slow down ahead. These strips provide an auditory and tactile warning to motorists approaching an intersection and can be used at any intersection to slow down traffic entering the intersection.

Safety Benefits:

- Brings motorists' attention to the need to slow down
- Helps slow traffic approaching an intersection
- Provides both audible and tactile warning

Why this was selected for College Place:

- 50% of FSI were due to lane departures. Inattentive/distracted driving is the top contributing factor in the city. Including transverse rumble strips will alert drivers to an approaching intersection or reduced speeds.

Figure 28: Transverse rumble strips (grooves) on rural road; image source: Minnesota Department of Transportation (MnDOT)

Crash Reduction Factor	20%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$600 per approach
Federal Funding Eligibility	90%

Figure 29: Transverse rumble strips on suburban road; image source: Marin County

[19] https://www.fhwa.dot.gov/publications/research/safety/hsis/12047/12047.pdf

CMI.15 - Improve Sight Distance to Intersections (Clear Sight Triangles) [5, 20]

Insufficient sight distance can contribute to intersection collisions. Removing roadside obstructions such as vegetation, roadside appurtenances, buildings, and other objects in the right of way can improve sight distance and provide a clear sight triangle without requiring major roadway reconstruction.

Safety Benefits:

- Improves a motorist's ability to perceive and adapt to oncoming traffic
- Allows pedestrians and cyclists to be more visible while on or near the roadway

Why this was selected for College Place:

- Hit object is the third most frequent crash that involved fatal and serious injuries. Often deficient sight distance can contribute to hit object collisions. Proper maintenance such as the removal of vegetation or objects can help improve the sight distance.

Crash Reduction Factor	20%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$200-$50,000
Federal Funding Eligibility	90%

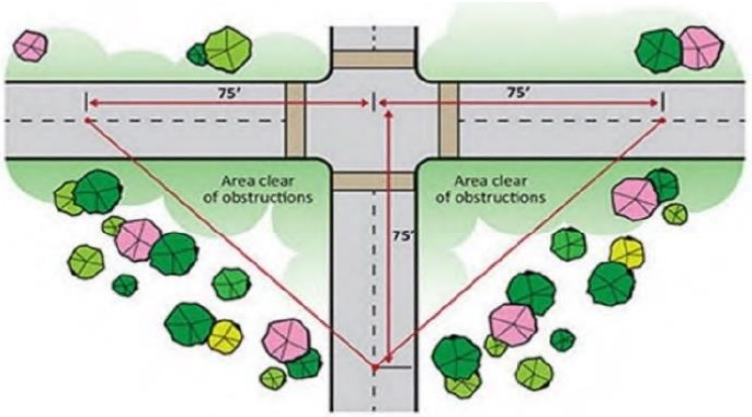


Figure 30: Diagram illustrating clear sight triangle; image source: City of Fresno

[20] https://safety.fhwa.dot.gov/local_rural/training/fhwasa1108/ch3.cfm

Segments

CMS.1 - Road Diet/Lane Conversion [21]

A road diet, or lane conversation, reduces vehicle travel lanes from four to three (with one lane in each direction and one shared left turn lane) and adds bicycle lanes.

Safety Benefits:

- Reduces rear-end and left-turn crashes due to the dedicated left-turn lane
- Reduces right-angle crashes as side street motorists cross only three versus four travel lanes
- Reduces the number of lanes for pedestrians to cross
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops
- Traffic calming and more consistent speeds
- "Complete Streets" environment that better accommodates the needs of all road users.

Figure 31: Before and after images of a lane conversion / road diet; image source: FHWA

Why this was selected for College Place:

- Angle and rear-end crashes are one of the top crash types. This countermeasure addresses all areas. They accommodate parked cars as well as provide a buffer for pedestrians and bicyclists.

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	20
Estimated Cost	$69 per FT
Federal Funding Eligibility	90%

[21] https://safety.fhwa.dot.gov/provencountermeasures/road_diets/

CMS.2 - Clear Recovery Zones (Remove or Relocate Fixed Objects) [22]

A Clear Zone is an unobstructed roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway. These areas can include a shoulder, a recoverable slope, a non-recoverable slope, and/or a clear run-out area.

Safety Benefits:

- Decreases the likelihood that a roadway departure results in a crash
- Increases the likelihood that a vehicle that leaves the roadway can recover safely
- Decreases severity of crashes that do occur when a vehicle leaves the roadway

Why this was selected for College Place:

- Hit object is the third most frequent crash that involves fatal and serious injury. Sometimes most of these causes may be deficient sight distance and can contribute to hit object collisions. Proper maintenance such as the removal of vegetation or objects can help improve the sight distance.

Figure 32: Clear recovery zone; image source: Marin County

Crash Reduction Factor	35%
Crash Types	All
Expected Life (years)	20
Estimated Cost	$200 - $10,000 per object
Federal Funding Eligibility	90%

CMS.3 - High Friction Surface Treatment [6]

Improving the friction of a road surface impacts how quickly a vehicle can slow or stop and helps motorists maintain control under a variety of pavement conditions. Road surface friction can be increased by adding a high-quality aggregate (a mixture of sand, gravel, stone, and other materials) to the pavement. High friction surface treatment (HFST) is most effective when used in locations where skidding and failure to stop are issues under either wet or dry surface conditions, and when the target vehicle is not able to stop due to insufficient friction.

Safety Benefits:

- Helps motorists maintain better control in both dry and wet driving conditions
- Decreases stopping and slowing time along roadway segments

Figure 33: Close up of aggregate used in HFST; image source: FHWA

[22] https://safety.fhwa.dot.gov/roadway_dept/countermeasures/safe_recovery/clear_zones/

Why this was selected for College Place:

- 24% of total crashes occurred on wet, snowy, icy, and slushy road conditions. Improving the friction will decrease the likelihood of skidding and a related collision.

Crash Reduction Factor	40 - 55%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$1 per sf
Federal Funding Eligibility	100%

CMS.4 - Segment Lighting [1]

Lighting can be installed along segments with high rates of nighttime crashes.

Safety Benefits:

- Improves visibility of a road segment as well as pedestrians and other vehicles near or along the roadway
- Increases motorist and pedestrian awareness of potential conflicts
- Increases pedestrian and motorist safety while navigating along roadways
- Helps reduce glare and dark spots

Figure 34: Lighting along a segment of roadway; image source: Marin County

Why this was selected for College Place:

- 25% of FSI occurred at night with 13% being pedestrian collisions. Installing lighting will improve the sight distance of any conflicting traffic or other road users. Segments like NE C St from Maple Rd to Myra Rd and Whitman Dr from SE Larch Ave to Myra Rd are a few examples of segments without intersection lighting

Crash Reduction Factor	35%
Crash Types	Night
Expected Life (years)	20
Estimated Cost	$7000 per Light
Federal Funding Eligibility	100%

CMS.5 - Add Two-Way Left Turn Lane [1]

A two-way left-turn lane can be added to segments without reducing the number of travel lanes. The two-way left-turn lane is to be used for left-turning vehicles coming from either direction. This can reduce the risk of rear-end collisions while motorists are attempting to make a left turn from the lane of traffic, across oncoming traffic.

Safety Benefits:

- Removes the turning vehicle from the travel lane to reduce the risk of rear-end collisions
- Eliminates stops for through-traffic providing for a more consistent flow of traffic

Why this was selected for College Place:

- Hit object and rear-end were two of the most frequent collision types along roadway segments. Including a two-way turn will help reduce conflict points. This differs from the road diet because it includes areas where parked cars and bike lanes cannot be implemented.

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	20
Estimated Cost	$100 per foot
Federal Funding Eligibility	90%

Figure 35: Two-way left turn lane in Walla Walla; image source: Google Maps

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CMS.6 - Chevrons for Curves [1, 5, 23]

Chevron signs along curves alert drivers to upcoming curves in the road by providing a highly visible indication of which direction the roadway curves.

Safety Benefits:

- Increases motorist awareness of curves in the roadway
- Alerts motorists of upcoming curves to provide enough time to decrease speed and turn safely

Why this was selected for College Place:

- Hit object is one of the collision factors associated with curves.
- Including chevrons will provide additional guidance so that drivers can properly follow the curve.

Figure 36: Chevron signs along a curve; image source: FHWA

Crash Reduction Factor	40%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$500 per Sign
Federal Funding Eligibility	100%

[23] https://safety.fhwa.dot.gov/provencountermeasures/enhanced_delineation/

CMS.7 - Curve Advance Warning Signs (Flashing Beacons) [1]

Flashing beacons, particularly when used on top of chevron signs, visibly indicate to motorists when they are approaching a curve.

Safety benefits:

- Increases motorist awareness of curves in the roadway, particularly at night or during other times of low visibility
- Alerts motorists to upcoming curves in order to provide enough time to decrease speed

Why this was selected for College Place:

- Including curve signs with flashing beacons will help guide drivers along a curve. This is especially beneficial during nighttime and overcast days.

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$16,600 each
Federal Funding Eligibility	100%

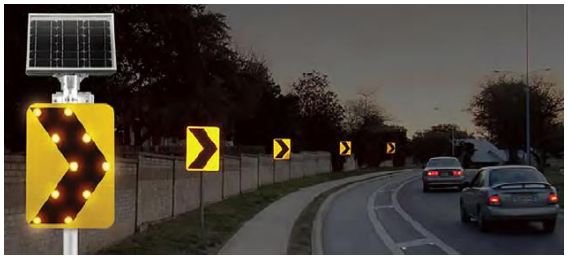

Figure 37: Flashing beacons on chevron signs along a curve; image source: Marin County

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CMS.8 - Delineators, Reflectors and/or Object Markers [5]

Markings along a roadway, including reflectors, delineators, and other object markers, can provide motorists with a visual warning of a roadway feature or regulatory requirement they may not have seen otherwise. Delineators can often include traffic cones or barrels but usually refer to posts that are several feet high and brightly colored to be highly visible to motorists.

Safety Benefits:

- Clarifies the path of travel
- Calls driver attention to fixed objects along the roadside

Why this was selected for College Place:

- 50% of FSI resulted from lane departure and 13% of FSI included a vehicle striking a stationary object. To prevent such occurrences, flexible delineators and object markers with reflectors can warn drivers of the upcoming curve or segment.

Crash Reduction Factor	15%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$75 each
Federal Funding Eligibility	100%

Figure 38: Roadway delineators installed on a ramp; image source: FHWA

CMS.9 - Edge Line Rumble Strips [1, 5]

Rumble strips are grooves along the edge of a roadway that provide motorists with an audible and sensory alert when their vehicle begins to leave the roadway.

Safety Benefits:

- Warns motorists if their vehicle travels too close to the edge of the roadway
- Reduces crashes caused by distracted, drowsy, or otherwise inattentive drivers who drift from their lane

Crash Reduction Factor	15%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$10 per foot
Federal Funding Eligibility	100%

Why this was selected for College Place:

- 50% of FSI resulted from lane departure while inattention was the top contributing factor for 34% of total crashes. Edge line rumble strips provide vibratory feedback to drivers when departing from the travel lane.

Figure 39: Edge line rumble strips along a roadway; image source: KYTC

CMS.10 - Dynamic/Variable Speed Warnings [1, 5, 24]

Variable speed limits are speed limits that change based on road, traffic, and weather conditions. This allows for speed limits to be adjusted depending on a variety of conditions. Dynamic speed warnings display the speed of passing motorists in comparison to the speed limit. This provides a visual warning to motorists who are traveling above the speed limit.

Safety Benefits:

- Provides a warning for motorists traveling above the speed limit and encourages them to slow to a safe speed

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$43,600 each
Federal Funding Eligibility	100%

Why this was selected for College Place:

- Unsafe speeds are a contributing factor for 50% of the hotspot segment locations. Dynamic/variable speed signs can measure and communicate the speed of the drivers to alert their attention. Variable speed warnings can be changed based on weather conditions or traffic congestion.

Figure 40: Dynamic speed warning sign below speed limit sign; image source: City of Fresno

[24] https://www.fhwa.dot.gov/publications/research/safety/14020/14020.pdf

Pedestrian

CMP.1 - Pedestrian Countdown Signal Heads [2, 5, 25]

Pedestrian countdown signal heads at crosswalks display a countdown to let pedestrians know how much time they have left to cross before the light will change. Countdown signals can reassure pedestrians who are in the crosswalk when the flashing "DON'T WALK" interval appears that they still have time to finish crossing.

Safety Benefits:

- Encourages pedestrians to use the push button rather than cross illegally
- Lets pedestrians know when they have the right of way and how long they have to cross the street
- Reduces the complexity of crossing at intersections when signal phasing is complex (i.e. dedicated left-turn phase for motorists) or for particularly wide streets

Figure 41: Two styles of pedestrian countdown signal heads; image source: FHWA

Why this was selected for College Place:

- 71% of total pedestrian and bicycle collisions occurred at an intersection. Part of the city's mission is for people using all transportation modes to circulate safely. Therefore, implementing countdown signal heads will empower pedestrians and bicyclists to commute more safely.

Crash Reduction Factor	25%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	$1,800 per signal head
Federal Funding Eligibility	100%

[25] http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=46

CMP.2 - Install Pedestrian Crossing [26]

Pedestrian crossings designate a portion of the roadway for pedestrians to cross. Designated pedestrian crossings can be added to intersections or roadways with high rates of pedestrian traffic by adding high visibility crosswalk markings, pedestrian countdown signals, signage, or signal intersection improvements like LED lighting, signal backplates, or reflective tape.

Safety Benefits:

- Alerts motorists to the presence of pedestrians near or crossing the roadway
- Provides visual cues that discourage motorists from stopping in an area designated for pedestrian crossings (such as a crosswalk)
- Helps pedestrians know where they should cross the roadway

Why this was selected for College Place:

- 83% of total pedestrian collisions occurred at an intersection. Part of the City's mission is for people to effectively circulate regardless of transportation mode. During some collisions, drivers proceeded through an intersection while ignoring any pedestrians. Therefore, adding designated pedestrian crossings will give pedestrians freedom to travel without feeling restricted as well as call attention to drivers. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.

Figure 42: A variety of crosswalk visibility enhancements at a pedestrian crossing; image source: FHWA

Crash Reduction Factor	25%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	$600 - $6,000 per crossing (varies)
Federal Funding Eligibility	100%

[26] https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_VizEnhancemt2018.pdf

CMP.3 - Leading Pedestrian Interval (LPI) [5, 27]

A leading pedestrian interval at a crosswalk allows pedestrians to enter an intersection a few seconds before vehicles are given a green light. This can be added by adjusting the timing of light displays at an intersection.

Safety Benefits:

- Provides additional crossing time for pedestrians who may need more time
- Increases the percentage of motorists who will yield right of way to pedestrians
- Minimizes conflict between pedestrians crossing a roadway and turning vehicles

Why this was selected for College Place:

- 50% of total pedestrian collisions occurred at an intersection. During some collisions, drivers were proceeding through an intersection and ignoring any pedestrians. Therefore implementing leading pedestrian intervals will provide pedestrians additional time to enter an intersection increasing their visibility and clearly indicating the turn vehicles that they have the right of way. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.

Figure 43: Leading pedestrian interval (LPI); image source: City of Fresno

Crash Reduction Factor	60%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	<$2,500 per signal
Federal Funding Eligibility	100%

[27] https://safety.fhwa.dot.gov/provencountermeasures/lead_ped_int/

CMP.4 - Pedestrian Crossing at Uncontrolled Locations - New Signs and Markings Only [5]

A wide variety of upgrades to non-signalized intersections without marked crossings can greatly enhance pedestrian safety and reduce the risk of collisions.

Pedestrian and bicycle crossing signs paired with visible crosswalk markings reinforce legal crossings at intersections and create legal crossings at non-intersection locations. These signs and crosswalk markings warn drivers to expect pedestrian or bicycle crossings and clarify that drivers are expected to yield the right-of-way to crossing pedestrians and bicyclists. At uncontrolled locations, pedestrian and bicycle crossing signs and markings identify a preferred crossing location for pedestrians and bicyclists. There are several types of pedestrian crosswalks including standard parallel lines, continental, ladder, and zebra (diagonal lines).

Safety Benefits:

- Alerts drivers to the presence of pedestrians or bicyclists who may be crossing the roadway
- Clearly designates when crossing pedestrians or bicyclists have the right of way

Why this was selected for College Place:

- 50% of total pedestrian collisions occurred at an intersection. Implementing pedestrian crossings will empower pedestrians to cross at legally designated areas and alert motorists to crossing pedestrians.

Figure 44: Signage and markings at a designated crosswalk; image source: City of Fresno

Crash Reduction Factor	25%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$2,600 each
Federal Funding Eligibility	100%

CMP.5 - Pedestrian Crossing at Uncontrolled Locations (Enhanced Safety Features) [5, 20, 28]

Enhanced pedestrian crossings can be added when a marked crosswalk alone does not adequately protect pedestrians who are crossing at mid-block locations. In these cases, safety features such as rectangular rapid flashing beacons, overhead flashing beacons, or curb extensions (bulb-outs) should be added to complement the standard crossing elements.

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	$60,000-$160,000 each (varies)
Federal Funding Eligibility	100%

Safety Benefits:

- Alerts motorists to pedestrians in a crosswalk, allowing them to slow their speed
- Curb extensions or bulb-outs can slow traffic, especially while turning through an intersection

Why this was selected for College Place:

- 50% of pedestrian collisions were at an unsignalized intersection. The flashing signs can bring awareness to a crossing pedestrian. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.

Figure 45: Curb extension along a crosswalk; image source: FHWA

Figure 46: Pedestrian Hybrid Beacon (PHB); image source: FHWA

Figure 47: Rectangular Rapid Flashing Beacon (RRFB) along a crosswalk; image source: City of Fresno

[28] https://safety.fhwa.dot.gov/provencountermeasures/ped_hybrid_beacon/

CMP.6 - Pedestrian Crossing Median or Refuge Island [1, 5, 29,30]

A pedestrian crossing island (or refuge island) is a raised island located in a median between opposing traffic lanes that separates crossing pedestrians from motor vehicles.

Safety Benefits:

- Decreases the level of exposure for pedestrians
- Allows pedestrians to cross through only one direction of traffic at a time
- Simplifies the process of crossing a roadway by reducing the number of safety factors a pedestrian must consider

Why this was selected for College Place:

- 83% of total pedestrian collisions occurred at an intersection. Drivers usually were proceeding through ignoring any pedestrians. Implementing crossing medians or refuge islands will give pedestrians freedom to travel safely as well as call motorist attention to pedestrians.

Figure 48: Pedestrian crossing median/refuge island in Walla Walla; image source: Google

Crash Reduction Factor	45%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	$120 per foot
Federal Funding Eligibility	90%

CMP.7 - Raised Pedestrian Crossing [5, 31]

A raised pedestrian crossing features a ramped crosswalk that spans across the roadway. The crosswalk will be marked with paint and often special paving materials.

Safety Benefits:

- Raised crosswalks slow traffic
- Allows pedestrians to cross at the same level of the sidewalk rather than requiring them to step down into the road
- Elevates pedestrians to improve visibility while crossing the roadway

Why this was selected for College Place:

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$5000 each
Federal Funding Eligibility	90%

[29] http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=6
[30] https://safety.fhwa.dot.gov/provencountermeasures/ped_medians/
[31] http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=7

- Along with improving our roads, the City is passionate about making areas accessible to everyone irrespective of disability. During most collisions resulting in pedestrian injury, drivers were proceeding through an intersection or crossing area while ignoring any pedestrians. The raised crosswalk enhances the safety of a crossing area and calls motorist attention to crossing pedestrians. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.

Figure 49: Raised crosswalk featuring markings and colored paving material; image source: Marin County

Cyclists

CMC.1 - Bicycle Box (Advance Stop Bar) Before Crosswalk [1, 5, 32]

An advance stop bar or bicycle box designates a space between the crosswalk and vehicular traffic for bicyclists to wait at a red light.

Safety Benefits:

- Increases visibility of bicyclists
- Makes it easier and safer for bicyclists to make a left turn at an intersection after a red light
- Reduces the risk of a motorist turning right and colliding with a bicyclist after a light change at an intersection
- Groups bicyclists together to clear an intersection quickly, minimizing impediment to transit or other traffic
- Separates stopped vehicular traffic from pedestrians crossing through the intersection at the crosswalk

Why this was selected for College Place:

- 50% of bicycle collisions occurred at signalized intersections. Implementing a bicycl situation as well as create a buffer between the bicyclist and the driver.

Figure 50: A bike box at an intersection; image source: National Association of City Transportation Officials; nacto.org

Crash Reduction Factor	15%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$9000
Federal Funding Eligibility	90%

[32] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=38

CMC.2 - Designated Bike Lanes [1, 5,33]

Bike lanes along the outside of the lane of vehicular traffic designate a space for bicyclists to travel. Bike lanes are clearly marked with white lines and symbols within the lane, and sometimes with a different color of pavement or different paving material. Bike lanes are intended for one-way bicycle travel and are generally provided along both sides of two-way streets.

Safety Benefits:

- Alerts motorists to the potential presence of bicyclists
- Provides a small buffer zone separating bicyclists from motor vehicle travel
- Improves predictability of bicyclist behavior
- Reduces unpredictable motor vehicle driver movements
- Encourage lower traffic speeds by visually narrowing the lane of travel

Why this was selected for College Place:

- 50% of bicycle collisions occurred in roadway segments. Implementing exclusive bicycle lanes along a roadway creates a buffer, separating bicyclists from vehicle traffic and warns drivers that bicyclists may be present.

Figure 51: Bike lane along E. Isaacs Ave. in Walla Walla; image source: Google Maps

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$50 per ft
Federal Funding Eligibility	90%

[33] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=52

CMC.3 - Pavement Marking Improvements [5, 26]

Pavement markings can include striping and symbols associated with bike lanes, striping for paved shoulders, sharrows, turning lanes at intersections, shared lane markings, and other markings warning of pavement hazards or irregularities such as railroad crossings or drainage grates.

Safety Benefits:

- Indicates the presence of bicyclists and bike facilities
- Provides information about upcoming turning and crossing maneuvers
- Guides bicyclists on the correct path through an intersection

Why this was selected for College Place:

- Inattention and disregarding signals and yield are the top contributing factors for all crashes. Upgrading pavement markings can bring motorists' l attention to upcoming intersections or curves.

Figure 52: Pavement markings including green bike lane along 4thg Ave. in College Place; image source: Google Maps

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$20 - $600
Federal Funding Eligibility	90%

CMC.4 - Sight Distance Improvements [5, 34]

Insufficient sight distance can contribute to intersection collisions. Removing roadside obstructions such as vegetation, roadside appurtenances, buildings, and other objects in the right of way can improve sight distance and provide a clear sight triangle without requiring major roadway reconstruction

Crash Reduction Factor	20%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$200-$50,000
Federal Funding Eligibility	90%

[34] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=19

Safety Benefits:

- Improves a motorist's ability to perceive and adapt to oncoming traffic
- Allows pedestrians and cyclists to be more visible while on or near the roadway
- Allows cyclists a better view of approaching vehicles

Why this was selected for College Place:

- Hit object is the third-highest crash type involving KA injuries. Many of these incidents may be impacted by deficient sight distance. Proper maintenance such as removal of vegetation or objects can help improve the sight distance.

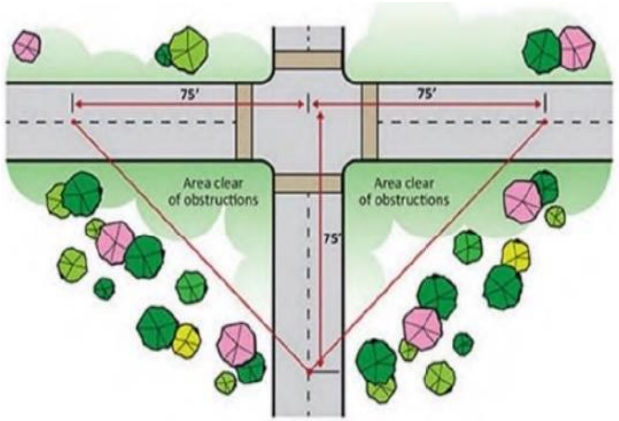

Figure 53: Diagram illustrating clear sight triangle; image source: City of Fresno

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CMC.5 - Bike Specific Lighting Improvement [35]

Enhanced lighting can be added at intersections or along roadway segments, bike lanes, or multi-use paths with a high level of bicycle traffic.

Safety Benefits:

- Improves visibility of roadway hazards such as pavement irregularities
- Improves visibility of bicyclists increasing the likelihood that motorists will have advanced warning of approaching bicyclists

Why this was selected for College Place:

- 25% of bicycle collisions occurred at night or dusk. Improving lighting can increase motorists' awareness of bicyclists as well as improve the visibility of upcoming surface conditions and obstacles.

Figure 54: Lighting along a bike path in Sioux Falls; image source: argusleader.com

Crash Reduction Factor	35%
Crash Types	Night
Expected Life (years)	20
Estimated Cost	$7000 per Light
Federal Funding Eligibility	100%

[35] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=4

All

CMO.1 - Traffic Safety Education Programs [1, 36]

Providing education, outreach, and training is a key strategy in increasing bicyclist and motorist awareness and improving behavior. Bicyclists need safe places to ride as well as the knowledge to interact safely with motorists. Motorists should also be educated about how to share the road with bicyclists. The primary goal of an educational initiative is to alter motorist and bicyclist behavior and reduce reckless actions (http://pedbikesafe.org/).

Crash Reduction Factor	NA
Crash Types	All
Expected Life (years)	NA
Estimated Cost	NA
Federal Funding Eligibility	NA

Safety Benefits:

- Improves motorist pedestrian and bicyclist awareness and behavior
- Increases compliance with local road safety laws and policies
- Reduces reckless behavior

Why this was selected for College Place:

- The City is motivated to share with its residents and commuters the transformation of Target Zero. This proposal is a united effort with the community which brings together knowledge and understanding in order to encourage safe traffic behavior.

Figure 55: College Place city leaders engaging members of the public in exploring public spaces from the eyes of a pedestrian; image source: Blue Zones Project Walla Walla

Figure 56: Example of a traffic safety educational campaign; image source: Marin County

[36] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=41

CMO.2 - Targeted Enforcement Programs [1, 5]

Local enforcement programs can be targeted specifically at addressing areas with high rates of non-compliance such as disregarding traffic signs and signals, failure to yield, or speeding. Enforcement programs can be accompanied by public awareness campaigns highlighting the increased enforcement of specific factors or in specific areas.

Figure 57: Image source: Marin County

Safety Benefits:

- Enforcement programs can reduce common violation types such as speeding, failure-to-yield, red-light running, aggressive driving, failure to wear safety belts, distracted driving, and driving while impaired.

Why this was selected for College Place:

- All top contributing factors such as disregarding traffic signs and signals, failing to yield, unsafe speeds, driving under influence, and distracted driving can be reduced when effective enforcement programs are introduced. Each factor can be specifically targeted to bring awareness to conflicts between vehicles, bicyclists and pedestrians

Crash Reduction Factor	NA
Crash Types	All
Expected Life (years)	NA
Estimated Cost	NA
Federal Funding Eligibility	NA

Implementation

Select Intersection Countermeasures

Based on the predominant crash types, the following countermeasures were determined to be most practicable for the identified intersections:

Table 9: Selected Intersection Countermeasures[1, 2, 5,13, 31]

Countermeasure Name	Intersection Conversion to Roundabout	Intersection Lighting	Raised Median on Approach	Advanced Dilemma-Zone Detection	Transverse Rumble Strips	Intersection Markers or Striping
Crash Types Addressed	All crash types	All crash types at "night" time, Pedestrian & Bicycle	Angle	All crash types (particularly on high-speed roads)	All crash types	All crash types
Crash Reduction	26-82%	20-74%	21-55%	40%	0-35%	10-33%
Expected Life Span	20 years	20 years	20 years	10 years	10 years	10 years
Estimated Cost	$4,000,000 to $8,000,000	$5,000 to $7,000 per light	$10,000 per approach	$5,600 per system	$600 per approach	$4,000 per intersection
Federal Funding Eligibility	100%	100%	90%	100%	90%	100%

Select Roadway Segment Countermeasures

Based on the predominant crash types, the following countermeasures were determined to be most practicable for the identified segments:

Table 10: Select Segment Countermeasures[1, 5, 12, 15, 16, 18, 37]

Countermeasure Name	Remove/Relocate Objects & Clear Recovery Zone	Raised Median Access Mngt./ Right-in-right-out	Road Diet/ Lane Conversions	Edge line Rumble Strips	Dynamic/Variable Speed Warning	Delineators/ Reflectors/ Object Markers
Crash Types Addressed	Fixed/Stationary Object	Angle and Rear-End	All crash types	Roadway Departure	All crash types	All crash types
Crash Reduction	17-100%	0-94%	19-47%	10-41%	0-41%	0-30%
Expected Life Span	10 years	20 years	20 years	10 years	10 years	10 years
Estimated Cost	$200 to $10,000 per object	$50,000	$69 per linear foot	$10 per linear foot	$43,600 per warning sign	$75-500 per sign
Federal Funding Eligibility	90%	90%	90%	100%	100%	100%

[37] https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/lrsm2020.pdf

Select Pedestrian- and Bicycle-focused Countermeasures

Based on the predominant crash types that impacted pedestrians and bicyclists, the following countermeasures were determined to be most practicable for the identified segments and intersections:

Table 11: Select Bicycle and Pedestrian Countermeasures[1, 5, 20, 21, 22, 25, 26, 27, 30, 31, 38, 39]

Countermeasure Name	Leading Pedestrian Interval	Pedestrian Crossing Median/ Refuge Island	Enhanced Safety Features (Beacons/ High Visibility/ Raised Crossings)	Separated Bike Lanes	Intersection/ Driveway Pavement Marking Improvements/ Bicycle Box	Pedestrian & Driver and Bicycle & Motorist Education
Crash Types Addressed	Pedestrian	Pedestrian	Pedestrian	Bicycle	Bicycle	Pedestrian and Bicycle
Crash Reduction	60%	45%	35%	35%	35%	(Variable)
Expected Life Span	10 years	20 years	20 years	10 years	10 years	Ongoing
Estimated Cost	$2,500 per signal	$120 per linear foot	$5,000 to $160,000	$50 per linear foot	$20 to $2,500	(Variable)
Federal Funding Eligibility	100%	90%	90-100%	90%	90-100%	

[38] http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=61

[39] http://pedbikesafe.org/BIKESAFE/countermeasures_detail.cfm?CM_NUM=18

Safe Routes to School (SRTS) Toolkit

An important component of improving local road safety is ensuring that children can safely walk or bike to destinations like schools and parks. Providing *Safe Routes to School* is a vital part of helping children live healthy, active lifestyles. Research has shown a significant decrease since the 1960s in the percentage of kindergarten through 8th grade (K-8) students who bike or walk to school (from 47.7 percent in 1969 to 12.7 percent in 2009).[40]

> ***"Children deserve safe places to walk and bike – starting with the trip to school.***
>
> ***By starting with children and the trip to school, communities become safer places for everyone to walk and bike.***
>
> ***By creating safe places for everyone, communities take a major step towards meeting the national goal of ending traffic deaths on roads."***
>
> \- National Center for Safe Routes to School

According to the CDC, *Safe Routes to School* encourage increased physical activity by enabling safe, active transportation options for children. This can help decrease the prevalence of childhood obesity, reduce the risk of heart disease and promote cardiorespiratory and muscular fitness, along with other public health benefits.[41] Ensuring safe routes to school can also decrease the risk of injuries in bike or pedestrian collisions. Something as simple as slowing traffic in areas where children may be walking or biking can reduce the risk of serious injury if a collision is to occur.

In addition to slowing speed, there are a variety of safety countermeasures that can be applied in areas near schools, or along routes to school, where there has been a history of collisions.

Figure 58: AAA Foundation for Traffic Safety, Impact Speed and the Pedestrian's Risk of Severe Injury or Death, September 2011.

[40] McDonald NC, Brown AL, Marchetti LM, Pedroso MS. US school travel, 2009: an assessment of trends. Am J Prev Med 2011;41(2):146–51.
[41] https://www.cdc.gov/policy/hst/hi5/saferoutes/index.html

Davis Elementary School

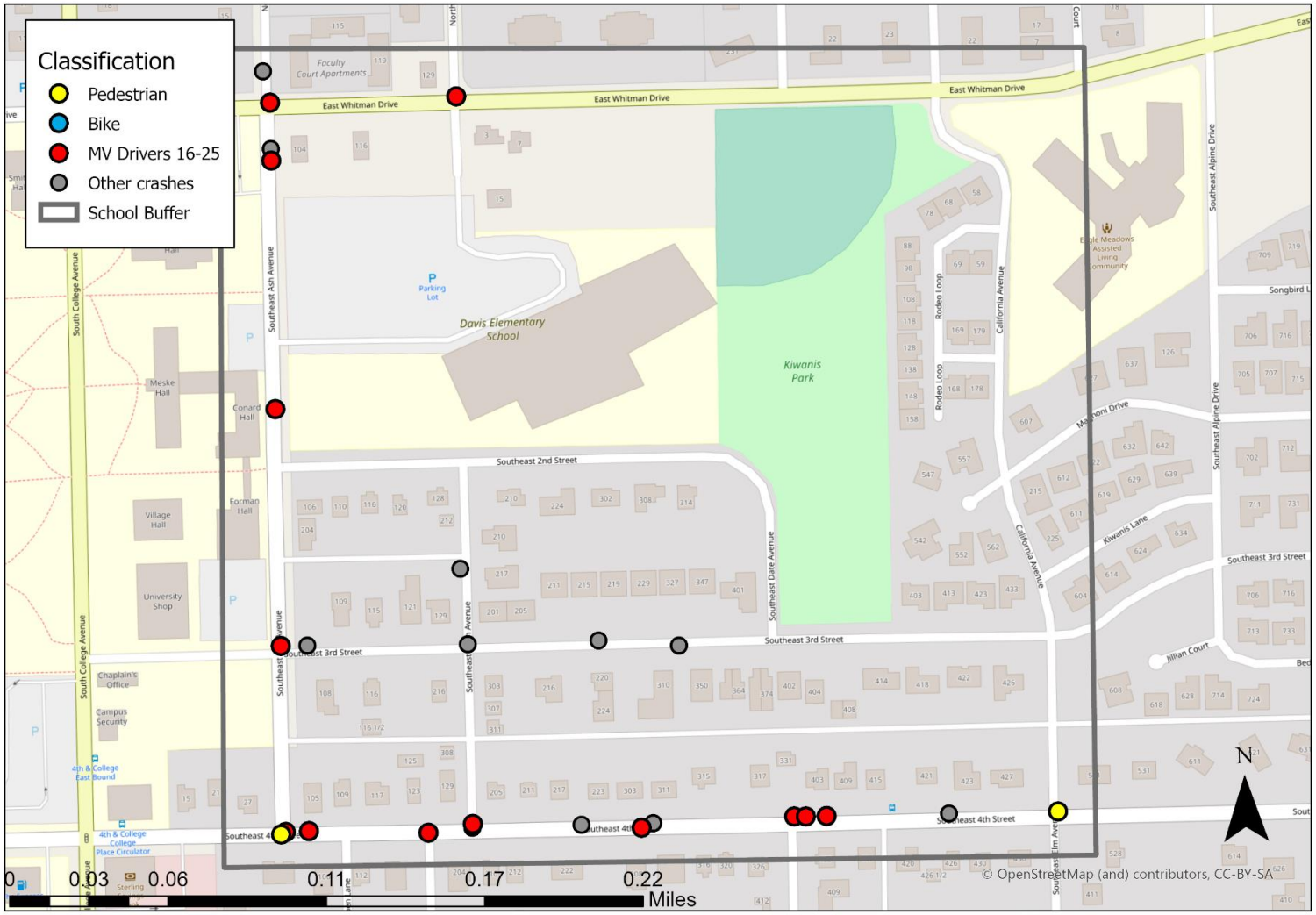

Figure 59: Collisions near Davis Elementary School

Walla Walla Valley Academy & Rogers Adventist School

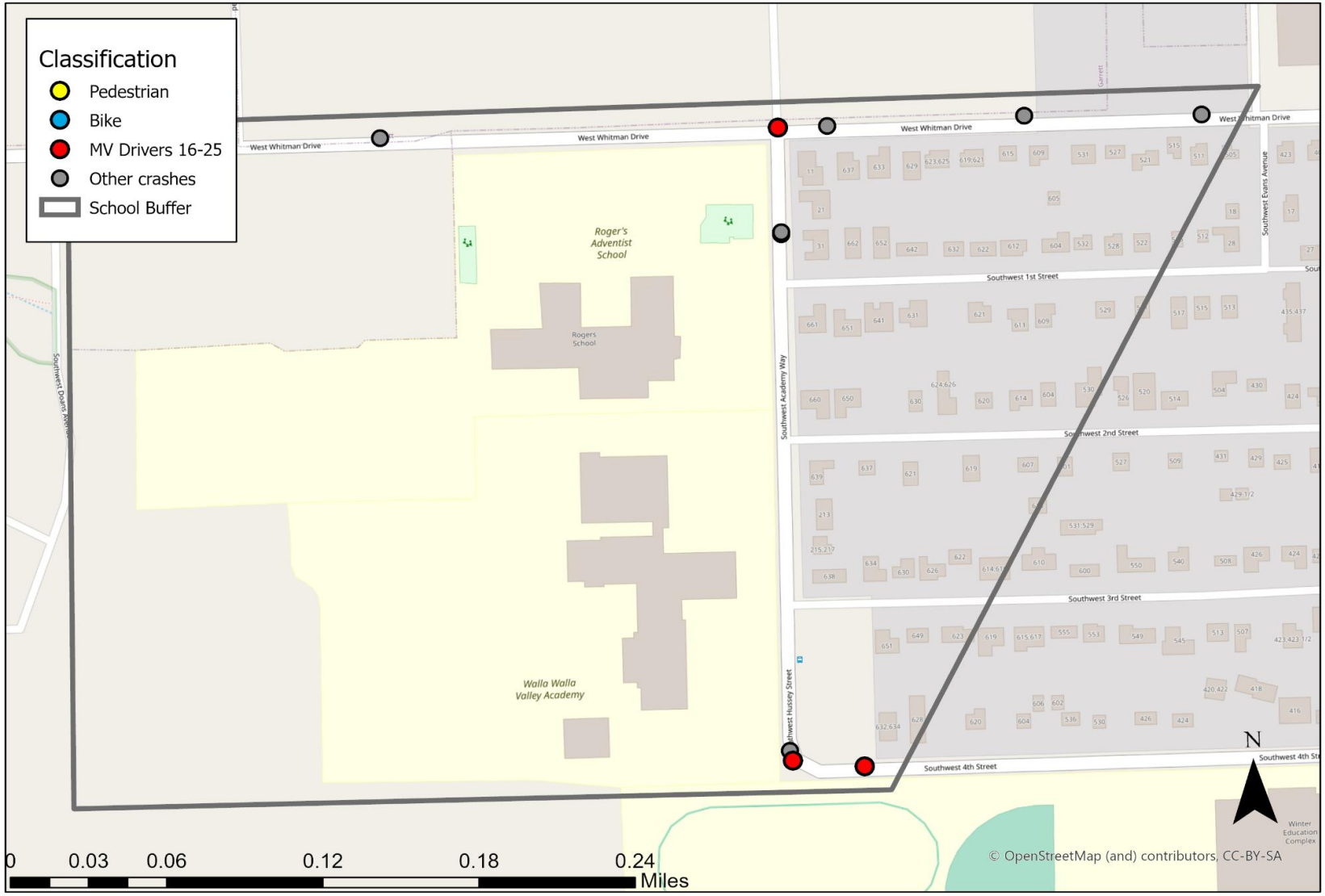

Figure 60: Collisions near Walla Walla Valley Academy and Rogers Adventist School

John Sager Middle School & College Place High School

Figure 62: Collisions near John Sager Middle School and College Place High School

Walla Walla University

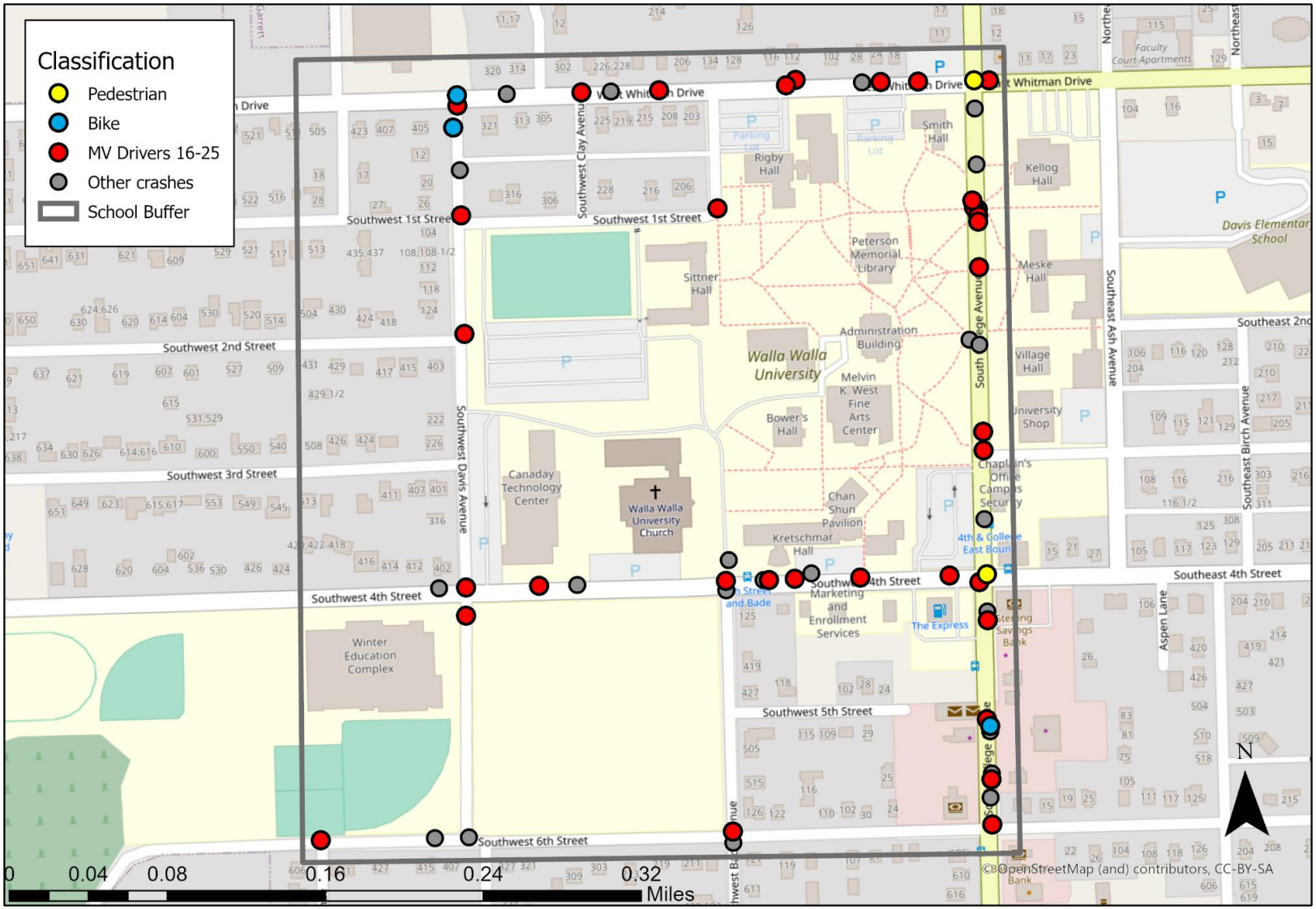

Figure 63: Collisions near Walla Walla University

Implementing Safe Routes to School

Partnership: The City of College Place can partner with College Place Public Schools, Rogers Adventist School, Walla Walla Valley Academy, and Walla Walla University in ensuring safe routes to schools throughout the community. They can identify priority projects, partner on student and community safety education, and advocate to funders like the Washington State Department of Transportation Safe Routes to School Program. The City can also partner with parents to identify which routes from residential neighborhoods to schools are the most commonly used by children.

Prioritizing Safe Routes: Nearly all communities face funding restraints. The amount of infrastructure improvement needed outweighs the amount of available funding. Communities must use a set of criteria to prioritize which safety improvements should occur first. In addition to prioritizing improvements near areas with the highest rate of high-risk collisions, the City of College Place can prioritize safety improvements along routes to school and near schools. Since College Place is about three square miles, a nontraditional buffer was selected instead of using a quarter-mile/half-mile buffer. A four-point corner buffer was selected for all schools except for one: John Sager Middle School/College Place High School.

Table 12: Summary of collisions including type and contributing factors near schools in College Place

School Locations	Total Crashes in buffer*	Including			Contributing Factors							
		Pedestrian	Bicyclists	Young Drivers	Inattentive or Distracted	Disregard Signals/ Yield	Unsafe Speeds	Follow Too Closely	Improper Movement	Drowsy	DUI	Other
Rogers Adventist School/Walla Walla Valley Academy	13			5	4		2		3			4
John Sager Middle School College Place High School	31	2		12	11	6	2	2	2		2	6
Davis Elementary	36	2		16	14	9	1	1	5	1		5
Walla Walla University	98	2	3	54	34	14	3	13	8	1	1	24
Total	**178**	**6**	**3**	**87**	**63**	**29**	**8**	**16**	**18**	**2**	**3**	**39**

Safe Routes to School Countermeasures

Based on the predominant crash types, the following countermeasures were determined to be most practicable for locations around area schools.

Table 13: Proposed safety countermeasures for locations near schools[42] [43] [44] [45] [46]

Countermeasure Name	Enhanced Safety Features (Beacons/ High Visibility/ Raised Crossings)	Separated Bike Lanes	Intersection Markers or Striping	Dynamic/Variable Speed Warning	Transverse Rumble Strips	Pedestrian & Driver and Bicycle & Motorist Education
Crash Types Addressed	Pedestrian	Bicycle	All crash types	All crash types	All crash types	Pedestrian and Bicycle
Crash Reduction	35%	35%	10-33%	0-41%	0-35%	(Variable)
Expected Life Span	20 years	10 years	10 years	10 years	10 years	Ongoing
Estimated Cost	$5,000 to $160,000	$50 per linear foot	$4,000 per intersection	$43,600 per warning sign	$600 per approach	(Variable)
Federal Funding Eligibility	90-100%	90%	100%	100%	90%	

[42] 2018 Marin County Travel Safety Plan, accessed August 16, 2021, from: https://www.marincounty.org/userdata/dpw/Marin%20County%20Travel%20Safety%20Plan%20-%20Final%20Report.pdf
[43] Local Road Safety – A Manual for California's Local Rood Owners, accessed August 16, 2021, from: https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/lrsm2020.pdf
[44] Safety Evaluation of Transverse Rumble Strips on Approaches to Stop-Controlled Intersections in Rural Areas, accessed September 23, from: https://www.fhwa.dot.gov/publications/research/safety/hsis/12047/12047.pdf
[45] Safety Improvements on High Risk Rural Roads, accessed August 16, 2021, from: https://safety.fhwa.dot.gov/hsip/hrrr/manual/hrrr_2014.pdf
[46] Systemic Local Roadway Safety Plan, accessed August 16, 2021, from: https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2021/01/Fresno_SSAR_LRSP_Final-Accessible-1.pdf

Project List for Top Priority Locations

After a comprehensive risk assessment, the following improvements are proposed for select high-priority intersections and roadway segments.

Table 14: Priority locations for local road safety improvements by categorized by location

Location	Weighted Crash Value	Potential Improvement
Intersections		
SR 125 (MP 1.88)/ S College Ave	3.84	Collisions at this intersection were largely rear-end or angle collisions due to inattentive/distracted driving, disregard for signals/yield, and driving under the influence (DUI). Potential improvements at this signalized intersection include conversion to a roundabout, increased intersection lighting, raised median upon intersection approach, advanced dilemma-zone detection, transverse rumble strips, or intersection markers or striping.
NE Larch St/ E Whitman Dr	6.85	Collisions at this intersection were primarily angle collisions, largely due to speeding, following too close, or disregard for signals/yield. Potential improvements at this current two-way stop intersection include conversion to a four-way stop, increased intersection lighting, raised median upon intersection approach, transverse rumble strips, or intersection markers or striping.
Segments		
NE C St *(From Deccio Rd to Myra Rd)*	17.61	Collisions along this segment were mainly angle and rear-end collisions based on inattentive/ distracted driving, following too close, and improper turn/merge. Potential improvements along this segment include street lighting installation, upgrade pavement markings, converting to a right-in/right-out, remove/relocate objects and clear recovery zone, raised median, or delineators/reflectors/object markers.

W Rose St *(From NE Lambert to Carey Court)*	1.39	Collisions along this segment were largely angle or stationary-object collisions due to inattentive/ distracted driving, disregard for signals/yields, and unsafe speeds. Potential improvements for this segment include remove/relocate objects and clear recovery zone, raised median access management, right-in-right-out, road diet/lane conversion, edgeline rumble strip, dynamic/variable speed warning, or delineators/reflectors/object markers.
S Meadowbrook St (w/out Intersection) *(SR 125 (MP-2.34) to NE Deccio Rd)*	1.85	Collisions along this segment were primarily angle, side-swipe, or other types of collisions due to inattentive/distracted driving and disregard for signals/yields. One collision included a bicyclist. Potential improvements along this segment include remove/relocate objects and clear recovery zone, raised median access management, right-in-right-out, road diet/lane conversion, edgeline rumble strip, dynamic/variable speed warning, or delineators/reflectors/object markers.

School Locations

Schools	**Young Drivers (% of total)**	**Potential Improvements**
Rogers Adventist School/Walla Walla Valley Academy	5 (29.6%)	Collisions near this school were mainly due to inattentive/distracted driving, unsafe speeds, improper movement, driving under influence, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/raised crossings, separated bike lanes, intersection markers or striping, dynamic/variable speed warning, transverse rumble strips and pedestrian, bicyclist and motorist education.
John Sager Middle School/College Place High School	12 (38.7%)	Collisions near this school were primarily due to inattentive/ distracted driving, disregarding signals/yield, unsafe speeds, following too closely, improper movement, driving under influence, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/ raised crossings, separated bike lanes, intersection markers or striping, dynamic/variable speed warning, transverse rumble strips and pedestrian, bicyclist and motorist education.

Davis Elementary	16 (44.4%)	Collisions near this school were largely due to inattentive/distracted driving, disregarding signals/yield, unsafe speeds, following too closely, improper movement, drowsiness, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/raised crossings, separated bike lanes, intersection markers or striping, transverse rumble strips and pedestrian, bicyclist and motorist education.
Walla Walla University	54 (55.1%)	Collisions near this school were primarily due to inattentive/distracted driving, disregarding signals/yield, unsafe speeds, following too closely, improper movement, drowsiness, driving under influence, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/raised crossings, separated bike lanes, intersection markers or striping, dynamic/variable speed warning, transverse rumble strips and pedestrian, bicyclist and motorist education.

Pedestrian/Bicycle

Locations	**MV Young Drivers (% of Total)**	**Potential Improvement**
NE Whitman Dr/SE Larch Ave *(Intersection)*	36%	Collisions for this intersection were largely due to disregarding signs and signals, failing to yield, following too closely, driving under the influence, and other contributing factors. Potential improvements for this location include leading pedestrian interval, pedestrian median/refuge island, enhanced safety features, and pedestrian, and motorist education.
College Place Post Office (S College Ave)	33%	Collisions at this location were due to a variety of contributing factors. Potential improvements for this location include leading pedestrian interval, pedestrian crossing median/refuge island, enhanced safety features such as beacons, high visibility/raised crossings, separated bike lanes, intersection or driveway pavement marking improvement, bicycle box, and pedestrian, bicyclist and motorist education.

References

1. Image by Akua based on information by Arkyan - based on public domain information. Based on similar map concepts by Ixnayonthetimmay, CC BY-SA 3.0, https://commons.wikimedia.org/w/index.php?curid=2977946

2. U.S. Census Bureau: https://www.census.gov/quickfacts/fact/table/collegeplacecitywashington,WA,wallawallacountywashington/PST045219

3. [1] https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/

4. https://www.safety.fhwa.dot.gov/virtual_trade_show_nace2020_508_version/

5. Data provided on June 3, 2021, by WSDOT Transportation Data, GIS & Modeling Office (TDGMO) - Crash Data and Reporting Branch

6. https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf

7. https://www.marincounty.org/userdata/dpw/Marin%20County%20Travel%20Safety%20Plan%20-%20Final%20Report.pdf

8. https://safety.fhwa.dot.gov/hsip/hrrr/manual/hrrr_2014.pdf

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29. http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=6
30. https://safety.fhwa.dot.gov/provencountermeasures/ped_medians/
31. http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=7
32. http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=38
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47. https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/

Travel Demand Model (2019)

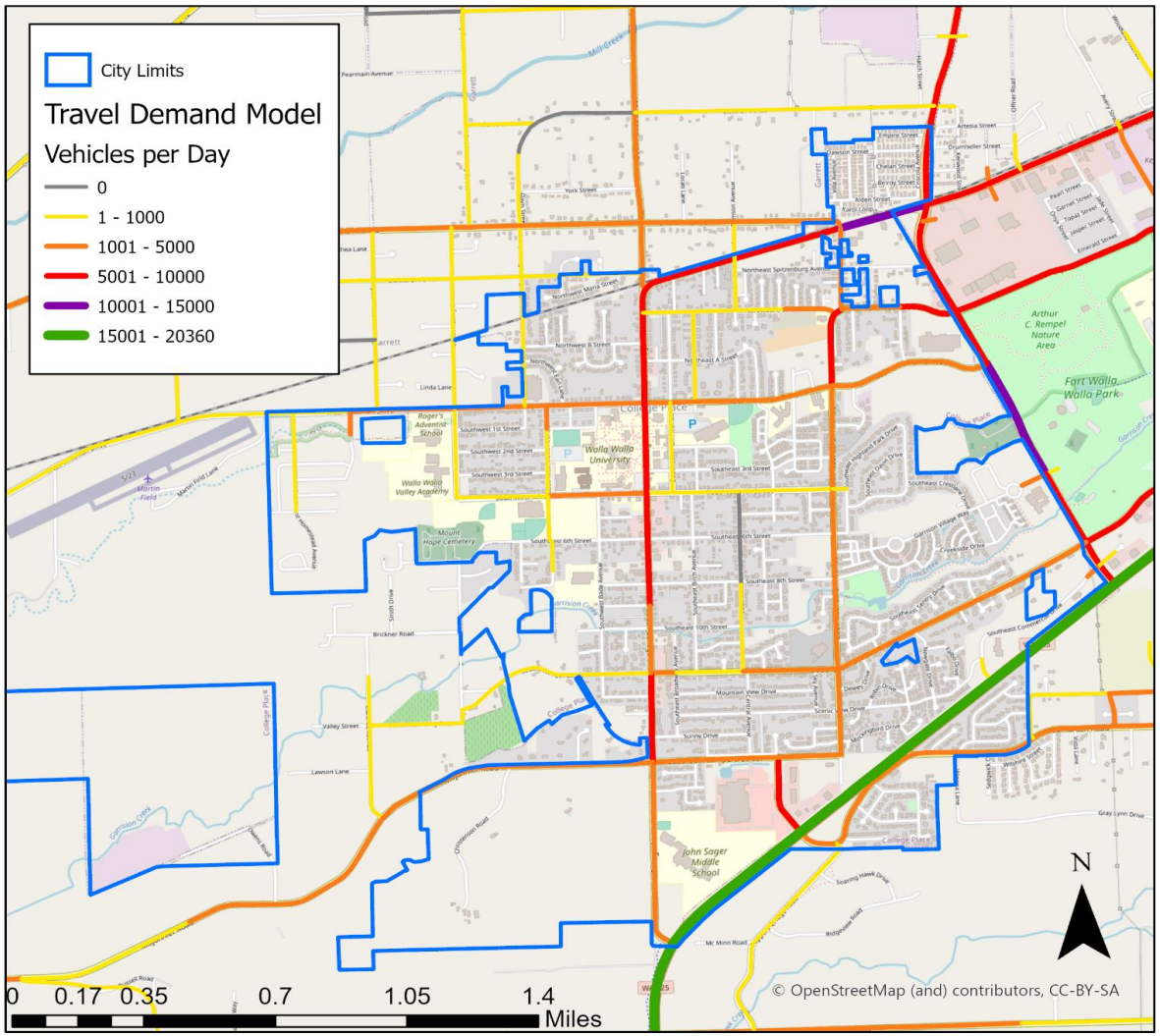

Figure 64: Travel Demand Model map of the College Place area

In general, a regional Travel Demand Model (TDM) replicates roadway networks, captures transit rider and driver travel behavior, and uses algorithms attuned to local conditions in order to show traffic flows and analyze future roadway infrastructure needs. The Walla Walla Valley TDM spans the northeastern portion of Umatilla County, Oregon and Walla Walla County, Washington, and includes the City of College Place. The traffic volumes displayed in this map show modeled year 2019 conditions, which have been calibrated against physical traffic count data.

Streetlights

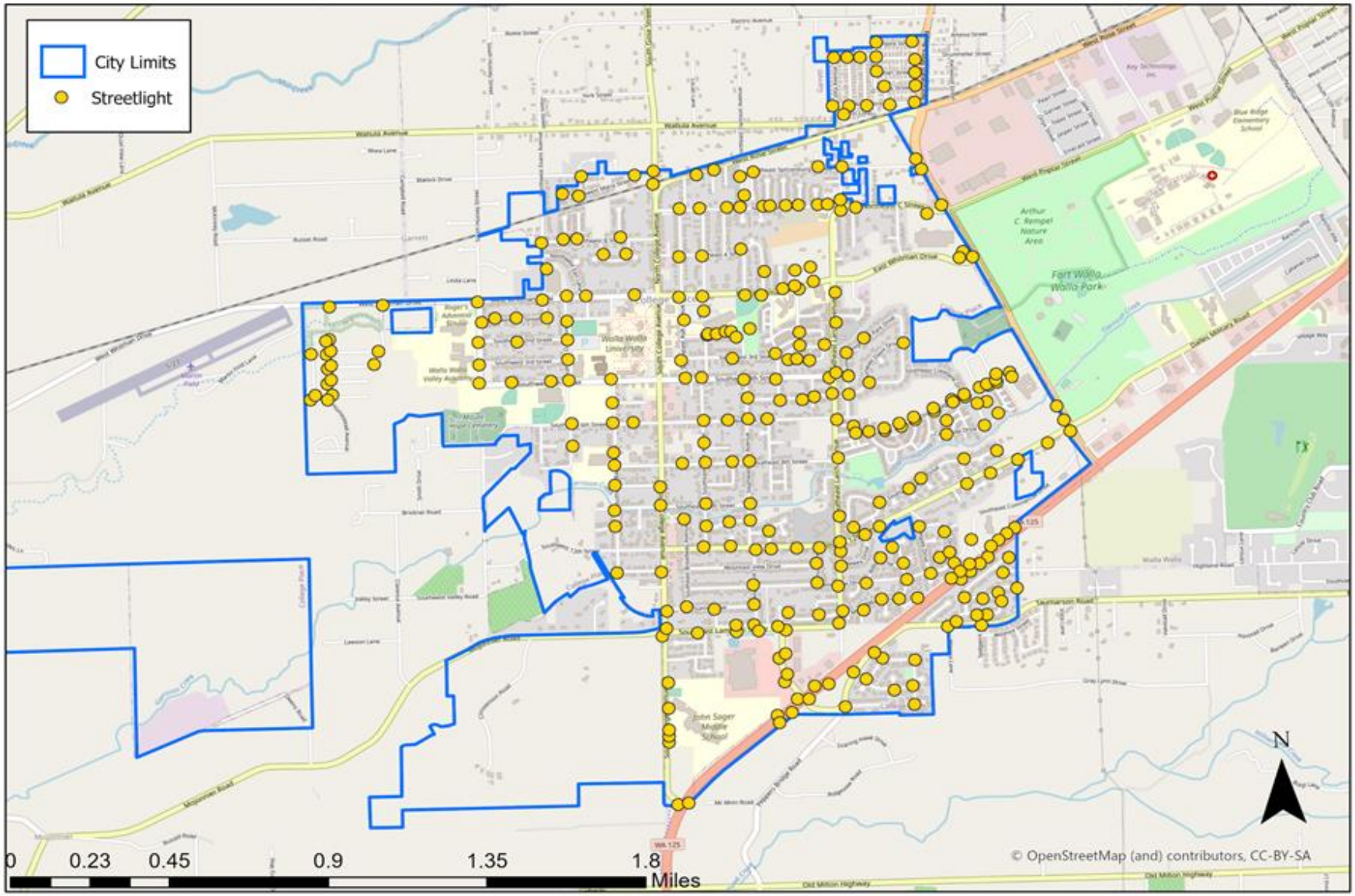

Figure 65: Streetlight inventory throughout the city of College Place

Table 15: Average Annual Collisions from 2011 to 2020 for Cities of Comparable Populations[47]

Community	2020 Population	Average Collisions Per Year (2011-2020)
Toppenish	8,854	95
Orting	9,041	41
Burlington	9,152	310
College Place	9,902	67
Snohomish	10,126	178
Port Townsend	10,148	75
DuPont	10,151	40

[47] https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/

Lions Park
Thursdays 4 - 7
May - September
CLASS OF 2020
AHEAD
BUS STOP
NO PARKING
EV
EV CHARGING STATION

FOR LEASE

City of College Place, Washington

RESOLUTION NO. 22-038

A RESOLUTION OF THE CITY OF COLLEGE PLACE, WASHINGTON, AUTHORING & SUPPORTING A WASHINGTON STATE DEPARTMENT OF TRANSPORTATION SAFE ROUTES TO SCHOOL GRANT APPLICATION TO FUND DAVIS ELEMENTARY SAFE ROUTES TO SCHOOL PROJECT

WHEREAS, the City of College Place is a non-charter code city;

WHEREAS, the Washington State Traffic Commission provided a grant in 2019 to conduct a preliminary engineering assessment for new sidewalks in key corridors lacking any throughout the City;

WHEREAS, THE City of College Place adopts a six-year Capital Facility Plan annually;

WHEREAS, the most recent 2022 to 2027 Capital Facility Plan was adopted via Ordinance 21-018 on November 23rd, 2021;

WHEREAS, the City Council adopted the Local Road Safety Plan via Resolution #21-047 at the October 26th, 2021 City Council meeting;

NOW THEREFORE, **BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE AS FOLLOWS:**

1. The City Council of College Place, Washington authorizes and fully supports the Washington State Department of Transportation (WSDOT) Safe Routes to School Grant Application for Davis Elementary Safe Routes to School Project.

Clerical Corrections. The City Clerk is authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

Effective Date. This resolution shall take effect and be in full force upon its passage as provided by law.

PASSED by the City Council of the City of College Place, Washington, this 12th day of April, 2022.

Attest:

Norma L. Hernández, Mayor

Lisa R. Neissl, CMC
City Clerk

LOCAL ROAD SAFTEY PLAN

COLLEGE PLACE

WASHINGTON

Acknowledgements

The City of College Place 2021 Local Road Safety Plan was a collaborative effort between the Walla Walla Valley MPO/SRTPO (Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization), Blue Zones Project Walla Walla Valley, and the 2021 City of College Place Engineering Intern, Akua Owusu Ansah, an engineering student at Walla Walla University.

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Acronyms and Abbreviations

A - Suspected Serious Injury

B - Suspected Minor Injury

C - Possible Injury

CMI - Countermeasures for Intersections

CMS - Countermeasures for Roadway Segments

CMP - Countermeasures for Pedestrian Safety

CMC - Countermeasures for Cyclist Safety

CMO - Countermeasures for All

CRF - Crash Reduction Factor

CV - Crash Value

DEV - Daily Entering Vehicle

DUI - Driving Under Influence

FHWA - Federal Highway Administration

HSIP - Highway Safety Improvement Program

KA - Fatal and Serious Injury

KABCO - scale which establishes severity of a collision based on decreasing order of severity: Fatal Injury (K), Suspected Serious Injury (A), Suspected Minor Injury (B), Possible Injury (C), No apparent Injury/Property Damage (O)

K - Fatality

LRSP - Local Road Safety Plan

mi - miles

MP - Mile-Post

O - No apparent Injury/Property Damage

PDO - Property Damage Only

VMT - Vehicle Miles Travelled

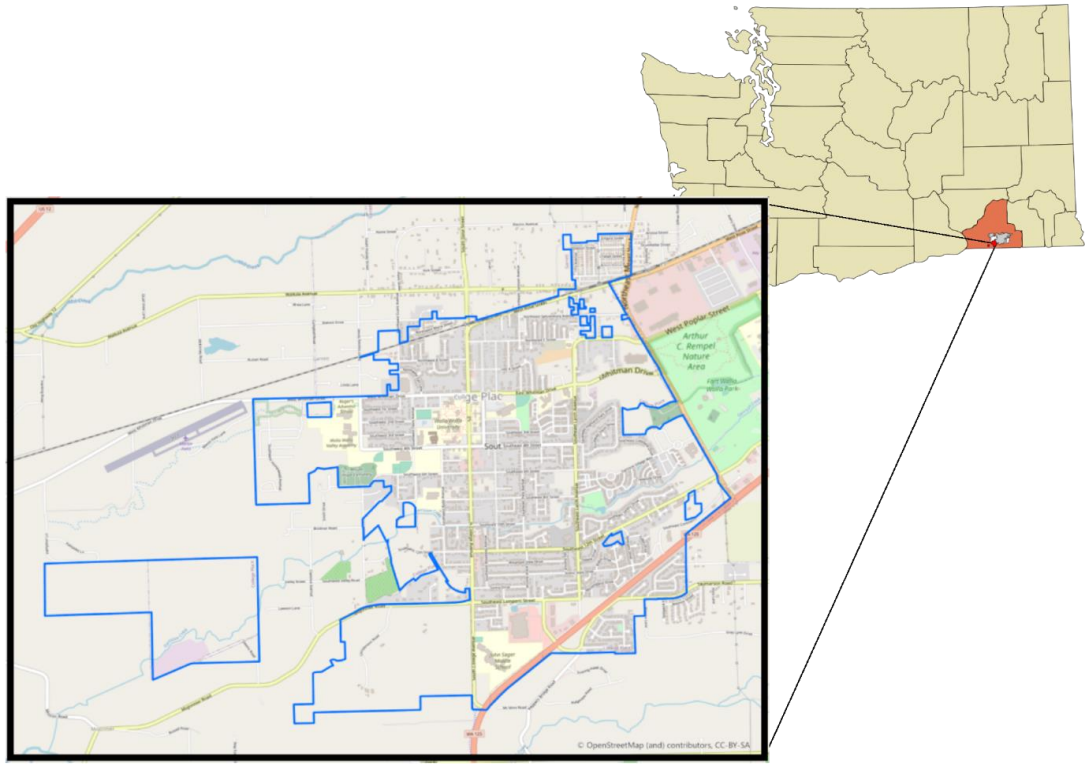
WCV - Weight Crash Value

WSDOT - Washington State Department of Transportation

Introduction

Located in south-eastern Washington State, College Place is a city in Walla Walla County (Figure 1[1]). As of 2010, the city was home to 8,792 people. By 2019, the population had grown to 9,317.[2] College Place is one of four cities within Walla Walla County and also the second-largest, being approximately three square miles in size.

Over the last ten years (2011 - 2020), College Place has had 735 crashes, 203 injuries with three fatalities, and six suspected serious injuries. On average, that is about 67 crashes each year (0.007 collisions per capita). This is fewer than many cities of comparable population in Washington (see Table 15, Appendix). During the same time period there were 1,080,613 crashes statewide, averaging around 108,000 crashes per year (0.014 collisions per capita based on 2019 population data).[3]



Though the number of average annual crashes in College Place may seem small, no death or serious injury is acceptable. With this in mind, the Federal government has partnered with state and local governments to eliminate fatal and serious injury crashes.

A Local Road Safety Plan (LRSP) focuses on understanding where and why crashes occur.

Using data collection, data analysis, and appropriately selected countermeasures, the LRSP puts in place prioritized projects that, once implemented, reduce collision risks and improve roadway safety for all transportation users.

[1] Source: Image by Akua based on information by Arkyan - based on public domain information. Based on similar map concepts by Ixnayonthetimmay, CC BY-SA 3.0, https://commons.wikimedia.org/w/index.php?curid=2977946

[2] U.S. Census Bureau: https://www.census.gov/quickfacts/fact/table/collegeplacecitywashington,WA,wallawallacountywashington/PST045219

[3] https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/

Washington State Target Zero Plan

Figure 1: map showing location of College Place, WA

The Highway Safety Improvement Program (HSIP) is the [illegible] fatalities and serious injuries within the nation (Figure 2[4]). Established in the year 2000, the Target Zero plan is Washington State's answer to the Strategic Highway Safety Plan (SHSP). The data from previous years show that the numbers of traffic deaths and serious injuries are increasing. The newly modified version emphasizes the belief that "not one death is acceptable on our state's roadways." Through action-focused, data-driven evaluations, innovations, and new strategies, impactful solutions are proposed to combat the growing traffic death and serious injuries by 2030.

Figure 2. Federal Highway Administration diagram outlining a Local Road Safety Plan

[4] Source: https:safety.fhwa.dot.gov/virtual_trade_show_nace2020_508_version/

College Place Local Road Safety Plan

On the local level, the City of College Place has taken the responsibility to implement its own Local Road Safety Plan to eliminate fatalities and serious injuries.

PART OF THE CITY OF COLLEGE PLACE'S MISSION STATEMENT IS TO HAVE "PEOPLE CIRCULATE EASILY IRRESPECTIVE OF MODE, WHETHER BY CAR, FOOT OR BIKE; A SYSTEM OF SIDEWALKS AND TRAILS MAKE FOOT TRAFFIC A PREFERRED METHOD TO GET AROUND TOWN."

Thus, the City College Place is committed to providing a safe and efficient transportation and circulation system that reinforces the City's distinct community character, addresses the needs of College Place residents, promotes and supports the desired land use pattern and is concurrent with new growth. The City plans to identify the critical areas that jeopardize these vision, values, and goals, and implement countermeasures to tackle this issue and provide a safe and welcoming atmosphere to all.

Figure 3. The City of College Place City Hall

College Place Traffic Collision Summary

Over the past ten years (2011 - 2020), the City of College Place has experienced 734 collisions which resulted in three fatalities and 203 injuries. On average, about 73 crashes occurred each year.

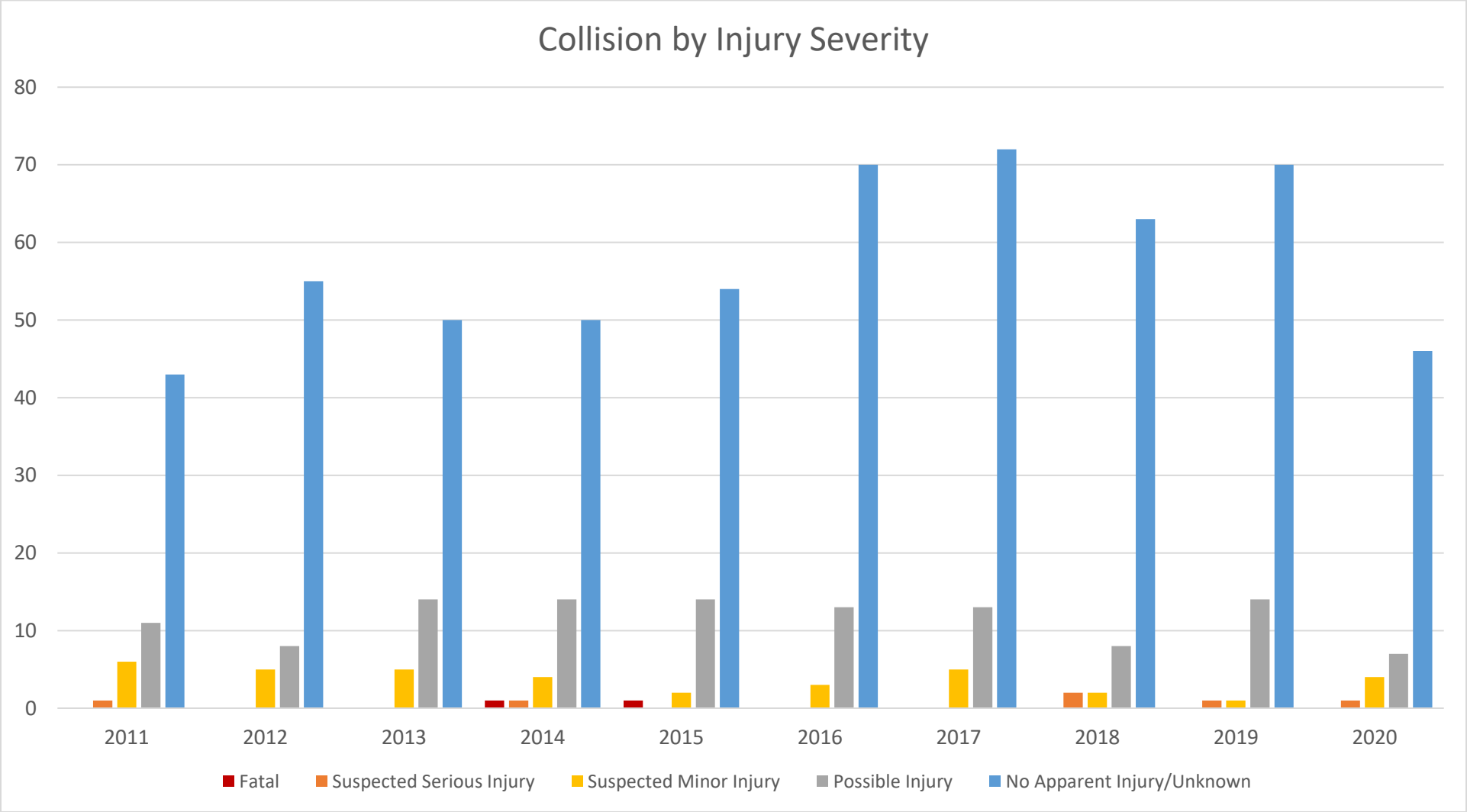


Figure 4: Collision by injury severity in College Place from 2011-2020

In Table 1, these 734 crashes are shown in tabular form: two fatality crashes (0.3%) resulted in three fatalities and the 203 injury collisions can be further divided into six suspected serious injury crashes (0.8%), 37 suspected minor injury collisions (5.0%), 116 possible injury crashes (15.8%), and 573 collisions with no apparent injuries (78.1%). Pedestrians were impacted in six collisions (0.8%) and bicyclists were involved in eight collisions (1.1%).

Table 1: Tabulation of collisions in College Place between 2011 and 2020[5]

Year	Fatal Crashes	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Apparent Injury/Unknown	Total Crashes
2011	0	1	6	11	43	**61**
2012	0	0	5	8	55	**68**
2013	0	0	5	14	50	**69**
2014	1	1	4	14	50	**70**
2015	1	0	2	14	54	**71**
2016	0	0	3	13	70	**86**
2017	0	0	5	13	72	**90**
2018	0	2	2	8	63	**75**
2019	0	1	1	14	70	**86**
2020	0	1	4	7	46	**58**
10-Year Total	**2**	**6**	**37**	**116**	**573**	**734**
Annual Average	<1	<1	4	12	57	**73**

[5] Source: Data provided on June 3, 2021, by WSDOT Transportation Data, GIS & Modeling Office (TDGMO) - Crash Data and Reporting Branch

Heat Map of Total Crashes (Non-Weighted)

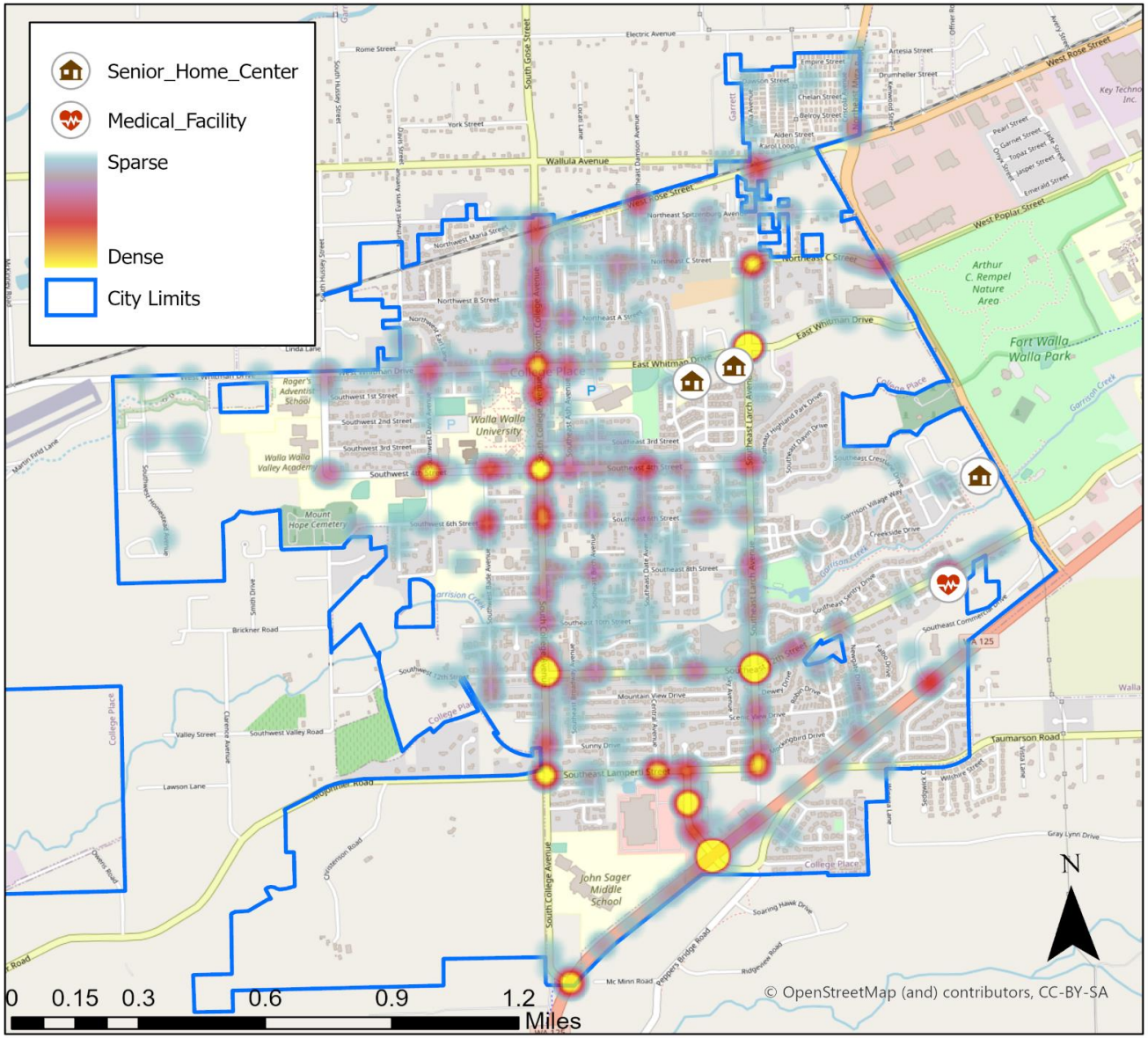


Figure 5: Heat map of crashes throughout the city of College Place

The location of all the crashes (fatalities, serious injuries, minor possible injuries, possible injuries and PDO's) are based only on number of crashes not on severity.

The collisions occurred more frequently on State Route 125 and at intersections with and without traffic signals.

“Crashes result in tangible and intangible consequences” (FHWA[6]). The tangible costs are the goods and services related to the crash and the indirect costs to individuals and society. This includes EMS expenses, property damage, and medical costs, among others. The intangible costs are measured by quality-adjusted life years (QALY) based on a quantifying value that is estimated and calculated based on the severity of the crash. Table 2 shows the KABCO scale which establishes severity of a collision based on decreasing order of severity: Fatal Injury (K), Suspected Serious Injury (A), Suspected Minor Injury (B), Possible Injury (C), No apparent Injury/Property Damage (O) Thus there is an urgency to reduce crashes involving vulnerable road users.

Table 2: Cost of crash by severity

Severity	Comprehensive Crash Unit Cost (2016 dollars)
K	$11,295,400
A	$655,000
B	$198,500
C	$125,600
O	$11,900

Figure 6 on the following page shows KA (Fatal and Serious Injuries) over the study period. Crashes involving vulnerable people such as pedestrians and cyclists are put at risk. Though they represent only about 2% of the overall data, over 25% of pedestrians who were hit had serious injuries and thus will be seriously considered during the selection of proposed countermeasures.

[6] source: https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf

Fatality and Serious Injury Crashes

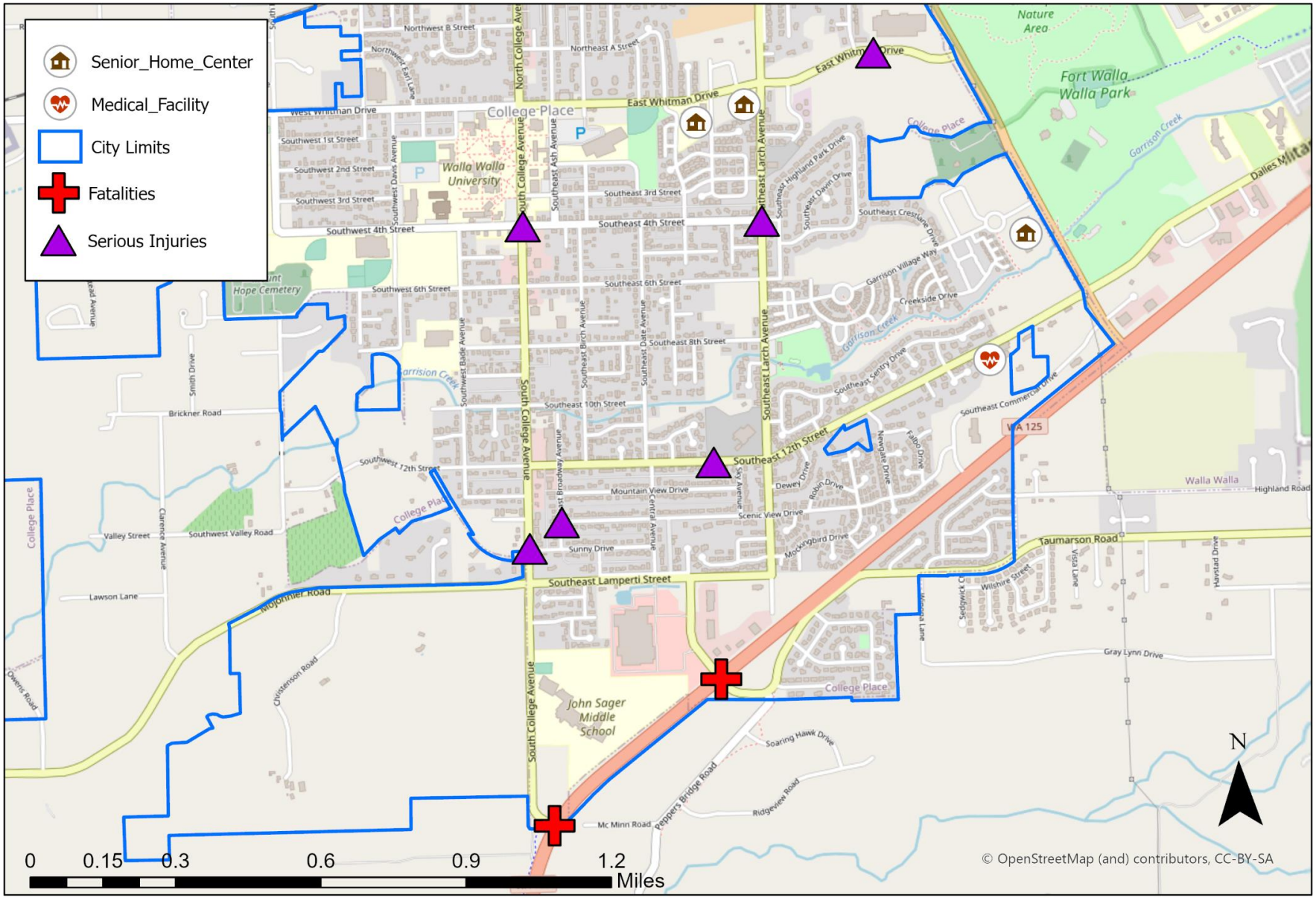


Figure 6: Location of fatal and serious injury crashes

Heat Map of Total Crashes (weighted)

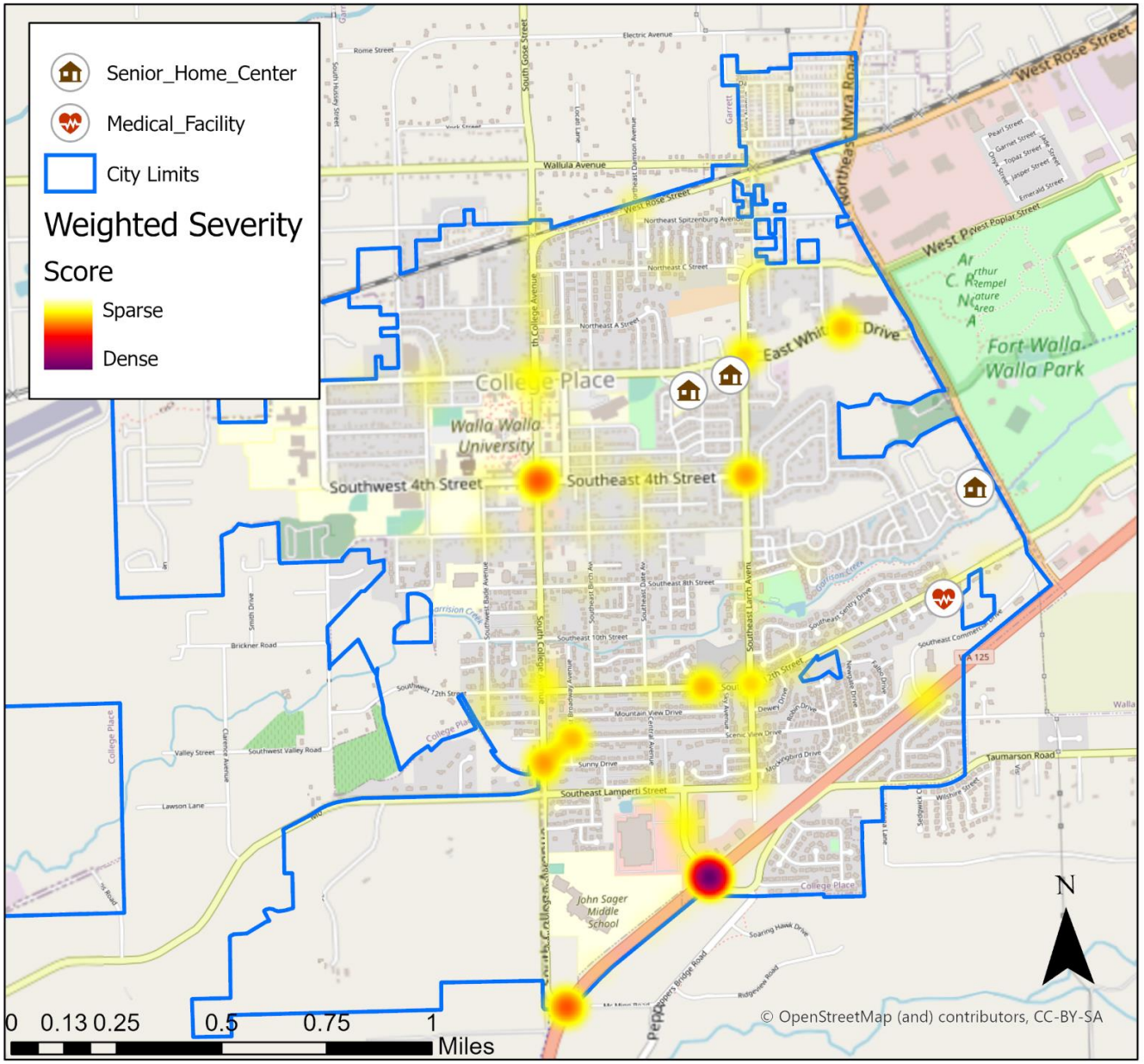


Figure 7: Heat map of crashes throughout the city of College Place weighted by severity

Crashes are classified by severity of crashes. Each crash injury type was given a weighted value.

Fatal and serious injuries are given a value of 100, possible and evident injury given a value of 10, and PDO given a value of 1.

Vulnerable transportation users, such as pedestrians and cyclists, have a much higher risk of sustaining an injury or worse. Though they are affected by just under 2% of all collisions, 1 in 4 crashes involving pedestrians results in serious injuries and only 1 out of 8 crashes causes no apparent injury to bicyclists.

Collision Types - Crash type analysis (i.e. angle, rear-end, sideswipe, fixed object, etc.) categorizes crashes, identifies key trends, and proposes countermeasure solutions. Figure 8 shows a summary of the crash types over the study period. The most prevalent crashes were angle, fixed object, and rear-end. The second figure shows the fatal and serious injury crashes (FSI). Over 60% of angle crashes resulted in fatal or serious injury crashes while over 20% of pedestrians were involved in FSI.

Figure 8: Collision Types

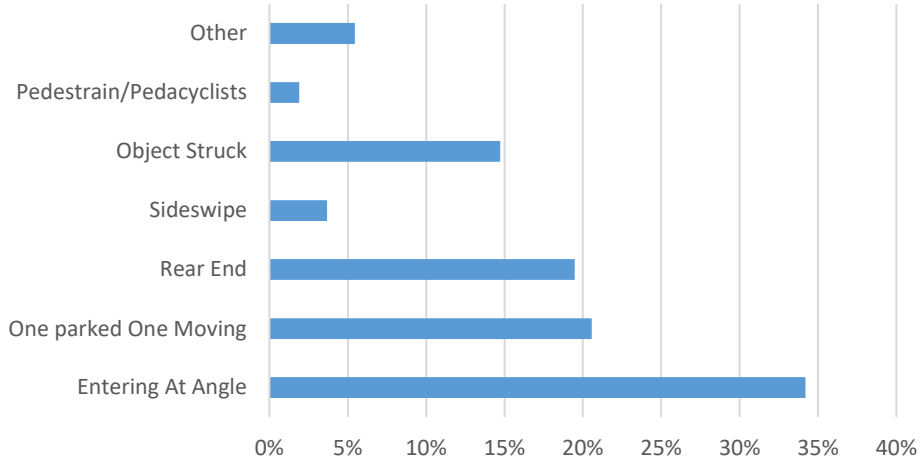
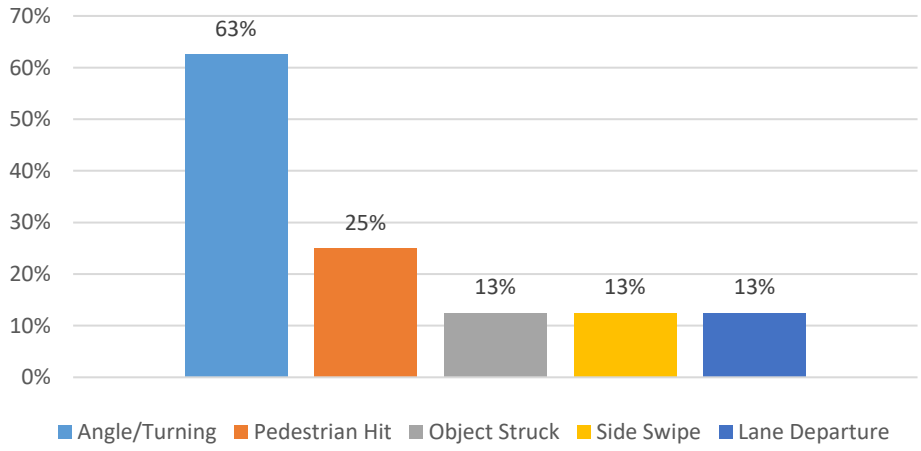


Figure 9: Fatality & Serious Injury by Collision Types



Contributing Factors - Over the study period,100% of FSI reported at least one contributing circumstance. Forty-eight percent of road user behaviors were inattention, distraction, disregarding traffic signals, and failing to yield. Inattention was the most frequent contributing factor reported. Driving under the influence accounted for 50% of FSI and 40% of FSI were because of disregarding traffic signals and failing to yield.

Figure 10: Contributing Factors

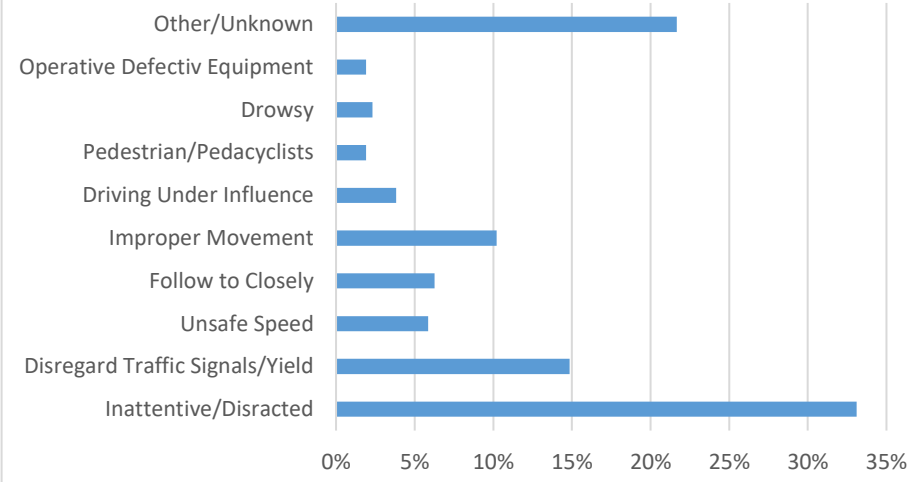
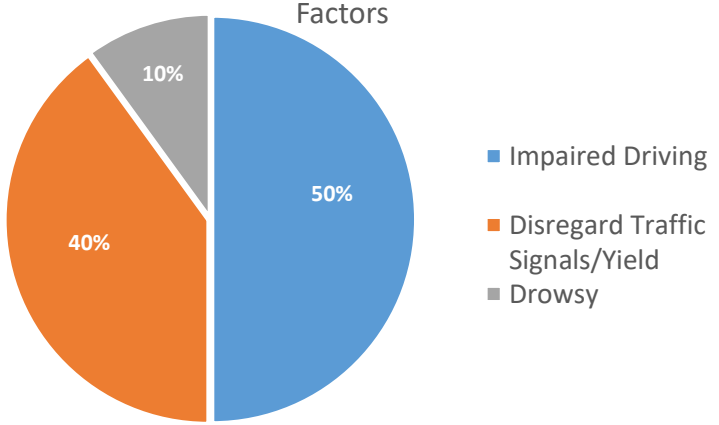


Figure 11: Fatality and Serious Injury Contibuting Factors



Intersection Crash Locations

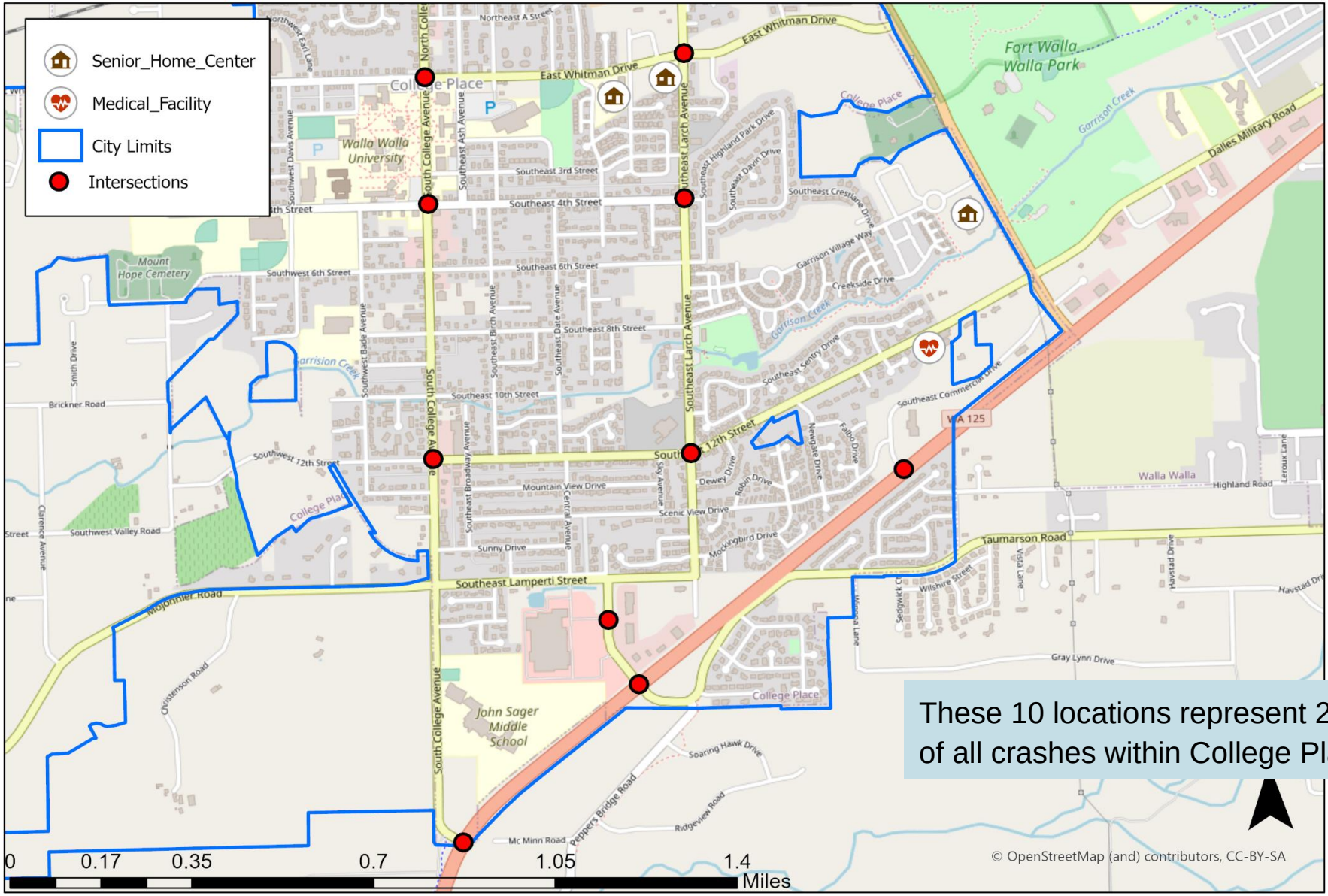


Figure 12: Locations of collisions at intersections in College Place

Table 3: Collisions at intersections throughout College Place including crash severity and weighted crash rate

	ID	Intersection Name	Total Crashes	Fatal Crash	Serious Injury Crash	Injury Crash	Daily Entering Volumes	Crash Rate	Weighted Crash Value (WCV) per 1,000 Vehicles
	Signaled Stop								
State Route	SI_1	SR 125 (MP-2.34)/Taumarson Rd/ SE Meadowbrook St	50	1		22	24,445	0.560	13.70
	SI_2	SR 125 (MP-1.88)/College Place S	14	1		4	19,410	0.198	3.84
	SI_3	SR 125 (MP 3.00)/SE Commercial Dr	6			4	19,070	0.086	1.64
City Street	CI_1	S College Ave/SE 12th St	16			2	6,345	0.691	4.38
	CI_2	SE Meadowbrook Blvd/ Meadowbrook Plaza & NE Walmart Entrances	15			4	6,995	0.588	4.11
	CI_3	S College Ave/SE 4th St	10		1	3	8,130	0.337	2.74
	CI_4	S College Ave/Whitman Dr	7			5	9,910	0.194	1.92
	4-Way Stop								
	CI_5	NE Larch St/SE 12th St	24			5	6,460	1.018	6.58
	CI_6	NE Larch St/SE 4th St	5		1	1	4,075	0.336	1.37
	2-Way Stop								
	CI_7	NE Larch St/W Whitman Dr	25			7	7,875	0.870	6.85

Table 4: Collision type and number by intersection location

Intersection Location	Total Crashes	Including		Collision Type				
		Pedestrian	Bicyclists	Angle[a]	Rear End	Stationary Object[b]	Side-swipe	Other
SR 125 (MP 2.34)/ Taumarson Rd/ SE Meadowbrook St	50			20	26		4	
SR 125 (MP1.88)/ S College Ave	14			3	7	1	1	2
SR 125 (MP 3.00)/ SE Commercial Dr	6			2	2		1	1
S College Ave/ SE 12th St	16		1	10	4		1	1
SE Meadowbrook Blvd/ Meadowbrook Plaza & NE Walmart Entrances	15			15				
S College Ave/ SE 4th St	10	1		8	1			1
S College Ave/ Whitman Dr	7	1		2	4			1
SE Larch St/ SE 12th St	24			18	5	0	1	
NE Larch St/ SE 4th St	5	1	1	3				2
NE Larch St/ E Whitman Dr	25			21	2	2		
Total	**172**	**3**	**2**	**102**	**51**	**3**	**8**	**8**

[a] Includes Right Turn, Left Turn, U-Turn, Improper Turn/Merge/Passing, Right Angle, one stopped--one moving

[b] Includes Fence, Tree/Stump, Utility Pole, Concrete Barrier, Street Pole/Base, Fire Hydrant, Curb/Traffic Island, Signpost, Mailbox, Building, Retaining Wall, Railroad Tracks, Guardrail, Traffic Signs, Other Objects

Table 5: Contributing factors by intersection collision location

Intersection Location	Total Crashes	Contributing Factors						
		Inattentive/ Distracted	Disregard Signals/ Yield	Unsafe Speeds	Follow Too Closely	Improper Movement[c]	DUI	Other
SR 125 (MP 2.34)/ Taumarson Rd/ SE Meadowbrook St	50	16	14	3	5	4	3	5
SR 125 (MP1.88)/ S College Ave	14	7	5				1	1
SR 125 (MP 3.00)/ SE Commercial Dr	6		3		1		1	1
S College Ave/ SE 12th St	16	5	4		1			6
SE Meadowbrook Blvd/ Meadowbrook Plaza & NE Walmart Entrances	15	7	5				1	2
S College Ave/ SE 4th St	10		6		2	1		1
S College Ave/ Whitman Dr	7	3	1		1			2
SE Larch St/ SE 12th St	24	11	6		2		1	4
NE Larch St/ SE 4th St	5	2	1			1		1
NE Larch St/ E Whitman Dr	25	4	11	5	1			4
Total	**172**	**55**	**56**	**8**	**13**	**6**	**7**	**27**

[c] Includes Improper Backing, Improper Turn, Improper Merge, and Improper Passing

Total Crashes and daily entering volume (DEV) were used to calculate Weighted Crash Value. The WCV accounts for the total crashes and the DEV. Table 4 on the previous page shows the intersection locations with the highest number of WCV per crash value. The crash rate was calculated as:

$$ACR = \frac{C\ x\ 1{,}000{,}000}{V\ x\ 365\ x\ N}$$

Where:

ACR= Annual Crash Rate

C = number of crashes during the study period
V = average daily traffic volume
N = number of years in the study period

A total of 10 intersections were selected separated by state route and city streets. There were a total of 172 crashes, two fatalities, two serious injuries, and 57 other injury crashes including PDO. Table 4 on the previous page shows a breakdown of the types of crashes detected at these intersection locations. Table 5 displays the contributing factors identified at the same intersection locations.

Table 5 on the following page shows the segment version of the crash value (CV). Unlike the analysis, the CV was calculated using vehicle miles travelled (VMT), daily volumes (DV), and total crashes. The crash rate was calculated as:

$$ACR = \frac{C\ x\ 1{,}000{,}000}{VMT\ x\ 365\ x\ N}$$

Where:
ACR= Annual Crash Rate
C = number of crashes during the study period
VMT = daily entering vehicles multiplied by the length of the segment
N = number of years in the study period

Nine total segments were selected based on CV and VMT. There were a total of 101 crashes, two serious injuries, and 21 other injury crashes including PDO. Table 6 and Table 7 on the following pages show a breakdown of types of crashes detected at these segment locations. There were a total of three pedestrians with one resulting in serious injury. Two bicyclists were also involved in crashes at these locations. Table 8 displays the contributing factors discovered at the same segment locations.

Table 6: Collision type and number by segment location

ID	Segment Name	To	From	Length (miles)	Total Crashes	Fatal Crash	Serious Injury Crash	Injury Crash	Daily Vehicle Volume	Vehicle Miles Traveled	Crash Rate
CS_1	SE 4th St	SE Ash Ave	SE Elm Ave	0.27	20			6	510 to 910	221	24.79
CS_5	NE C St	NE Lambert	NE Larch St	0.022	9			2	6,360	140	17.61
CS_2	SE 12th St	SE Broadway Ave	Sky Ave	0.37	15		1	2	1,000 to 3,340	836	4.92
CS_3	W Whitman Dr	S Evans	S College Ave	0.32	15			4	2,820 to 4,330	1342	3.06
CS_6	NE C St	Myra Rd	NE Deccio Rd	0.153	9				6,040	890	2.77
CS_4	S College Ave	SE 12 St	SE Lampert St /Mojonnier Rd	0.24	12		1	2	5,180 to 5,640	1347	2.44
CS_7	S Meadowbrook St (w/out Intersection)	SR 125 (MP-2.34)	Walmart Intersection	0.15	8			3	7,620 to 8,340	1186	1.85
CS_9	E Whitman Dr	S College Ave	NE Trentmont Dr	0.3	6			1	3,200	965	1.70
CS_8	W Rose St	NE Lambert	Carey Court	0.13	7			1	10,640	1383	1.39

Segment Crash Locations

These 9 locations represent 14% of all crashes within College Place.

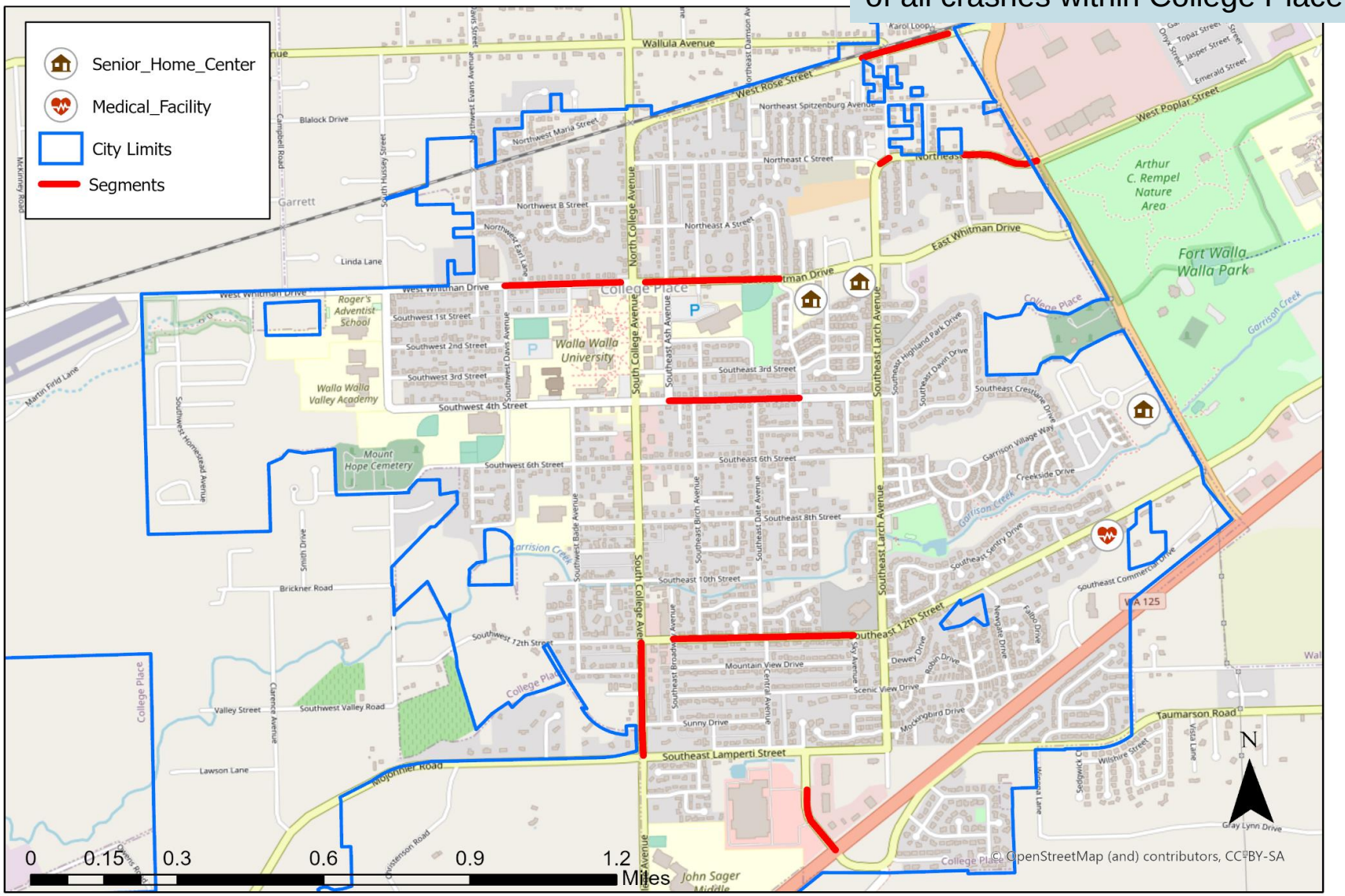


Figure 13: Segment crash locations in College Place

Table 7: Collision type by segment collision location

Segment Location	Total Crashes	Including		Collision Type				
		Pedestrian	Bicyclists	Angle[a]	Rear End	Stationary Object[b]	Side-swipe	Other
SE 4th St	20	2		17	1			2
NE C St (CS_5)	9			8		1		
SE 12th St	15	1		12		1	1	1
W Whitman Dr	15		1	9	3	2		1
NE C St (CS_6)	9			3	6			
S College Ave	12			6	4	1	1	
S Meadowbrook St	8		1	3		1	2	2
E Whitman Dr	6			4	1	1		
W Rose St	7			3		3	1	
Total	**101**	**3**	**2**	**65**	**15**	**10**	**5**	**6**

[a] Includes Right Turn, Left Turn, U-Turn, Improper Turn/Merge/Passing, Right Angle, and One stopped--one moving

[b] Includes Fence, Tree/Stump, Utility Pole, Concrete Barrier, Street Pole/Base, Fire Hydrant, Curb/Traffic Island, Sign Post, Mailbox, Building, Retaining Wall, Railroad Tracks, Guardrail, Traffic Signs, and Other Objects.

Table 8: Contributing factor by segment collision location

Segment Location	Total Crashes	Contributing Factors						
		Inattentive/ Distracted	Disregard Signals/ Yield	Unsafe Speeds	Follow Too Closely	Improper Movement[c]	DUI	Other
SE 4th St	20	6	8	1		2		3
NE C St (CS_5)	9	1	3	1	1	3		
SE 12th St	15	5	1	1		3	1	4
W Whitman Dr	15	6	1		2	1		5
NE C St (CS_6)	9	4			1	1		3
S College Ave	12	3			2	2	2	3
S Meadowbrook St	8	2	2		1			3
E Whitman Dr	6	4				2		
W Rose St	7	3	2	1				1
Total	**101**	**34**	**17**	**4**	**7**	**14**	**3**	**22**

[c] Includes Improper Backing, Improper Turn, Improper Merge, and Improper Passing

Pedestrian and Bicycle Crashes

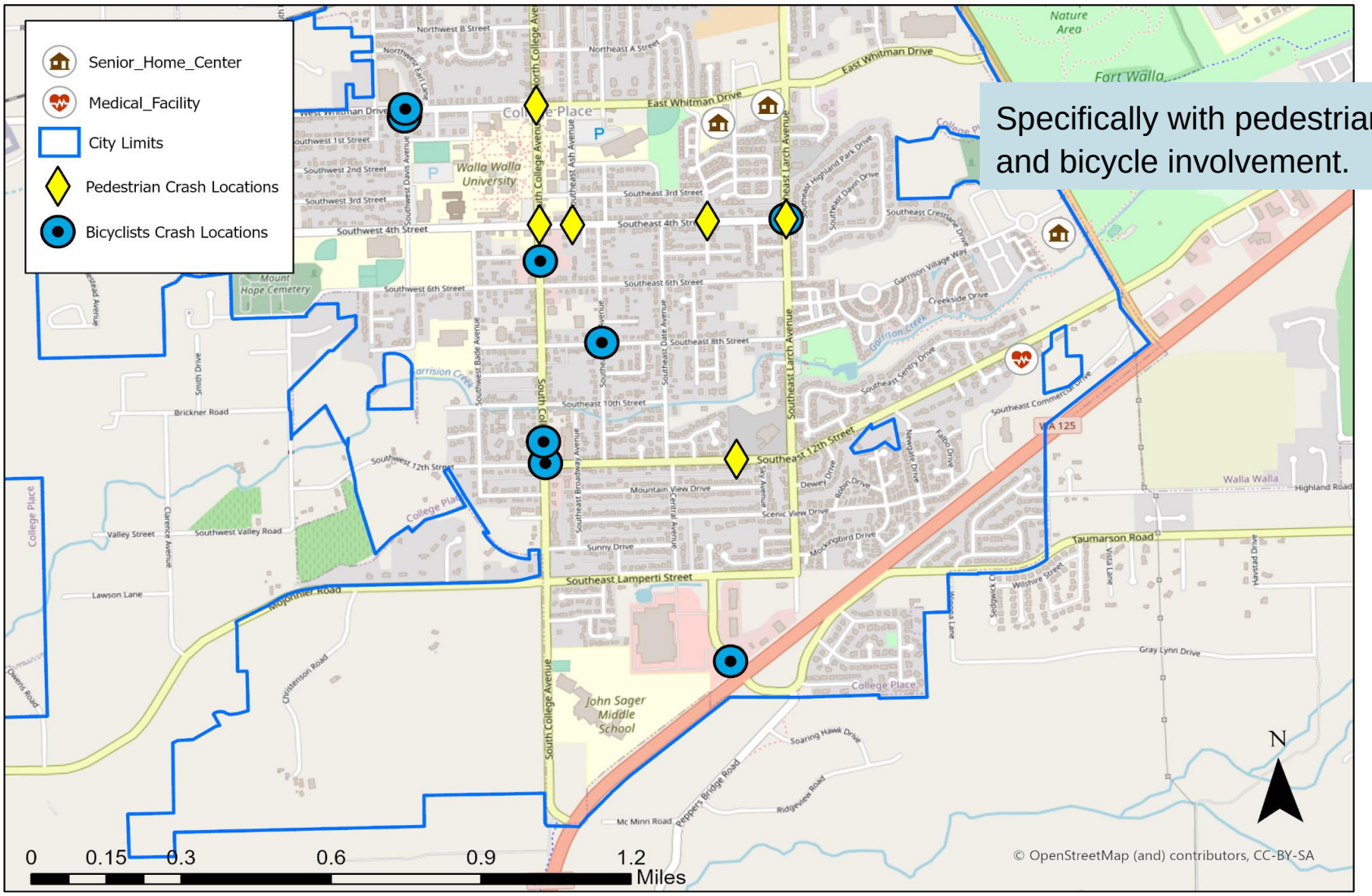


Figure 14: Locations of collisions including bicyclists and pedestrians in College Place

Countermeasures

Introduction

Countermeasures are actions designed to counteract a threat to safety and that are proven to reduce the incidence of high-risk traffic collisions. Each countermeasure summary in this section includes a description, safety benefits, crash reduction factor, and the high-risk crash types addressed by the countermeasure. This list of countermeasures is categorized by intersection safety, road segment safety, pedestrian safety, cyclist safety, and general safety.

Intersection (Signalized)

CMI.1 - Lighting at Intersection [7, 8]

Intersection lighting illuminates an area, including pedestrian crosswalks, nearby bike lanes, and other vehicles approaching an intersection.

Safety Benefits:

- Improves visibility of intersection and approaching pedestrians and vehicles
- Increases motorist and pedestrian awareness of potential conflicts
- Increase pedestrian and motorist safety while navigating through intersections
- Helps reduce glare and dark spots

Why this was selected for College Place:

Over 28% of crashes occurred in the dark. A lack of adequate lighting was involved in 38% of fatal and serious injuries, and 25% of fatal and serious pedestrian collisions.

Figure 15: Lighting at intersection; image source: Marin County

Crash Reduction Factor	40%
Crash Types	Night
Expected Life (years)	20 years
Estimated Cost	$5,000 - 7,000 per light
Federal Funding Eligibility	100%

[7] Source: https://www.marincounty.org/userdata/dpw/Marin%20County%20Travel%20Safety%20Plan%20-%20Final%20Report.pdf
[8] Source: https://safety.fhwa.dot.gov/hsip/hrrr/manual/hrrr_2014.pdf

CMI.2 - Protected Left Turn Phase (Protected Left Turn) [1, 9, 10]

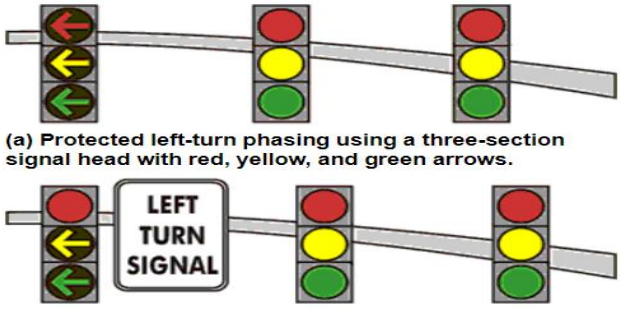
Protected left turns can be used at intersections that have a left turn lane when there is a high frequency of angle crashes that involve left turns. Protected left turns are indicated by the use of green, yellow or red arrow which designates that motorists turning left have the right of way.

Safety Benefits:

- Decreases conflict between motorists turning left, pedestrian traffic, and oncoming traffic
- Decreases the need for motorists to “sneak” through yellow or red lights
- Minimizes disruption of through traffic and decrease rear-end and sideswipe crash potential

Why this was selected for College Place:

- Angle, rear-end, and sideswipe are the top types of collisions. Left turns were the second most frequent vehicle action involved in total crashes at intersections, and also accounted for one fatal crash.
- Adding a protected left turn will limit the clearance interval and allow drivers to have a specific time interval to appropriately execute turns.



(a) Protected left-turn phasing using a three-section signal head with red, yellow, and green arrows.

(b) Protected left-turn phasing using a three-section signal head with red ball, yellow arrow, and green arrow and an accompanying sign.

Figure 16: Two types of protected left turn phasing; image source: FHWA

Crash Reduction Factor	30%
Crash Types	Left turn, Rear-end, Sideswipe
Expected Life (years)	20 years
Estimated Cost	$8,000
Federal Funding Eligibility	100%

[9] Source: http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=51
[10] Source: https://www.fhwa.dot.gov/publications/research/safety/04091/04.cfm

CMI.3 - Raised Pavement Markers and Striping in Intersection [1, 11]

Intersections that lack clear lane designation can be difficult for motorists to navigate safely. Adding striping and/or raised pavement markers to designate travel lanes can help motorists successfully navigate an intersection. A raised pavement marker is a small, colored (usually red, white, or yellow), reflective safety device applied directly to a road surface that enhances the visibility of lane designations.

Safety Benefits:

- Improves motorist guidance and increases the ability to remain in a designated travel lane while moving through an intersection
- Enhances visibility and decreases the perceived complexity of intersections

Why this was selected for College Place:

- Over 33% of total crashes were due to distracted driving or inattentive driving. This will enhance visibility, provide guidelines and give off a tactile warning alerting drivers if their attention is elsewhere.

Crash Reduction Factor	10%
Crash Types	All
Expected Life (years)	10 years
Estimated Cost	$2,200 per Intersection (for both striping and raised pavement markers)
Federal Funding Eligibility	100%

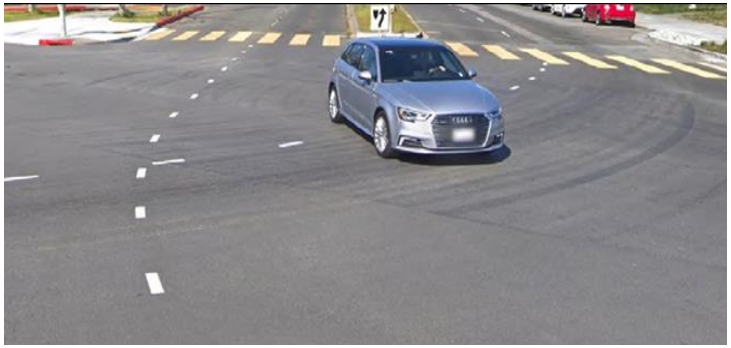


Figure 17: Lane striping designates travel lanes in an intersection; image source: Marin County

[11] https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2021/01/Fresno_SSAR_LRSP_Final-Accessible-1.pdf

CMI.4 - Flashing Beacons as Advance Warning[1,5]

Flashing lights can be installed in a location that will draw a motorist's attention to an upcoming stop at an intersection.

Safety Benefits:

- Increases motorists' awareness of upcoming stop
- Gives motorists advanced warning and more time to prepare for the stop

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$16,600 per approach
Federal Funding Eligibility	100%

Figure 18: A flashing beacon; image source: Marin County

Why this was selected for College Place:

- 50% of FSI at intersections resulted from drivers disregarding signals or failing to yield. This will increase road user awareness of the upcoming signalized intersection.

CMI.5 - High Friction Surface Treatment (HFST) at Intersection [1, 5, 12]

Improving the friction of a road surface impacts how quickly a vehicle can slow or stop, and helps motorists maintain control under a variety of pavement conditions. Road surface friction can be increased by adding a high-quality aggregate (a mixture of sand, gravel, stone, and other materials) to the pavement. High friction surface treatment (HFST) is most effective when used in locations where skidding and failure to stop are issues under either wet or dry surface conditions, and when the target vehicle is not able to stop due to insufficient friction.

Crash Reduction Factor	40 - 55%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$1 per sf
Federal Funding Eligibility	100%

Figure 19: Close up of aggregate used in HFST; image source: FHWA

Safety Benefits:

- Higher pavement friction helps motorists maintain better control in both dry and wet driving conditions
- Decreases stopping and slowing time

Why this was selected for College Place:

- 24% of total crashes occurred on wet, snowy, icy, and slushy road conditions. Improving the friction will decrease the likelihood of skidding and a related collision.

[12] https://safety.fhwa.dot.gov/roadway_dept/pavement_friction/high_friction/

CMI.6 - Protected Right Turn/No Right Turn on Red [4]

Controlling right turns on red lights can be done either through protected right turns or disallowing right turns on red. Under some circumstances, motorists may be looking for traffic approaching on their left and may not be alert to pedestrians approaching on their right side. Controlled or protected right turns can be accomplished by adding a sign that says “No Right Turn on Red” or by adding a right turn arrow to a streetlight at an intersection.

Safety Benefits:

- Decreases intersection conflicts between pedestrians and motorists trying to turn right through a crosswalk

Crash Reduction Factor	3%
Crash Types	Pedestrian and Bicyclist
Expected Life (years)	NA
Estimated Cost	<$1,000 per static sign
Federal Funding Eligibility	NA

Why this was selected for College Place:

- Inattention and disregarding traffic signals were in the top contributing factors for overall crashes. Mounted signs and signals alert the drivers and can protect pedestrians from oncoming traffic. Can be used full time or only during specific times.

Figure 20: “No Right Turn on Red Sign” at an intersection in Walla Walla; image source: Google Maps

CMI.7 - Install Left-Turn Lane and Add Protected Left Turn [13]

Lanes provided exclusively for left turns can minimize many types of collisions related to left turns. Adding a protected left-turn lane and left-turn phase in the light sequence at a signalized intersection can also decrease safety problems related to intersections accommodating left turns.

Safety Benefits:

- Reduces collisions of vehicles turning left across opposing through-traffic
- Reduces rear-end collisions of vehicles turning left with other vehicles following closely behind

See **Protected Left Turn Phase** for safety benefits associated with adding a protected left turn phase.

Why this was selected for College Place:

- Angle, rear-end and sideswipe are the top types of collisions. Left turns were the second-highest vehicle action involved in crashes that were at intersections. Left turns also accounted for one fatal crash.
- If there is a clearance left turn, adding a protected left turn will limit the clearance interval and allow drivers to have a specific time interval to appropriately execute turns.

Figure 21: Protected left turn accompanied by left turn lane; image credit: Marin County

Crash Reduction Factor	55%
Crash Types	All
Expected Life (years)	20
Estimated Cost	varies; $2,500-$150,000
Federal Funding Eligibility	90%

[13] https://safety.fhwa.dot.gov/provencountermeasures/left_right_turn_lanes/

CMI.8 - Roundabout [14]

A roundabout intersection features a center island that directs traffic counterclockwise through the intersection around the island. Roundabouts can be added to intersections in urban, suburban, and rural parts of a community, and are appropriate for a wide range of traffic conditions. They can replace intersection signals, two-way stop controls, and all-way stop controls.

Safety Benefits:

- Lowers speed at which traffic moves through the intersection
- Reduces conflict points
- Reduces the severity of crashes
- Improves intersection performance (entering traffic yields to vehicles already in the intersection)
- Helps transition traffic from high-speed to low-speed environments

Why this was selected for College Place:

- Roundabouts are proven to be a safe alternative for a variety of situations and intersection types. Implementing a roundabout will prove effective in areas with numerous angle turns. They are considered when an area like a freeway interchange requires a safety improvement.

Figure 22: Mini Roundabout on 3rd Ave. and Tietan St. in Walla Walla, WA; Image Source: Google Maps

Crash Reduction Factor	26%-82%
Crash Types	All
Expected Life (years)	20 years
Estimated Cost	$4,000,000-$8,000,000 per Intersection
Federal Funding Eligibility	100%

CMI.9 - Convert to All-Way Stop control [15]

Intersections that are either yield control (no stop signs) or two-way stop can be converted to all-way stop sign control intersections by adding a variety of safety upgrades, like stop signs or flashing lights, to the intersection. All-way stops require traffic entering an intersection from any direction to stop before proceeding through the intersection. All-way stop sign control is only suitable at intersections with relatively balanced levels of traffic volume at each of the intersection approaches.

Safety Benefits:

Crash Reduction Factor	50%
Crash Types	All
Expected Life (years)	10 years
Estimated Cost	$2800 per Intersection
Federal Funding Eligibility	100%

[14] https://safety.fhwa.dot.gov/provencountermeasures/roundabouts/
[15] https://safety.fhwa.dot.gov/intersection/signal/index.cfm

- Decreases speed at which vehicles enter and pass through an intersection
- Provides a safer opportunity to pedestrians and cyclists to cross roadways at intersections
- Clearly designates which vehicle has the right of way rather than relying on a yield system

Why this was selected for College Place:

- Entering at an angle is a top collision factor for intersections as well as disregard for signs and signals, and failing to yield. Converting to an all-way stop will help reduce conflict points.

Figure 23: All-way stop sign control at SE Larch and SE 12th St; image source: Google Maps

CMI.10 - Install/Upgrade Stop Signs or Other Intersection Advanced Warning Signage [5, 16]

Intersection warning signs provide advanced notice to motorists that they are approaching an intersection. Signage can include “Stop Ahead” or display an image of a stop sign or intersection.

Safety Benefits:

- Advanced warning signage allows motorists to slow down sooner

Why this was selected for College Place:

- Inattention and disregarding signals/yield were the top contributing factors for collisions at intersections.
- Improvements to the stop signs such as larger stop signs, adding a second sign, or installing flashing LED stop signs can warn or reinforce the need for the road user to stop.

Figure 24: Advanced warning signage on a rural road; image source: FHWA

Crash Reduction Factor	15%
Crash Types	Rear-end, Angle
Expected Life (years)	10 years
Estimated Cost	$500 per Sign
Federal Funding Eligibility	100%

[16] https://www.fhwa.dot.gov/publications/research/safety/08043/index.cfm

CMI.11 - Upgrade Intersection Pavement Markings[1]

Intersection pavement markings include “Stop Ahead” markings, centerlines, and a stop bar.

Safety Benefits:

- Increases a motorist’s awareness of an upcoming intersection

Why this was selected for College Place:

- Inattention and disregarding signals/yield were the top contributing factors for collisions at intersections. Adding pavement markings can bring a motorist’s attention to the upcoming intersection.

Crash Reduction Factor	25%
Crash Types	Rear-end, right-angle, angle turns
Expected Life (years)	10 years
Estimated Cost	$4,000 per intersection
Federal Funding Eligibility	100%

Figure 25: Pavement markings at an intersection; image source: Marin County

CMI.12 - Flashing Beacons at Stop-Controlled Intersections [17]

Flashing lights, or beacons, attached to the top of stop signs can draw motorists’ attention to an upcoming stop sign.

Safety Benefits:

- Decreases the occurrence of stop sign violations
- Reinforces driver awareness of the non-signalized intersection control

Why this was selected for College Place:

- 46% of all intersection hotspot locations involved disregarding signals and failing to yield to traffic. This can alert the road user of upcoming stop-controlled intersections.

[17] https://www.fhwa.dot.gov/publications/research/safety/08048/index.cfm

Figure 26: Flashing beacon on top of stop sign; image source: FHWA

Crash Reduction Factor	15%
Crash Types	All
Expected Life (years)	10 years
Estimated Cost	$100,000 per intersection
Federal Funding Eligibility	100%

CMI.13 - Corridor Access Management: Right-In/Right-Out (RIRO) [1, 18]

Corridor access management refers to how entry and exit points along a road are designed and controlled. Carefully managing access to roadways can improve safety as well as reduce congestion. Right-In/Right-Out (RIRO) is a way of managing traffic entering or exiting a roadway by limiting turning movements to right turn only. A RIRO restriction can be enforced by placing physical barriers (like a median or splitter island) in the intersection to direct traffic to the right and should be accompanied by signage.

Safety Benefits:

- Reduces the number of conflict points between vehicles
- Safely moves high volumes of traffic on and off corridors with low delay
- Reduces congestion in high-traffic areas

Why this was selected for College Place:

- Certain congested areas within the city make angle turns difficult, especially when there isn't adequate sight distance to execute the turn safely.

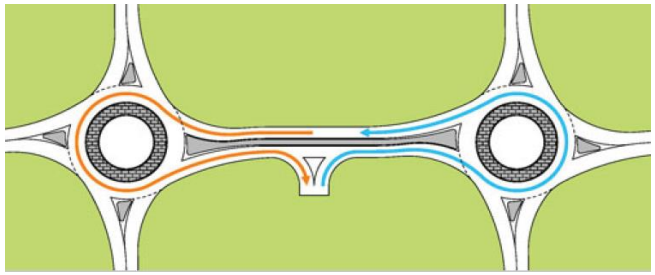


Figure 27: RIRO driveway between two roundabouts; image source: FHWA

Crash Reduction Factor	40%
Crash Types	Corridor entrance/exit points
Expected Life (years)	20
Estimated Cost	$50,000
Federal Funding Eligibility	90%

[18] https://safety.fhwa.dot.gov/provencountermeasures/corridor_access_mgmt/

CMI.14 - Transverse Rumble Strips (TRS)[1, 19]

Transverse rumble strips are a road safety feature that adds grooves or raised strips across the direction of vehicle travel to warn drivers of a stop or slow down ahead. These strips provide an auditory and tactile warning to motorists approaching an intersection and can be used at any intersection to slow down traffic entering the intersection.

Safety Benefits:

- Brings motorists' attention to the need to slow down
- Helps slow traffic approaching an intersection
- Provides both audible and tactile warning

Why this was selected for College Place:

- 50% of FSI were due to lane departures. Inattentive/distracted driving is the top contributing factor in the city. Including transverse rumble strips will alert drivers to an approaching intersection or reduced speeds.

Figure 28: Transverse rumble strips (grooves) on rural road; image source: Minnesota Department of Transportation (MnDOT)

Crash Reduction Factor	20%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$600 per approach
Federal Funding Eligibility	90%

Figure 29: Transverse rumble strips on suburban road; image source: Marin County

[19] https://www.fhwa.dot.gov/publications/research/safety/hsis/12047/12047.pdf

CMI.15 - Improve Sight Distance to Intersections (Clear Sight Triangles) [5, 20]

Insufficient sight distance can contribute to intersection collisions. Removing roadside obstructions such as vegetation, roadside appurtenances, buildings, and other objects in the right of way can improve sight distance and provide a clear sight triangle without requiring major roadway reconstruction.

Safety Benefits:

- Improves a motorist's ability to perceive and adapt to oncoming traffic
- Allows pedestrians and cyclists to be more visible while on or near the roadway

Why this was selected for College Place:

- Hit object is the third most frequent crash that involved fatal and serious injuries. Often deficient sight distance can contribute to hit object collisions. Proper maintenance such as the removal of vegetation or objects can help improve the sight distance.

Crash Reduction Factor	20%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$200-$50,000
Federal Funding Eligibility	90%

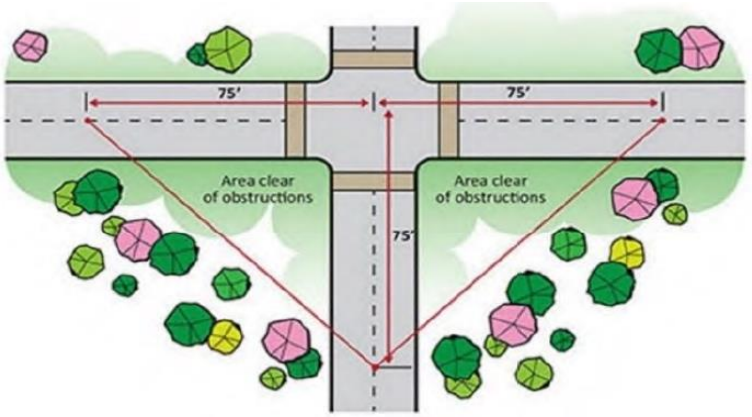


Figure 30: Diagram illustrating clear sight triangle; image source: City of Fresno

[20] https://safety.fhwa.dot.gov/local_rural/training/fhwasa1108/ch3.cfm

Segments

CMS.1 - Road Diet/Lane Conversion [21]

A road diet, or lane conversation, reduces vehicle travel lanes from four to three (with one lane in each direction and one shared left turn lane) and adds bicycle lanes.

Safety Benefits:

- Reduces rear-end and left-turn crashes due to the dedicated left-turn lane
- Reduces right-angle crashes as side street motorists cross only three versus four travel lanes
- Reduces the number of lanes for pedestrians to cross
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops
- Traffic calming and more consistent speeds
- "Complete Streets" environment that better accommodates the needs of all road users.

Figure 31: Before and after images of a lane conversion / road diet; image source: FHWA

Why this was selected for College Place:

- Angle and rear-end crashes are one of the top crash types. This countermeasure addresses all areas. They accommodate parked cars as well as provide a buffer for pedestrians and bicyclists.

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	20
Estimated Cost	$69 per FT
Federal Funding Eligibility	90%

[21] https://safety.fhwa.dot.gov/provencountermeasures/road_diets/

CMS.2 - Clear Recovery Zones (Remove or Relocate Fixed Objects) [22]

A Clear Zone is an unobstructed roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway. These areas can include a shoulder, a recoverable slope, a non-recoverable slope, and/or a clear run-out area.

Safety Benefits:

- Decreases the likelihood that a roadway departure results in a crash
- Increases the likelihood that a vehicle that leaves the roadway can recover safely
- Decreases severity of crashes that do occur when a vehicle leaves the roadway

Why this was selected for College Place:

- Hit object is the third most frequent crash that involves fatal and serious injury. Sometimes most of these causes may be deficient sight distance and can contribute to hit object collisions. Proper maintenance such as the removal of vegetation or objects can help improve the sight distance.

Figure 32: Clear recovery zone; image source: Marin County

Crash Reduction Factor	35%
Crash Types	All
Expected Life (years)	20
Estimated Cost	$200 - $10,000 per object
Federal Funding Eligibility	90%

CMS.3 - High Friction Surface Treatment [6]

Improving the friction of a road surface impacts how quickly a vehicle can slow or stop and helps motorists maintain control under a variety of pavement conditions. Road surface friction can be increased by adding a high-quality aggregate (a mixture of sand, gravel, stone, and other materials) to the pavement. High friction surface treatment (HFST) is most effective when used in locations where skidding and failure to stop are issues under either wet or dry surface conditions, and when the target vehicle is not able to stop due to insufficient friction.

Safety Benefits:

- Helps motorists maintain better control in both dry and wet driving conditions
- Decreases stopping and slowing time along roadway segments

Figure 33: Close up of aggregate used in HFST; image source: FHWA

[22] https://safety.fhwa.dot.gov/roadway_dept/countermeasures/safe_recovery/clear_zones/

Why this was selected for College Place:

- 24% of total crashes occurred on wet, snowy, icy, and slushy road conditions. Improving the friction will decrease the likelihood of skidding and a related collision.

Crash Reduction Factor	40 - 55%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$1 per sf
Federal Funding Eligibility	100%

CMS.4 - Segment Lighting [1]

Lighting can be installed along segments with high rates of nighttime crashes.

Safety Benefits:

- Improves visibility of a road segment as well as pedestrians and other vehicles near or along the roadway
- Increases motorist and pedestrian awareness of potential conflicts
- Increases pedestrian and motorist safety while navigating along roadways
- Helps reduce glare and dark spots

Figure 34: Lighting along a segment of roadway; image source: Marin County

Why this was selected for College Place:

- 25% of FSI occurred at night with 13% being pedestrian collisions. Installing lighting will improve the sight distance of any conflicting traffic or other road users. Segments like NE C St from Maple Rd to Myra Rd and Whitman Dr from SE Larch Ave to Myra Rd are a few examples of segments without intersection lighting

Crash Reduction Factor	35%
Crash Types	Night
Expected Life (years)	20
Estimated Cost	$7000 per Light
Federal Funding Eligibility	100%

CMS.5 - Add Two-Way Left Turn Lane [1]

A two-way left-turn lane can be added to segments without reducing the number of travel lanes. The two-way left-turn lane is to be used for left-turning vehicles coming from either direction. This can reduce the risk of rear-end collisions while motorists are attempting to make a left turn from the lane of traffic, across oncoming traffic.

Safety Benefits:

- Removes the turning vehicle from the travel lane to reduce the risk of rear-end collisions
- Eliminates stops for through-traffic providing for a more consistent flow of traffic

Why this was selected for College Place:

- Hit object and rear-end were two of the most frequent collision types along roadway segments. Including a two-way turn will help reduce conflict points. This differs from the road diet because it includes areas where parked cars and bike lanes cannot be implemented.

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	20
Estimated Cost	$100 per foot
Federal Funding Eligibility	90%

Figure 35: Two-way left turn lane in Walla Walla; image source: Google Maps

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CMS.6 - Chevrons for Curves [1, 5, 23]

Chevron signs along curves alert drivers to upcoming curves in the road by providing a highly visible indication of which direction the roadway curves.

Safety Benefits:

- Increases motorist awareness of curves in the roadway
- Alerts motorists of upcoming curves to provide enough time to decrease speed and turn safely

Why this was selected for College Place:

- Hit object is one of the collision factors associated with curves.
- Including chevrons will provide additional guidance so that drivers can properly follow the curve.

Figure 36: Chevron signs along a curve; image source: FHWA

Crash Reduction Factor	40%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$500 per Sign
Federal Funding Eligibility	100%

[23] https://safety.fhwa.dot.gov/provencountermeasures/enhanced_delineation/

CMS.7 - Curve Advance Warning Signs (Flashing Beacons) [1]

Flashing beacons, particularly when used on top of chevron signs, visibly indicate to motorists when they are approaching a curve.

Safety benefits:

- Increases motorist awareness of curves in the roadway, particularly at night or during other times of low visibility
- Alerts motorists to upcoming curves in order to provide enough time to decrease speed

Why this was selected for College Place:

- Including curve signs with flashing beacons will help guide drivers along a curve. This is especially beneficial during nighttime and overcast days.

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$16,600 each
Federal Funding Eligibility	100%

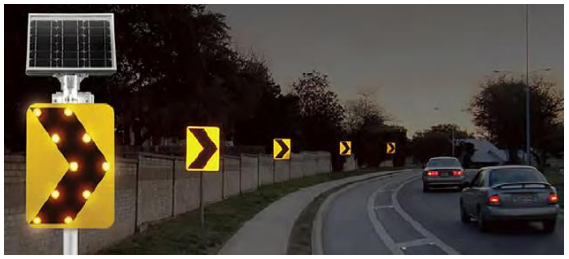

Figure 37: Flashing beacons on chevron signs along a curve; image source: Marin County

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CMS.8 - Delineators, Reflectors and/or Object Markers [5]

Markings along a roadway, including reflectors, delineators, and other object markers, can provide motorists with a visual warning of a roadway feature or regulatory requirement they may not have seen otherwise. Delineators can often include traffic cones or barrels but usually refer to posts that are several feet high and brightly colored to be highly visible to motorists.

Safety Benefits:

- Clarifies the path of travel
- Calls driver attention to fixed objects along the roadside

Why this was selected for College Place:

- 50% of FSI resulted from lane departure and 13% of FSI included a vehicle striking a stationary object. To prevent such occurrences, flexible delineators and object markers with reflectors can warn drivers of the upcoming curve or segment.

Crash Reduction Factor	15%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$75 each
Federal Funding Eligibility	100%

Figure 38: Roadway delineators installed on a ramp; image source: FHWA

CMS.9 - Edge Line Rumble Strips [1, 5]

Rumble strips are grooves along the edge of a roadway that provide motorists with an audible and sensory alert when their vehicle begins to leave the roadway.

Safety Benefits:

- Warns motorists if their vehicle travels too close to the edge of the roadway
- Reduces crashes caused by distracted, drowsy, or otherwise inattentive drivers who drift from their lane

Crash Reduction Factor	15%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$10 per foot
Federal Funding Eligibility	100%

Why this was selected for College Place:

- 50% of FSI resulted from lane departure while inattention was the top contributing factor for 34% of total crashes. Edge line rumble strips provide vibratory feedback to drivers when departing from the travel lane.

Figure 39: Edge line rumble strips along a roadway; image source: KYTC

CMS.10 - Dynamic/Variable Speed Warnings [1, 5, 24]

Variable speed limits are speed limits that change based on road, traffic, and weather conditions. This allows for speed limits to be adjusted depending on a variety of conditions. Dynamic speed warnings display the speed of passing motorists in comparison to the speed limit. This provides a visual warning to motorists who are traveling above the speed limit.

Safety Benefits:

- Provides a warning for motorists traveling above the speed limit and encourages them to slow to a safe speed

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$43,600 each
Federal Funding Eligibility	100%

Why this was selected for College Place:

- Unsafe speeds are a contributing factor for 50% of the hotspot segment locations. Dynamic/variable speed signs can measure and communicate the speed of the drivers to alert their attention. Variable speed warnings can be changed based on weather conditions or traffic congestion.

Figure 40: Dynamic speed warning sign below speed limit sign; image source: City of Fresno

[24] https://www.fhwa.dot.gov/publications/research/safety/14020/14020.pdf

Pedestrian

CMP.1 - Pedestrian Countdown Signal Heads [2, 5, 25]

Pedestrian countdown signal heads at crosswalks display a countdown to let pedestrians know how much time they have left to cross before the light will change. Countdown signals can reassure pedestrians who are in the crosswalk when the flashing "DON'T WALK" interval appears that they still have time to finish crossing.

Safety Benefits:

- Encourages pedestrians to use the push button rather than cross illegally
- Lets pedestrians know when they have the right of way and how long they have to cross the street
- Reduces the complexity of crossing at intersections when signal phasing is complex (i.e. dedicated left-turn phase for motorists) or for particularly wide streets

Figure 41: Two styles of pedestrian countdown signal heads; image source: FHWA

Why this was selected for College Place:

- 71% of total pedestrian and bicycle collisions occurred at an intersection. Part of the city's mission is for people using all transportation modes to circulate safely. Therefore, implementing countdown signal heads will empower pedestrians and bicyclists to commute more safely.

Crash Reduction Factor	25%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	$1,800 per signal head
Federal Funding Eligibility	100%

[25] http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=46

CMP.2 - Install Pedestrian Crossing [26]

Pedestrian crossings designate a portion of the roadway for pedestrians to cross. Designated pedestrian crossings can be added to intersections or roadways with high rates of pedestrian traffic by adding high visibility crosswalk markings, pedestrian countdown signals, signage, or signal intersection improvements like LED lighting, signal backplates, or reflective tape.

Safety Benefits:

- Alerts motorists to the presence of pedestrians near or crossing the roadway
- Provides visual cues that discourage motorists from stopping in an area designated for pedestrian crossings (such as a crosswalk)
- Helps pedestrians know where they should cross the roadway

Why this was selected for College Place:

- 83% of total pedestrian collisions occurred at an intersection. Part of the City's mission is for people to effectively circulate regardless of transportation mode. During some collisions, drivers proceeded through an intersection while ignoring any pedestrians. Therefore, adding designated pedestrian crossings will give pedestrians freedom to travel without feeling restricted as well as call attention to drivers. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.

Figure 42: A variety of crosswalk visibility enhancements at a pedestrian crossing; image source: FHWA

Crash Reduction Factor	25%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	$600 - $6,000 per crossing (varies)
Federal Funding Eligibility	100%

[26] https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_VizEnhancemt2018.pdf

CMP.3 - Leading Pedestrian Interval (LPI) [5, 27]

A leading pedestrian interval at a crosswalk allows pedestrians to enter an intersection a few seconds before vehicles are given a green light. This can be added by adjusting the timing of light displays at an intersection.

Safety Benefits:

- Provides additional crossing time for pedestrians who may need more time
- Increases the percentage of motorists who will yield right of way to pedestrians
- Minimizes conflict between pedestrians crossing a roadway and turning vehicles

Why this was selected for College Place:

- 50% of total pedestrian collisions occurred at an intersection. During some collisions, drivers were proceeding through an intersection and ignoring any pedestrians. Therefore implementing leading pedestrian intervals will provide pedestrians additional time to enter an intersection increasing their visibility and clearly indicating the turn vehicles that they have the right of way. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.

Figure 43: Leading pedestrian interval (LPI); image source: City of Fresno

Crash Reduction Factor	60%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	<$2,500 per signal
Federal Funding Eligibility	100%

[27] https://safety.fhwa.dot.gov/provencountermeasures/lead_ped_int/

CMP.4 - Pedestrian Crossing at Uncontrolled Locations - New Signs and Markings Only [5]

A wide variety of upgrades to non-signalized intersections without marked crossings can greatly enhance pedestrian safety and reduce the risk of collisions.

Pedestrian and bicycle crossing signs paired with visible crosswalk markings reinforce legal crossings at intersections and create legal crossings at non-intersection locations. These signs and crosswalk markings warn drivers to expect pedestrian or bicycle crossings and clarify that drivers are expected to yield the right-of-way to crossing pedestrians and bicyclists. At uncontrolled locations, pedestrian and bicycle crossing signs and markings identify a preferred crossing location for pedestrians and bicyclists. There are several types of pedestrian crosswalks including standard parallel lines, continental, ladder, and zebra (diagonal lines).

Safety Benefits:

- Alerts drivers to the presence of pedestrians or bicyclists who may be crossing the roadway
- Clearly designates when crossing pedestrians or bicyclists have the right of way

Why this was selected for College Place:

- 50% of total pedestrian collisions occurred at an intersection. Implementing pedestrian crossings will empower pedestrians to cross at legally designated areas and alert motorists to crossing pedestrians.

Figure 44: Signage and markings at a designated crosswalk; image source: City of Fresno

Crash Reduction Factor	25%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$2,600 each
Federal Funding Eligibility	100%

CMP.5 - Pedestrian Crossing at Uncontrolled Locations (Enhanced Safety Features) [5, 20, 28]

Enhanced pedestrian crossings can be added when a marked crosswalk alone does not adequately protect pedestrians who are crossing at mid-block locations. In these cases, safety features such as rectangular rapid flashing beacons, overhead flashing beacons, or curb extensions (bulb-outs) should be added to complement the standard crossing elements.

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	$60,000-$160,000 each (varies)
Federal Funding Eligibility	100%

Safety Benefits:

- Alerts motorists to pedestrians in a crosswalk, allowing them to slow their speed
- Curb extensions or bulb-outs can slow traffic, especially while turning through an intersection

Why this was selected for College Place:

- 50% of pedestrian collisions were at an unsignalized intersection. The flashing signs can bring awareness to a crossing pedestrian. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.

Figure 45: Curb extension along a crosswalk; image source: FHWA

Figure 46: Pedestrian Hybrid Beacon (PHB); image source: FHWA

Figure 47: Rectangular Rapid Flashing Beacon (RRFB) along a crosswalk; image source: City of Fresno

[28] https://safety.fhwa.dot.gov/provencountermeasures/ped_hybrid_beacon/

CMP.6 - Pedestrian Crossing Median or Refuge Island [1, 5, 29,30]

A pedestrian crossing island (or refuge island) is a raised island located in a median between opposing traffic lanes that separates crossing pedestrians from motor vehicles.

Safety Benefits:

- Decreases the level of exposure for pedestrians
- Allows pedestrians to cross through only one direction of traffic at a time
- Simplifies the process of crossing a roadway by reducing the number of safety factors a pedestrian must consider

Why this was selected for College Place:

- 83% of total pedestrian collisions occurred at an intersection. Drivers usually were proceeding through ignoring any pedestrians. Implementing crossing medians or refuge islands will give pedestrians freedom to travel safely as well as call motorist attention to pedestrians.

Figure 48: Pedestrian crossing median/refuge island in Walla Walla; image source: Google

Crash Reduction Factor	45%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	$120 per foot
Federal Funding Eligibility	90%

CMP.7 - Raised Pedestrian Crossing [5, 31]

A raised pedestrian crossing features a ramped crosswalk that spans across the roadway. The crosswalk will be marked with paint and often special paving materials.

Safety Benefits:

- Raised crosswalks slow traffic
- Allows pedestrians to cross at the same level of the sidewalk rather than requiring them to step down into the road
- Elevates pedestrians to improve visibility while crossing the roadway

Why this was selected for College Place:

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$5000 each
Federal Funding Eligibility	90%

[29] http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=6
[30] https://safety.fhwa.dot.gov/provencountermeasures/ped_medians/
[31] http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=7

- Along with improving our roads, the City is passionate about making areas accessible to everyone irrespective of disability. During most collisions resulting in pedestrian injury, drivers were proceeding through an intersection or crossing area while ignoring any pedestrians. The raised crosswalk enhances the safety of a crossing area and calls motorist attention to crossing pedestrians. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.

Figure 49: Raised crosswalk featuring markings and colored paving material; image source: Marin County

Cyclists

CMC.1 - Bicycle Box (Advance Stop Bar) Before Crosswalk [1, 5, 32]

An advance stop bar or bicycle box designates a space between the crosswalk and vehicular traffic for bicyclists to wait at a red light.

Safety Benefits:

- Increases visibility of bicyclists
- Makes it easier and safer for bicyclists to make a left turn at an intersection after a red light
- Reduces the risk of a motorist turning right and colliding with a bicyclist after a light change at an intersection
- Groups bicyclists together to clear an intersection quickly, minimizing impediment to transit or other traffic
- Separates stopped vehicular traffic from pedestrians crossing through the intersection at the crosswalk

Why this was selected for College Place:

- 50% of bicycle collisions occurred at signalized intersections. Implementing a bicycl situation as well as create a buffer between the bicyclist and the driver.

Figure 50: A bike box at an intersection; image source: National Association of City Transportation Officials; nacto.org

Crash Reduction Factor	15%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$9000
Federal Funding Eligibility	90%

[32] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=38

CMC.2 - Designated Bike Lanes [1, 5,33]

Bike lanes along the outside of the lane of vehicular traffic designate a space for bicyclists to travel. Bike lanes are clearly marked with white lines and symbols within the lane, and sometimes with a different color of pavement or different paving material. Bike lanes are intended for one-way bicycle travel and are generally provided along both sides of two-way streets.

Safety Benefits:

- Alerts motorists to the potential presence of bicyclists
- Provides a small buffer zone separating bicyclists from motor vehicle travel
- Improves predictability of bicyclist behavior
- Reduces unpredictable motor vehicle driver movements
- Encourage lower traffic speeds by visually narrowing the lane of travel

Why this was selected for College Place:

- 50% of bicycle collisions occurred in roadway segments. Implementing exclusive bicycle lanes along a roadway creates a buffer, separating bicyclists from vehicle traffic and warns drivers that bicyclists may be present.

Figure 51: Bike lane along E. Isaacs Ave. in Walla Walla; image source: Google Maps

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$50 per ft
Federal Funding Eligibility	90%

[33] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=52

CMC.3 - Pavement Marking Improvements [5, 26]

Pavement markings can include striping and symbols associated with bike lanes, striping for paved shoulders, sharrows, turning lanes at intersections, shared lane markings, and other markings warning of pavement hazards or irregularities such as railroad crossings or drainage grates.

Safety Benefits:

- Indicates the presence of bicyclists and bike facilities
- Provides information about upcoming turning and crossing maneuvers
- Guides bicyclists on the correct path through an intersection

Why this was selected for College Place:

- Inattention and disregarding signals and yield are the top contributing factors for all crashes. Upgrading pavement markings can bring motorists' l attention to upcoming intersections or curves.

Figure 52: Pavement markings including green bike lane along 4thg Ave. in College Place; image source: Google Maps

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$20 - $600
Federal Funding Eligibility	90%

CMC.4 - Sight Distance Improvements [5, 34]

Insufficient sight distance can contribute to intersection collisions. Removing roadside obstructions such as vegetation, roadside appurtenances, buildings, and other objects in the right of way can improve sight distance and provide a clear sight triangle without requiring major roadway reconstruction

Crash Reduction Factor	20%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$200-$50,000
Federal Funding Eligibility	90%

[34] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=19

Safety Benefits:

- Improves a motorist's ability to perceive and adapt to oncoming traffic
- Allows pedestrians and cyclists to be more visible while on or near the roadway
- Allows cyclists a better view of approaching vehicles

Why this was selected for College Place:

- Hit object is the third-highest crash type involving KA injuries. Many of these incidents may be impacted by deficient sight distance. Proper maintenance such as removal of vegetation or objects can help improve the sight distance.

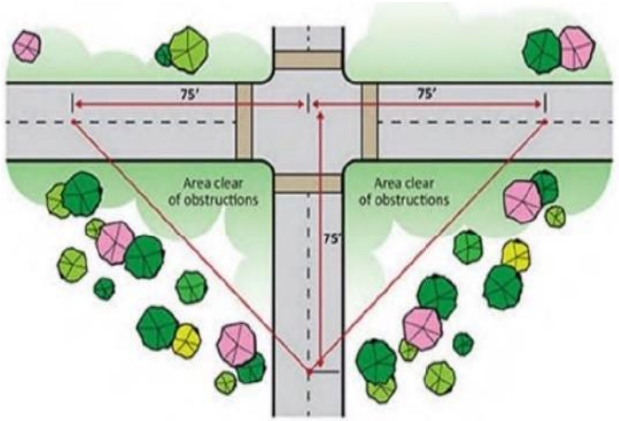

Figure 53: Diagram illustrating clear sight triangle; image source: City of Fresno

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CMC.5 - Bike Specific Lighting Improvement [35]

Enhanced lighting can be added at intersections or along roadway segments, bike lanes, or multi-use paths with a high level of bicycle traffic.

Safety Benefits:

- Improves visibility of roadway hazards such as pavement irregularities
- Improves visibility of bicyclists increasing the likelihood that motorists will have advanced warning of approaching bicyclists

Why this was selected for College Place:

- 25% of bicycle collisions occurred at night or dusk. Improving lighting can increase motorists' awareness of bicyclists as well as improve the visibility of upcoming surface conditions and obstacles.

Figure 54: Lighting along a bike path in Sioux Falls; image source: argusleader.com

Crash Reduction Factor	35%
Crash Types	Night
Expected Life (years)	20
Estimated Cost	$7000 per Light
Federal Funding Eligibility	100%

[35] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=4

All

CMO.1 - Traffic Safety Education Programs [1, 36]

Providing education, outreach, and training is a key strategy in increasing bicyclist and motorist awareness and improving behavior. Bicyclists need safe places to ride as well as the knowledge to interact safely with motorists. Motorists should also be educated about how to share the road with bicyclists. The primary goal of an educational initiative is to alter motorist and bicyclist behavior and reduce reckless actions (http://pedbikesafe.org/).

Crash Reduction Factor	NA
Crash Types	All
Expected Life (years)	NA
Estimated Cost	NA
Federal Funding Eligibility	NA

Safety Benefits:

- Improves motorist pedestrian and bicyclist awareness and behavior
- Increases compliance with local road safety laws and policies
- Reduces reckless behavior

Why this was selected for College Place:

- The City is motivated to share with its residents and commuters the transformation of Target Zero. This proposal is a united effort with the community which brings together knowledge and understanding in order to encourage safe traffic behavior.

Figure 55: College Place city leaders engaging members of the public in exploring public spaces from the eyes of a pedestrian; image source: Blue Zones Project Walla Walla

Figure 56: Example of a traffic safety educational campaign; image source: Marin County

[36] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=41

CMO.2 - Targeted Enforcement Programs [1, 5]

Local enforcement programs can be targeted specifically at addressing areas with high rates of non-compliance such as disregarding traffic signs and signals, failure to yield, or speeding. Enforcement programs can be accompanied by public awareness campaigns highlighting the increased enforcement of specific factors or in specific areas.

Figure 57: Image source: Marin County

Safety Benefits:

- Enforcement programs can reduce common violation types such as speeding, failure-to-yield, red-light running, aggressive driving, failure to wear safety belts, distracted driving, and driving while impaired.

Why this was selected for College Place:

- All top contributing factors such as disregarding traffic signs and signals, failing to yield, unsafe speeds, driving under influence, and distracted driving can be reduced when effective enforcement programs are introduced. Each factor can be specifically targeted to bring awareness to conflicts between vehicles, bicyclists and pedestrians

Crash Reduction Factor	NA
Crash Types	All
Expected Life (years)	NA
Estimated Cost	NA
Federal Funding Eligibility	NA

Implementation

Select Intersection Countermeasures

Based on the predominant crash types, the following countermeasures were determined to be most practicable for the identified intersections:

Table 9: Selected Intersection Countermeasures[1, 2, 5,13, 31]

Countermeasure Name	Intersection Conversion to Roundabout	Intersection Lighting	Raised Median on Approach	Advanced Dilemma-Zone Detection	Transverse Rumble Strips	Intersection Markers or Striping
Crash Types Addressed	All crash types	All crash types at "night" time, Pedestrian & Bicycle	Angle	All crash types (particularly on high-speed roads)	All crash types	All crash types
Crash Reduction	26-82%	20-74%	21-55%	40%	0-35%	10-33%
Expected Life Span	20 years	20 years	20 years	10 years	10 years	10 years
Estimated Cost	$4,000,000 to $8,000,000	$5,000 to $7,000 per light	$10,000 per approach	$5,600 per system	$600 per approach	$4,000 per intersection
Federal Funding Eligibility	100%	100%	90%	100%	90%	100%

Select Roadway Segment Countermeasures

Based on the predominant crash types, the following countermeasures were determined to be most practicable for the identified segments:

Table 10: Select Segment Countermeasures[1, 5, 12, 15, 16, 18, 37]

Countermeasure Name	Remove/Relocate Objects & Clear Recovery Zone	Raised Median Access Mngt./ Right-in-right-out	Road Diet/ Lane Conversions	Edge line Rumble Strips	Dynamic/Variable Speed Warning	Delineators/ Reflectors/ Object Markers
Crash Types Addressed	Fixed/Stationary Object	Angle and Rear-End	All crash types	Roadway Departure	All crash types	All crash types
Crash Reduction	17-100%	0-94%	19-47%	10-41%	0-41%	0-30%
Expected Life Span	10 years	20 years	20 years	10 years	10 years	10 years
Estimated Cost	$200 to $10,000 per object	$50,000	$69 per linear foot	$10 per linear foot	$43,600 per warning sign	$75-500 per sign
Federal Funding Eligibility	90%	90%	90%	100%	100%	100%

[37] https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/lrsm2020.pdf

Select Pedestrian- and Bicycle-focused Countermeasures

Based on the predominant crash types that impacted pedestrians and bicyclists, the following countermeasures were determined to be most practicable for the identified segments and intersections:

Table 11: Select Bicycle and Pedestrian Countermeasures[1, 5, 20, 21, 22, 25, 26, 27, 30, 31, 38, 39]

Countermeasure Name	Leading Pedestrian Interval	Pedestrian Crossing Median/ Refuge Island	Enhanced Safety Features (Beacons/ High Visibility/ Raised Crossings)	Separated Bike Lanes	Intersection/ Driveway Pavement Marking Improvements/ Bicycle Box	Pedestrian & Driver and Bicycle & Motorist Education
Crash Types Addressed	Pedestrian	Pedestrian	Pedestrian	Bicycle	Bicycle	Pedestrian and Bicycle
Crash Reduction	60%	45%	35%	35%	35%	(Variable)
Expected Life Span	10 years	20 years	20 years	10 years	10 years	Ongoing
Estimated Cost	$2,500 per signal	$120 per linear foot	$5,000 to $160,000	$50 per linear foot	$20 to $2,500	(Variable)
Federal Funding Eligibility	100%	90%	90-100%	90%	90-100%	

[38] http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=61

[39] http://pedbikesafe.org/BIKESAFE/countermeasures_detail.cfm?CM_NUM=18

Safe Routes to School (SRTS) Toolkit

An important component of improving local road safety is ensuring that children can safely walk or bike to destinations like schools and parks. Providing *Safe Routes to School* is a vital part of helping children live healthy, active lifestyles. Research has shown a significant decrease since the 1960s in the percentage of kindergarten through 8th grade (K-8) students who bike or walk to school (from 47.7 percent in 1969 to 12.7 percent in 2009).[40]

> ***"Children deserve safe places to walk and bike – starting with the trip to school.***
>
> ***By starting with children and the trip to school, communities become safer places for everyone to walk and bike.***
>
> ***By creating safe places for everyone, communities take a major step towards meeting the national goal of ending traffic deaths on roads."***
>
> \- National Center for Safe Routes to School

According to the CDC, *Safe Routes to School* encourage increased physical activity by enabling safe, active transportation options for children. This can help decrease the prevalence of childhood obesity, reduce the risk of heart disease and promote cardiorespiratory and muscular fitness, along with other public health benefits.[41] Ensuring safe routes to school can also decrease the risk of injuries in bike or pedestrian collisions. Something as simple as slowing traffic in areas where children may be walking or biking can reduce the risk of serious injury if a collision is to occur.

In addition to slowing speed, there are a variety of safety countermeasures that can be applied in areas near schools, or along routes to school, where there has been a history of collisions.

Figure 58: AAA Foundation for Traffic Safety, Impact Speed and the Pedestrian's Risk of Severe Injury or Death, September 2011.

[40] McDonald NC, Brown AL, Marchetti LM, Pedroso MS. US school travel, 2009: an assessment of trends. Am J Prev Med 2011;41(2):146–51.
[41] https://www.cdc.gov/policy/hst/hi5/saferoutes/index.html

Davis Elementary School

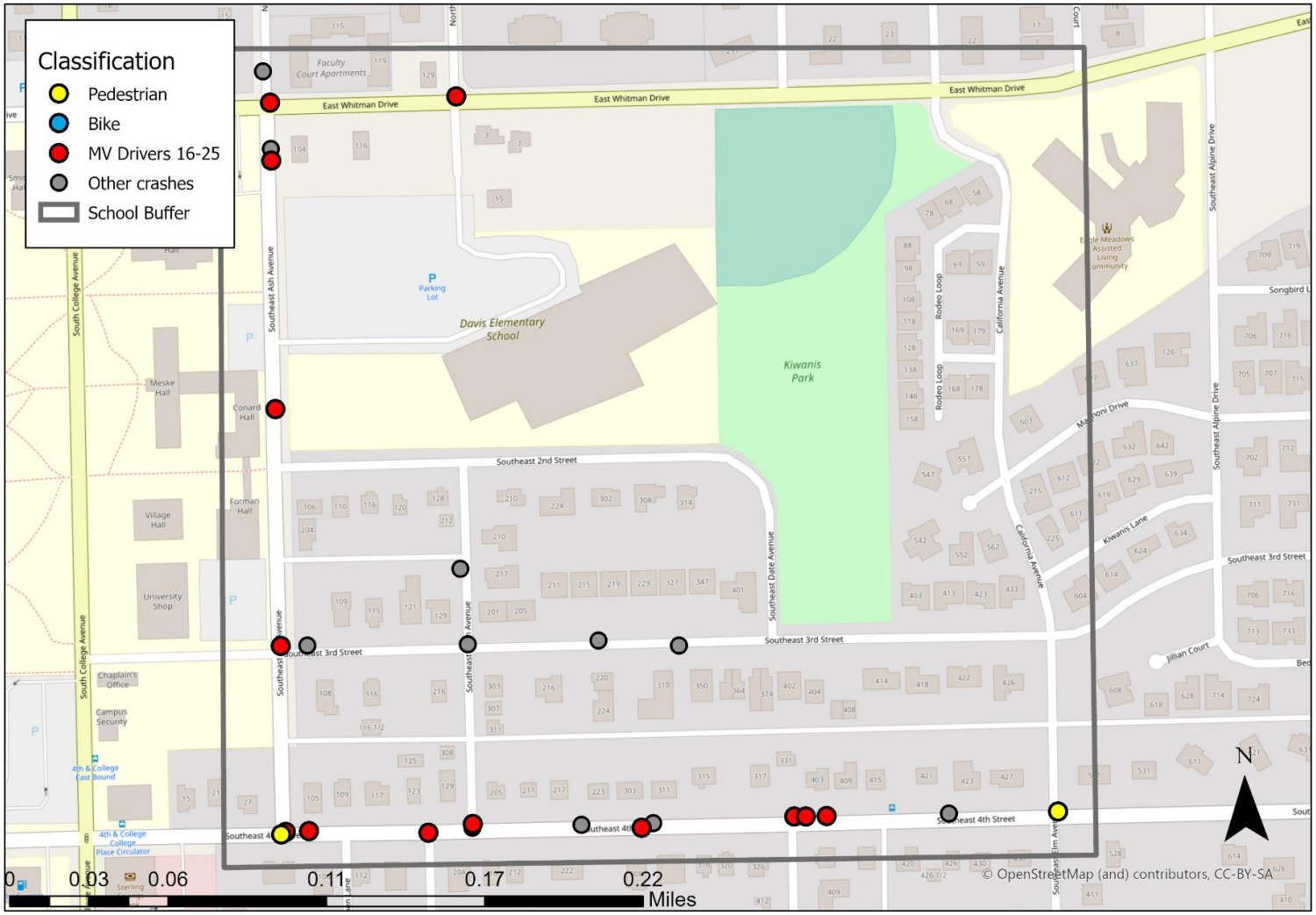

Figure 59: Collisions near Davis Elementary School

Walla Walla Valley Academy & Rogers Adventist School

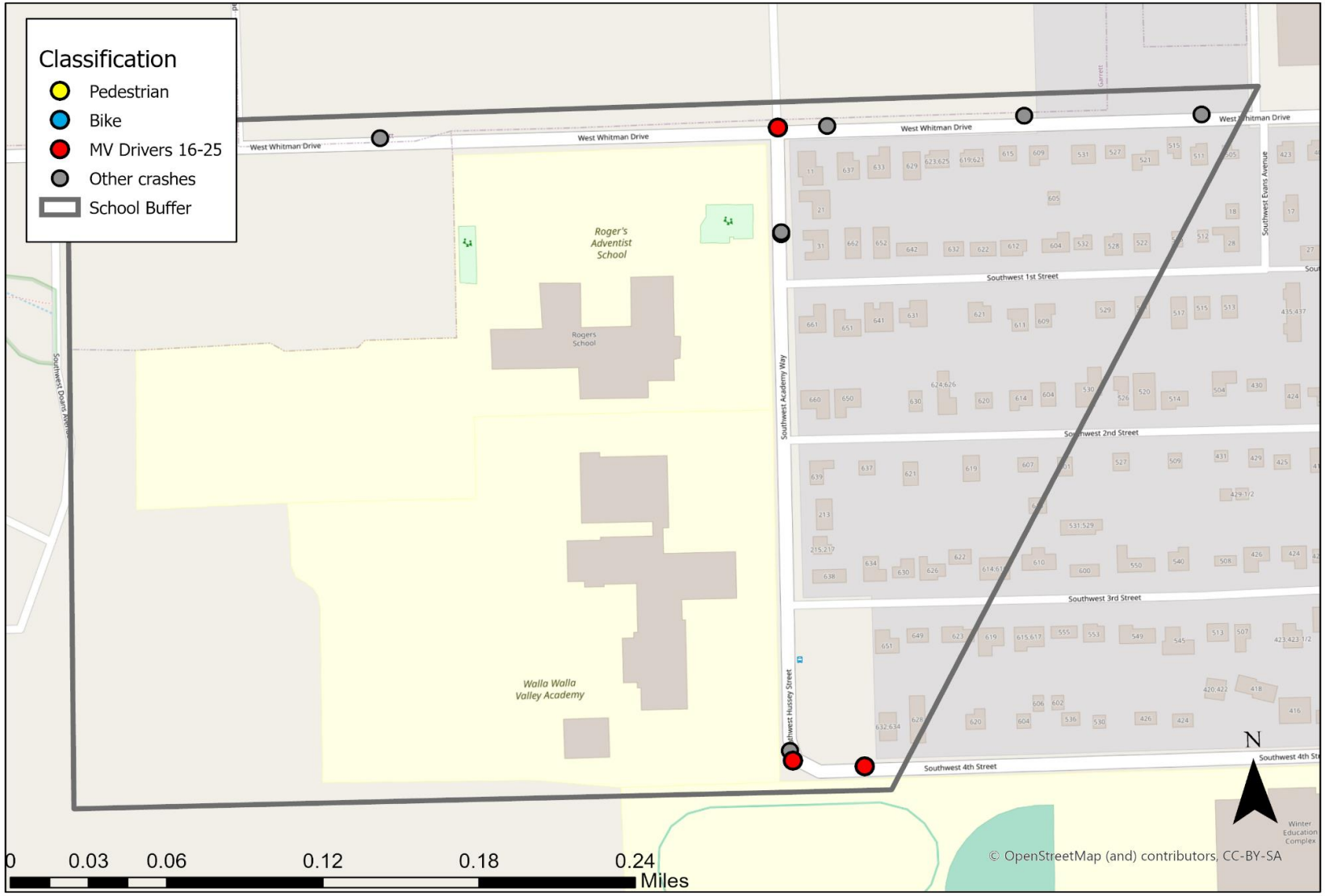

Figure 60: Collisions near Walla Walla Valley Academy and Rogers Adventist School

John Sager Middle School & College Place High School

Figure 62: Collisions near John Sager Middle School and College Place High School

Walla Walla University

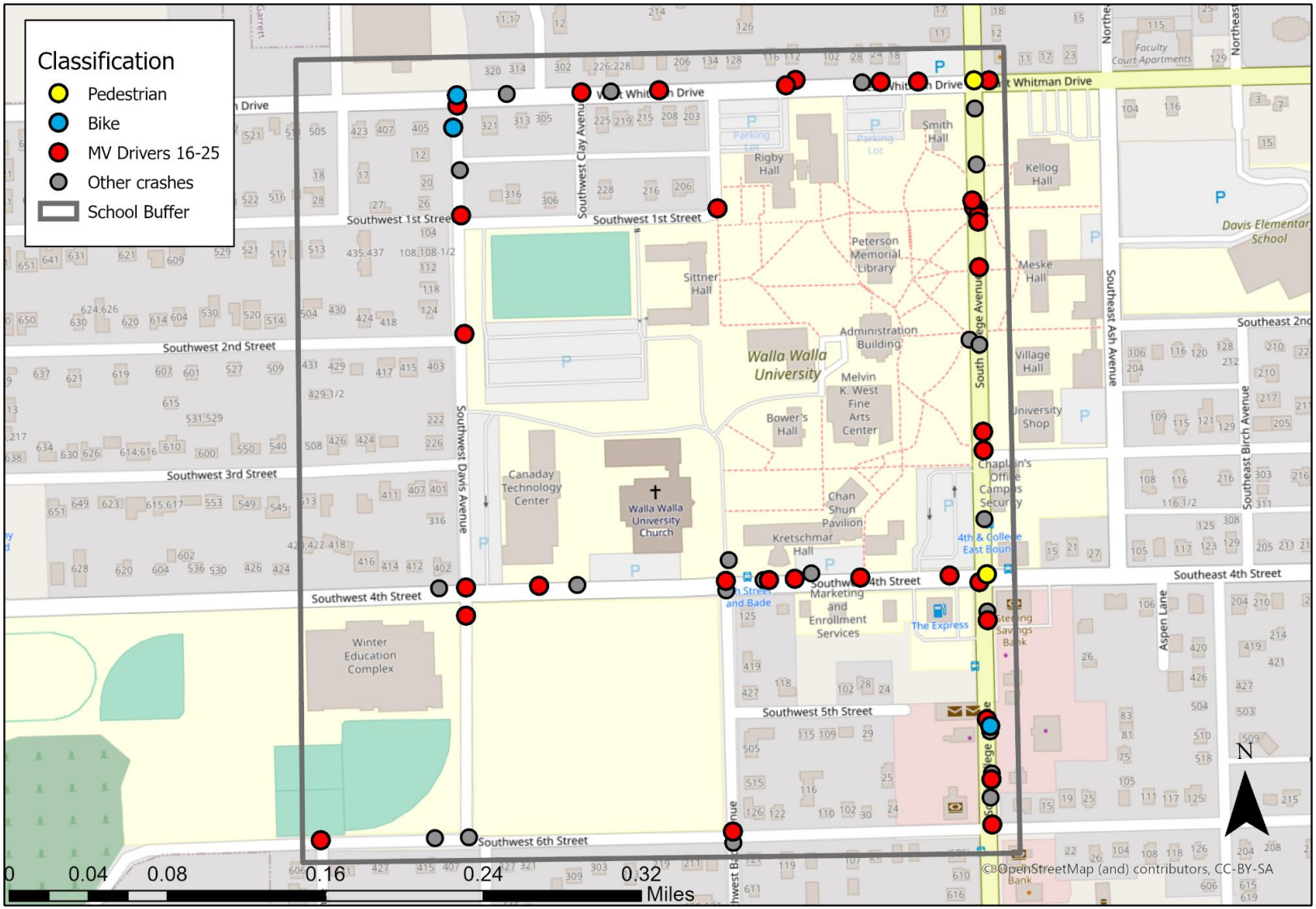

Figure 63: Collisions near Walla Walla University

Implementing Safe Routes to School

Partnership: The City of College Place can partner with College Place Public Schools, Rogers Adventist School, Walla Walla Valley Academy, and Walla Walla University in ensuring safe routes to schools throughout the community. They can identify priority projects, partner on student and community safety education, and advocate to funders like the Washington State Department of Transportation Safe Routes to School Program. The City can also partner with parents to identify which routes from residential neighborhoods to schools are the most commonly used by children.

Prioritizing Safe Routes: Nearly all communities face funding restraints. The amount of infrastructure improvement needed outweighs the amount of available funding. Communities must use a set of criteria to prioritize which safety improvements should occur first. In addition to prioritizing improvements near areas with the highest rate of high-risk collisions, the City of College Place can prioritize safety improvements along routes to school and near schools. Since College Place is about three square miles, a nontraditional buffer was selected instead of using a quarter-mile/half-mile buffer. A four-point corner buffer was selected for all schools except for one: John Sager Middle School/College Place High School.

Table 12: Summary of collisions including type and contributing factors near schools in College Place

School Locations	Total Crashes in buffer*	Including			Contributing Factors							
		Pedestrian	Bicyclists	Young Drivers	Inattentive or Distracted	Disregard Signals/ Yield	Unsafe Speeds	Follow Too Closely	Improper Movement	Drowsy	DUI	Other
Rogers Adventist School/Walla Walla Valley Academy	13			5	4		2		3			4
John Sager Middle School College Place High School	31	2		12	11	6	2	2	2		2	6
Davis Elementary	36	2		16	14	9	1	1	5	1		5
Walla Walla University	98	2	3	54	34	14	3	13	8	1	1	24
Total	**178**	**6**	**3**	**87**	**63**	**29**	**8**	**16**	**18**	**2**	**3**	**39**

Safe Routes to School Countermeasures

Based on the predominant crash types, the following countermeasures were determined to be most practicable for locations around area schools.

Table 13: Proposed safety countermeasures for locations near schools[42] [43] [44] [45] [46]

Countermeasure Name	Enhanced Safety Features (Beacons/ High Visibility/ Raised Crossings)	Separated Bike Lanes	Intersection Markers or Striping	Dynamic/Variable Speed Warning	Transverse Rumble Strips	Pedestrian & Driver and Bicycle & Motorist Education
Crash Types Addressed	Pedestrian	Bicycle	All crash types	All crash types	All crash types	Pedestrian and Bicycle
Crash Reduction	35%	35%	10-33%	0-41%	0-35%	(Variable)
Expected Life Span	20 years	10 years	10 years	10 years	10 years	Ongoing
Estimated Cost	$5,000 to $160,000	$50 per linear foot	$4,000 per intersection	$43,600 per warning sign	$600 per approach	(Variable)
Federal Funding Eligibility	90-100%	90%	100%	100%	90%	

[42] 2018 Marin County Travel Safety Plan, accessed August 16, 2021, from: https://www.marincounty.org/userdata/dpw/Marin%20County%20Travel%20Safety%20Plan%20-%20Final%20Report.pdf
[43] Local Road Safety – A Manual for California's Local Rood Owners, accessed August 16, 2021, from: https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/lrsm2020.pdf
[44] Safety Evaluation of Transverse Rumble Strips on Approaches to Stop-Controlled Intersections in Rural Areas, accessed September 23, from: https://www.fhwa.dot.gov/publications/research/safety/hsis/12047/12047.pdf
[45] Safety Improvements on High Risk Rural Roads, accessed August 16, 2021, from: https://safety.fhwa.dot.gov/hsip/hrrr/manual/hrrr_2014.pdf
[46] Systemic Local Roadway Safety Plan, accessed August 16, 2021, from: https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2021/01/Fresno_SSAR_LRSP_Final-Accessible-1.pdf

Project List for Top Priority Locations

After a comprehensive risk assessment, the following improvements are proposed for select high-priority intersections and roadway segments.

Table 14: Priority locations for local road safety improvements by categorized by location

Location	Weighted Crash Value	Potential Improvement
Intersections		
SR 125 (MP 1.88)/ S College Ave	3.84	Collisions at this intersection were largely rear-end or angle collisions due to inattentive/distracted driving, disregard for signals/yield, and driving under the influence (DUI). Potential improvements at this signalized intersection include conversion to a roundabout, increased intersection lighting, raised median upon intersection approach, advanced dilemma-zone detection, transverse rumble strips, or intersection markers or striping.
NE Larch St/ E Whitman Dr	6.85	Collisions at this intersection were primarily angle collisions, largely due to speeding, following too close, or disregard for signals/yield. Potential improvements at this current two-way stop intersection include conversion to a four-way stop, increased intersection lighting, raised median upon intersection approach, transverse rumble strips, or intersection markers or striping.
Segments		
NE C St *(From Deccio Rd to Myra Rd)*	17.61	Collisions along this segment were mainly angle and rear-end collisions based on inattentive/ distracted driving, following too close, and improper turn/merge. Potential improvements along this segment include street lighting installation, upgrade pavement markings, converting to a right-in/right-out, remove/relocate objects and clear recovery zone, raised median, or delineators/reflectors/object markers.

W Rose St *(From NE Lambert to Carey Court)*	1.39	Collisions along this segment were largely angle or stationary-object collisions due to inattentive/ distracted driving, disregard for signals/yields, and unsafe speeds. Potential improvements for this segment include remove/relocate objects and clear recovery zone, raised median access management, right-in-right-out, road diet/lane conversion, edgeline rumble strip, dynamic/variable speed warning, or delineators/reflectors/object markers.
S Meadowbrook St (w/out Intersection) *(SR 125 (MP-2.34) to NE Deccio Rd)*	1.85	Collisions along this segment were primarily angle, side-swipe, or other types of collisions due to inattentive/distracted driving and disregard for signals/yields. One collision included a bicyclist. Potential improvements along this segment include remove/relocate objects and clear recovery zone, raised median access management, right-in-right-out, road diet/lane conversion, edgeline rumble strip, dynamic/variable speed warning, or delineators/reflectors/object markers.

School Locations

Schools	**Young Drivers (% of total)**	**Potential Improvements**
Rogers Adventist School/Walla Walla Valley Academy	5 (29.6%)	Collisions near this school were mainly due to inattentive/distracted driving, unsafe speeds, improper movement, driving under influence, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/raised crossings, separated bike lanes, intersection markers or striping, dynamic/variable speed warning, transverse rumble strips and pedestrian, bicyclist and motorist education.
John Sager Middle School/College Place High School	12 (38.7%)	Collisions near this school were primarily due to inattentive/ distracted driving, disregarding signals/yield, unsafe speeds, following too closely, improper movement, driving under influence, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/ raised crossings, separated bike lanes, intersection markers or striping, dynamic/variable speed warning, transverse rumble strips and pedestrian, bicyclist and motorist education.

Davis Elementary	16 (44.4%)	Collisions near this school were largely due to inattentive/distracted driving, disregarding signals/yield, unsafe speeds, following too closely, improper movement, drowsiness, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/raised crossings, separated bike lanes, intersection markers or striping, transverse rumble strips and pedestrian, bicyclist and motorist education.
Walla Walla University	54 (55.1%)	Collisions near this school were primarily due to inattentive/distracted driving, disregarding signals/yield, unsafe speeds, following too closely, improper movement, drowsiness, driving under influence, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/raised crossings, separated bike lanes, intersection markers or striping, dynamic/variable speed warning, transverse rumble strips and pedestrian, bicyclist and motorist education.

Pedestrian/Bicycle

Locations	**MV Young Drivers (% of Total)**	**Potential Improvement**
NE Whitman Dr/SE Larch Ave *(Intersection)*	36%	Collisions for this intersection were largely due to disregarding signs and signals, failing to yield, following too closely, driving under the influence, and other contributing factors. Potential improvements for this location include leading pedestrian interval, pedestrian median/refuge island, enhanced safety features, and pedestrian, and motorist education.
College Place Post Office (S College Ave)	33%	Collisions at this location were due to a variety of contributing factors. Potential improvements for this location include leading pedestrian interval, pedestrian crossing median/refuge island, enhanced safety features such as beacons, high visibility/raised crossings, separated bike lanes, intersection or driveway pavement marking improvement, bicycle box, and pedestrian, bicyclist and motorist education.

References

1. Image by Akua based on information by Arkyan - based on public domain information. Based on similar map concepts by Ixnayonthetimmay, CC BY-SA 3.0, https://commons.wikimedia.org/w/index.php?curid=2977946

2. U.S. Census Bureau: https://www.census.gov/quickfacts/fact/table/collegeplacecitywashington,WA,wallawallacountywashington/PST045219

3. [1] https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/

4. https://www.safety.fhwa.dot.gov/virtual_trade_show_nace2020_508_version/

5. Data provided on June 3, 2021, by WSDOT Transportation Data, GIS & Modeling Office (TDGMO) - Crash Data and Reporting Branch

6. https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf

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Travel Demand Model (2019)

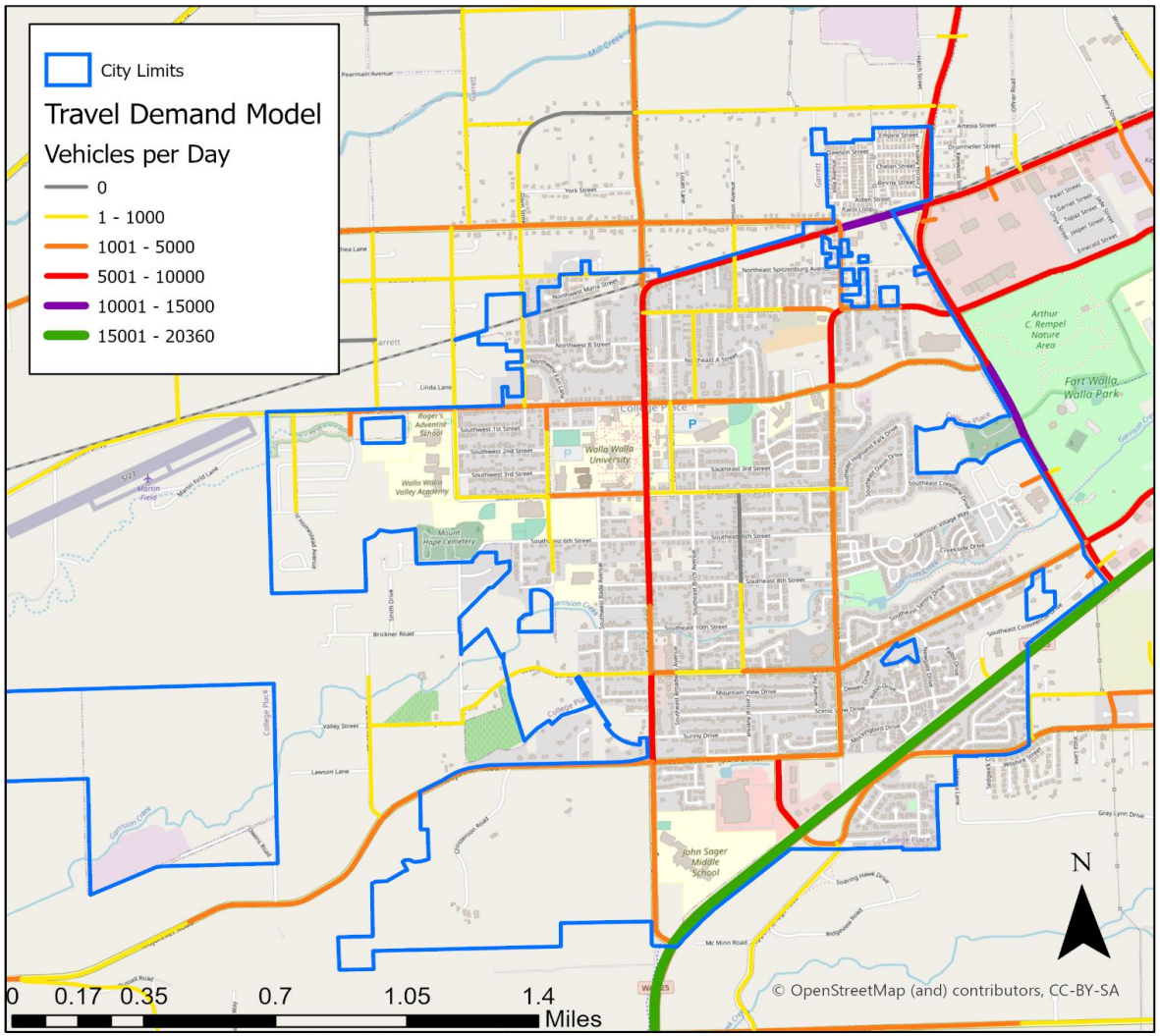

Figure 64: Travel Demand Model map of the College Place area

In general, a regional Travel Demand Model (TDM) replicates roadway networks, captures transit rider and driver travel behavior, and uses algorithms attuned to local conditions in order to show traffic flows and analyze future roadway infrastructure needs. The Walla Walla Valley TDM spans the northeastern portion of Umatilla County, Oregon and Walla Walla County, Washington, and includes the City of College Place. The traffic volumes displayed in this map show modeled year 2019 conditions, which have been calibrated against physical traffic count data.

Streetlights

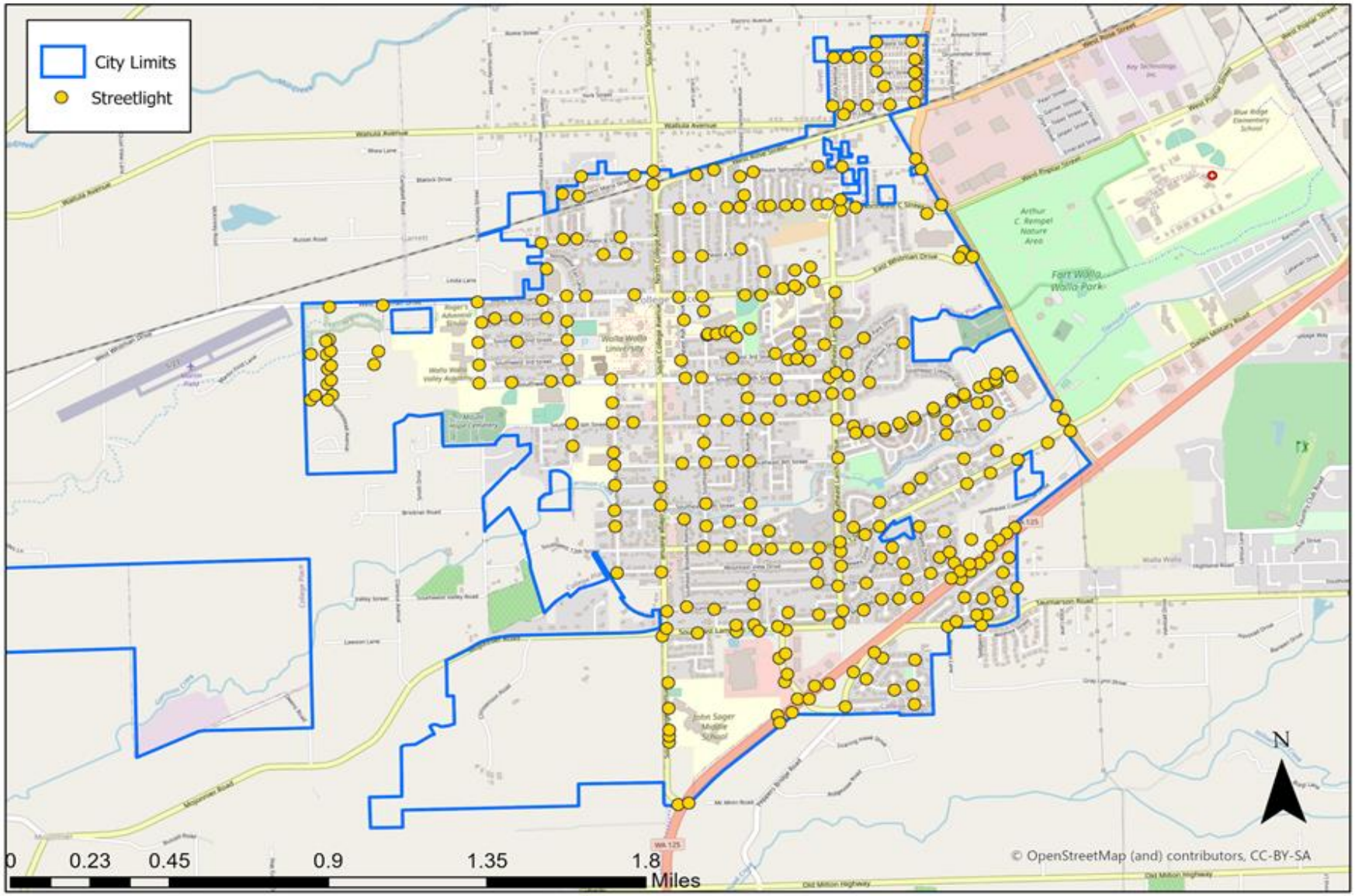

Figure 65: Streetlight inventory throughout the city of College Place

Table 15: Average Annual Collisions from 2011 to 2020 for Cities of Comparable Populations[47]

Community	2020 Population	Average Collisions Per Year (2011-2020)
Toppenish	8,854	95
Orting	9,041	41
Burlington	9,152	310
College Place	9,902	67
Snohomish	10,126	178
Port Townsend	10,148	75
DuPont	10,151	40

[47] https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/

NE Cedar Ave - NE C Street to Military Springs Crossing		
Resurface - Grind and overlay 3 inches	$	140,000

NE Damson Ave - NE Rose Street to NE Cargill Ct		
Resurface - Grind and overlay 3 inches. Sidewalk on west side.	$	206,000

SE Birch Ave - SE 2nd to SE 4th		
Resurface - Grind and Overlay 3 inches. Sidewalk on one side.	$	387,000
Right of Way (If Required)	$	130,000
Total Project with Right of Way	$	517,000

SE Birch Ave - SE 4th to SE 6th		
Resurface - Grind and Overlay 3 inches. Sidewalk on one side.	$	318,000

ENGINEER'S OPINION OF PROBABLE COST

6/16/2021

PROJECT DESCRIPTION: NE Cedar Ave

NE C Street to Military Springs Crossing

CLIENT: City of College Place 370' Length 38 foot Width Grind and Overlay

J-U-B PROJ. NO.: 30-xx

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
	PREPARATION				
1	MOBILIZATION (10% OF CONSTRUCTION COST)	1	L.S.	$ 7,500.00	$ 7,500
2	REMOVING CEMENT CONC. SIDEWALK	50	SY	$ 12.00	$ 600
3	REMOVING CEMENT CONC. CURB AND GUTTER	80	LF	$ 10.00	$ 800
4	PLANING BITUMINOUS PAVEMENT	1,560	S.Y.	$ 4.00	$ 6,240
	SURFACING				
5	CRUSHED SURFACING TOP COURSE	10	TON	$ 30.00	$ 300
	HOT MIX ASPHALT				
6	HMA CL. 1/2 IN. PG 64-28H	270	TON	$ 110.00	$ 29,700
	EROSION CONTROL AND PLANTING				
7	ESC LEAD	20	DAY	$ 125.00	$ 2,500
8	INLET PROTECTION	2	EA	$ 250.00	$ 500
	TRAFFIC				
9	CEMENT CONC. TRAFFIC CURB AND GUTTER	80	L.F.	$ 17.00	$ 1,360
10	PLASTIC LINE	1,110	L.F.	$ 2.00	$ 2,220
11	PLASTIC CROSSWALK LINE	80	L.F.	$ 10.00	$ 800
12	PLASTIC STOP LINE	20	L.F.	$ 25.00	$ 500
13	PERMANENT SIGNING	1	L.S.	$ 500.00	$ 500
14	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	$ 7,000.00	$ 7,000
	OTHER ITEMS				
					$ -
15	ROADWAY SURVEYING	1	L.S.	$ 3,200.00	$ 3,200
16	TESC PLAN	1	L.S.	$ 2,000.00	$ 2,000
17	CEMENT CONC. SIDEWALK	50	SY	$ 55.00	$ 2,750
18	CEMENT CONC. DRIVEWAY ENTRANCE TYPE	70	SY	$ 65.00	$ 4,550
19	CEMENT CONC. CURB RAMP TYPE PERPENDICULAR A	2	EA	$ 2,200.00	$ 4,400
20	ADJUST MANHOLE	3	EA	$ 1,500.00	$ 4,500
21	ADJUST VALVE	2	EA	$ 400.00	$ 800
	SUBTOTAL CONSTRUCTION COST				**$ 83,000**
	SALES TAX @ 0%				**0**
	CONTINGENCY @ 30%				**$ 24,900**
	CONSTRUCTION TOTAL				**$ 107,900**
	PRELIMINARY ENGINEERING @ 15%				**$ 16,185**
	CONSTRUCTION ENGINEERING @ 15%				**$ 16,185**
	TOTAL ROADWAY ESTIMATED COST ROUNDED				**$ 140,000**

ENGINEER'S OPINION OF PROBABLE COST

6/16/2021

PROJECT DESCRIPTION: NE Damson Ave

NE Rose Street to NE Cargill Ct

CLIENT: City of College Place

480' Length
36 foot Width

Grind and Overlay
Sidewalk on West Side

J-U-B PROJ. NO.: 30-xx

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
	PREPARATION				
1	MOBILIZATION (10% OF CONSTRUCTION COST)	1	L.S.	$ 11,100.00	$ 11,100
2	REMOVING CEMENT CONC. SIDEWALK	10	SY	$ 12.00	$ 120
3	REMOVING CEMENT CONC. CURB AND GUTTER	180	LF	$ 10.00	$ 1,800
4	PLANING BITUMINOUS PAVEMENT	1,920	S.Y.	$ 4.00	$ 7,680
	SURFACING				
5	CRUSHED SURFACING TOP COURSE	70	TON	$ 30.00	$ 2,100
	HOT MIX ASPHALT				
6	HMA CL. 1/2 IN. PG 64-28H	340	TON	$ 110.00	$ 37,400
	EROSION CONTROL AND PLANTING				
7	ESC LEAD	20	DAY	$ 125.00	$ 2,500
8	INLET PROTECTION	2	EA	$ 250.00	$ 500
	TRAFFIC				
9	CEMENT CONC. TRAFFIC CURB AND GUTTER	480	L.F.	$ 17.00	$ 8,160
10	PLASTIC LINE	1,440	L.F.	$ 2.00	$ 2,880
11	PLASTIC CROSSWALK LINE	80	L.F.	$ 10.00	$ 800
12	PLASTIC STOP LINE	20	L.F.	$ 25.00	$ 500
13	PERMANENT SIGNING	1	L.S.	$ 500.00	$ 500
14	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	$ 14,000.00	$ 14,000
	OTHER ITEMS				
					$ -
1	ROADWAY SURVEYING	1	L.S.	$ 8,000.00	$ 8,000
2	TESC PLAN	1	L.S.	$ 2,000.00	$ 2,000
3	CEMENT CONC. SIDEWALK	280	SY	$ 55.00	$ 15,400
4	CEMENT CONC. DRIVEWAY ENTRANCE TYPE	40	SY	$ 65.00	$ 2,600
4	CEMENT CONC. CURB RAMP TYPE PERPENDICULAR A	2	EA	$ 2,200.00	$ 4,400
5	ADJUST MANHOLE	0	EA	$ 1,500.00	$ -
6	ADJUST VALVE	0	EA	$ 400.00	$ -
	SUBTOTAL CONSTRUCTION COST				**$ 122,000**
	SALES TAX @ 0%				**0**
	CONTINGENCY @ 30%				**$ 36,600**
	CONSTRUCTION TOTAL				**$ 158,600**
	PRELIMINARY ENGINEERING @ 15%				**$ 23,790**
	CONSTRUCTION ENGINEERING @ 15%				**$ 23,790**
	TOTAL ROADWAY ESTIMATED COST ROUNDED				**$ 206,000**

ENGINEER'S OPINION OF PROBABLE COST

6/17/2021

PROJECT DESCRIPTION: SE Birch Ave

SE 2nd to SE 4th

CLIENT: City of College Place

630' Length
30 foot Width

Grind and Overlay
Sidewalk on One Side

J-U-B PROJ. NO.: 30-xx

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
	PREPARATION				
1	MOBILIZATION (10% OF CONSTRUCTION COST)	1	L.S.	$ 20,800.00	$ 20,800
2	REMOVING CEMENT CONC. SIDEWALK	20	SY	$ 12.00	$ 240
3	REMOVING CEMENT CONC. CURB AND GUTTER	120	LF	$ 10.00	$ 1,200
4	PLANING BITUMINOUS PAVEMENT	2,100	S.Y.	$ 4.00	$ 8,400
	STORM SEWER				
5	CATCH BASIN (CURB INLET TYPE)	4	EA	$ 1,500.00	$ 6,000
6	CATCH BASIN TYPE 2 48 IN. DIAM.	4	EA	$ 3,250.00	$ 13,000
7	STORM SEWER PIPE 12 IN. DIAM.	60	LF	$ 70.00	$ 4,200
8	SEWER	60	LF	$ 1.00	$ 60
	SURFACING				
9	CRUSHED SURFACING BASE COURSE	14	TON	$ 25.00	$ 350
10	CRUSHED SURFACING TOP COURSE	80	TON	$ 30.00	$ 2,400
	HOT MIX ASPHALT				
11	HMA CL. 1/2 IN. PG 64-28H	370	TON	$ 110.00	$ 40,700
	EROSION CONTROL AND PLANTING				
12	ESC LEAD	20	DAY	$ 125.00	$ 2,500
13	INLET PROTECTION	2	EA	$ 250.00	$ 500
	TRAFFIC				
14	CEMENT CONC. TRAFFIC CURB AND GUTTER	1,190	L.F.	$ 17.00	$ 20,230
15	PLASTIC LINE	1,890	L.F.	$ 2.00	$ 3,780
16	PLASTIC CROSSWALK LINE	80	L.F.	$ 10.00	$ 800
17	PLASTIC STOP LINE	20	L.F.	$ 25.00	$ 500
18	PERMANENT SIGNING	1	L.S.	$ 500.00	$ 500
19	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	$ 14,000.00	$ 14,000
	OTHER ITEMS				
					$ -
20	ROADWAY SURVEYING	1	L.S.	$ 8,000.00	$ 8,000
21	TESC PLAN	1	L.S.	$ 2,000.00	$ 2,000
22	CEMENT CONC. SIDEWALK	700	SY	$ 55.00	$ 38,500
23	CEMENT CONC. DRIVEWAY ENTRANCE TYPE	90	SY	$ 65.00	$ 5,850
24	CEMENT CONC. CURB RAMP TYPE PERPENDICULAR A	14	EA	$ 2,200.00	$ 30,800
25	ADJUST MANHOLE	2	EA	$ 1,500.00	$ 3,000
26	ADJUST VALVE	2	EA	$ 400.00	$ 800
	SUBTOTAL CONSTRUCTION COST				**$ 229,000**
	SALES TAX @ 0%				**0**
	CONTINGENCY @ 30%				**$ 68,700**
	CONSTRUCTION TOTAL				**$ 297,700**
	PRELIMINARY ENGINEERING @ 15%				**$ 44,655**
	CONSTRUCTION ENGINEERING @ 15%				**$ 44,655**
	TOTAL ROADWAY ESTIMATED COST ROUNDED				**$ 387,000**
	Right of Way Required if on street parking is to be allowed.				
	Estimated Costs Based on $5000 per parcel	13		$ 10,000.00	**$ 130,000**
	TOTAL WITH RIGHT OF WAY				**$ 517,000**

ENGINEER'S OPINION OF PROBABLE COST

6/18/2021

PROJECT DESCRIPTION: SE Birch Ave

SE 4th to 6th

CLIENT: City of College Place

630' Length
30 foot Width

Grind and Overlay
Sidewalk on One Side

J-U-B PROJ. NO.: 30-xx

Storm Drainage

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
	PREPARATION				
1	MOBILIZATION (10% OF CONSTRUCTION COST)	1	L.S.	$ 17,100.00	$ 17,100
2	REMOVING CEMENT CONC. SIDEWALK	50	SY	$ 12.00	$ 600
3	REMOVING CEMENT CONC. CURB AND GUTTER	160	LF	$ 10.00	$ 1,600
4	PLANING BITUMINOUS PAVEMENT	2,230	S.Y.	$ 4.00	$ 8,920
	STORM SEWER				
5	CATCH BASIN (CURB INLET TYPE)	2	EA	$ 1,500.00	$ 3,000
6	CATCH BASIN TYPE 2 48 IN. DIAM.	4	EA	$ 3,250.00	$ 13,000
7	STORM SEWER PIPE 12 IN. DIAM.	60	LF	$ 70.00	$ 4,200
8	SEWER	60	LF	$ 1.00	$ 60
	SURFACING				
9	CRUSHED SURFACING BASE COURSE	6	TON	$ 25.00	$ 150
10	CRUSHED SURFACING TOP COURSE	30	TON	$ 30.00	$ 900
	HOT MIX ASPHALT				
11	HMA CL. 1/2 IN. PG 64-28H	390	TON	$ 110.00	$ 42,900
	EROSION CONTROL AND PLANTING				
12	ESC LEAD	20	DAY	$ 125.00	$ 2,500
13	INLET PROTECTION	2	EA	$ 250.00	$ 500
	TRAFFIC				
14	CEMENT CONC. TRAFFIC CURB AND GUTTER	780	L.F.	$ 17.00	$ 13,260
15	PLASTIC LINE	1,880	L.F.	$ 2.00	$ 3,760
16	PLASTIC CROSSWALK LINE	150	L.F.	$ 10.00	$ 1,500
17	PLASTIC STOP LINE	40	L.F.	$ 25.00	$ 1,000
18	PERMANENT SIGNING	1	L.S.	$ 1,500.00	$ 1,500
19	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	$ 14,000.00	$ 14,000
	OTHER ITEMS				
					$ -
20	ROADWAY SURVEYING	1	L.S.	$ 8,000.00	$ 8,000
21	TESC PLAN	1	L.S.	$ 2,000.00	$ 2,000
22	CEMENT CONC. SIDEWALK	440	SY	$ 55.00	$ 24,200
23	CEMENT CONC. DRIVEWAY ENTRANCE TYPE	80	SY	$ 65.00	$ 5,200
24	CEMENT CONC. CURB RAMP TYPE PERPENDICULAR A	6	EA	$ 2,200.00	$ 13,200
25	ADJUST MANHOLE	2	EA	$ 1,500.00	$ 3,000
26	ADJUST VALVE	6	EA	$ 400.00	$ 2,400
	SUBTOTAL CONSTRUCTION COST				**$ 188,000**
	SALES TAX @ 0%				**0**
	CONTINGENCY @ 30%				**$ 56,400**
	CONSTRUCTION TOTAL				**$ 244,400**
	PRELIMINARY ENGINEERING @ 15%				**$ 36,660**
	CONSTRUCTION ENGINEERING @ 15%				**$ 36,660**
	TOTAL ROADWAY ESTIMATED COST ROUNDED				**$ 318,000**

School Zone Safety Account

4/6/2021

Application one (Preliminary Engineering for sidewalk segments)	Construction	PE	CE	Total
NE Ash Street (west side of roadway between Whitman and A Street) – 6 foot segment	$ 97,548	$ 14,632	$ 14,632	$ 126,813
SE Birch Avenue (east side of roadway between 2nd and 4th) – 6 foot segment	$ 117,059	$ 17,559	$ 17,559	$ 152,176
SE Birch Avenue (west side of roadway between 4th and 12th) – 6 foot segment	$ 381,715	$ 57,257	$ 57,257	$ 496,230
SE Central Avenue (east side of roadway between 12th and Valley Drive) – 6 foot segment	$ 221,277	$ 33,192	$ 33,192	$ 287,660
Assumes No Right of Way Acquisition	$ 817,599	$ 122,640	$ 122,640	$ 1,062,878

Application Two Crosswalk improvements with Rapid Flashing Beacons and safety provisions.	Construction	PE	CE	Total
Crosswalk in front of 500 S. College Avenue – Post Office	$ 142,688	$ 21,403	$ 14,269	$ 178,360
Crosswalks at intersection of Whitman Drive & Academy Way	$ 144,201	$ 21,630	$ 14,420	$ 180,252
Crosswalks at intersection of Whitman Drive & Ash	$ 144,596	$ 21,689	$ 14,460	$ 180,746
For intersections costs assumes one crossing of RFB for Whitman Dr. Since Academy & Ash are stop controlled	$ 431,486	$ 64,723	$ 43,149	$ 539,357

ENGINEER'S OPINION OF PROBABLE COST

4/5/2021

PROJECT DESCRIPTION: 6 foot Sidewalk, Curb and Gutter

NE Ash Street (west side of roadway between Whitman and A Street) – 6 foot segment

CLIENT: City of College Place

J-U-B PROJ. NO.: 30-20-075 - Funding

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
	PREPARATION				
1	MOBILIZATION (10% OF CONSTRUCTION COST)	1	L.S.	$ 6,800.00	$ 6,800
2	REMOVING CEMENT CONC. SIDEWALK	27	SY	$ 12.00	$ 320
3	REMOVING CEMENT CONC. CURB AND GUTTER	465	LF	$ 15.00	$ 6,975
4	REMOVING CEMENT ASPHALT CONC PAVEMENT	103.3	SY	$ 10.00	$ 1,033.33
5	REMOVE EXISTING TREE	1	EA	$ 1,000.00	$ 1,000.00
	GRADING	.			
6	ROADWAY EXCAVATION INCL. HAUL	103.3	CY	$ 15.00	$ 1,550
	SURFACING				
7	CRUSHED SURFACING TOP COURSE	79.7	TON	$ 30.00	$ 2,390
	HOT MIX ASPHALT				
8	HMA CL. 1/2 IN. PG 64-28H	18.1	TON	$ 110.00	$ 1,989
	EROSION CONTROL AND PLANTING				
9	LAWN RESTORATION	155	SY	$ 15.00	$ 2,325
	TRAFFIC				
10	CEMENT CONC. TRAFFIC CURB AND GUTTER	465.0	L.F.	$ 17.00	$ 7,905
11	PERMANENT SIGNING	1	L.S.	$ 1,000.00	$ 1,000
12	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	$ 11,500.00	$ 11,500
	OTHER ITEMS				
13	HYDRANT ASSEMBLY	1	EA	$ 6,000.00	$ 6,000
14	ROADWAY SURVEYING	1	L.S.	$ 1,000.00	$ 1,000
15	TESC PLAN	1	L.S.	$ 500.00	$ 500
16	INLET PROTECTION	1	EA	$ 250.00	$ 250
17	CEMENT CONC. SIDEWALK	310.0	SY	$ 50.00	$ 15,500
18	CEMENT CONC. CURB RAMP TYPE PERPENDICULAR A	4.0	EA	$ 1,250.00	$ 5,000
19	ADJUST VALVE BOX	5	EA	$ 400.00	$ 2,000

SUBTOTAL CONSTRUCTION COST	**$ 75,037**
SALES TAX @ 0%	**0**
CONTINGENCY @ 30%	**$ 22,511**
CONSTRUCTION TOTAL	**$ 97,548**
PRELIMINARY ENGINEERING @ 15%	**$ 14,632**
CONSTRUCTION ENGINEERING @ 15%	**$ 14,632**
TOTAL PROJECT ESTIMATED COST	**$ 126,813**

ENGINEER'S OPINION OF PROBABLE COST

4/5/2021

PROJECT DESCRIPTION: 6 foot Sidewalk, Curb and Gutter

SE Birch Avenue (east side of roadway between 2nd and 4th) – 6 foot segment

CLIENT: City of College Place

J-U-B PROJ. NO.: 30-20-075 - Funding

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
	PREPARATION				
1	MOBILIZATION (10% OF CONSTRUCTION COST)	1	L.S.	$ 8,200.00	$ 8,200
2	REMOVING CEMENT CONC. SIDEWALK	53	SY	$ 12.00	$ 640
3	REMOVING CEMENT CONC. CURB AND GUTTER	80	LF	$ 15.00	$ 1,200
4	REMOVING CEMENT ASPHALT CONC PAVEMENT	148.9	SY	$ 10.00	$ 1,488.89
5	REMOVE EXISTING TREE	2	EA	$ 1,000.00	$ 2,000.00
	GRADING	.			
6	ROADWAY EXCAVATION INCL. HAUL	148.9	CY	$ 15.00	$ 2,233
	SURFACING				
7	CRUSHED SURFACING TOP COURSE	114.8	TON	$ 30.00	$ 3,443
	HOT MIX ASPHALT				
8	HMA CL. 1/2 IN. PG 64-28H	26.1	TON	$ 110.00	$ 2,866
	EROSION CONTROL AND PLANTING				
9	LAWN RESTORATIOM	223	SY	$ 15.00	$ 3,350
	TRAFFIC				
10	CEMENT CONC. TRAFFIC CURB AND GUTTER	670.0	L.F.	$ 17.00	$ 11,390
11	PERMANENT SIGNING	1	L.S.	$ 1,000.00	$ 1,000
12	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	$ 17,000.00	$ 17,000
	OTHER ITEMS				
13	HYDRANT ASSEMBLY	0	EA	$ 6,000.00	$ -
14	ROADWAY SURVEYING	1	L.S.	$ 2,000.00	$ 2,000
15	TESC PLAN	1	L.S.	$ 500.00	$ 500
16	INLET PROTECTION	0	EA	$ 250.00	$ -
17	CEMENT CONC. SIDEWALK	446.7	SY	$ 50.00	$ 22,333
18	CEMENT CONC. CURB RAMP TYPE PERPENDICULAR A	8.0	EA	$ 1,250.00	$ 10,000
19	ADJUST VALVE BOX	1	EA	$ 400.00	$ 400

SUBTOTAL CONSTRUCTION COST	**$ 90,045**
SALES TAX @ 0%	**0**
CONTINGENCY @ 30%	**$ 27,014**
CONSTRUCTION TOTAL	**$ 117,059**
PRELIMINARY ENGINEERING @ 15%	**$ 17,559**
CONSTRUCTION ENGINEERING @ 15%	**$ 17,559**
TOTAL PROJECT ESTIMATED COST	**$ 152,176**

ENGINEER'S OPINION OF PROBABLE COST

4/5/2021

PROJECT DESCRIPTION: 6 foot Sidewalk, Curb and Gutter

SE Birch Avenue (west side of roadway between 4th and 12th) – 6 foot segment

CLIENT: City of College Place

J-U-B PROJ. NO.: 30-20-075 - Funding

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
	PREPARATION				
1	MOBILIZATION (10% OF CONSTRUCTION COST)	1	L.S.	$ 26,700.00	$ 26,700
2	REMOVING CEMENT CONC. SIDEWALK	93	SY	$ 12.00	$ 1,120
3	REMOVING CEMENT CONC. CURB AND GUTTER	1,855	LF	$ 15.00	$ 27,825
4	REMOVING CEMENT ASPHALT CONC PAVEMENT	532.2	SY	$ 10.00	$ 5,322.22
5	REMOVE EXISTING TREE	1	EA	$ 1,000.00	$ 1,000.00
	GRADING	.			
6	ROADWAY EXCAVATION INCL. HAUL	532.2	CY	$ 15.00	$ 7,983
	SURFACING				
7	CRUSHED SURFACING TOP COURSE	410.3	TON	$ 30.00	$ 12,308
	HOT MIX ASPHALT				
8	HMA CL. 1/2 IN. PG 64-28H	93.1	TON	$ 110.00	$ 10,245
	EROSION CONTROL AND PLANTING				
9	LAWN RESTORATIOM	798	SY	$ 15.00	$ 11,975
	TRAFFIC				
10	CEMENT CONC. TRAFFIC CURB AND GUTTER	2,395.0	L.F.	$ 17.00	$ 40,715
11	PERMANENT SIGNING	1	L.S.	$ 2,000.00	$ 2,000
12	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	$ 34,000.00	$ 34,000
	OTHER ITEMS				
13	HYDRANT ASSEMBLY	1	EA	$ 6,000.00	$ 6,000
14	ROADWAY SURVEYING	1	L.S.	$ 5,000.00	$ 5,000
15	TESC PLAN	1	L.S.	$ 500.00	$ 500
16	INLET PROTECTION	0	EA	$ 250.00	$ -
17	CEMENT CONC. SIDEWALK	1,596.7	SY	$ 50.00	$ 79,833
18	CEMENT CONC. CURB RAMP TYPE PERPENDICULAR A	14.0	EA	$ 1,250.00	$ 17,500
19	ADJUST VALVE BOX	9	EA	$ 400.00	$ 3,600

SUBTOTAL CONSTRUCTION COST	**$ 293,627**
SALES TAX @ 0%	**0**
CONTINGENCY @ 30%	**$ 88,088**
CONSTRUCTION TOTAL	**$ 381,715**
PRELIMINARY ENGINEERING @ 15%	**$ 57,257**
CONSTRUCTION ENGINEERING @ 15%	**$ 57,257**
TOTAL PROJECT ESTIMATED COST	**$ 496,230**

ENGINEER'S OPINION OF PROBABLE COST

4/6/2021

PROJECT DESCRIPTION: 6 foot Sidewalk, Curb and Gutter

SE Central Avenue (east side of roadway between 12th and Valley Drive) – 6 foot segment

CLIENT: City of College Place

J-U-B PROJ. NO.: 30-20-075 - Funding

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
	PREPARATION				
1	MOBILIZATION (10% OF CONSTRUCTION COST)	1	L.S.	$ 15,500.00	$ 15,500
2	REMOVING CEMENT CONC. SIDEWALK	80	SY	$ 12.00	$ 960
3	REMOVING CEMENT CONC. CURB AND GUTTER	320	LF	$ 15.00	$ 4,800
4	REMOVING CEMENT ASPHALT CONC PAVEMENT	256.7	SY	$ 10.00	$ 2,566.67
5	REMOVE EXISTING TREE	0	EA	$ 1,000.00	$ -
	REMOVAL STRUCTURES AND OBSTRUCTIONS	1	LS	$ 5,000.00	$ 5,000.00
	GRADING	.			
6	ROADWAY EXCAVATION INCL. HAUL	256.7	CY	$ 15.00	$ 3,850
	SURFACING				
7	CRUSHED SURFACING TOP COURSE	197.8	TON	$ 30.00	$ 5,935
	HOT MIX ASPHALT				
8	HMA CL. 1/2 IN. PG 64-28H	44.9	TON	$ 110.00	$ 4,941
	EROSION CONTROL AND PLANTING				
9	LAWN RESTORATIOM	385	SY	$ 15.00	$ 5,775
	TRAFFIC				
10	CEMENT CONC. TRAFFIC CURB AND GUTTER	1,155.0	L.F.	$ 17.00	$ 19,635
11	PERMANENT SIGNING	1	L.S.	$ 2,000.00	$ 2,000
12	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	$ 34,000.00	$ 34,000
	OTHER ITEMS				
13	HYDRANT ASSEMBLY	1	EA	$ 6,000.00	$ 6,000
14	ROADWAY SURVEYING	1	L.S.	$ 5,000.00	$ 5,000
15	TESC PLAN	1	L.S.	$ 500.00	$ 500
16	INLET PROTECTION	1	EA	$ 250.00	$ 250
17	CEMENT CONC. SIDEWALK	770.0	SY	$ 50.00	$ 38,500
18	CEMENT CONC. CURB RAMP TYPE PERPENDICULAR A	12.0	EA	$ 1,250.00	$ 15,000
19	ADJUST VALVE BOX	0	EA	$ 400.00	$ -

SUBTOTAL CONSTRUCTION COST	**$ 170,213**
SALES TAX @ 0%	**0**
CONTINGENCY @ 30%	**$ 51,064**
CONSTRUCTION TOTAL	**$ 221,277**
PRELIMINARY ENGINEERING @ 15%	**$ 33,192**
CONSTRUCTION ENGINEERING @ 15%	**$ 33,192**
TOTAL PROJECT ESTIMATED COST	**$ 287,660**

ENGINEER'S OPINION OF PROBABLE COST

4/6/2021

PROJECT DESCRIPTION: 6 foot Sidewalk, Curb and Gutter

Crosswalk in front of 500 S. College Avenue – Post Office

CLIENT: City of College Place

J-U-B PROJ. NO.: 30-20-075 - Funding

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
	PREPARATION				
1	MOBILIZATION (10% OF CONSTRUCTION COST)	1	L.S.	$ 10,000.00	$ 10,000
2	REEMOVING PAINT LINES	80	SF	$ 2.50	$ 200
	TRAFFIC				
3	PLASTIC CROSSWALK LINE	80	SF	$ 7.00	$ 560
4	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	$ 4,000.00	$ 4,000
5	ITS-RAPID FLASH BEACON SYSTEM	1.0	LS	$ 95,000.00	$ 95,000
	SUBTOTAL CONSTRUCTION COST				**$ 109,760**
	SALES TAX @ 0%				**0**
	CONTINGENCY @ 30%				**$ 32,928**
	CONSTRUCTION TOTAL				**$ 142,688**
	PRELIMINARY ENGINEERING @ 15%				**$ 21,403**
	CONSTRUCTION ENGINEERING @ 10%				**$ 14,269**
	TOTAL PROJECT ESTIMATED COST				**$ 178,360**

ENGINEER'S OPINION OF PROBABLE COST

4/6/2021

PROJECT DESCRIPTION: 6 foot Sidewalk, Curb and Gutter

Crosswalks at intersection of Whitman Drive & Academy Way

CLIENT: City of College Place

J-U-B PROJ. NO.: 30-20-075 - Funding

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
	PREPARATION				
1	MOBILIZATION (10% OF CONSTRUCTION COST)	1	L.S.	$ 10,100.00	$ 10,100
2	REEMOVING PAINT LINES	192	SF	$ 2.50	$ 480
	TRAFFIC				
3	PLASTIC CROSSWALK LINE	192	SF	$ 7.00	$ 1,344
4	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	$ 4,000.00	$ 4,000
5	ITS-RAPID FLASH BEACON SYSTEM	1	L.S.	$ 95,000.00	$ 95,000
	SUBTOTAL CONSTRUCTION COST				**$ 110,924**
	SALES TAX @ 0%				**0**
	CONTINGENCY @ 30%				**$ 33,277**
	CONSTRUCTION TOTAL				**$ 144,201**
	PRELIMINARY ENGINEERING @ 15%				**$ 21,630**
	CONSTRUCTION ENGINEERING @ 10%				**$ 14,420**
	TOTAL PROJECT ESTIMATED COST				**$ 180,252**

ENGINEER'S OPINION OF PROBABLE COST

4/6/2021

PROJECT DESCRIPTION: 6 foot Sidewalk, Curb and Gutter

Crosswalks at intersection of Whitman Drive & Ash

CLIENT: City of College Place

J-U-B PROJ. NO.: 30-20-075 - Funding

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
	PREPARATION				
1	MOBILIZATION (10% OF CONSTRUCTION COST)	1	L.S.	$ 10,100.00	$ 10,100
2	REEMOVING PAINT LINES	224	SF	$ 2.50	$ 560
	TRAFFIC				
3	PLASTIC CROSSWALK LINE	224	SF	$ 7.00	$ 1,568
4	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	$ 4,000.00	$ 4,000
5	ITS-RAPID FLASH BEACON SYSTEM	1	L.S.	$ 95,000.00	$ 95,000
	SUBTOTAL CONSTRUCTION COST				**$ 111,228**
	SALES TAX @ 0%				**0**
	CONTINGENCY @ 30%				**$ 33,368**
	CONSTRUCTION TOTAL				**$ 144,596**
	PRELIMINARY ENGINEERING @ 15%				**$ 21,689**
	CONSTRUCTION ENGINEERING @ 10%				**$ 14,460**
	TOTAL PROJECT ESTIMATED COST				**$ 180,746**

City of College Place, Washington
RESOLUTION NO. 22-039

A RESOLUTION OF THE CITY OF COLLEGE PLACE, WASHINGTON, AUTHORING & SUPPORTING A WASHINGTON STATE DEPARTMENT OF TRANSPORTATION SAFE ROUTES TO SCHOOL GRANT APPLICATION TO FUND SAGER MIDDLE SCHOOL SAFE ROUTES TO SCHOOL PROJECT

WHEREAS, the City of College Place is a non-charter code city;

WHEREAS, the Washington State Traffic Commission provided a grant in 2019 to conduct a preliminary engineering assessment for new sidewalks in key corridors lacking any throughout the City;

WHEREAS, THE City of College Place adopts a six-year Capital Facility Plan annually;

WHEREAS, the most recent 2022 to 2027 Capital Facility Plan was adopted via Ordinance 21-018 on November 23rd, 2021;

WHEREAS, the City Council adopted the Local Road Safety Plan via Resolution #21-047 at the October 26th, 2021 City Council meeting;

NOW THEREFORE, **BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE AS FOLLOWS:**

1. The City Council of College Place, Washington authorizes and fully supports the Washington State Department of Transportation (WSDOT) Safe Routes to School Grant Application for Sager Middle School Safe Routes to School Project.

Clerical Corrections. The City Clerk is authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

Effective Date. This resolution shall take effect and be in full force upon its passage as provided by law.

PASSED by the City Council of the City of College Place, Washington, this 12th day of April, 2022.

Attest:

Norma L. Hernández, Mayor

Lisa R. Neissl, CMC
City Clerk

LOCAL ROAD SAFTEY PLAN

COLLEGE PLACE

WASHINGTON

Acknowledgements

The City of College Place 2021 Local Road Safety Plan was a collaborative effort between the Walla Walla Valley MPO/SRTPO (Metropolitan Planning Organization/Sub-Regional Transportation Planning Organization), Blue Zones Project Walla Walla Valley, and the 2021 City of College Place Engineering Intern, Akua Owusu Ansah, an engineering student at Walla Walla University.

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Acronyms and Abbreviations

A - Suspected Serious Injury

B - Suspected Minor Injury

C - Possible Injury

CMI - Countermeasures for Intersections

CMS - Countermeasures for Roadway Segments

CMP - Countermeasures for Pedestrian Safety

CMC - Countermeasures for Cyclist Safety

CMO - Countermeasures for All

CRF - Crash Reduction Factor

CV - Crash Value

DEV - Daily Entering Vehicle

DUI - Driving Under Influence

FHWA - Federal Highway Administration

HSIP - Highway Safety Improvement Program

KA - Fatal and Serious Injury

KABCO - scale which establishes severity of a collision based on decreasing order of severity: Fatal Injury (K), Suspected Serious Injury (A), Suspected Minor Injury (B), Possible Injury (C), No apparent Injury/Property Damage (O)

K - Fatality

LRSP - Local Road Safety Plan

mi - miles

MP - Mile-Post

O - No apparent Injury/Property Damage

PDO - Property Damage Only

VMT - Vehicle Miles Travelled

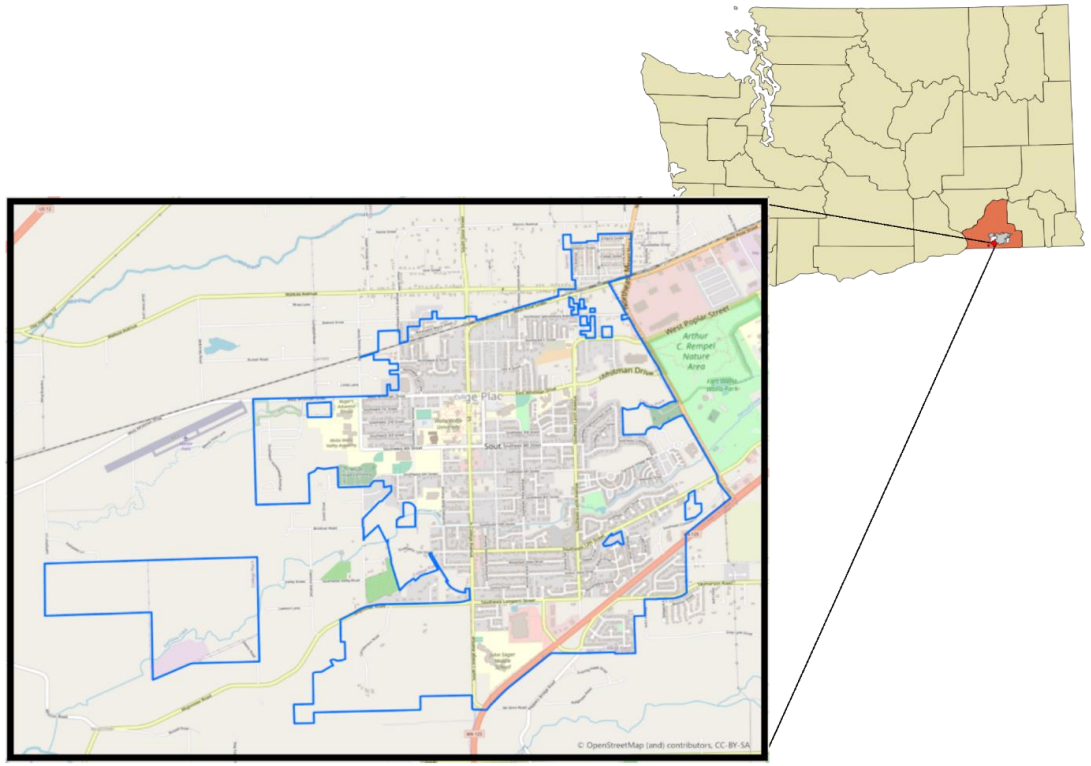
WCV - Weight Crash Value

WSDOT - Washington State Department of Transportation

Introduction

Located in south-eastern Washington State, College Place is a city in Walla Walla County (Figure 1[1]). As of 2010, the city was home to 8,792 people. By 2019, the population had grown to 9,317.[2] College Place is one of four cities within Walla Walla County and also the second-largest, being approximately three square miles in size.

Over the last ten years (2011 - 2020), College Place has had 735 crashes, 203 injuries with three fatalities, and six suspected serious injuries. On average, that is about 67 crashes each year (0.007 collisions per capita). This is fewer than many cities of comparable population in Washington (see Table 15, Appendix). During the same time period there were 1,080,613 crashes statewide, averaging around 108,000 crashes per year (0.014 collisions per capita based on 2019 population data).[3]



Though the number of average annual crashes in College Place may seem small, no death or serious injury is acceptable. With this in mind, the Federal government has partnered with state and local governments to eliminate fatal and serious injury crashes.

A Local Road Safety Plan (LRSP) focuses on understanding where and why crashes occur.

Using data collection, data analysis, and appropriately selected countermeasures, the LRSP puts in place prioritized projects that, once implemented, reduce collision risks and improve roadway safety for all transportation users.

[1] Source: Image by Akua based on information by Arkyan - based on public domain information. Based on similar map concepts by Ixnayonthetimmay, CC BY-SA 3.0, https://commons.wikimedia.org/w/index.php?curid=2977946

[2] U.S. Census Bureau: https://www.census.gov/quickfacts/fact/table/collegeplacecitywashington,WA,wallawallacountywashington/PST045219

[3] https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/

Washington State Target Zero Plan

Figure 1: map showing location of College Place, WA

The Highway Safety Improvement Program (HSIP) is the [illegible] fatalities and serious injuries within the nation (Figure 2[4]). Established in the year 2000, the Target Zero plan is Washington State's answer to the Strategic Highway Safety Plan (SHSP). The data from previous years show that the numbers of traffic deaths and serious injuries are increasing. The newly modified version emphasizes the belief that "not one death is acceptable on our state's roadways." Through action-focused, data-driven evaluations, innovations, and new strategies, impactful solutions are proposed to combat the growing traffic death and serious injuries by 2030.

Figure 2. Federal Highway Administration diagram outlining a Local Road Safety Plan

[4] Source: https:safety.fhwa.dot.gov/virtual_trade_show_nace2020_508_version/

College Place Local Road Safety Plan

On the local level, the City of College Place has taken the responsibility to implement its own Local Road Safety Plan to eliminate fatalities and serious injuries.

PART OF THE CITY OF COLLEGE PLACE'S MISSION STATEMENT IS TO HAVE "PEOPLE CIRCULATE EASILY IRRESPECTIVE OF MODE, WHETHER BY CAR, FOOT OR BIKE; A SYSTEM OF SIDEWALKS AND TRAILS MAKE FOOT TRAFFIC A PREFERRED METHOD TO GET AROUND TOWN."

Thus, the City College Place is committed to providing a safe and efficient transportation and circulation system that reinforces the City's distinct community character, addresses the needs of College Place residents, promotes and supports the desired land use pattern and is concurrent with new growth. The City plans to identify the critical areas that jeopardize these vision, values, and goals, and implement countermeasures to tackle this issue and provide a safe and welcoming atmosphere to all.

Figure 3. The City of College Place City Hall

College Place Traffic Collision Summary

Over the past ten years (2011 - 2020), the City of College Place has experienced 734 collisions which resulted in three fatalities and 203 injuries. On average, about 73 crashes occurred each year.

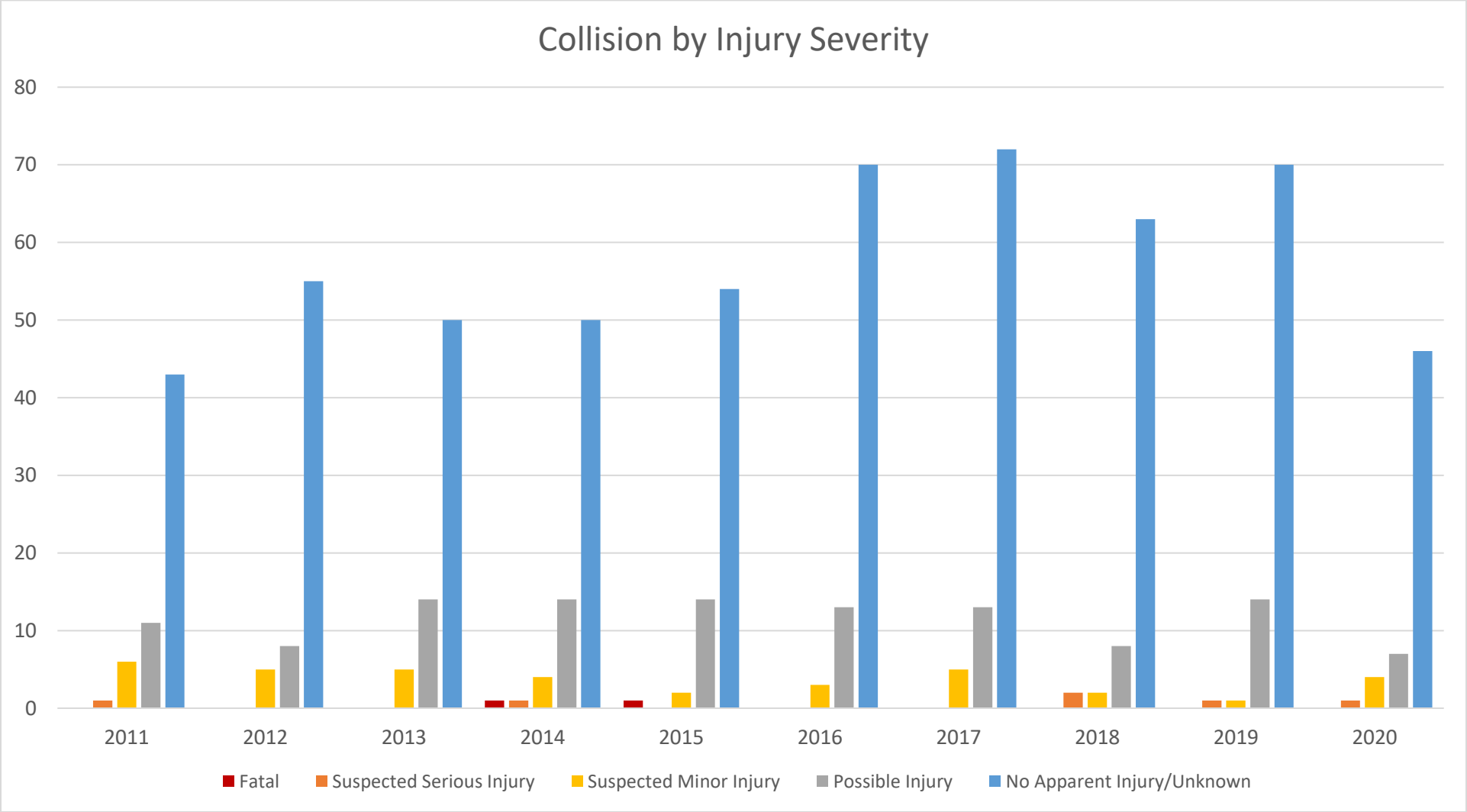


Figure 4: Collision by injury severity in College Place from 2011-2020

In Table 1, these 734 crashes are shown in tabular form: two fatality crashes (0.3%) resulted in three fatalities and the 203 injury collisions can be further divided into six suspected serious injury crashes (0.8%), 37 suspected minor injury collisions (5.0%), 116 possible injury crashes (15.8%), and 573 collisions with no apparent injuries (78.1%). Pedestrians were impacted in six collisions (0.8%) and bicyclists were involved in eight collisions (1.1%).

Table 1: Tabulation of collisions in College Place between 2011 and 2020[5]

Year	Fatal Crashes	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Apparent Injury/Unknown	Total Crashes
2011	0	1	6	11	43	**61**
2012	0	0	5	8	55	**68**
2013	0	0	5	14	50	**69**
2014	1	1	4	14	50	**70**
2015	1	0	2	14	54	**71**
2016	0	0	3	13	70	**86**
2017	0	0	5	13	72	**90**
2018	0	2	2	8	63	**75**
2019	0	1	1	14	70	**86**
2020	0	1	4	7	46	**58**
10-Year Total	**2**	**6**	**37**	**116**	**573**	**734**
Annual Average	<1	<1	4	12	57	**73**

[5] Source: Data provided on June 3, 2021, by WSDOT Transportation Data, GIS & Modeling Office (TDGMO) - Crash Data and Reporting Branch

Heat Map of Total Crashes (Non-Weighted)

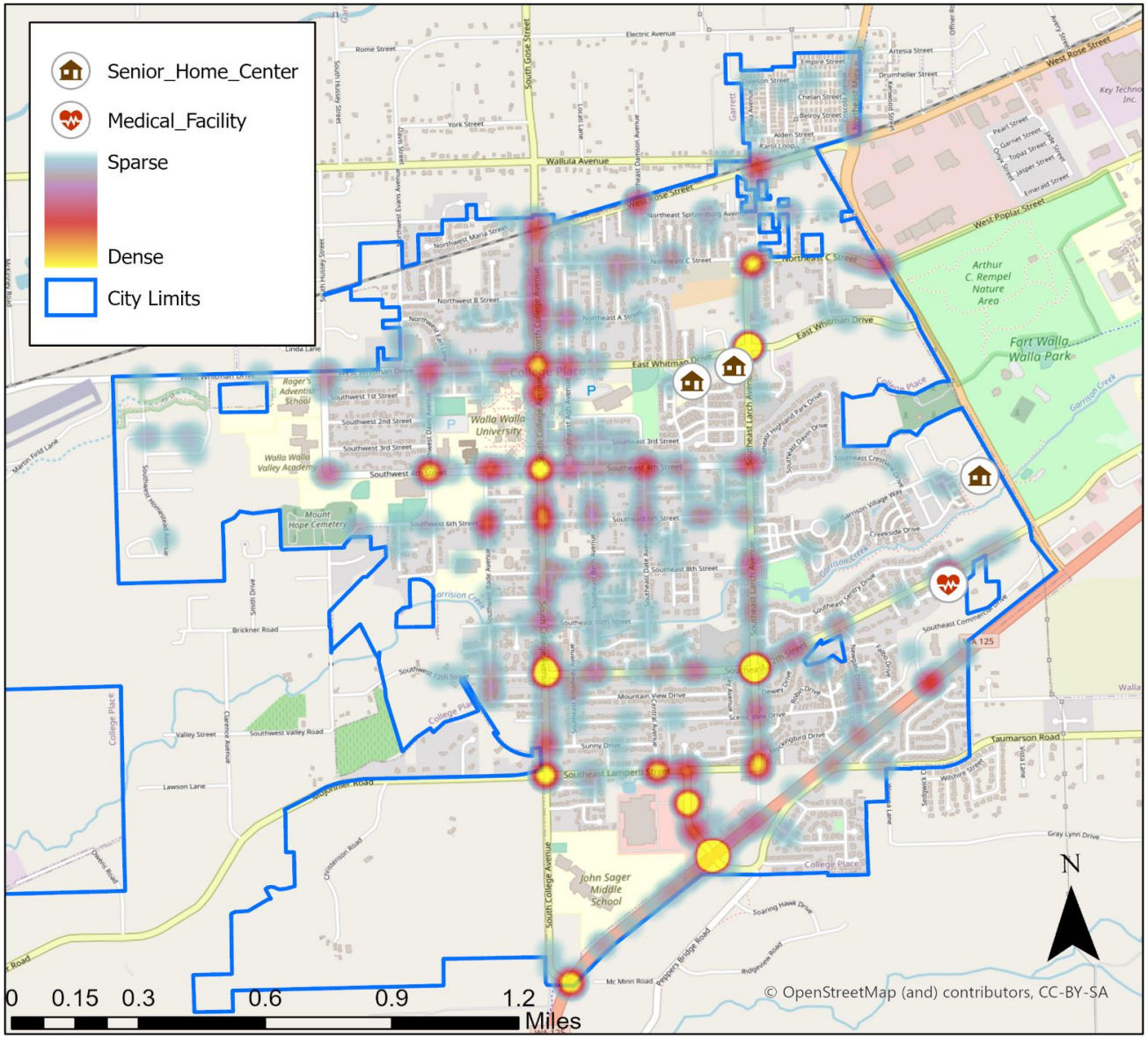


Figure 5: Heat map of crashes throughout the city of College Place

The location of all the crashes (fatalities, serious injuries, minor possible injuries, possible injuries and PDO's) are based only on number of crashes not on severity.

The collisions occurred more frequently on State Route 125 and at intersections with and without traffic signals.

“Crashes result in tangible and intangible consequences” (FHWA[6]). The tangible costs are the goods and services related to the crash and the indirect costs to individuals and society. This includes EMS expenses, property damage, and medical costs, among others. The intangible costs are measured by quality-adjusted life years (QALY) based on a quantifying value that is estimated and calculated based on the severity of the crash. Table 2 shows the KABCO scale which establishes severity of a collision based on decreasing order of severity: Fatal Injury (K), Suspected Serious Injury (A), Suspected Minor Injury (B), Possible Injury (C), No apparent Injury/Property Damage (O) Thus there is an urgency to reduce crashes involving vulnerable road users.

Table 2: Cost of crash by severity

Severity	Comprehensive Crash Unit Cost (2016 dollars)
K	$11,295,400
A	$655,000
B	$198,500
C	$125,600
O	$11,900

Figure 6 on the following page shows KA (Fatal and Serious Injuries) over the study period. Crashes involving vulnerable people such as pedestrians and cyclists are put at risk. Though they represent only about 2% of the overall data, over 25% of pedestrians who were hit had serious injuries and thus will be seriously considered during the selection of proposed countermeasures.

[6] source: https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf

Fatality and Serious Injury Crashes

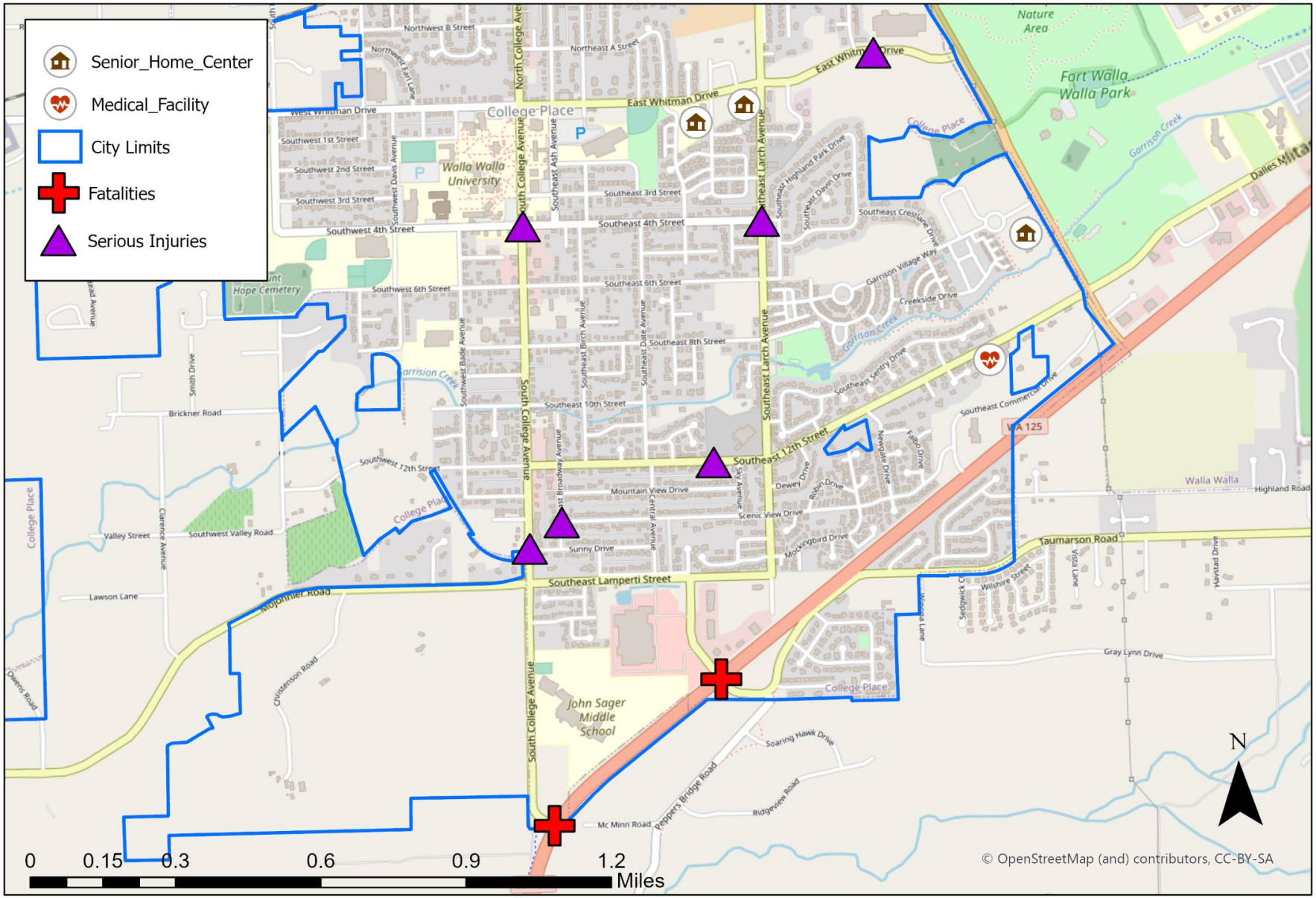


Figure 6: Location of fatal and serious injury crashes

Heat Map of Total Crashes (weighted)

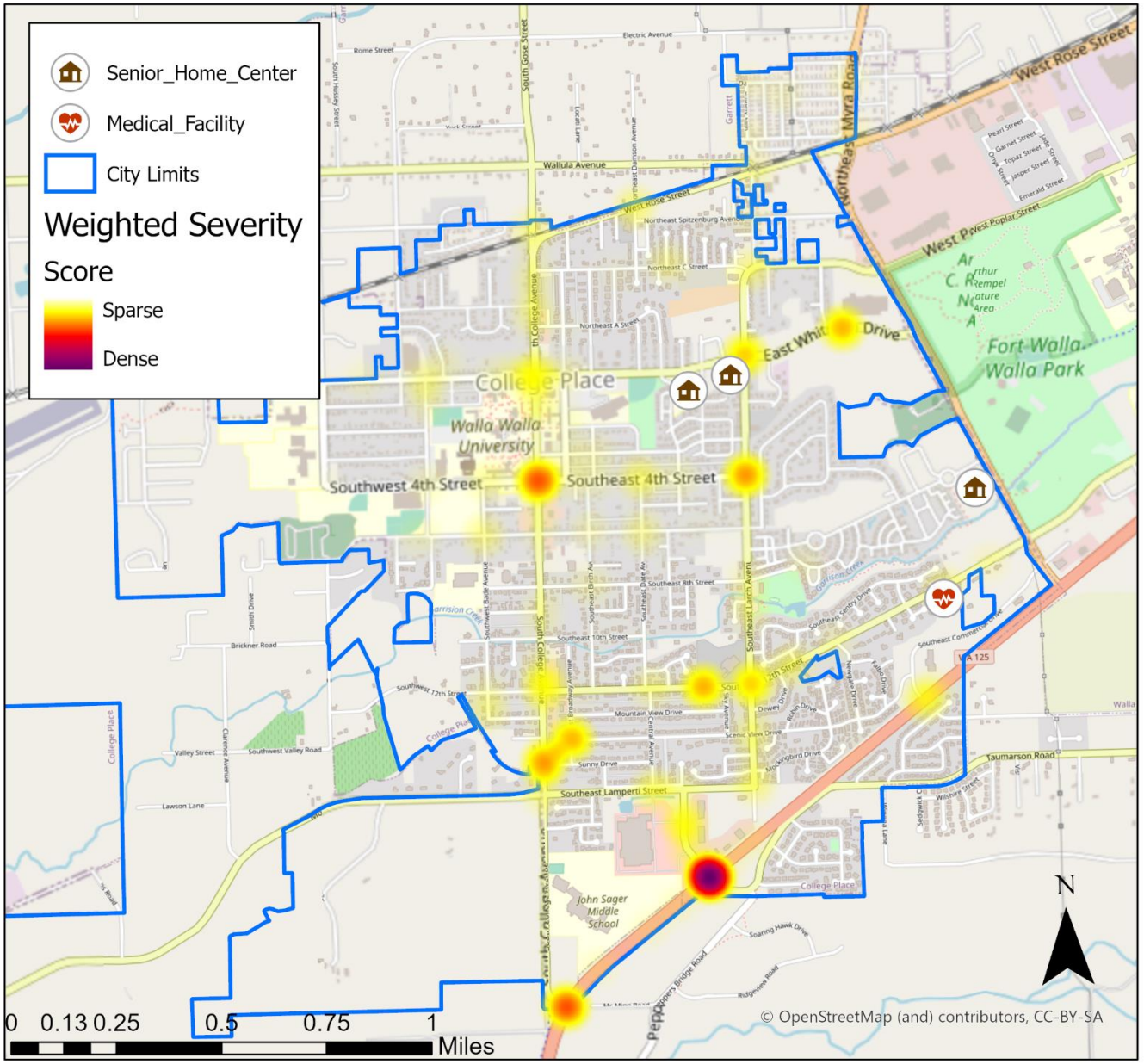


Figure 7: Heat map of crashes throughout the city of College Place weighted by severity

Crashes are classified by severity of crashes. Each crash injury type was given a weighted value.

Fatal and serious injuries are given a value of 100, possible and evident injury given a value of 10, and PDO given a value of 1.

Vulnerable transportation users, such as pedestrians and cyclists, have a much higher risk of sustaining an injury or worse. Though they are affected by just under 2% of all collisions, 1 in 4 crashes involving pedestrians results in serious injuries and only 1 out of 8 crashes causes no apparent injury to bicyclists.

Collision Types - Crash type analysis (i.e. angle, rear-end, sideswipe, fixed object, etc.) categorizes crashes, identifies key trends, and proposes countermeasure solutions. Figure 8 shows a summary of the crash types over the study period. The most prevalent crashes were angle, fixed object, and rear-end. The second figure shows the fatal and serious injury crashes (FSI). Over 60% of angle crashes resulted in fatal or serious injury crashes while over 20% of pedestrians were involved in FSI.

Figure 8: Collision Types

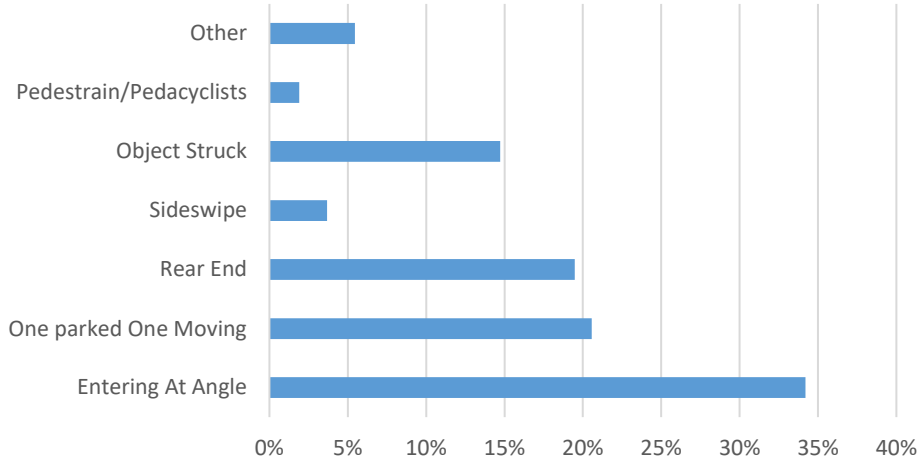
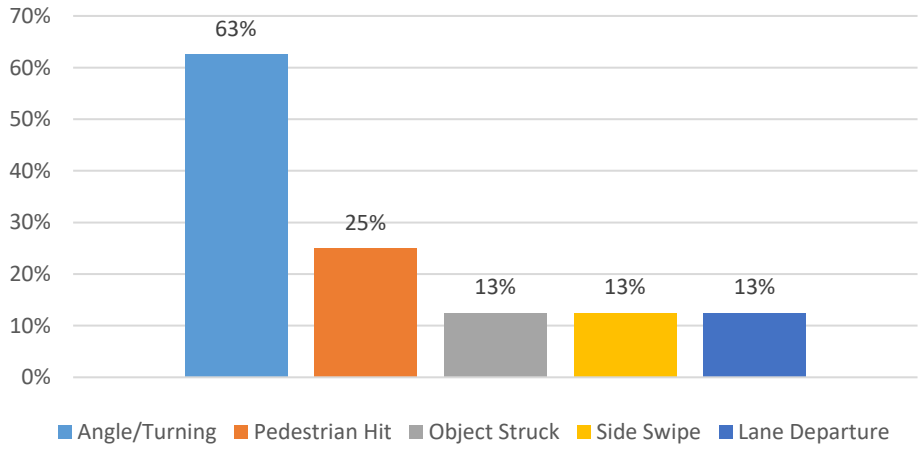


Figure 9: Fatality & Serious Injury by Collision Types



Contributing Factors - Over the study period,100% of FSI reported at least one contributing circumstance. Forty-eight percent of road user behaviors were inattention, distraction, disregarding traffic signals, and failing to yield. Inattention was the most frequent contributing factor reported. Driving under the influence accounted for 50% of FSI and 40% of FSI were because of disregarding traffic signals and failing to yield.

Figure 10: Contributing Factors

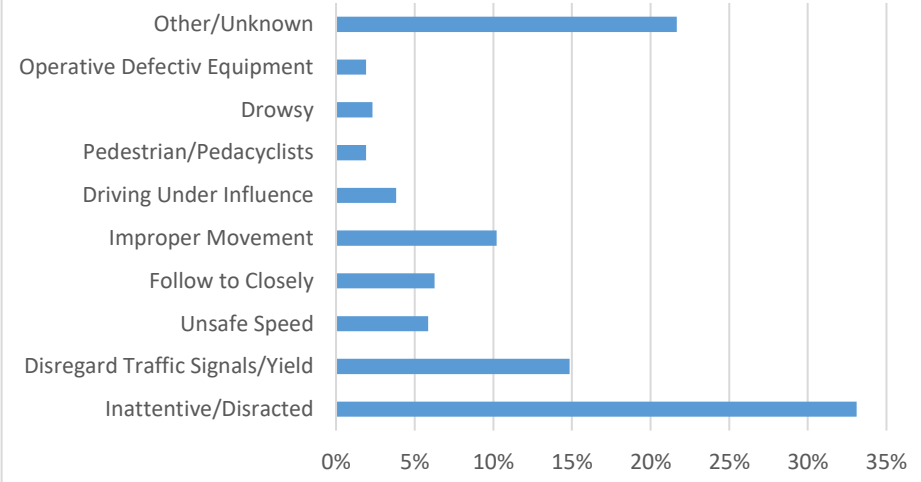
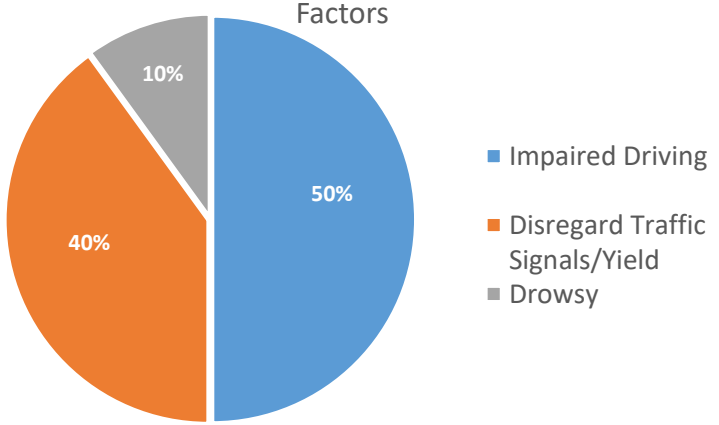


Figure 11: Fatality and Serious Injury Contibuting Factors



Intersection Crash Locations

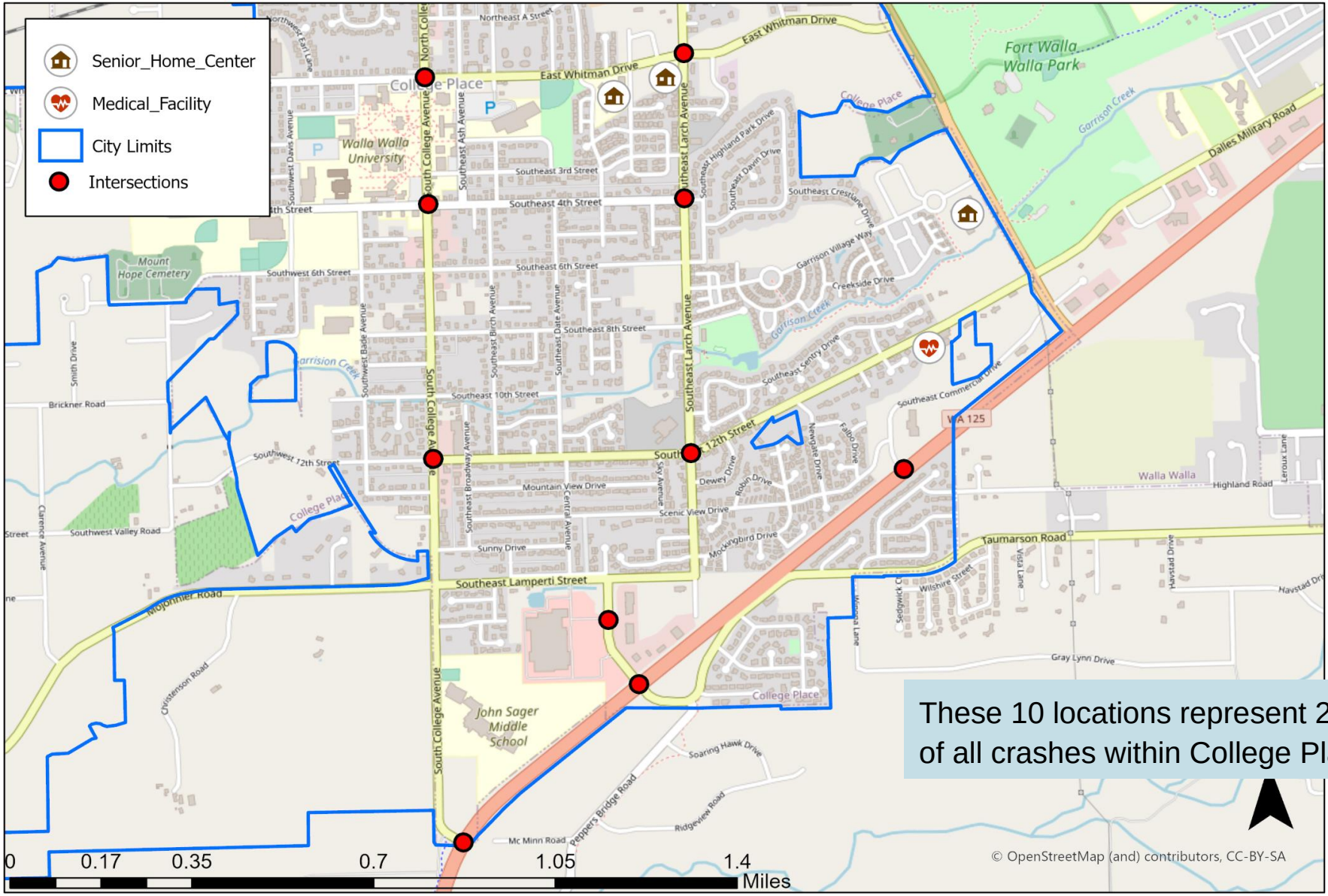


Figure 12: Locations of collisions at intersections in College Place

Table 3: Collisions at intersections throughout College Place including crash severity and weighted crash rate

	ID	Intersection Name	Total Crashes	Fatal Crash	Serious Injury Crash	Injury Crash	Daily Entering Volumes	Crash Rate	Weighted Crash Value (WCV) per 1,000 Vehicles
	Signaled Stop								
State Route	SI_1	SR 125 (MP-2.34)/Taumarson Rd/ SE Meadowbrook St	50	1		22	24,445	0.560	13.70
	SI_2	SR 125 (MP-1.88)/College Place S	14	1		4	19,410	0.198	3.84
	SI_3	SR 125 (MP 3.00)/SE Commercial Dr	6			4	19,070	0.086	1.64
City Street	CI_1	S College Ave/SE 12th St	16			2	6,345	0.691	4.38
	CI_2	SE Meadowbrook Blvd/ Meadowbrook Plaza & NE Walmart Entrances	15			4	6,995	0.588	4.11
	CI_3	S College Ave/SE 4th St	10		1	3	8,130	0.337	2.74
	CI_4	S College Ave/Whitman Dr	7			5	9,910	0.194	1.92
	4-Way Stop								
	CI_5	NE Larch St/SE 12th St	24			5	6,460	1.018	6.58
	CI_6	NE Larch St/SE 4th St	5		1	1	4,075	0.336	1.37
	2-Way Stop								
	CI_7	NE Larch St/W Whitman Dr	25			7	7,875	0.870	6.85

Table 4: Collision type and number by intersection location

Intersection Location	Total Crashes	Including		Collision Type				
		Pedestrian	Bicyclists	Angle[a]	Rear End	Stationary Object[b]	Side-swipe	Other
SR 125 (MP 2.34)/ Taumarson Rd/ SE Meadowbrook St	50			20	26		4	
SR 125 (MP1.88)/ S College Ave	14			3	7	1	1	2
SR 125 (MP 3.00)/ SE Commercial Dr	6			2	2		1	1
S College Ave/ SE 12th St	16		1	10	4		1	1
SE Meadowbrook Blvd/ Meadowbrook Plaza & NE Walmart Entrances	15			15				
S College Ave/ SE 4th St	10	1		8	1			1
S College Ave/ Whitman Dr	7	1		2	4			1
SE Larch St/ SE 12th St	24			18	5	0	1	
NE Larch St/ SE 4th St	5	1	1	3				2
NE Larch St/ E Whitman Dr	25			21	2	2		
Total	**172**	**3**	**2**	**102**	**51**	**3**	**8**	**8**

[a] Includes Right Turn, Left Turn, U-Turn, Improper Turn/Merge/Passing, Right Angle, one stopped--one moving

[b] Includes Fence, Tree/Stump, Utility Pole, Concrete Barrier, Street Pole/Base, Fire Hydrant, Curb/Traffic Island, Signpost, Mailbox, Building, Retaining Wall, Railroad Tracks, Guardrail, Traffic Signs, Other Objects

Table 5: Contributing factors by intersection collision location

Intersection Location	Total Crashes	Contributing Factors						
		Inattentive/ Distracted	Disregard Signals/ Yield	Unsafe Speeds	Follow Too Closely	Improper Movement[c]	DUI	Other
SR 125 (MP 2.34)/ Taumarson Rd/ SE Meadowbrook St	50	16	14	3	5	4	3	5
SR 125 (MP1.88)/ S College Ave	14	7	5				1	1
SR 125 (MP 3.00)/ SE Commercial Dr	6		3		1		1	1
S College Ave/ SE 12th St	16	5	4		1			6
SE Meadowbrook Blvd/ Meadowbrook Plaza & NE Walmart Entrances	15	7	5				1	2
S College Ave/ SE 4th St	10		6		2	1		1
S College Ave/ Whitman Dr	7	3	1		1			2
SE Larch St/ SE 12th St	24	11	6		2		1	4
NE Larch St/ SE 4th St	5	2	1			1		1
NE Larch St/ E Whitman Dr	25	4	11	5	1			4
Total	**172**	**55**	**56**	**8**	**13**	**6**	**7**	**27**

[c] Includes Improper Backing, Improper Turn, Improper Merge, and Improper Passing

Total Crashes and daily entering volume (DEV) were used to calculate Weighted Crash Value. The WCV accounts for the total crashes and the DEV. Table 4 on the previous page shows the intersection locations with the highest number of WCV per crash value. The crash rate was calculated as:

$$ACR = \frac{C\ x\ 1{,}000{,}000}{V\ x\ 365\ x\ N}$$

Where:

ACR= Annual Crash Rate

C = number of crashes during the study period
V = average daily traffic volume
N = number of years in the study period

A total of 10 intersections were selected separated by state route and city streets. There were a total of 172 crashes, two fatalities, two serious injuries, and 57 other injury crashes including PDO. Table 4 on the previous page shows a breakdown of the types of crashes detected at these intersection locations. Table 5 displays the contributing factors identified at the same intersection locations.

Table 5 on the following page shows the segment version of the crash value (CV). Unlike the analysis, the CV was calculated using vehicle miles travelled (VMT), daily volumes (DV), and total crashes. The crash rate was calculated as:

$$ACR = \frac{C\ x\ 1{,}000{,}000}{VMT\ x\ 365\ x\ N}$$

Where:
ACR= Annual Crash Rate
C = number of crashes during the study period
VMT = daily entering vehicles multiplied by the length of the segment
N = number of years in the study period

Nine total segments were selected based on CV and VMT. There were a total of 101 crashes, two serious injuries, and 21 other injury crashes including PDO. Table 6 and Table 7 on the following pages show a breakdown of types of crashes detected at these segment locations. There were a total of three pedestrians with one resulting in serious injury. Two bicyclists were also involved in crashes at these locations. Table 8 displays the contributing factors discovered at the same segment locations.

Table 6: Collision type and number by segment location

ID	Segment Name	To	From	Length (miles)	Total Crashes	Fatal Crash	Serious Injury Crash	Injury Crash	Daily Vehicle Volume	Vehicle Miles Traveled	Crash Rate
CS_1	SE 4th St	SE Ash Ave	SE Elm Ave	0.27	20			6	510 to 910	221	24.79
CS_5	NE C St	NE Lambert	NE Larch St	0.022	9			2	6,360	140	17.61
CS_2	SE 12th St	SE Broadway Ave	Sky Ave	0.37	15		1	2	1,000 to 3,340	836	4.92
CS_3	W Whitman Dr	S Evans	S College Ave	0.32	15			4	2,820 to 4,330	1342	3.06
CS_6	NE C St	Myra Rd	NE Deccio Rd	0.153	9				6,040	890	2.77
CS_4	S College Ave	SE 12 St	SE Lampert St /Mojonnier Rd	0.24	12		1	2	5,180 to 5,640	1347	2.44
CS_7	S Meadowbrook St (w/out Intersection)	SR 125 (MP-2.34)	Walmart Intersection	0.15	8			3	7,620 to 8,340	1186	1.85
CS_9	E Whitman Dr	S College Ave	NE Trentmont Dr	0.3	6			1	3,200	965	1.70
CS_8	W Rose St	NE Lambert	Carey Court	0.13	7			1	10,640	1383	1.39

Segment Crash Locations

These 9 locations represent 14% of all crashes within College Place.

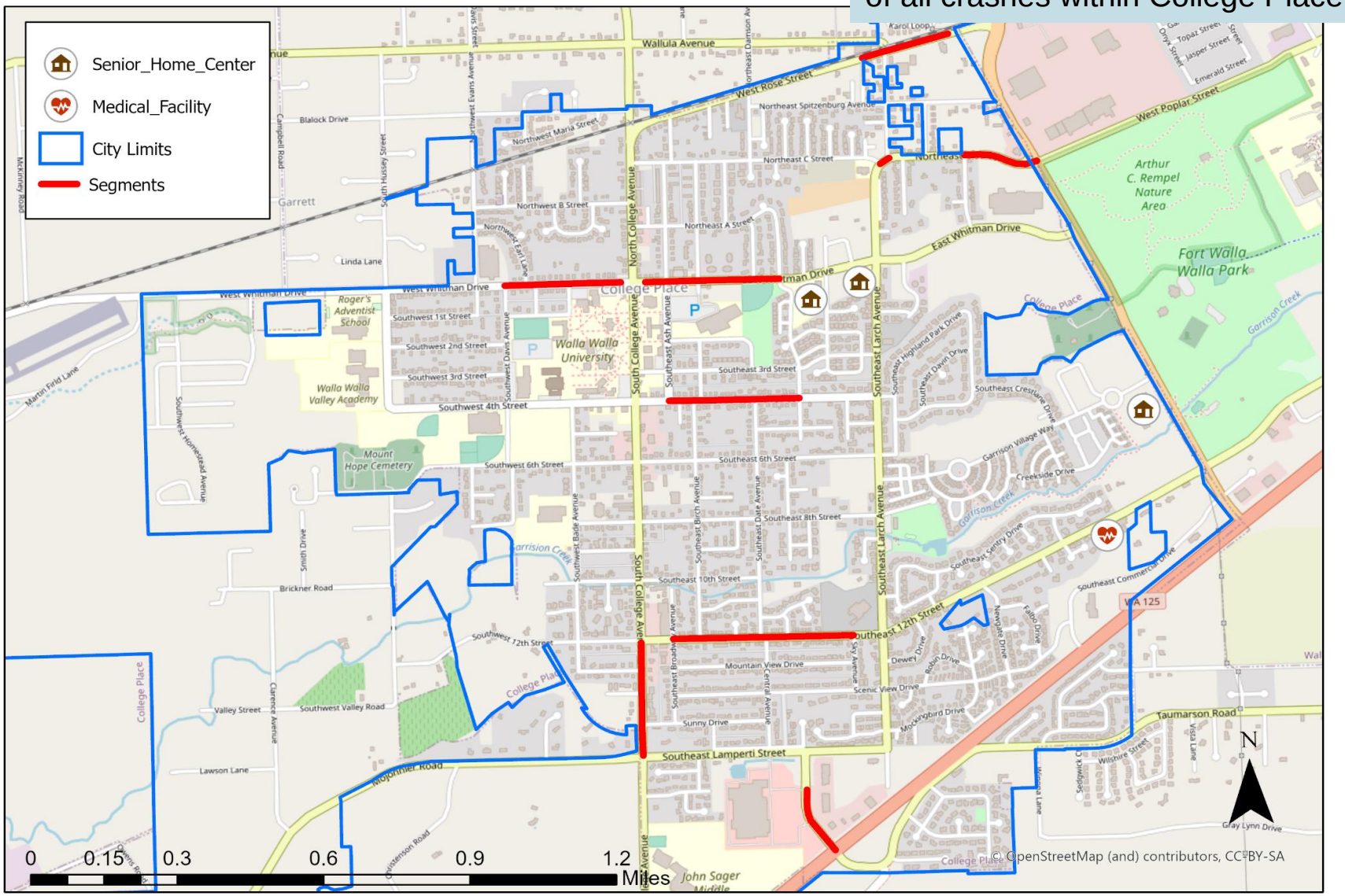


Figure 13: Segment crash locations in College Place

Table 7: Collision type by segment collision location

Segment Location	Total Crashes	Including		Collision Type				
		Pedestrian	Bicyclists	Angle[a]	Rear End	Stationary Object[b]	Side-swipe	Other
SE 4th St	20	2		17	1			2
NE C St (CS_5)	9			8		1		
SE 12th St	15	1		12		1	1	1
W Whitman Dr	15		1	9	3	2		1
NE C St (CS_6)	9			3	6			
S College Ave	12			6	4	1	1	
S Meadowbrook St	8		1	3		1	2	2
E Whitman Dr	6			4	1	1		
W Rose St	7			3		3	1	
Total	**101**	**3**	**2**	**65**	**15**	**10**	**5**	**6**

[a] Includes Right Turn, Left Turn, U-Turn, Improper Turn/Merge/Passing, Right Angle, and One stopped--one moving

[b] Includes Fence, Tree/Stump, Utility Pole, Concrete Barrier, Street Pole/Base, Fire Hydrant, Curb/Traffic Island, Sign Post, Mailbox, Building, Retaining Wall, Railroad Tracks, Guardrail, Traffic Signs, and Other Objects.

Table 8: Contributing factor by segment collision location

Segment Location	Total Crashes	Contributing Factors						
		Inattentive/ Distracted	Disregard Signals/ Yield	Unsafe Speeds	Follow Too Closely	Improper Movement[c]	DUI	Other
SE 4th St	20	6	8	1		2		3
NE C St (CS_5)	9	1	3	1	1	3		
SE 12th St	15	5	1	1		3	1	4
W Whitman Dr	15	6	1		2	1		5
NE C St (CS_6)	9	4			1	1		3
S College Ave	12	3			2	2	2	3
S Meadowbrook St	8	2	2		1			3
E Whitman Dr	6	4				2		
W Rose St	7	3	2	1				1
Total	**101**	**34**	**17**	**4**	**7**	**14**	**3**	**22**

[c] Includes Improper Backing, Improper Turn, Improper Merge, and Improper Passing

Pedestrian and Bicycle Crashes

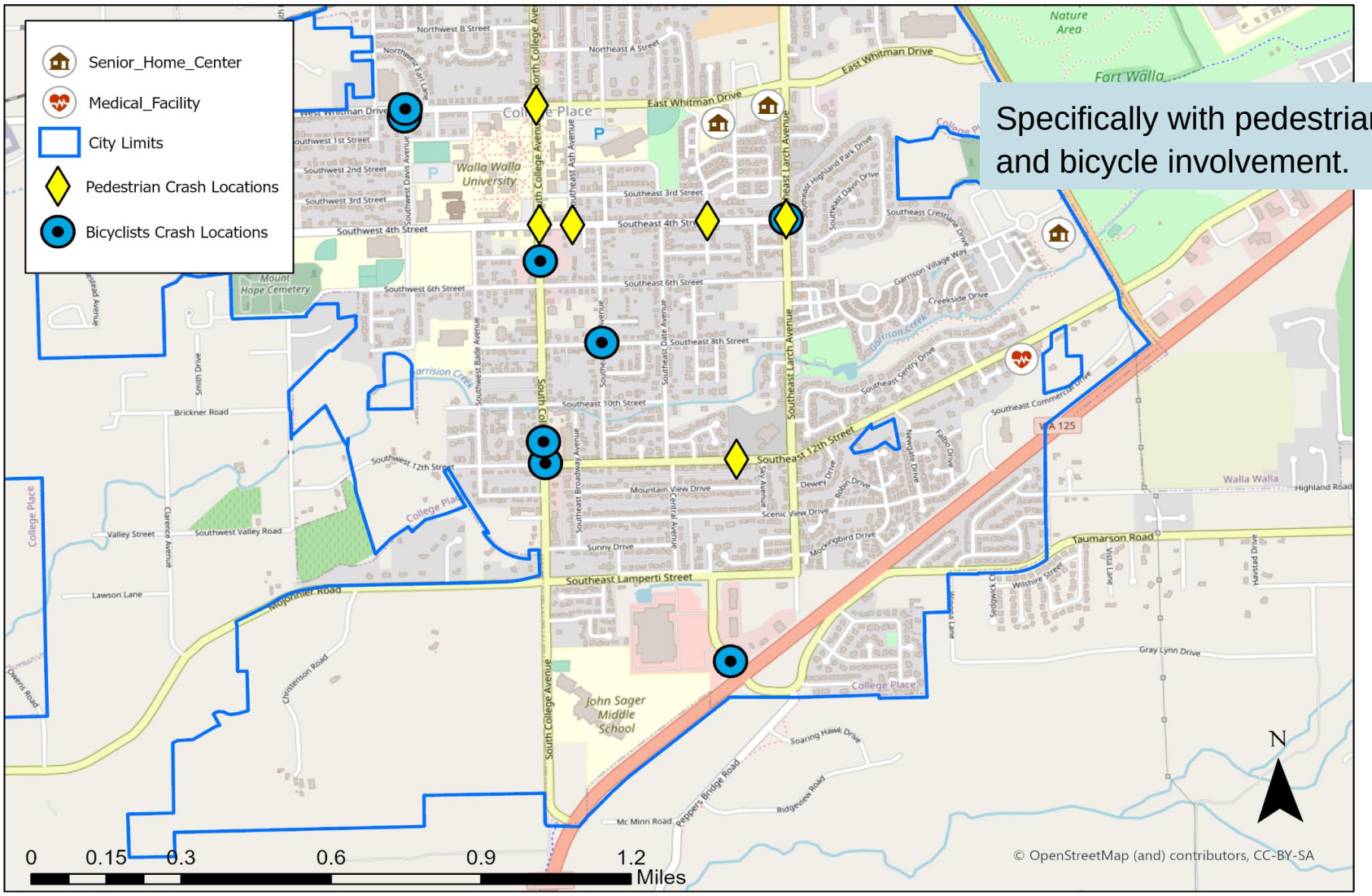


Figure 14: Locations of collisions including bicyclists and pedestrians in College Place

Countermeasures

Introduction

Countermeasures are actions designed to counteract a threat to safety and that are proven to reduce the incidence of high-risk traffic collisions. Each countermeasure summary in this section includes a description, safety benefits, crash reduction factor, and the high-risk crash types addressed by the countermeasure. This list of countermeasures is categorized by intersection safety, road segment safety, pedestrian safety, cyclist safety, and general safety.

Intersection (Signalized)

CMI.1 - Lighting at Intersection [7, 8]

Intersection lighting illuminates an area, including pedestrian crosswalks, nearby bike lanes, and other vehicles approaching an intersection.

Safety Benefits:

- Improves visibility of intersection and approaching pedestrians and vehicles
- Increases motorist and pedestrian awareness of potential conflicts
- Increase pedestrian and motorist safety while navigating through intersections
- Helps reduce glare and dark spots

Why this was selected for College Place:

Over 28% of crashes occurred in the dark. A lack of adequate lighting was involved in 38% of fatal and serious injuries, and 25% of fatal and serious pedestrian collisions.

Figure 15: Lighting at intersection; image source: Marin County

Crash Reduction Factor	40%
Crash Types	Night
Expected Life (years)	20 years
Estimated Cost	$5,000 - 7,000 per light
Federal Funding Eligibility	100%

[7] Source: https://www.marincounty.org/userdata/dpw/Marin%20County%20Travel%20Safety%20Plan%20-%20Final%20Report.pdf
[8] Source: https://safety.fhwa.dot.gov/hsip/hrrr/manual/hrrr_2014.pdf

CMI.2 - Protected Left Turn Phase (Protected Left Turn) [1, 9, 10]

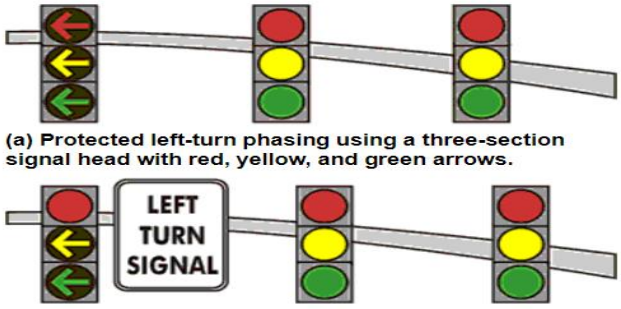
Protected left turns can be used at intersections that have a left turn lane when there is a high frequency of angle crashes that involve left turns. Protected left turns are indicated by the use of green, yellow or red arrow which designates that motorists turning left have the right of way.

Safety Benefits:

- Decreases conflict between motorists turning left, pedestrian traffic, and oncoming traffic
- Decreases the need for motorists to “sneak” through yellow or red lights
- Minimizes disruption of through traffic and decrease rear-end and sideswipe crash potential

Why this was selected for College Place:

- Angle, rear-end, and sideswipe are the top types of collisions. Left turns were the second most frequent vehicle action involved in total crashes at intersections, and also accounted for one fatal crash.
- Adding a protected left turn will limit the clearance interval and allow drivers to have a specific time interval to appropriately execute turns.



(a) Protected left-turn phasing using a three-section signal head with red, yellow, and green arrows.

(b) Protected left-turn phasing using a three-section signal head with red ball, yellow arrow, and green arrow and an accompanying sign.

Figure 16: Two types of protected left turn phasing; image source: FHWA

Crash Reduction Factor	30%
Crash Types	Left turn, Rear-end, Sideswipe
Expected Life (years)	20 years
Estimated Cost	$8,000
Federal Funding Eligibility	100%

[9] Source: http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=51
[10] Source: https://www.fhwa.dot.gov/publications/research/safety/04091/04.cfm

CMI.3 - Raised Pavement Markers and Striping in Intersection [1, 11]

Intersections that lack clear lane designation can be difficult for motorists to navigate safely. Adding striping and/or raised pavement markers to designate travel lanes can help motorists successfully navigate an intersection. A raised pavement marker is a small, colored (usually red, white, or yellow), reflective safety device applied directly to a road surface that enhances the visibility of lane designations.

Safety Benefits:

- Improves motorist guidance and increases the ability to remain in a designated travel lane while moving through an intersection
- Enhances visibility and decreases the perceived complexity of intersections

Why this was selected for College Place:

- Over 33% of total crashes were due to distracted driving or inattentive driving. This will enhance visibility, provide guidelines and give off a tactile warning alerting drivers if their attention is elsewhere.

Crash Reduction Factor	10%
Crash Types	All
Expected Life (years)	10 years
Estimated Cost	$2,200 per Intersection (for both striping and raised pavement markers)
Federal Funding Eligibility	100%

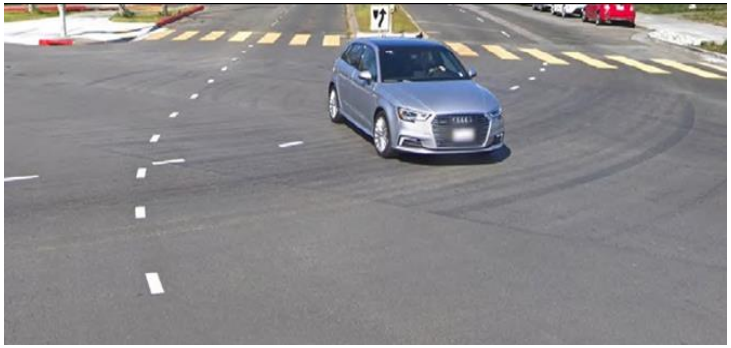


Figure 17: Lane striping designates travel lanes in an intersection; image source: Marin County

[11] https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2021/01/Fresno_SSAR_LRSP_Final-Accessible-1.pdf

CMI.4 - Flashing Beacons as Advance Warning[1,5]

Flashing lights can be installed in a location that will draw a motorist's attention to an upcoming stop at an intersection.

Safety Benefits:

- Increases motorists' awareness of upcoming stop
- Gives motorists advanced warning and more time to prepare for the stop

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$16,600 per approach
Federal Funding Eligibility	100%

Figure 18: A flashing beacon; image source: Marin County

Why this was selected for College Place:

- 50% of FSI at intersections resulted from drivers disregarding signals or failing to yield. This will increase road user awareness of the upcoming signalized intersection.

CMI.5 - High Friction Surface Treatment (HFST) at Intersection [1, 5, 12]

Improving the friction of a road surface impacts how quickly a vehicle can slow or stop, and helps motorists maintain control under a variety of pavement conditions. Road surface friction can be increased by adding a high-quality aggregate (a mixture of sand, gravel, stone, and other materials) to the pavement. High friction surface treatment (HFST) is most effective when used in locations where skidding and failure to stop are issues under either wet or dry surface conditions, and when the target vehicle is not able to stop due to insufficient friction.

Crash Reduction Factor	40 - 55%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$1 per sf
Federal Funding Eligibility	100%

Figure 19: Close up of aggregate used in HFST; image source: FHWA

Safety Benefits:

- Higher pavement friction helps motorists maintain better control in both dry and wet driving conditions
- Decreases stopping and slowing time

Why this was selected for College Place:

- 24% of total crashes occurred on wet, snowy, icy, and slushy road conditions. Improving the friction will decrease the likelihood of skidding and a related collision.

[12] https://safety.fhwa.dot.gov/roadway_dept/pavement_friction/high_friction/

CMI.6 - Protected Right Turn/No Right Turn on Red [4]

Controlling right turns on red lights can be done either through protected right turns or disallowing right turns on red. Under some circumstances, motorists may be looking for traffic approaching on their left and may not be alert to pedestrians approaching on their right side. Controlled or protected right turns can be accomplished by adding a sign that says “No Right Turn on Red” or by adding a right turn arrow to a streetlight at an intersection.

Safety Benefits:

- Decreases intersection conflicts between pedestrians and motorists trying to turn right through a crosswalk

Crash Reduction Factor	3%
Crash Types	Pedestrian and Bicyclist
Expected Life (years)	NA
Estimated Cost	<$1,000 per static sign
Federal Funding Eligibility	NA

Why this was selected for College Place:

- Inattention and disregarding traffic signals were in the top contributing factors for overall crashes. Mounted signs and signals alert the drivers and can protect pedestrians from oncoming traffic. Can be used full time or only during specific times.

Figure 20: “No Right Turn on Red Sign” at an intersection in Walla Walla; image source: Google Maps

CMI.7 - Install Left-Turn Lane and Add Protected Left Turn [13]

Lanes provided exclusively for left turns can minimize many types of collisions related to left turns. Adding a protected left-turn lane and left-turn phase in the light sequence at a signalized intersection can also decrease safety problems related to intersections accommodating left turns.

Safety Benefits:

- Reduces collisions of vehicles turning left across opposing through-traffic
- Reduces rear-end collisions of vehicles turning left with other vehicles following closely behind

See **Protected Left Turn Phase** for safety benefits associated with adding a protected left turn phase.

Why this was selected for College Place:

- Angle, rear-end and sideswipe are the top types of collisions. Left turns were the second-highest vehicle action involved in crashes that were at intersections. Left turns also accounted for one fatal crash.
- If there is a clearance left turn, adding a protected left turn will limit the clearance interval and allow drivers to have a specific time interval to appropriately execute turns.

Figure 21: Protected left turn accompanied by left turn lane; image credit: Marin County

Crash Reduction Factor	55%
Crash Types	All
Expected Life (years)	20
Estimated Cost	varies; $2,500-$150,000
Federal Funding Eligibility	90%

[13] https://safety.fhwa.dot.gov/provencountermeasures/left_right_turn_lanes/

CMI.8 - Roundabout [14]

A roundabout intersection features a center island that directs traffic counterclockwise through the intersection around the island. Roundabouts can be added to intersections in urban, suburban, and rural parts of a community, and are appropriate for a wide range of traffic conditions. They can replace intersection signals, two-way stop controls, and all-way stop controls.

Safety Benefits:

- Lowers speed at which traffic moves through the intersection
- Reduces conflict points
- Reduces the severity of crashes
- Improves intersection performance (entering traffic yields to vehicles already in the intersection)
- Helps transition traffic from high-speed to low-speed environments

Why this was selected for College Place:

- Roundabouts are proven to be a safe alternative for a variety of situations and intersection types. Implementing a roundabout will prove effective in areas with numerous angle turns. They are considered when an area like a freeway interchange requires a safety improvement.

Figure 22: Mini Roundabout on 3rd Ave. and Tietan St. in Walla Walla, WA; Image Source: Google Maps

Crash Reduction Factor	26%-82%
Crash Types	All
Expected Life (years)	20 years
Estimated Cost	$4,000,000-$8,000,000 per Intersection
Federal Funding Eligibility	100%

CMI.9 - Convert to All-Way Stop control [15]

Intersections that are either yield control (no stop signs) or two-way stop can be converted to all-way stop sign control intersections by adding a variety of safety upgrades, like stop signs or flashing lights, to the intersection. All-way stops require traffic entering an intersection from any direction to stop before proceeding through the intersection. All-way stop sign control is only suitable at intersections with relatively balanced levels of traffic volume at each of the intersection approaches.

Safety Benefits:

Crash Reduction Factor	50%
Crash Types	All
Expected Life (years)	10 years
Estimated Cost	$2800 per Intersection
Federal Funding Eligibility	100%

[14] https://safety.fhwa.dot.gov/provencountermeasures/roundabouts/
[15] https://safety.fhwa.dot.gov/intersection/signal/index.cfm

- Decreases speed at which vehicles enter and pass through an intersection
- Provides a safer opportunity to pedestrians and cyclists to cross roadways at intersections
- Clearly designates which vehicle has the right of way rather than relying on a yield system

Why this was selected for College Place:

- Entering at an angle is a top collision factor for intersections as well as disregard for signs and signals, and failing to yield. Converting to an all-way stop will help reduce conflict points.

Figure 23: All-way stop sign control at SE Larch and SE 12th St; image source: Google Maps

CMI.10 - Install/Upgrade Stop Signs or Other Intersection Advanced Warning Signage [5, 16]

Intersection warning signs provide advanced notice to motorists that they are approaching an intersection. Signage can include “Stop Ahead” or display an image of a stop sign or intersection.

Safety Benefits:

- Advanced warning signage allows motorists to slow down sooner

Why this was selected for College Place:

- Inattention and disregarding signals/yield were the top contributing factors for collisions at intersections.
- Improvements to the stop signs such as larger stop signs, adding a second sign, or installing flashing LED stop signs can warn or reinforce the need for the road user to stop.

Figure 24: Advanced warning signage on a rural road; image source: FHWA

Crash Reduction Factor	15%
Crash Types	Rear-end, Angle
Expected Life (years)	10 years
Estimated Cost	$500 per Sign
Federal Funding Eligibility	100%

[16] https://www.fhwa.dot.gov/publications/research/safety/08043/index.cfm

CMI.11 - Upgrade Intersection Pavement Markings[1]

Intersection pavement markings include “Stop Ahead” markings, centerlines, and a stop bar.

Safety Benefits:

- Increases a motorist’s awareness of an upcoming intersection

Why this was selected for College Place:

- Inattention and disregarding signals/yield were the top contributing factors for collisions at intersections. Adding pavement markings can bring a motorist’s attention to the upcoming intersection.

Crash Reduction Factor	25%
Crash Types	Rear-end, right-angle, angle turns
Expected Life (years)	10 years
Estimated Cost	$4,000 per intersection
Federal Funding Eligibility	100%

Figure 25: Pavement markings at an intersection; image source: Marin County

CMI.12 - Flashing Beacons at Stop-Controlled Intersections [17]

Flashing lights, or beacons, attached to the top of stop signs can draw motorists’ attention to an upcoming stop sign.

Safety Benefits:

- Decreases the occurrence of stop sign violations
- Reinforces driver awareness of the non-signalized intersection control

Why this was selected for College Place:

- 46% of all intersection hotspot locations involved disregarding signals and failing to yield to traffic. This can alert the road user of upcoming stop-controlled intersections.

[17] https://www.fhwa.dot.gov/publications/research/safety/08048/index.cfm

Figure 26: Flashing beacon on top of stop sign; image source: FHWA

Crash Reduction Factor	15%
Crash Types	All
Expected Life (years)	10 years
Estimated Cost	$100,000 per intersection
Federal Funding Eligibility	100%

CMI.13 - Corridor Access Management: Right-In/Right-Out (RIRO) [1, 18]

Corridor access management refers to how entry and exit points along a road are designed and controlled. Carefully managing access to roadways can improve safety as well as reduce congestion. Right-In/Right-Out (RIRO) is a way of managing traffic entering or exiting a roadway by limiting turning movements to right turn only. A RIRO restriction can be enforced by placing physical barriers (like a median or splitter island) in the intersection to direct traffic to the right and should be accompanied by signage.

Safety Benefits:

- Reduces the number of conflict points between vehicles
- Safely moves high volumes of traffic on and off corridors with low delay
- Reduces congestion in high-traffic areas

Why this was selected for College Place:

- Certain congested areas within the city make angle turns difficult, especially when there isn't adequate sight distance to execute the turn safely.

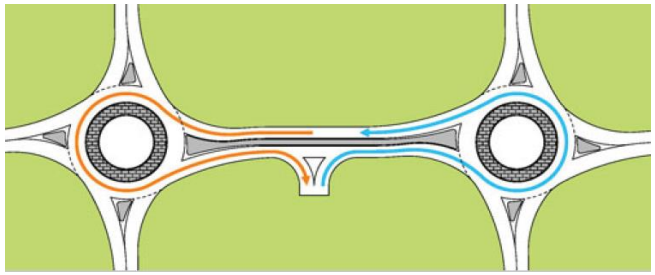


Figure 27: RIRO driveway between two roundabouts; image source: FHWA

Crash Reduction Factor	40%
Crash Types	Corridor entrance/exit points
Expected Life (years)	20
Estimated Cost	$50,000
Federal Funding Eligibility	90%

[18] https://safety.fhwa.dot.gov/provencountermeasures/corridor_access_mgmt/

CMI.14 - Transverse Rumble Strips (TRS)[1, 19]

Transverse rumble strips are a road safety feature that adds grooves or raised strips across the direction of vehicle travel to warn drivers of a stop or slow down ahead. These strips provide an auditory and tactile warning to motorists approaching an intersection and can be used at any intersection to slow down traffic entering the intersection.

Safety Benefits:

- Brings motorists' attention to the need to slow down
- Helps slow traffic approaching an intersection
- Provides both audible and tactile warning

Why this was selected for College Place:

- 50% of FSI were due to lane departures. Inattentive/distracted driving is the top contributing factor in the city. Including transverse rumble strips will alert drivers to an approaching intersection or reduced speeds.

Figure 28: Transverse rumble strips (grooves) on rural road; image source: Minnesota Department of Transportation (MnDOT)

Crash Reduction Factor	20%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$600 per approach
Federal Funding Eligibility	90%

Figure 29: Transverse rumble strips on suburban road; image source: Marin County

[19] https://www.fhwa.dot.gov/publications/research/safety/hsis/12047/12047.pdf

CMI.15 - Improve Sight Distance to Intersections (Clear Sight Triangles) [5, 20]

Insufficient sight distance can contribute to intersection collisions. Removing roadside obstructions such as vegetation, roadside appurtenances, buildings, and other objects in the right of way can improve sight distance and provide a clear sight triangle without requiring major roadway reconstruction.

Safety Benefits:

- Improves a motorist's ability to perceive and adapt to oncoming traffic
- Allows pedestrians and cyclists to be more visible while on or near the roadway

Why this was selected for College Place:

- Hit object is the third most frequent crash that involved fatal and serious injuries. Often deficient sight distance can contribute to hit object collisions. Proper maintenance such as the removal of vegetation or objects can help improve the sight distance.

Crash Reduction Factor	20%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$200-$50,000
Federal Funding Eligibility	90%

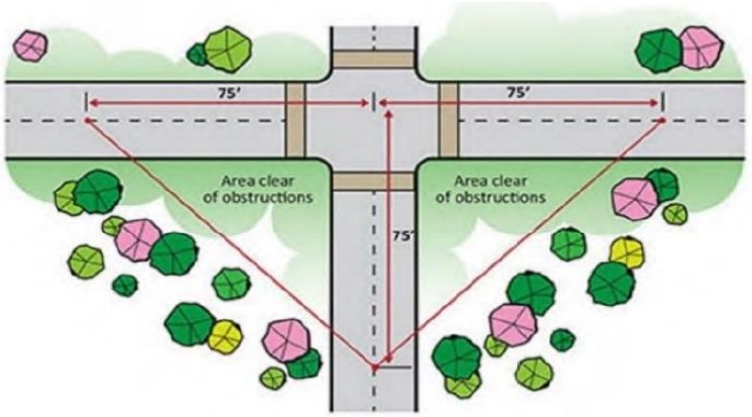


Figure 30: Diagram illustrating clear sight triangle; image source: City of Fresno

[20] https://safety.fhwa.dot.gov/local_rural/training/fhwasa1108/ch3.cfm

Segments

CMS.1 - Road Diet/Lane Conversion [21]

A road diet, or lane conversation, reduces vehicle travel lanes from four to three (with one lane in each direction and one shared left turn lane) and adds bicycle lanes.

Safety Benefits:

- Reduces rear-end and left-turn crashes due to the dedicated left-turn lane
- Reduces right-angle crashes as side street motorists cross only three versus four travel lanes
- Reduces the number of lanes for pedestrians to cross
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops
- Traffic calming and more consistent speeds
- "Complete Streets" environment that better accommodates the needs of all road users.

Figure 31: Before and after images of a lane conversion / road diet; image source: FHWA

Why this was selected for College Place:

- Angle and rear-end crashes are one of the top crash types. This countermeasure addresses all areas. They accommodate parked cars as well as provide a buffer for pedestrians and bicyclists.

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	20
Estimated Cost	$69 per FT
Federal Funding Eligibility	90%

[21] https://safety.fhwa.dot.gov/provencountermeasures/road_diets/

CMS.2 - Clear Recovery Zones (Remove or Relocate Fixed Objects) [22]

A Clear Zone is an unobstructed roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway. These areas can include a shoulder, a recoverable slope, a non-recoverable slope, and/or a clear run-out area.

Safety Benefits:

- Decreases the likelihood that a roadway departure results in a crash
- Increases the likelihood that a vehicle that leaves the roadway can recover safely
- Decreases severity of crashes that do occur when a vehicle leaves the roadway

Why this was selected for College Place:

- Hit object is the third most frequent crash that involves fatal and serious injury. Sometimes most of these causes may be deficient sight distance and can contribute to hit object collisions. Proper maintenance such as the removal of vegetation or objects can help improve the sight distance.

Figure 32: Clear recovery zone; image source: Marin County

Crash Reduction Factor	35%
Crash Types	All
Expected Life (years)	20
Estimated Cost	$200 - $10,000 per object
Federal Funding Eligibility	90%

CMS.3 - High Friction Surface Treatment [6]

Improving the friction of a road surface impacts how quickly a vehicle can slow or stop and helps motorists maintain control under a variety of pavement conditions. Road surface friction can be increased by adding a high-quality aggregate (a mixture of sand, gravel, stone, and other materials) to the pavement. High friction surface treatment (HFST) is most effective when used in locations where skidding and failure to stop are issues under either wet or dry surface conditions, and when the target vehicle is not able to stop due to insufficient friction.

Safety Benefits:

- Helps motorists maintain better control in both dry and wet driving conditions
- Decreases stopping and slowing time along roadway segments

Figure 33: Close up of aggregate used in HFST; image source: FHWA

[22] https://safety.fhwa.dot.gov/roadway_dept/countermeasures/safe_recovery/clear_zones/

Why this was selected for College Place:

- 24% of total crashes occurred on wet, snowy, icy, and slushy road conditions. Improving the friction will decrease the likelihood of skidding and a related collision.

Crash Reduction Factor	40 - 55%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$1 per sf
Federal Funding Eligibility	100%

CMS.4 - Segment Lighting [1]

Lighting can be installed along segments with high rates of nighttime crashes.

Safety Benefits:

- Improves visibility of a road segment as well as pedestrians and other vehicles near or along the roadway
- Increases motorist and pedestrian awareness of potential conflicts
- Increases pedestrian and motorist safety while navigating along roadways
- Helps reduce glare and dark spots

Figure 34: Lighting along a segment of roadway; image source: Marin County

Why this was selected for College Place:

- 25% of FSI occurred at night with 13% being pedestrian collisions. Installing lighting will improve the sight distance of any conflicting traffic or other road users. Segments like NE C St from Maple Rd to Myra Rd and Whitman Dr from SE Larch Ave to Myra Rd are a few examples of segments without intersection lighting

Crash Reduction Factor	35%
Crash Types	Night
Expected Life (years)	20
Estimated Cost	$7000 per Light
Federal Funding Eligibility	100%

CMS.5 - Add Two-Way Left Turn Lane [1]

A two-way left-turn lane can be added to segments without reducing the number of travel lanes. The two-way left-turn lane is to be used for left-turning vehicles coming from either direction. This can reduce the risk of rear-end collisions while motorists are attempting to make a left turn from the lane of traffic, across oncoming traffic.

Safety Benefits:

- Removes the turning vehicle from the travel lane to reduce the risk of rear-end collisions
- Eliminates stops for through-traffic providing for a more consistent flow of traffic

Why this was selected for College Place:

- Hit object and rear-end were two of the most frequent collision types along roadway segments. Including a two-way turn will help reduce conflict points. This differs from the road diet because it includes areas where parked cars and bike lanes cannot be implemented.

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	20
Estimated Cost	$100 per foot
Federal Funding Eligibility	90%

Figure 35: Two-way left turn lane in Walla Walla; image source: Google Maps

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CMS.6 - Chevrons for Curves [1, 5, 23]

Chevron signs along curves alert drivers to upcoming curves in the road by providing a highly visible indication of which direction the roadway curves.

Safety Benefits:

- Increases motorist awareness of curves in the roadway
- Alerts motorists of upcoming curves to provide enough time to decrease speed and turn safely

Why this was selected for College Place:

- Hit object is one of the collision factors associated with curves.
- Including chevrons will provide additional guidance so that drivers can properly follow the curve.

Figure 36: Chevron signs along a curve; image source: FHWA

Crash Reduction Factor	40%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$500 per Sign
Federal Funding Eligibility	100%

[23] https://safety.fhwa.dot.gov/provencountermeasures/enhanced_delineation/

CMS.7 - Curve Advance Warning Signs (Flashing Beacons) [1]

Flashing beacons, particularly when used on top of chevron signs, visibly indicate to motorists when they are approaching a curve.

Safety benefits:

- Increases motorist awareness of curves in the roadway, particularly at night or during other times of low visibility
- Alerts motorists to upcoming curves in order to provide enough time to decrease speed

Why this was selected for College Place:

- Including curve signs with flashing beacons will help guide drivers along a curve. This is especially beneficial during nighttime and overcast days.

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$16,600 each
Federal Funding Eligibility	100%

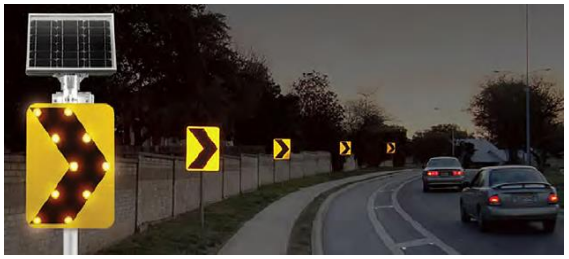

Figure 37: Flashing beacons on chevron signs along a curve; image source: Marin County

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CMS.8 - Delineators, Reflectors and/or Object Markers [5]

Markings along a roadway, including reflectors, delineators, and other object markers, can provide motorists with a visual warning of a roadway feature or regulatory requirement they may not have seen otherwise. Delineators can often include traffic cones or barrels but usually refer to posts that are several feet high and brightly colored to be highly visible to motorists.

Safety Benefits:

- Clarifies the path of travel
- Calls driver attention to fixed objects along the roadside

Why this was selected for College Place:

- 50% of FSI resulted from lane departure and 13% of FSI included a vehicle striking a stationary object. To prevent such occurrences, flexible delineators and object markers with reflectors can warn drivers of the upcoming curve or segment.

Crash Reduction Factor	15%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$75 each
Federal Funding Eligibility	100%

Figure 38: Roadway delineators installed on a ramp; image source: FHWA

CMS.9 - Edge Line Rumble Strips [1, 5]

Rumble strips are grooves along the edge of a roadway that provide motorists with an audible and sensory alert when their vehicle begins to leave the roadway.

Safety Benefits:

- Warns motorists if their vehicle travels too close to the edge of the roadway
- Reduces crashes caused by distracted, drowsy, or otherwise inattentive drivers who drift from their lane

Crash Reduction Factor	15%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$10 per foot
Federal Funding Eligibility	100%

Why this was selected for College Place:

- 50% of FSI resulted from lane departure while inattention was the top contributing factor for 34% of total crashes. Edge line rumble strips provide vibratory feedback to drivers when departing from the travel lane.

Figure 39: Edge line rumble strips along a roadway; image source: KYTC

CMS.10 - Dynamic/Variable Speed Warnings [1, 5, 24]

Variable speed limits are speed limits that change based on road, traffic, and weather conditions. This allows for speed limits to be adjusted depending on a variety of conditions. Dynamic speed warnings display the speed of passing motorists in comparison to the speed limit. This provides a visual warning to motorists who are traveling above the speed limit.

Safety Benefits:

- Provides a warning for motorists traveling above the speed limit and encourages them to slow to a safe speed

Crash Reduction Factor	30%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$43,600 each
Federal Funding Eligibility	100%

Why this was selected for College Place:

- Unsafe speeds are a contributing factor for 50% of the hotspot segment locations. Dynamic/variable speed signs can measure and communicate the speed of the drivers to alert their attention. Variable speed warnings can be changed based on weather conditions or traffic congestion.

Figure 40: Dynamic speed warning sign below speed limit sign; image source: City of Fresno

[24] https://www.fhwa.dot.gov/publications/research/safety/14020/14020.pdf

Pedestrian

CMP.1 - Pedestrian Countdown Signal Heads [2, 5, 25]

Pedestrian countdown signal heads at crosswalks display a countdown to let pedestrians know how much time they have left to cross before the light will change. Countdown signals can reassure pedestrians who are in the crosswalk when the flashing "DON'T WALK" interval appears that they still have time to finish crossing.

Safety Benefits:

- Encourages pedestrians to use the push button rather than cross illegally
- Lets pedestrians know when they have the right of way and how long they have to cross the street
- Reduces the complexity of crossing at intersections when signal phasing is complex (i.e. dedicated left-turn phase for motorists) or for particularly wide streets

Figure 41: Two styles of pedestrian countdown signal heads; image source: FHWA

Why this was selected for College Place:

- 71% of total pedestrian and bicycle collisions occurred at an intersection. Part of the city's mission is for people using all transportation modes to circulate safely. Therefore, implementing countdown signal heads will empower pedestrians and bicyclists to commute more safely.

Crash Reduction Factor	25%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	$1,800 per signal head
Federal Funding Eligibility	100%

[25] http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=46

CMP.2 - Install Pedestrian Crossing [26]

Pedestrian crossings designate a portion of the roadway for pedestrians to cross. Designated pedestrian crossings can be added to intersections or roadways with high rates of pedestrian traffic by adding high visibility crosswalk markings, pedestrian countdown signals, signage, or signal intersection improvements like LED lighting, signal backplates, or reflective tape.

Safety Benefits:

- Alerts motorists to the presence of pedestrians near or crossing the roadway
- Provides visual cues that discourage motorists from stopping in an area designated for pedestrian crossings (such as a crosswalk)
- Helps pedestrians know where they should cross the roadway

Why this was selected for College Place:

- 83% of total pedestrian collisions occurred at an intersection. Part of the City's mission is for people to effectively circulate regardless of transportation mode. During some collisions, drivers proceeded through an intersection while ignoring any pedestrians. Therefore, adding designated pedestrian crossings will give pedestrians freedom to travel without feeling restricted as well as call attention to drivers. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.

Figure 42: A variety of crosswalk visibility enhancements at a pedestrian crossing; image source: FHWA

Crash Reduction Factor	25%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	$600 - $6,000 per crossing (varies)
Federal Funding Eligibility	100%

[26] https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_VizEnhancemt2018.pdf

CMP.3 - Leading Pedestrian Interval (LPI) [5, 27]

A leading pedestrian interval at a crosswalk allows pedestrians to enter an intersection a few seconds before vehicles are given a green light. This can be added by adjusting the timing of light displays at an intersection.

Safety Benefits:

- Provides additional crossing time for pedestrians who may need more time
- Increases the percentage of motorists who will yield right of way to pedestrians
- Minimizes conflict between pedestrians crossing a roadway and turning vehicles

Why this was selected for College Place:

- 50% of total pedestrian collisions occurred at an intersection. During some collisions, drivers were proceeding through an intersection and ignoring any pedestrians. Therefore implementing leading pedestrian intervals will provide pedestrians additional time to enter an intersection increasing their visibility and clearly indicating the turn vehicles that they have the right of way. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.

Figure 43: Leading pedestrian interval (LPI); image source: City of Fresno

Crash Reduction Factor	60%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	<$2,500 per signal
Federal Funding Eligibility	100%

[27] https://safety.fhwa.dot.gov/provencountermeasures/lead_ped_int/

CMP.4 - Pedestrian Crossing at Uncontrolled Locations - New Signs and Markings Only [5]

A wide variety of upgrades to non-signalized intersections without marked crossings can greatly enhance pedestrian safety and reduce the risk of collisions.

Pedestrian and bicycle crossing signs paired with visible crosswalk markings reinforce legal crossings at intersections and create legal crossings at non-intersection locations. These signs and crosswalk markings warn drivers to expect pedestrian or bicycle crossings and clarify that drivers are expected to yield the right-of-way to crossing pedestrians and bicyclists. At uncontrolled locations, pedestrian and bicycle crossing signs and markings identify a preferred crossing location for pedestrians and bicyclists. There are several types of pedestrian crosswalks including standard parallel lines, continental, ladder, and zebra (diagonal lines).

Safety Benefits:

- Alerts drivers to the presence of pedestrians or bicyclists who may be crossing the roadway
- Clearly designates when crossing pedestrians or bicyclists have the right of way

Why this was selected for College Place:

- 50% of total pedestrian collisions occurred at an intersection. Implementing pedestrian crossings will empower pedestrians to cross at legally designated areas and alert motorists to crossing pedestrians.

Figure 44: Signage and markings at a designated crosswalk; image source: City of Fresno

Crash Reduction Factor	25%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$2,600 each
Federal Funding Eligibility	100%

CMP.5 - Pedestrian Crossing at Uncontrolled Locations (Enhanced Safety Features) [5, 20, 28]

Enhanced pedestrian crossings can be added when a marked crosswalk alone does not adequately protect pedestrians who are crossing at mid-block locations. In these cases, safety features such as rectangular rapid flashing beacons, overhead flashing beacons, or curb extensions (bulb-outs) should be added to complement the standard crossing elements.

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	$60,000-$160,000 each (varies)
Federal Funding Eligibility	100%

Safety Benefits:

- Alerts motorists to pedestrians in a crosswalk, allowing them to slow their speed
- Curb extensions or bulb-outs can slow traffic, especially while turning through an intersection

Why this was selected for College Place:

- 50% of pedestrian collisions were at an unsignalized intersection. The flashing signs can bring awareness to a crossing pedestrian. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.

Figure 45: Curb extension along a crosswalk; image source: FHWA

Figure 46: Pedestrian Hybrid Beacon (PHB); image source: FHWA

Figure 47: Rectangular Rapid Flashing Beacon (RRFB) along a crosswalk; image source: City of Fresno

[28] https://safety.fhwa.dot.gov/provencountermeasures/ped_hybrid_beacon/

CMP.6 - Pedestrian Crossing Median or Refuge Island [1, 5, 29,30]

A pedestrian crossing island (or refuge island) is a raised island located in a median between opposing traffic lanes that separates crossing pedestrians from motor vehicles.

Safety Benefits:

- Decreases the level of exposure for pedestrians
- Allows pedestrians to cross through only one direction of traffic at a time
- Simplifies the process of crossing a roadway by reducing the number of safety factors a pedestrian must consider

Why this was selected for College Place:

- 83% of total pedestrian collisions occurred at an intersection. Drivers usually were proceeding through ignoring any pedestrians. Implementing crossing medians or refuge islands will give pedestrians freedom to travel safely as well as call motorist attention to pedestrians.

Figure 48: Pedestrian crossing median/refuge island in Walla Walla; image source: Google

Crash Reduction Factor	45%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	20
Estimated Cost	$120 per foot
Federal Funding Eligibility	90%

CMP.7 - Raised Pedestrian Crossing [5, 31]

A raised pedestrian crossing features a ramped crosswalk that spans across the roadway. The crosswalk will be marked with paint and often special paving materials.

Safety Benefits:

- Raised crosswalks slow traffic
- Allows pedestrians to cross at the same level of the sidewalk rather than requiring them to step down into the road
- Elevates pedestrians to improve visibility while crossing the roadway

Why this was selected for College Place:

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$5000 each
Federal Funding Eligibility	90%

[29] http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=6
[30] https://safety.fhwa.dot.gov/provencountermeasures/ped_medians/
[31] http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=7

- Along with improving our roads, the City is passionate about making areas accessible to everyone irrespective of disability. During most collisions resulting in pedestrian injury, drivers were proceeding through an intersection or crossing area while ignoring any pedestrians. The raised crosswalk enhances the safety of a crossing area and calls motorist attention to crossing pedestrians. These should be implemented at locations of congested pedestrian crossings as well as in areas near schools.

Figure 49: Raised crosswalk featuring markings and colored paving material; image source: Marin County

Cyclists

CMC.1 - Bicycle Box (Advance Stop Bar) Before Crosswalk [1, 5, 32]

An advance stop bar or bicycle box designates a space between the crosswalk and vehicular traffic for bicyclists to wait at a red light.

Safety Benefits:

- Increases visibility of bicyclists
- Makes it easier and safer for bicyclists to make a left turn at an intersection after a red light
- Reduces the risk of a motorist turning right and colliding with a bicyclist after a light change at an intersection
- Groups bicyclists together to clear an intersection quickly, minimizing impediment to transit or other traffic
- Separates stopped vehicular traffic from pedestrians crossing through the intersection at the crosswalk

Why this was selected for College Place:

- 50% of bicycle collisions occurred at signalized intersections. Implementing a bicycl situation as well as create a buffer between the bicyclist and the driver.

Figure 50: A bike box at an intersection; image source: National Association of City Transportation Officials; nacto.org

Crash Reduction Factor	15%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$9000
Federal Funding Eligibility	90%

[32] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=38

CMC.2 - Designated Bike Lanes [1, 5,33]

Bike lanes along the outside of the lane of vehicular traffic designate a space for bicyclists to travel. Bike lanes are clearly marked with white lines and symbols within the lane, and sometimes with a different color of pavement or different paving material. Bike lanes are intended for one-way bicycle travel and are generally provided along both sides of two-way streets.

Safety Benefits:

- Alerts motorists to the potential presence of bicyclists
- Provides a small buffer zone separating bicyclists from motor vehicle travel
- Improves predictability of bicyclist behavior
- Reduces unpredictable motor vehicle driver movements
- Encourage lower traffic speeds by visually narrowing the lane of travel

Why this was selected for College Place:

- 50% of bicycle collisions occurred in roadway segments. Implementing exclusive bicycle lanes along a roadway creates a buffer, separating bicyclists from vehicle traffic and warns drivers that bicyclists may be present.

Figure 51: Bike lane along E. Isaacs Ave. in Walla Walla; image source: Google Maps

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$50 per ft
Federal Funding Eligibility	90%

[33] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=52

CMC.3 - Pavement Marking Improvements [5, 26]

Pavement markings can include striping and symbols associated with bike lanes, striping for paved shoulders, sharrows, turning lanes at intersections, shared lane markings, and other markings warning of pavement hazards or irregularities such as railroad crossings or drainage grates.

Safety Benefits:

- Indicates the presence of bicyclists and bike facilities
- Provides information about upcoming turning and crossing maneuvers
- Guides bicyclists on the correct path through an intersection

Why this was selected for College Place:

- Inattention and disregarding signals and yield are the top contributing factors for all crashes. Upgrading pavement markings can bring motorists' l attention to upcoming intersections or curves.

Figure 52: Pavement markings including green bike lane along 4thg Ave. in College Place; image source: Google Maps

Crash Reduction Factor	35%
Crash Types	Pedestrian and bicyclist
Expected Life (years)	10
Estimated Cost	$20 - $600
Federal Funding Eligibility	90%

CMC.4 - Sight Distance Improvements [5, 34]

Insufficient sight distance can contribute to intersection collisions. Removing roadside obstructions such as vegetation, roadside appurtenances, buildings, and other objects in the right of way can improve sight distance and provide a clear sight triangle without requiring major roadway reconstruction

Crash Reduction Factor	20%
Crash Types	All
Expected Life (years)	10
Estimated Cost	$200-$50,000
Federal Funding Eligibility	90%

[34] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=19

Safety Benefits:

- Improves a motorist's ability to perceive and adapt to oncoming traffic
- Allows pedestrians and cyclists to be more visible while on or near the roadway
- Allows cyclists a better view of approaching vehicles

Why this was selected for College Place:

- Hit object is the third-highest crash type involving KA injuries. Many of these incidents may be impacted by deficient sight distance. Proper maintenance such as removal of vegetation or objects can help improve the sight distance.

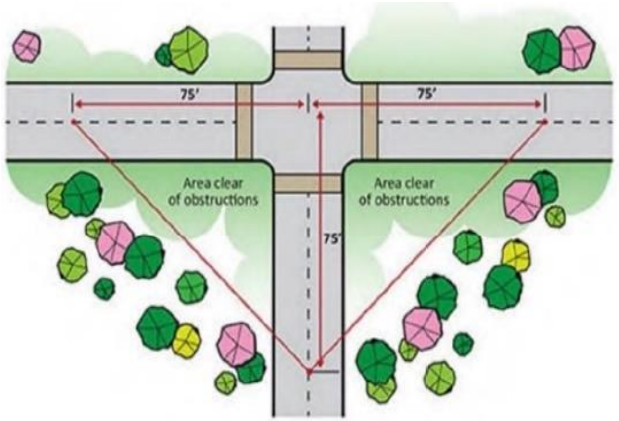

Figure 53: Diagram illustrating clear sight triangle; image source: City of Fresno

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CMC.5 - Bike Specific Lighting Improvement [35]

Enhanced lighting can be added at intersections or along roadway segments, bike lanes, or multi-use paths with a high level of bicycle traffic.

Safety Benefits:

- Improves visibility of roadway hazards such as pavement irregularities
- Improves visibility of bicyclists increasing the likelihood that motorists will have advanced warning of approaching bicyclists

Why this was selected for College Place:

- 25% of bicycle collisions occurred at night or dusk. Improving lighting can increase motorists' awareness of bicyclists as well as improve the visibility of upcoming surface conditions and obstacles.

Figure 54: Lighting along a bike path in Sioux Falls; image source: argusleader.com

Crash Reduction Factor	35%
Crash Types	Night
Expected Life (years)	20
Estimated Cost	$7000 per Light
Federal Funding Eligibility	100%

[35] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=4

All

CMO.1 - Traffic Safety Education Programs [1, 36]

Providing education, outreach, and training is a key strategy in increasing bicyclist and motorist awareness and improving behavior. Bicyclists need safe places to ride as well as the knowledge to interact safely with motorists. Motorists should also be educated about how to share the road with bicyclists. The primary goal of an educational initiative is to alter motorist and bicyclist behavior and reduce reckless actions (http://pedbikesafe.org/).

Crash Reduction Factor	NA
Crash Types	All
Expected Life (years)	NA
Estimated Cost	NA
Federal Funding Eligibility	NA

Safety Benefits:

- Improves motorist pedestrian and bicyclist awareness and behavior
- Increases compliance with local road safety laws and policies
- Reduces reckless behavior

Why this was selected for College Place:

- The City is motivated to share with its residents and commuters the transformation of Target Zero. This proposal is a united effort with the community which brings together knowledge and understanding in order to encourage safe traffic behavior.

Figure 55: College Place city leaders engaging members of the public in exploring public spaces from the eyes of a pedestrian; image source: Blue Zones Project Walla Walla

Figure 56: Example of a traffic safety educational campaign; image source: Marin County

[36] http://pedbikesafe.org/bikesafe/countermeasures_detail.cfm?CM_NUM=41

CMO.2 - Targeted Enforcement Programs [1, 5]

Local enforcement programs can be targeted specifically at addressing areas with high rates of non-compliance such as disregarding traffic signs and signals, failure to yield, or speeding. Enforcement programs can be accompanied by public awareness campaigns highlighting the increased enforcement of specific factors or in specific areas.

Figure 57: Image source: Marin County

Safety Benefits:

- Enforcement programs can reduce common violation types such as speeding, failure-to-yield, red-light running, aggressive driving, failure to wear safety belts, distracted driving, and driving while impaired.

Why this was selected for College Place:

- All top contributing factors such as disregarding traffic signs and signals, failing to yield, unsafe speeds, driving under influence, and distracted driving can be reduced when effective enforcement programs are introduced. Each factor can be specifically targeted to bring awareness to conflicts between vehicles, bicyclists and pedestrians

Crash Reduction Factor	NA
Crash Types	All
Expected Life (years)	NA
Estimated Cost	NA
Federal Funding Eligibility	NA

Implementation

Select Intersection Countermeasures

Based on the predominant crash types, the following countermeasures were determined to be most practicable for the identified intersections:

Table 9: Selected Intersection Countermeasures[1, 2, 5,13, 31]

Countermeasure Name	Intersection Conversion to Roundabout	Intersection Lighting	Raised Median on Approach	Advanced Dilemma-Zone Detection	Transverse Rumble Strips	Intersection Markers or Striping
Crash Types Addressed	All crash types	All crash types at "night" time, Pedestrian & Bicycle	Angle	All crash types (particularly on high-speed roads)	All crash types	All crash types
Crash Reduction	26-82%	20-74%	21-55%	40%	0-35%	10-33%
Expected Life Span	20 years	20 years	20 years	10 years	10 years	10 years
Estimated Cost	$4,000,000 to $8,000,000	$5,000 to $7,000 per light	$10,000 per approach	$5,600 per system	$600 per approach	$4,000 per intersection
Federal Funding Eligibility	100%	100%	90%	100%	90%	100%

Select Roadway Segment Countermeasures

Based on the predominant crash types, the following countermeasures were determined to be most practicable for the identified segments:

Table 10: Select Segment Countermeasures[1, 5, 12, 15, 16, 18, 37]

Countermeasure Name	Remove/Relocate Objects & Clear Recovery Zone	Raised Median Access Mngt./ Right-in-right-out	Road Diet/ Lane Conversions	Edge line Rumble Strips	Dynamic/Variable Speed Warning	Delineators/ Reflectors/ Object Markers
Crash Types Addressed	Fixed/Stationary Object	Angle and Rear-End	All crash types	Roadway Departure	All crash types	All crash types
Crash Reduction	17-100%	0-94%	19-47%	10-41%	0-41%	0-30%
Expected Life Span	10 years	20 years	20 years	10 years	10 years	10 years
Estimated Cost	$200 to $10,000 per object	$50,000	$69 per linear foot	$10 per linear foot	$43,600 per warning sign	$75-500 per sign
Federal Funding Eligibility	90%	90%	90%	100%	100%	100%

[37] https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/lrsm2020.pdf

Select Pedestrian- and Bicycle-focused Countermeasures

Based on the predominant crash types that impacted pedestrians and bicyclists, the following countermeasures were determined to be most practicable for the identified segments and intersections:

Table 11: Select Bicycle and Pedestrian Countermeasures[1, 5, 20, 21, 22, 25, 26, 27, 30, 31, 38, 39]

Countermeasure Name	Leading Pedestrian Interval	Pedestrian Crossing Median/ Refuge Island	Enhanced Safety Features (Beacons/ High Visibility/ Raised Crossings)	Separated Bike Lanes	Intersection/ Driveway Pavement Marking Improvements/ Bicycle Box	Pedestrian & Driver and Bicycle & Motorist Education
Crash Types Addressed	Pedestrian	Pedestrian	Pedestrian	Bicycle	Bicycle	Pedestrian and Bicycle
Crash Reduction	60%	45%	35%	35%	35%	(Variable)
Expected Life Span	10 years	20 years	20 years	10 years	10 years	Ongoing
Estimated Cost	$2,500 per signal	$120 per linear foot	$5,000 to $160,000	$50 per linear foot	$20 to $2,500	(Variable)
Federal Funding Eligibility	100%	90%	90-100%	90%	90-100%	

[38] http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=61

[39] http://pedbikesafe.org/BIKESAFE/countermeasures_detail.cfm?CM_NUM=18

Safe Routes to School (SRTS) Toolkit

An important component of improving local road safety is ensuring that children can safely walk or bike to destinations like schools and parks. Providing *Safe Routes to School* is a vital part of helping children live healthy, active lifestyles. Research has shown a significant decrease since the 1960s in the percentage of kindergarten through 8th grade (K-8) students who bike or walk to school (from 47.7 percent in 1969 to 12.7 percent in 2009).[40]

> ***"Children deserve safe places to walk and bike – starting with the trip to school.***
>
> ***By starting with children and the trip to school, communities become safer places for everyone to walk and bike.***
>
> ***By creating safe places for everyone, communities take a major step towards meeting the national goal of ending traffic deaths on roads."***
>
> \- National Center for Safe Routes to School

According to the CDC, *Safe Routes to School* encourage increased physical activity by enabling safe, active transportation options for children. This can help decrease the prevalence of childhood obesity, reduce the risk of heart disease and promote cardiorespiratory and muscular fitness, along with other public health benefits.[41] Ensuring safe routes to school can also decrease the risk of injuries in bike or pedestrian collisions. Something as simple as slowing traffic in areas where children may be walking or biking can reduce the risk of serious injury if a collision is to occur.

In addition to slowing speed, there are a variety of safety countermeasures that can be applied in areas near schools, or along routes to school, where there has been a history of collisions.

Figure 58: AAA Foundation for Traffic Safety, Impact Speed and the Pedestrian's Risk of Severe Injury or Death, September 2011.

[40] McDonald NC, Brown AL, Marchetti LM, Pedroso MS. US school travel, 2009: an assessment of trends. Am J Prev Med 2011;41(2):146–51.
[41] https://www.cdc.gov/policy/hst/hi5/saferoutes/index.html

Davis Elementary School

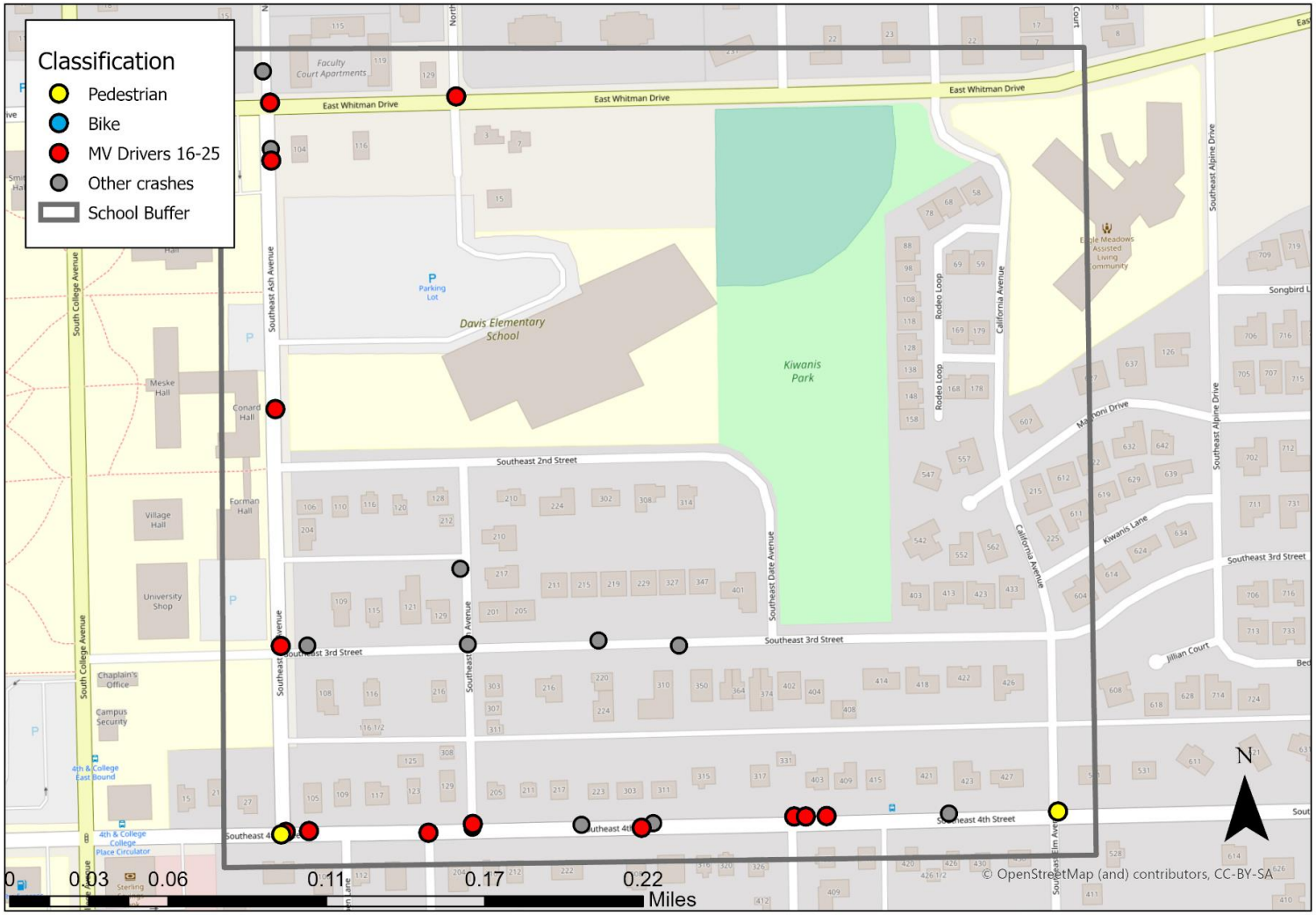

Figure 59: Collisions near Davis Elementary School

Walla Walla Valley Academy & Rogers Adventist School

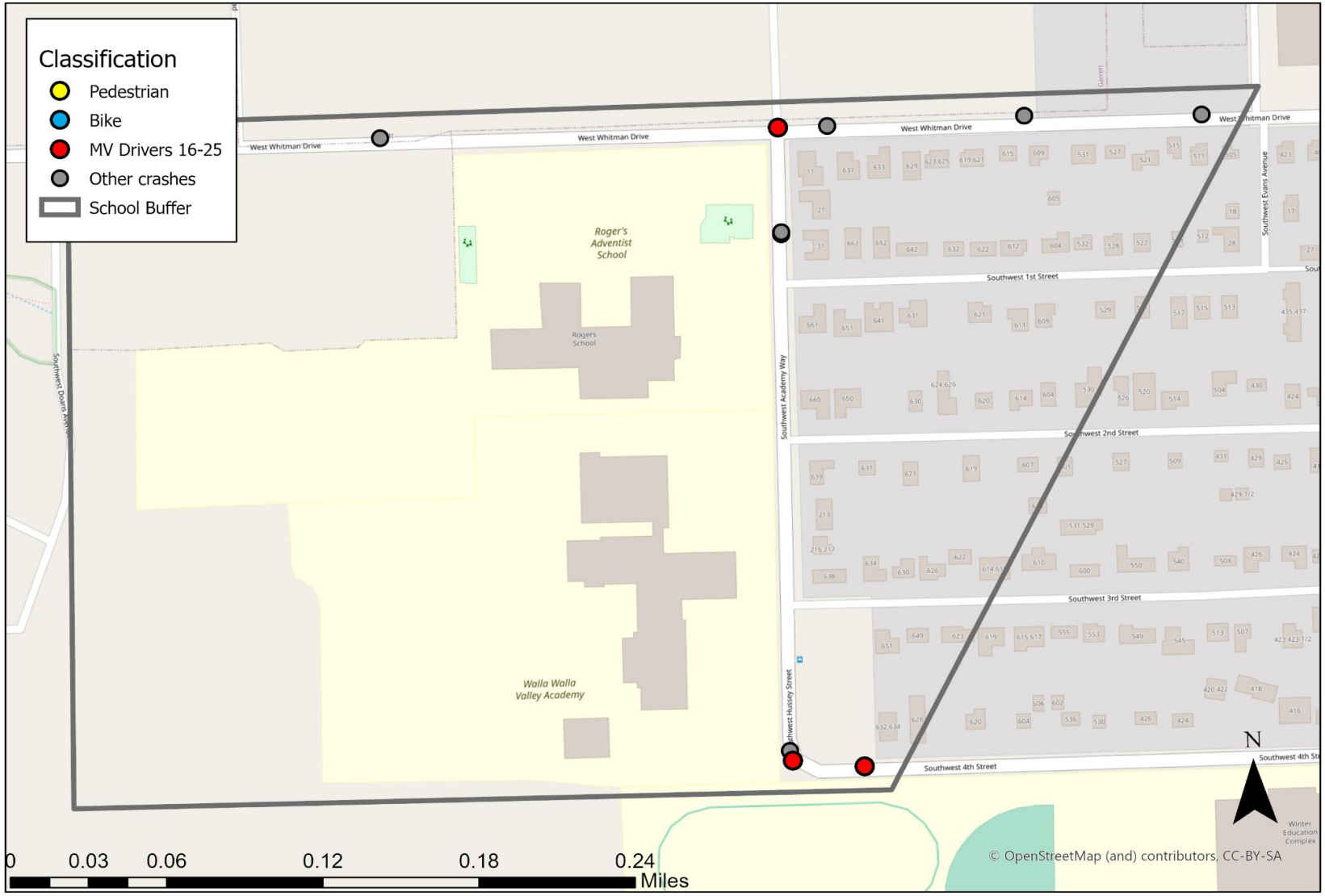

Figure 60: Collisions near Walla Walla Valley Academy and Rogers Adventist School

John Sager Middle School & College Place High School

Figure 62: Collisions near John Sager Middle School and College Place High School

Walla Walla University

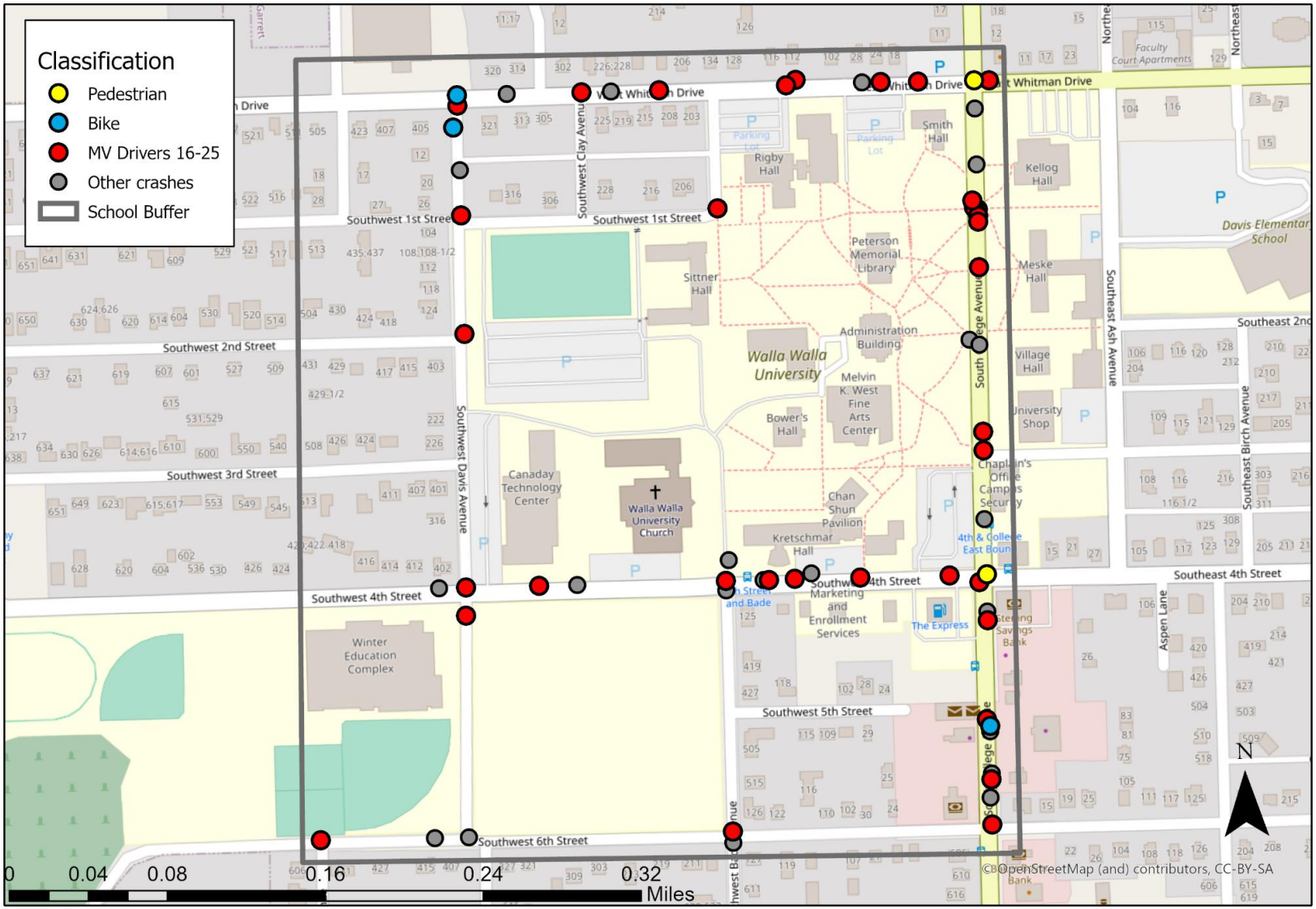

Figure 63: Collisions near Walla Walla University

Implementing Safe Routes to School

Partnership: The City of College Place can partner with College Place Public Schools, Rogers Adventist School, Walla Walla Valley Academy, and Walla Walla University in ensuring safe routes to schools throughout the community. They can identify priority projects, partner on student and community safety education, and advocate to funders like the Washington State Department of Transportation Safe Routes to School Program. The City can also partner with parents to identify which routes from residential neighborhoods to schools are the most commonly used by children.

Prioritizing Safe Routes: Nearly all communities face funding restraints. The amount of infrastructure improvement needed outweighs the amount of available funding. Communities must use a set of criteria to prioritize which safety improvements should occur first. In addition to prioritizing improvements near areas with the highest rate of high-risk collisions, the City of College Place can prioritize safety improvements along routes to school and near schools. Since College Place is about three square miles, a nontraditional buffer was selected instead of using a quarter-mile/half-mile buffer. A four-point corner buffer was selected for all schools except for one: John Sager Middle School/College Place High School.

Table 12: Summary of collisions including type and contributing factors near schools in College Place

School Locations	Total Crashes in buffer*	Including			Contributing Factors							
		Pedestrian	Bicyclists	Young Drivers	Inattentive or Distracted	Disregard Signals/ Yield	Unsafe Speeds	Follow Too Closely	Improper Movement	Drowsy	DUI	Other
Rogers Adventist School/Walla Walla Valley Academy	13			5	4		2		3			4
John Sager Middle School College Place High School	31	2		12	11	6	2	2	2		2	6
Davis Elementary	36	2		16	14	9	1	1	5	1		5
Walla Walla University	98	2	3	54	34	14	3	13	8	1	1	24
Total	**178**	**6**	**3**	**87**	**63**	**29**	**8**	**16**	**18**	**2**	**3**	**39**

Safe Routes to School Countermeasures

Based on the predominant crash types, the following countermeasures were determined to be most practicable for locations around area schools.

Table 13: Proposed safety countermeasures for locations near schools[42] [43] [44] [45] [46]

Countermeasure Name	Enhanced Safety Features (Beacons/ High Visibility/ Raised Crossings)	Separated Bike Lanes	Intersection Markers or Striping	Dynamic/Variable Speed Warning	Transverse Rumble Strips	Pedestrian & Driver and Bicycle & Motorist Education
Crash Types Addressed	Pedestrian	Bicycle	All crash types	All crash types	All crash types	Pedestrian and Bicycle
Crash Reduction	35%	35%	10-33%	0-41%	0-35%	(Variable)
Expected Life Span	20 years	10 years	10 years	10 years	10 years	Ongoing
Estimated Cost	$5,000 to $160,000	$50 per linear foot	$4,000 per intersection	$43,600 per warning sign	$600 per approach	(Variable)
Federal Funding Eligibility	90-100%	90%	100%	100%	90%	

[42] 2018 Marin County Travel Safety Plan, accessed August 16, 2021, from: https://www.marincounty.org/userdata/dpw/Marin%20County%20Travel%20Safety%20Plan%20-%20Final%20Report.pdf
[43] Local Road Safety – A Manual for California's Local Rood Owners, accessed August 16, 2021, from: https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2020/lrsm2020.pdf
[44] Safety Evaluation of Transverse Rumble Strips on Approaches to Stop-Controlled Intersections in Rural Areas, accessed September 23, from: https://www.fhwa.dot.gov/publications/research/safety/hsis/12047/12047.pdf
[45] Safety Improvements on High Risk Rural Roads, accessed August 16, 2021, from: https://safety.fhwa.dot.gov/hsip/hrrr/manual/hrrr_2014.pdf
[46] Systemic Local Roadway Safety Plan, accessed August 16, 2021, from: https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2021/01/Fresno_SSAR_LRSP_Final-Accessible-1.pdf

Project List for Top Priority Locations

After a comprehensive risk assessment, the following improvements are proposed for select high-priority intersections and roadway segments.

Table 14: Priority locations for local road safety improvements by categorized by location

Location	Weighted Crash Value	Potential Improvement
Intersections		
SR 125 (MP 1.88)/ S College Ave	3.84	Collisions at this intersection were largely rear-end or angle collisions due to inattentive/distracted driving, disregard for signals/yield, and driving under the influence (DUI). Potential improvements at this signalized intersection include conversion to a roundabout, increased intersection lighting, raised median upon intersection approach, advanced dilemma-zone detection, transverse rumble strips, or intersection markers or striping.
NE Larch St/ E Whitman Dr	6.85	Collisions at this intersection were primarily angle collisions, largely due to speeding, following too close, or disregard for signals/yield. Potential improvements at this current two-way stop intersection include conversion to a four-way stop, increased intersection lighting, raised median upon intersection approach, transverse rumble strips, or intersection markers or striping.
Segments		
NE C St *(From Deccio Rd to Myra Rd)*	17.61	Collisions along this segment were mainly angle and rear-end collisions based on inattentive/ distracted driving, following too close, and improper turn/merge. Potential improvements along this segment include street lighting installation, upgrade pavement markings, converting to a right-in/right-out, remove/relocate objects and clear recovery zone, raised median, or delineators/reflectors/object markers.

W Rose St *(From NE Lambert to Carey Court)*	1.39	Collisions along this segment were largely angle or stationary-object collisions due to inattentive/ distracted driving, disregard for signals/yields, and unsafe speeds. Potential improvements for this segment include remove/relocate objects and clear recovery zone, raised median access management, right-in-right-out, road diet/lane conversion, edgeline rumble strip, dynamic/variable speed warning, or delineators/reflectors/object markers.
S Meadowbrook St (w/out Intersection) *(SR 125 (MP-2.34) to NE Deccio Rd)*	1.85	Collisions along this segment were primarily angle, side-swipe, or other types of collisions due to inattentive/distracted driving and disregard for signals/yields. One collision included a bicyclist. Potential improvements along this segment include remove/relocate objects and clear recovery zone, raised median access management, right-in-right-out, road diet/lane conversion, edgeline rumble strip, dynamic/variable speed warning, or delineators/reflectors/object markers.

School Locations

Schools	**Young Drivers (% of total)**	**Potential Improvements**
Rogers Adventist School/Walla Walla Valley Academy	5 (29.6%)	Collisions near this school were mainly due to inattentive/distracted driving, unsafe speeds, improper movement, driving under influence, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/raised crossings, separated bike lanes, intersection markers or striping, dynamic/variable speed warning, transverse rumble strips and pedestrian, bicyclist and motorist education.
John Sager Middle School/College Place High School	12 (38.7%)	Collisions near this school were primarily due to inattentive/ distracted driving, disregarding signals/yield, unsafe speeds, following too closely, improper movement, driving under influence, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/ raised crossings, separated bike lanes, intersection markers or striping, dynamic/variable speed warning, transverse rumble strips and pedestrian, bicyclist and motorist education.

Davis Elementary	16 (44.4%)	Collisions near this school were largely due to inattentive/distracted driving, disregarding signals/yield, unsafe speeds, following too closely, improper movement, drowsiness, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/raised crossings, separated bike lanes, intersection markers or striping, transverse rumble strips and pedestrian, bicyclist and motorist education.
Walla Walla University	54 (55.1%)	Collisions near this school were primarily due to inattentive/distracted driving, disregarding signals/yield, unsafe speeds, following too closely, improper movement, drowsiness, driving under influence, and other contributing factors. Potential improvements for this area include enhanced safety features such as beacons/high visibility/raised crossings, separated bike lanes, intersection markers or striping, dynamic/variable speed warning, transverse rumble strips and pedestrian, bicyclist and motorist education.

Pedestrian/Bicycle

Locations	**MV Young Drivers (% of Total)**	**Potential Improvement**
NE Whitman Dr/SE Larch Ave *(Intersection)*	36%	Collisions for this intersection were largely due to disregarding signs and signals, failing to yield, following too closely, driving under the influence, and other contributing factors. Potential improvements for this location include leading pedestrian interval, pedestrian median/refuge island, enhanced safety features, and pedestrian, and motorist education.
College Place Post Office (S College Ave)	33%	Collisions at this location were due to a variety of contributing factors. Potential improvements for this location include leading pedestrian interval, pedestrian crossing median/refuge island, enhanced safety features such as beacons, high visibility/raised crossings, separated bike lanes, intersection or driveway pavement marking improvement, bicycle box, and pedestrian, bicyclist and motorist education.

References

1. Image by Akua based on information by Arkyan - based on public domain information. Based on similar map concepts by Ixnayonthetimmay, CC BY-SA 3.0, https://commons.wikimedia.org/w/index.php?curid=2977946

2. U.S. Census Bureau: https://www.census.gov/quickfacts/fact/table/collegeplacecitywashington,WA,wallawallacountywashington/PST045219

3. [1] https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/

4. https://www.safety.fhwa.dot.gov/virtual_trade_show_nace2020_508_version/

5. Data provided on June 3, 2021, by WSDOT Transportation Data, GIS & Modeling Office (TDGMO) - Crash Data and Reporting Branch

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8. https://safety.fhwa.dot.gov/hsip/hrrr/manual/hrrr_2014.pdf

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46. Systemic Local Roadway Safety Plan, accessed August 16, 2021, from: https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2021/01/Fresno_SSAR_LRSP_Final-Accessible-1.pdf
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Travel Demand Model (2019)

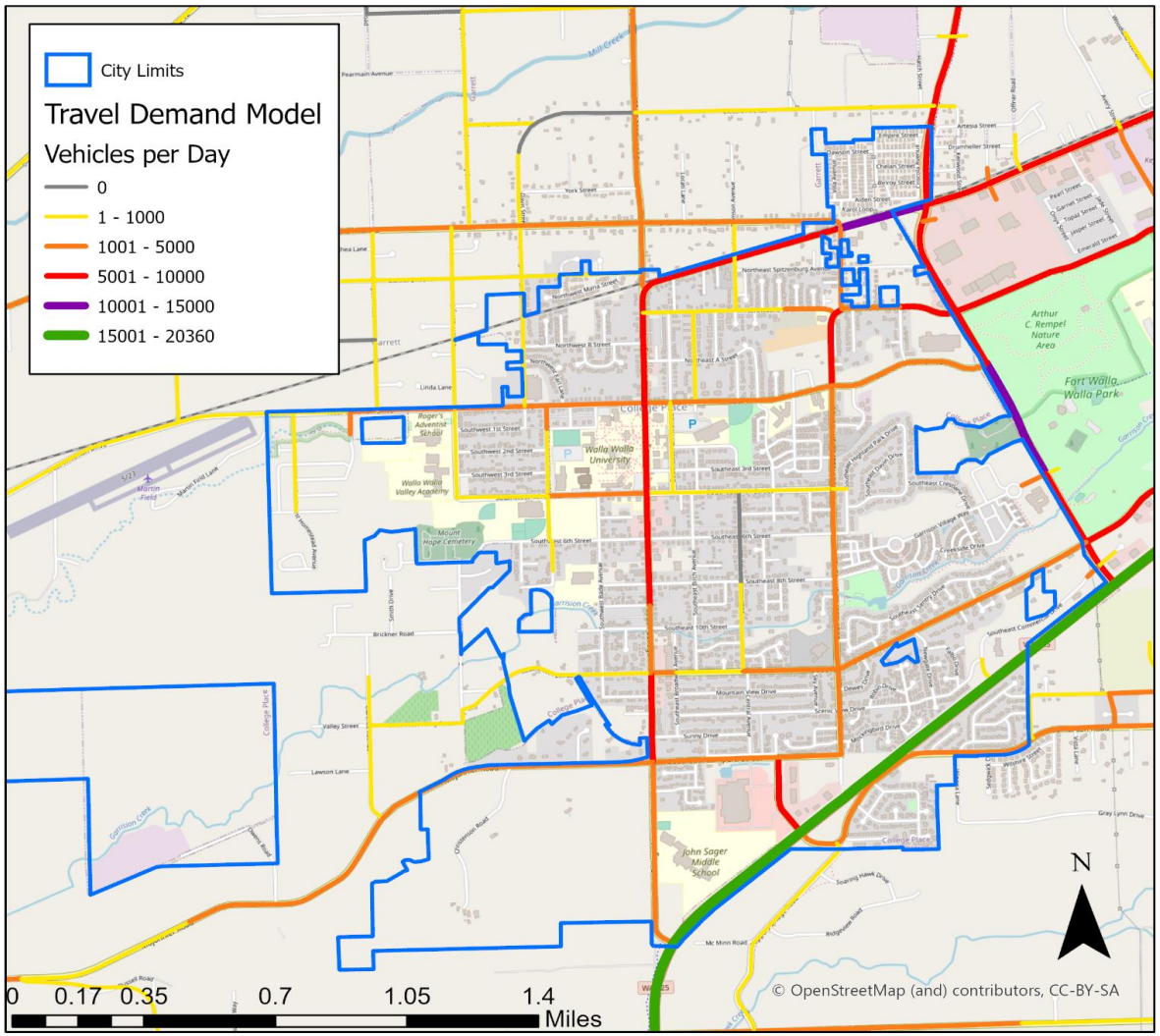


Figure 64: Travel Demand Model map of the College Place area

In general, a regional Travel Demand Model (TDM) replicates roadway networks, captures transit rider and driver travel behavior, and uses algorithms attuned to local conditions in order to show traffic flows and analyze future roadway infrastructure needs. The Walla Walla Valley TDM spans the northeastern portion of Umatilla County, Oregon and Walla Walla County, Washington, and includes the City of College Place. The traffic volumes displayed in this map show modeled year 2019 conditions, which have been calibrated against physical traffic count data.

Streetlights

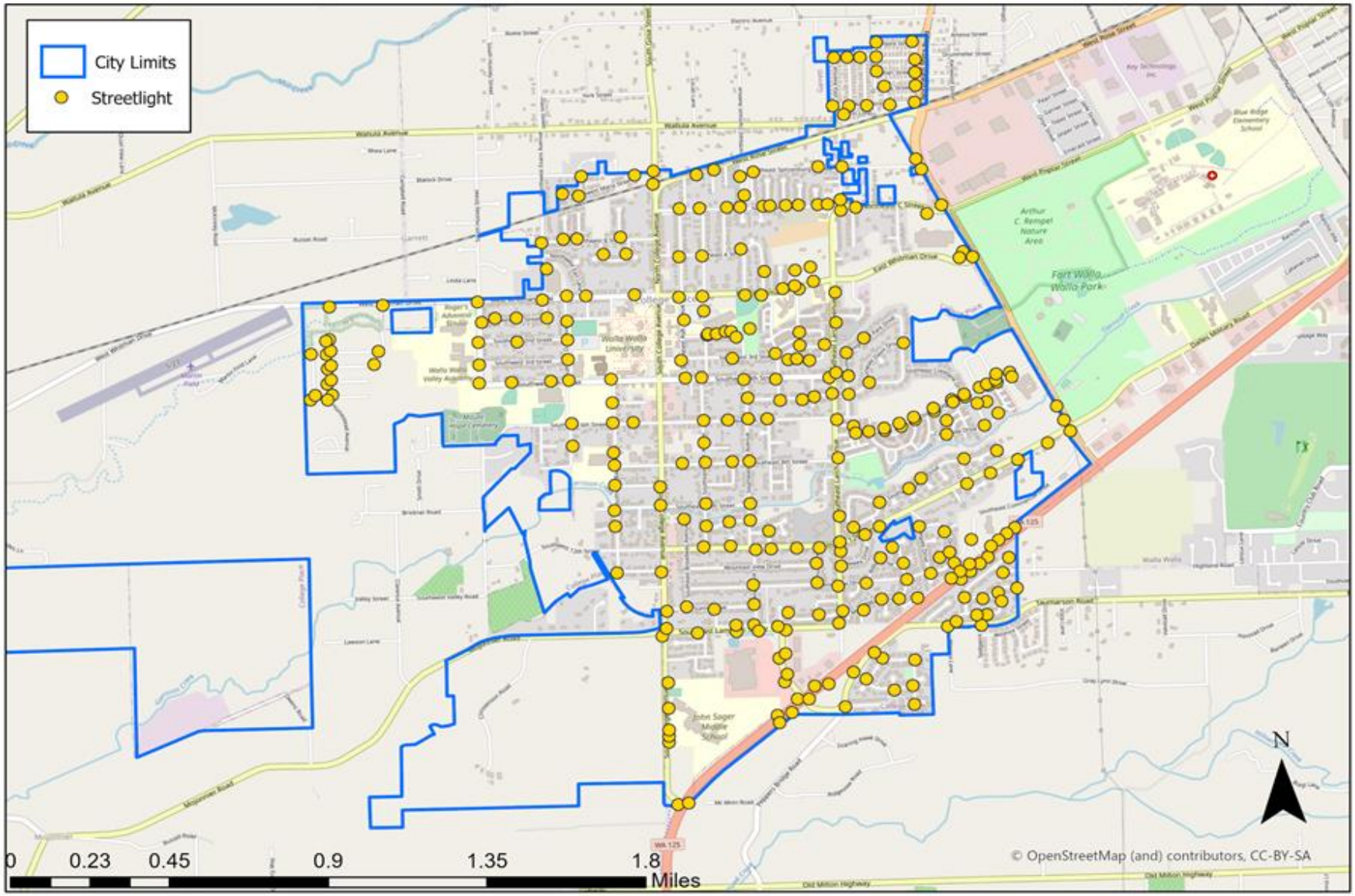


Figure 65: Streetlight inventory throughout the city of College Place

Table 15: Average Annual Collisions from 2011 to 2020 for Cities of Comparable Populations[47]

Community	2020 Population	Average Collisions Per Year (2011-2020)
Toppenish	8,854	95
Orting	9,041	41
Burlington	9,152	310
College Place	9,902	67
Snohomish	10,126	178
Port Townsend	10,148	75
DuPont	10,151	40

[47] https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/

School Zone Safety Account

4/6/2021

Application one (Preliminary Engineering for sidewalk segments)	Construction	PE	CE	Total
NE Ash Street (west side of roadway between Whitman and A Street) – 6 foot segment	$ 97,548	$ 14,632	$ 14,632	$ 126,813
SE Birch Avenue (east side of roadway between 2nd and 4th) – 6 foot segment	$ 117,059	$ 17,559	$ 17,559	$ 152,176
SE Birch Avenue (west side of roadway between 4th and 12th) – 6 foot segment	$ 381,715	$ 57,257	$ 57,257	$ 496,230
SE Central Avenue (east side of roadway between 12th and Valley Drive) – 6 foot segment	$ 221,277	$ 33,192	$ 33,192	$ 287,660
Assumes No Right of Way Acquisition	$ 817,599	$ 122,640	$ 122,640	$ 1,062,878

Application Two Crosswalk improvements with Rapid Flashing Beacons and safety provisions.	Construction	PE	CE	Total
Crosswalk in front of 500 S. College Avenue – Post Office	$ 142,688	$ 21,403	$ 14,269	$ 178,360
Crosswalks at intersection of Whitman Drive & Academy Way	$ 144,201	$ 21,630	$ 14,420	$ 180,252
Crosswalks at intersection of Whitman Drive & Ash	$ 144,596	$ 21,689	$ 14,460	$ 180,746
For intersections costs assumes one crossing of RFB for Whitman Dr. Since Academy & Ash are stop controlled	$ 431,486	$ 64,723	$ 43,149	$ 539,357

ENGINEER'S OPINION OF PROBABLE COST

4/5/2021

PROJECT DESCRIPTION: 6 foot Sidewalk, Curb and Gutter

NE Ash Street (west side of roadway between Whitman and A Street) – 6 foot segment

CLIENT: City of College Place

J-U-B PROJ. NO.: 30-20-075 - Funding

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
	PREPARATION				
1	MOBILIZATION (10% OF CONSTRUCTION COST)	1	L.S.	$ 6,800.00	$ 6,800
2	REMOVING CEMENT CONC. SIDEWALK	27	SY	$ 12.00	$ 320
3	REMOVING CEMENT CONC. CURB AND GUTTER	465	LF	$ 15.00	$ 6,975
4	REMOVING CEMENT ASPHALT CONC PAVEMENT	103.3	SY	$ 10.00	$ 1,033.33
5	REMOVE EXISTING TREE	1	EA	$ 1,000.00	$ 1,000.00
	GRADING	.			
6	ROADWAY EXCAVATION INCL. HAUL	103.3	CY	$ 15.00	$ 1,550
	SURFACING				
7	CRUSHED SURFACING TOP COURSE	79.7	TON	$ 30.00	$ 2,390
	HOT MIX ASPHALT				
8	HMA CL. 1/2 IN. PG 64-28H	18.1	TON	$ 110.00	$ 1,989
	EROSION CONTROL AND PLANTING				
9	LAWN RESTORATION	155	SY	$ 15.00	$ 2,325
	TRAFFIC				
10	CEMENT CONC. TRAFFIC CURB AND GUTTER	465.0	L.F.	$ 17.00	$ 7,905
11	PERMANENT SIGNING	1	L.S.	$ 1,000.00	$ 1,000
12	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	$ 11,500.00	$ 11,500
	OTHER ITEMS				
13	HYDRANT ASSEMBLY	1	EA	$ 6,000.00	$ 6,000
14	ROADWAY SURVEYING	1	L.S.	$ 1,000.00	$ 1,000
15	TESC PLAN	1	L.S.	$ 500.00	$ 500
16	INLET PROTECTION	1	EA	$ 250.00	$ 250
17	CEMENT CONC. SIDEWALK	310.0	SY	$ 50.00	$ 15,500
18	CEMENT CONC. CURB RAMP TYPE PERPENDICULAR A	4.0	EA	$ 1,250.00	$ 5,000
19	ADJUST VALVE BOX	5	EA	$ 400.00	$ 2,000

SUBTOTAL CONSTRUCTION COST	**$ 75,037**
SALES TAX @ 0%	**0**
CONTINGENCY @ 30%	**$ 22,511**
CONSTRUCTION TOTAL	**$ 97,548**
PRELIMINARY ENGINEERING @ 15%	**$ 14,632**
CONSTRUCTION ENGINEERING @ 15%	**$ 14,632**
TOTAL PROJECT ESTIMATED COST	**$ 126,813**

ENGINEER'S OPINION OF PROBABLE COST

4/5/2021

PROJECT DESCRIPTION: 6 foot Sidewalk, Curb and Gutter

SE Birch Avenue (east side of roadway between 2nd and 4th) – 6 foot segment

CLIENT: City of College Place

J-U-B PROJ. NO.: 30-20-075 - Funding

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
	PREPARATION				
1	MOBILIZATION (10% OF CONSTRUCTION COST)	1	L.S.	$ 8,200.00	$ 8,200
2	REMOVING CEMENT CONC. SIDEWALK	53	SY	$ 12.00	$ 640
3	REMOVING CEMENT CONC. CURB AND GUTTER	80	LF	$ 15.00	$ 1,200
4	REMOVING CEMENT ASPHALT CONC PAVEMENT	148.9	SY	$ 10.00	$ 1,488.89
5	REMOVE EXISTING TREE	2	EA	$ 1,000.00	$ 2,000.00
	GRADING	.			
6	ROADWAY EXCAVATION INCL. HAUL	148.9	CY	$ 15.00	$ 2,233
	SURFACING				
7	CRUSHED SURFACING TOP COURSE	114.8	TON	$ 30.00	$ 3,443
	HOT MIX ASPHALT				
8	HMA CL. 1/2 IN. PG 64-28H	26.1	TON	$ 110.00	$ 2,866
	EROSION CONTROL AND PLANTING				
9	LAWN RESTORATIOM	223	SY	$ 15.00	$ 3,350
	TRAFFIC				
10	CEMENT CONC. TRAFFIC CURB AND GUTTER	670.0	L.F.	$ 17.00	$ 11,390
11	PERMANENT SIGNING	1	L.S.	$ 1,000.00	$ 1,000
12	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	$ 17,000.00	$ 17,000
	OTHER ITEMS				
13	HYDRANT ASSEMBLY	0	EA	$ 6,000.00	$ -
14	ROADWAY SURVEYING	1	L.S.	$ 2,000.00	$ 2,000
15	TESC PLAN	1	L.S.	$ 500.00	$ 500
16	INLET PROTECTION	0	EA	$ 250.00	$ -
17	CEMENT CONC. SIDEWALK	446.7	SY	$ 50.00	$ 22,333
18	CEMENT CONC. CURB RAMP TYPE PERPENDICULAR A	8.0	EA	$ 1,250.00	$ 10,000
19	ADJUST VALVE BOX	1	EA	$ 400.00	$ 400

SUBTOTAL CONSTRUCTION COST	**$ 90,045**
SALES TAX @ 0%	**0**
CONTINGENCY @ 30%	**$ 27,014**
CONSTRUCTION TOTAL	**$ 117,059**
PRELIMINARY ENGINEERING @ 15%	**$ 17,559**
CONSTRUCTION ENGINEERING @ 15%	**$ 17,559**
TOTAL PROJECT ESTIMATED COST	**$ 152,176**

ENGINEER'S OPINION OF PROBABLE COST

4/5/2021

PROJECT DESCRIPTION: 6 foot Sidewalk, Curb and Gutter

SE Birch Avenue (west side of roadway between 4th and 12th) – 6 foot segment

CLIENT: City of College Place

J-U-B PROJ. NO.: 30-20-075 - Funding

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
	PREPARATION				
1	MOBILIZATION (10% OF CONSTRUCTION COST)	1	L.S.	$ 26,700.00	$ 26,700
2	REMOVING CEMENT CONC. SIDEWALK	93	SY	$ 12.00	$ 1,120
3	REMOVING CEMENT CONC. CURB AND GUTTER	1,855	LF	$ 15.00	$ 27,825
4	REMOVING CEMENT ASPHALT CONC PAVEMENT	532.2	SY	$ 10.00	$ 5,322.22
5	REMOVE EXISTING TREE	1	EA	$ 1,000.00	$ 1,000.00
	GRADING	.			
6	ROADWAY EXCAVATION INCL. HAUL	532.2	CY	$ 15.00	$ 7,983
	SURFACING				
7	CRUSHED SURFACING TOP COURSE	410.3	TON	$ 30.00	$ 12,308
	HOT MIX ASPHALT				
8	HMA CL. 1/2 IN. PG 64-28H	93.1	TON	$ 110.00	$ 10,245
	EROSION CONTROL AND PLANTING				
9	LAWN RESTORATIOM	798	SY	$ 15.00	$ 11,975
	TRAFFIC				
10	CEMENT CONC. TRAFFIC CURB AND GUTTER	2,395.0	L.F.	$ 17.00	$ 40,715
11	PERMANENT SIGNING	1	L.S.	$ 2,000.00	$ 2,000
12	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	$ 34,000.00	$ 34,000
	OTHER ITEMS				
13	HYDRANT ASSEMBLY	1	EA	$ 6,000.00	$ 6,000
14	ROADWAY SURVEYING	1	L.S.	$ 5,000.00	$ 5,000
15	TESC PLAN	1	L.S.	$ 500.00	$ 500
16	INLET PROTECTION	0	EA	$ 250.00	$ -
17	CEMENT CONC. SIDEWALK	1,596.7	SY	$ 50.00	$ 79,833
18	CEMENT CONC. CURB RAMP TYPE PERPENDICULAR A	14.0	EA	$ 1,250.00	$ 17,500
19	ADJUST VALVE BOX	9	EA	$ 400.00	$ 3,600

SUBTOTAL CONSTRUCTION COST	**$ 293,627**
SALES TAX @ 0%	**0**
CONTINGENCY @ 30%	**$ 88,088**
CONSTRUCTION TOTAL	**$ 381,715**
PRELIMINARY ENGINEERING @ 15%	**$ 57,257**
CONSTRUCTION ENGINEERING @ 15%	**$ 57,257**
TOTAL PROJECT ESTIMATED COST	**$ 496,230**

ENGINEER'S OPINION OF PROBABLE COST

4/6/2021

PROJECT DESCRIPTION: 6 foot Sidewalk, Curb and Gutter

SE Central Avenue (east side of roadway between 12th and Valley Drive) – 6 foot segment

CLIENT: City of College Place

J-U-B PROJ. NO.: 30-20-075 - Funding

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
	PREPARATION				
1	MOBILIZATION (10% OF CONSTRUCTION COST)	1	L.S.	$ 15,500.00	$ 15,500
2	REMOVING CEMENT CONC. SIDEWALK	80	SY	$ 12.00	$ 960
3	REMOVING CEMENT CONC. CURB AND GUTTER	320	LF	$ 15.00	$ 4,800
4	REMOVING CEMENT ASPHALT CONC PAVEMENT	256.7	SY	$ 10.00	$ 2,566.67
5	REMOVE EXISTING TREE	0	EA	$ 1,000.00	$ -
	REMOVAL STRUCTURES AND OBSTRUCTIONS	1	LS	$ 5,000.00	$ 5,000.00
	GRADING	.			
6	ROADWAY EXCAVATION INCL. HAUL	256.7	CY	$ 15.00	$ 3,850
	SURFACING				
7	CRUSHED SURFACING TOP COURSE	197.8	TON	$ 30.00	$ 5,935
	HOT MIX ASPHALT				
8	HMA CL. 1/2 IN. PG 64-28H	44.9	TON	$ 110.00	$ 4,941
	EROSION CONTROL AND PLANTING				
9	LAWN RESTORATIOM	385	SY	$ 15.00	$ 5,775
	TRAFFIC				
10	CEMENT CONC. TRAFFIC CURB AND GUTTER	1,155.0	L.F.	$ 17.00	$ 19,635
11	PERMANENT SIGNING	1	L.S.	$ 2,000.00	$ 2,000
12	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	$ 34,000.00	$ 34,000
	OTHER ITEMS				
13	HYDRANT ASSEMBLY	1	EA	$ 6,000.00	$ 6,000
14	ROADWAY SURVEYING	1	L.S.	$ 5,000.00	$ 5,000
15	TESC PLAN	1	L.S.	$ 500.00	$ 500
16	INLET PROTECTION	1	EA	$ 250.00	$ 250
17	CEMENT CONC. SIDEWALK	770.0	SY	$ 50.00	$ 38,500
18	CEMENT CONC. CURB RAMP TYPE PERPENDICULAR A	12.0	EA	$ 1,250.00	$ 15,000
19	ADJUST VALVE BOX	0	EA	$ 400.00	$ -

SUBTOTAL CONSTRUCTION COST	**$ 170,213**
SALES TAX @ 0%	**0**
CONTINGENCY @ 30%	**$ 51,064**
CONSTRUCTION TOTAL	**$ 221,277**
PRELIMINARY ENGINEERING @ 15%	**$ 33,192**
CONSTRUCTION ENGINEERING @ 15%	**$ 33,192**
TOTAL PROJECT ESTIMATED COST	**$ 287,660**

ENGINEER'S OPINION OF PROBABLE COST

4/6/2021

PROJECT DESCRIPTION: 6 foot Sidewalk, Curb and Gutter

Crosswalk in front of 500 S. College Avenue – Post Office

CLIENT: City of College Place

J-U-B PROJ. NO.: 30-20-075 - Funding

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
	PREPARATION				
1	MOBILIZATION (10% OF CONSTRUCTION COST)	1	L.S.	$ 10,000.00	$ 10,000
2	REEMOVING PAINT LINES	80	SF	$ 2.50	$ 200
	TRAFFIC				
3	PLASTIC CROSSWALK LINE	80	SF	$ 7.00	$ 560
4	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	$ 4,000.00	$ 4,000
5	ITS-RAPID FLASH BEACON SYSTEM	1.0	LS	$ 95,000.00	$ 95,000
	SUBTOTAL CONSTRUCTION COST				**$ 109,760**
	SALES TAX @ 0%				**0**
	CONTINGENCY @ 30%				**$ 32,928**
	CONSTRUCTION TOTAL				**$ 142,688**
	PRELIMINARY ENGINEERING @ 15%				**$ 21,403**
	CONSTRUCTION ENGINEERING @ 10%				**$ 14,269**
	TOTAL PROJECT ESTIMATED COST				**$ 178,360**

ENGINEER'S OPINION OF PROBABLE COST

4/6/2021

PROJECT DESCRIPTION: 6 foot Sidewalk, Curb and Gutter

Crosswalks at intersection of Whitman Drive & Academy Way

CLIENT: City of College Place

J-U-B PROJ. NO.: 30-20-075 - Funding

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
	PREPARATION				
1	MOBILIZATION (10% OF CONSTRUCTION COST)	1	L.S.	$ 10,100.00	$ 10,100
2	REEMOVING PAINT LINES	192	SF	$ 2.50	$ 480
	TRAFFIC				
3	PLASTIC CROSSWALK LINE	192	SF	$ 7.00	$ 1,344
4	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	$ 4,000.00	$ 4,000
5	ITS-RAPID FLASH BEACON SYSTEM	1	L.S.	$ 95,000.00	$ 95,000
	SUBTOTAL CONSTRUCTION COST				**$ 110,924**
	SALES TAX @ 0%				**0**
	CONTINGENCY @ 30%				**$ 33,277**
	CONSTRUCTION TOTAL				**$ 144,201**
	PRELIMINARY ENGINEERING @ 15%				**$ 21,630**
	CONSTRUCTION ENGINEERING @ 10%				**$ 14,420**
	TOTAL PROJECT ESTIMATED COST				**$ 180,252**

ENGINEER'S OPINION OF PROBABLE COST

4/6/2021

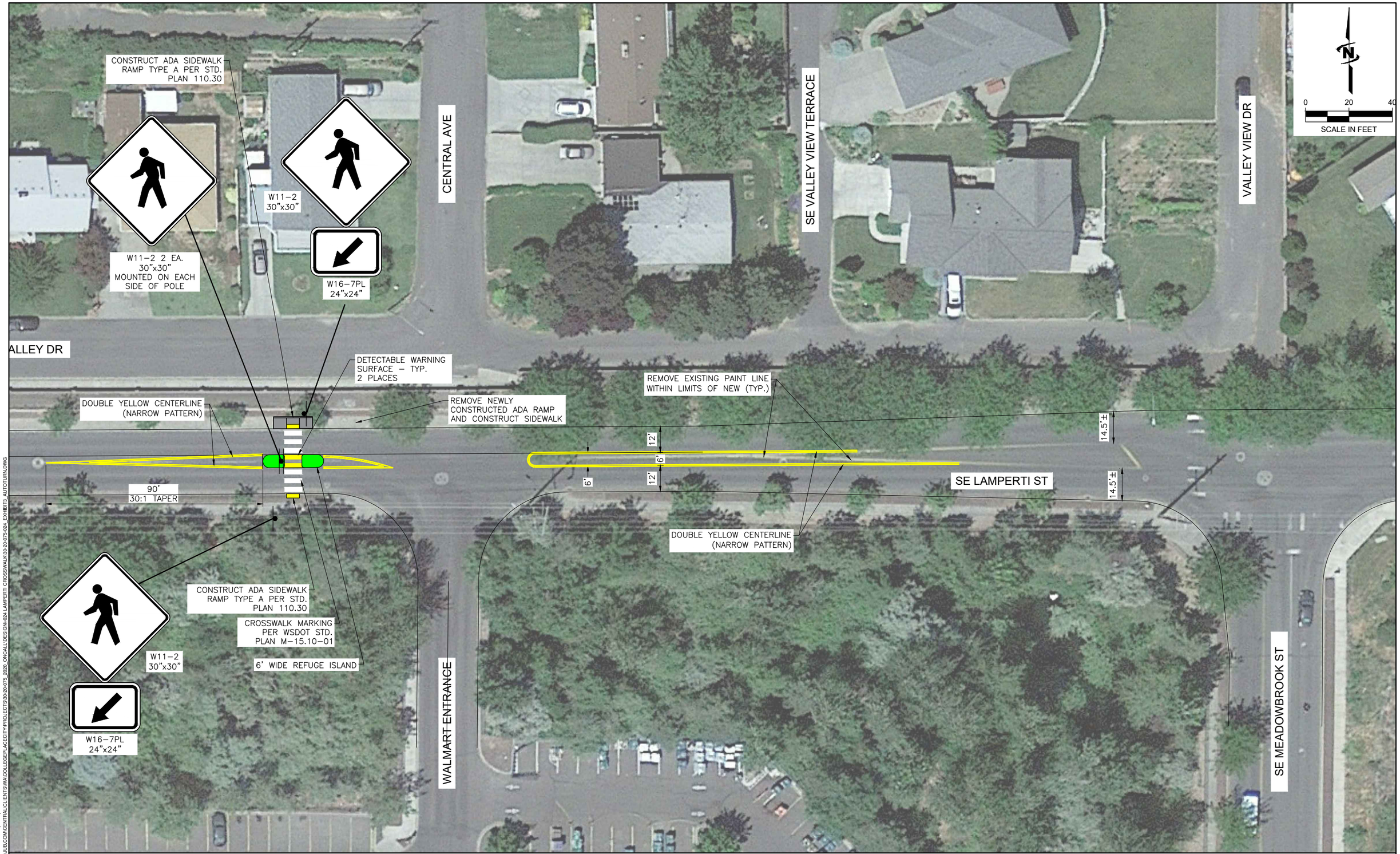
PROJECT DESCRIPTION: 6 foot Sidewalk, Curb and Gutter

Crosswalks at intersection of Whitman Drive & Ash

CLIENT: City of College Place

J-U-B PROJ. NO.: 30-20-075 - Funding

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
	PREPARATION				
1	MOBILIZATION (10% OF CONSTRUCTION COST)	1	L.S.	$ 10,100.00	$ 10,100
2	REEMOVING PAINT LINES	224	SF	$ 2.50	$ 560
	TRAFFIC				
3	PLASTIC CROSSWALK LINE	224	SF	$ 7.00	$ 1,568
4	PROJECT TEMPORARY TRAFFIC CONTROL	1	L.S.	$ 4,000.00	$ 4,000
5	ITS-RAPID FLASH BEACON SYSTEM	1	L.S.	$ 95,000.00	$ 95,000
	SUBTOTAL CONSTRUCTION COST				**$ 111,228**
	SALES TAX @ 0%				**0**
	CONTINGENCY @ 30%				**$ 33,368**
	CONSTRUCTION TOTAL				**$ 144,596**
	PRELIMINARY ENGINEERING @ 15%				**$ 21,689**
	CONSTRUCTION ENGINEERING @ 10%				**$ 14,460**
	TOTAL PROJECT ESTIMATED COST				**$ 180,746**



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Date Created:12/28/2021 \\JUB.COM\CENTRAL\CLIENTS\WA\COLLEGEPL\ACEOTY\PROJECTS\30-20-075_2020_ONCALL\DESIGN\~024 LAMPERTI CROSSWALK\30-20-075-024_EXHIBIT3_AUTOTURN.DWG

J-U-B ENGINEERS, INC.

CITY OF COLLEGE PLACE
SE LAMPERTI STREET CROSSWALK

EXHIBIT 3

City of College Place, Washington
RESOLUTION NO. 22-036

A RESOLUTION OF THE CITY OF COLLEGE PLACE, WASHINGTON, AUTHORING & SUPPORTING A WASHINGTON STATE DEPARTMENT OF TRANSPORTATION PEDESTRIAN & BICYCLE PROGRAM GRANT APPLICATION TO FUND RECONSTRUCTING THE WHITMAN DRIVE & LARCH STREET INTERSECTION

WHEREAS, the City of College Place is a non-charter code city;

WHEREAS, it was recommended in a traffic study conducted in 2018 by PBS Engineering as part of the State Community Economic Revitalization Board (CERB) Grant Funded Central College Place Planning Study to move toward converting the Whitman & Larch intersection into a four-way traffic signal by 2023;

WHEREAS, THE City of College Place adopts a six-year Capital Facility Plan annually;

WHEREAS, the most recent 2022 to 2027 Capital Facility Plan was adopted via Ordinance 21-018 on November 23rd, 2021;

WHEREAS, the Whitman & Larch project appears within the six-year 2022 to 2027 Capital Facility Plan;

NOW THEREFORE, **BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE AS FOLLOWS:**

1. The City Council of College Place, Washington authorizes and fully supports the Washington State Department of Transportation (WSDOT) Pedestrian & Bicycle Program Grant Application to Fund Reconstruction of the Whitman & Larch Intersection into a four-way traffic signal with associated safety improvements.

Clerical Corrections. The City Clerk is authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

Effective Date. This resolution shall take effect and be in full force upon its passage as provided by law.

PASSED by the City Council of the City of College Place, Washington, this 12th day of April, 2022.

Attest:

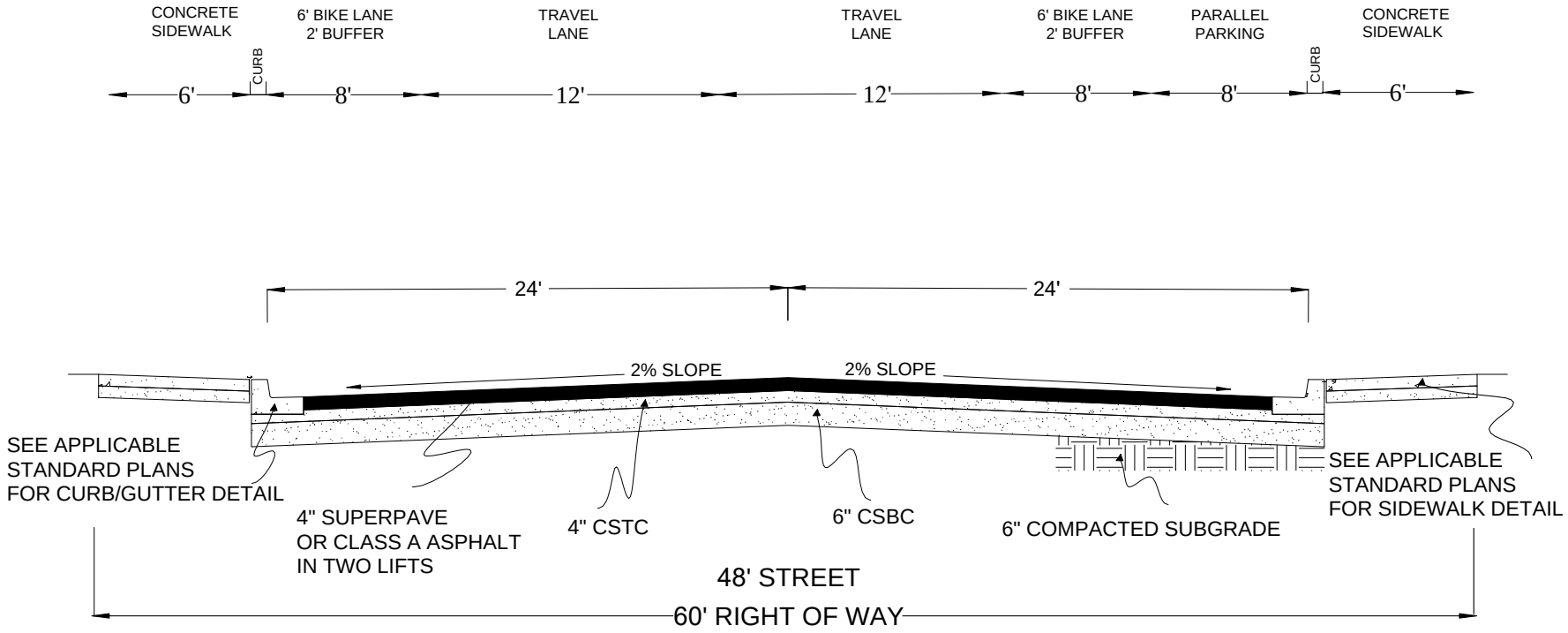
Norma L. Hernández, Mayor

Lisa R. Neissl, CMC
City Clerk

SE LARCH AVE
SE 12TH ST
SE 12TH ST
SE LARCH AVE
10'
10'
6' 11' 11' 6' 8' 8'
8' 6' 12' 12' 6' 8'
Scale 1" = 40'
0 20 40 80

SE LARCH AVE
SE 12TH ST
SE 12TH ST
SE LARCH AVE
10'
10'
6' 11' 11' 6' 8' 8'
8' 6' 12' 12' 6' 8'
Scale 1" = 40'
0 20 40 80

CITY OF COLLEGE PLACE - STANDARD SPECIFICATIONS



NOTES:

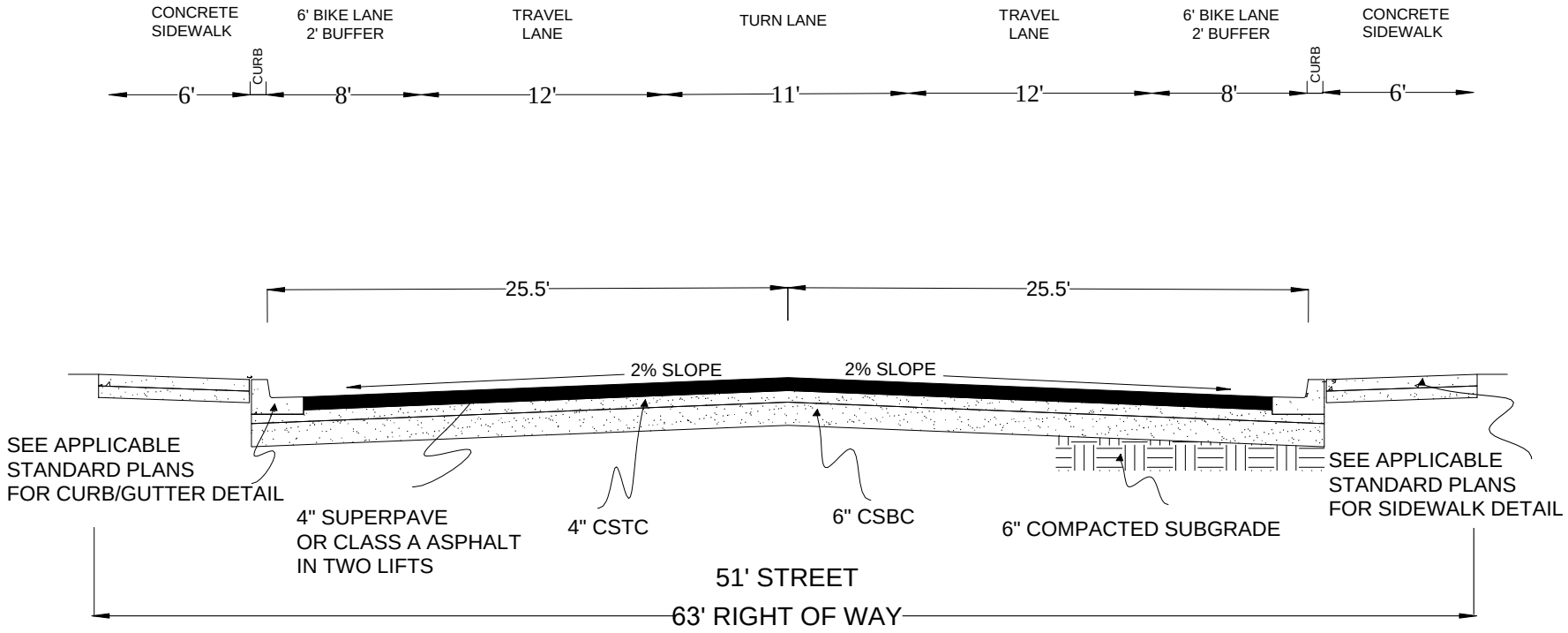
1. DIMENSIONS PROVIDED FOR SIDEWALK WIDTHS ARE MINIMUM AND APPLICABLE IF SUFFICIENT RIGHT-OF-WAY WIDTH IS AVAILABLE AS DETERMINED BY THE CITY. IN THE EVENT SUFFICIENT RIGHT-OF-WAY WIDTH IS NOT AVAILABLE, SIDEWALK FEASIBILITY AND WIDTHS ARE DETERMINED BY THE CITY.
2. REFER TO GENERAL STREET CONSTRUCTION NOTES - STANDARD PLAN 110.00 FOR SPECIFICATIONS INCLUDING BUT NOT LIMITED TO COMPACTION STANDARDS AND TESTING REQUIREMENTS.
3. CENTER LANE/MEDIAN MAY BE OMITTED AND LANE WIDTHS MODIFIED UPON CITY ENGINEER CONCURRENCE WITH APPROVED TRANSPORTATION IMPACT ANALYSIS (TIA) SUBTANTIATING MINIMUM LEVELS OF SERVICE MAINTAINED OVER 20-YEAR HORIZON.

DRAWING NOT TO SCALE

CITY ENGINEER:
DRAWING: **SPENCER MYRLIE, EIT**
LAST REVISION: **04/02/2021**

SE 12TH STREET CROSS SECTION

CITY OF COLLEGE PLACE - STANDARD SPECIFICATIONS



NOTES:

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2. REFER TO GENERAL STREET CONSTRUCTION NOTES - STANDARD PLAN 110.00 FOR SPECIFICATIONS INCLUDING BUT NOT LIMITED TO COMPACTION STANDARDS AND TESTING REQUIREMENTS.
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DRAWING NOT TO SCALE

CITY ENGINEER:
DRAWING: **SPENCER MYRLIE, EIT**
LAST REVISION: **04/02/2021**

SW MOJONNIER ROAD CROSS SECTION

SW Mojonnier Rd Reconstruction Project

This project entails reconstruction of SW Mojonnier Rd for 0.64 miles from College Avenue to Bluvue Ln (western city limits). The roadway recently transferred to City ownership from Walla Walla County jurisdiction. The City wants to reconstruct the roadway from a rural thoroughfare to a urban standard which includes two traffic lanes, bike lanes, sidewalks, and street lighting at key areas. This roadway conveys traffic to and from Meadowbrook Business District (Walmart/Library), College Place High School, Proposed new school at SW Teal Rd, and Gardena/Frog Hollow Agricultural Area. This project is in the Walla Walla Valley MPO 2045 Plan.

Project Map

- Project includes
  - Two 12’ traffic lanes.
  - Two 8’ bike lanes (Blue Mountain Regional Trails Plan).
  - One 11’ Turn Lane.
  - Two 6’ sidewalks.
  - 0.64 miles of new water/wastewater mains to serve nearby residents.
  - Storm infrastructure.
  - Street lighting at unsafe areas.
- Financing
  - City obtained $640,000 Walla Walla Valley Metropolitan Planning Organization Federal Grant for final engineering and right-of-way acquisition.
  - Total final engineering and right-of-way acquisition cost is estimated at **$790,000**.
  - Total construction cost estimated at $**4,089,290**.
  - **Estimated construction cost of $4,879,290.**
- Project Schedule
  - Final engineering and right-of-way acquisition: 2022
  - Construction: 2023 to 2024

SW Mojonnier Rd – Looking East

SW Mojonnier Rd – Looking West

Please direct questions and concerns to: Mr. Mike Rizzitiello – City Administrator, College Place City Hall – 625 S. College Ave, Phone: (509)-394-8506, Email: mrizzitiello@cpwa.us

SE 12th Street Reconstruction Project

This project entails reconstruction of SE 12th Street for 1.24 miles from College Avenue to Myra Rd. The City wants to reconstruct the roadway to accommodate all modes of transportation including to traffic lanes, bike lanes, sidewalks, and a parking lane. This project would also replace utilities underneath the roadway and add pedestrian street lighting to the corridor. SE 12th Street is a key east-west arterial connecting the City of Walla Walla to the City of College Place. This project is in the 2045 MPO High Priority Project Plan as well as the Blue Mountain Regional Trails Plan.

Project Map

- Project includes
  - Two 12” traffic lanes.
  - Two 6” bike lanes (Blue Mountain Regional Trails Plan).
  - One 10” parking lane.
  - Two 6” sidewalks.
  - 1.24 miles of new water/wastewater mains to serve nearby residents.
  - Storm infrastructure.
  - Pedestrian Streetlights every 160’ on one side of roadway.
  - Reconfigure the Larch & 12th intersection.
- Financing
  - Total final engineering cost is estimated at **$1,726,000**.
  - Total construction cost estimated at $**5,178,000**.
  - **Estimated construction cost of $6,904,000.**
- Project Schedule
  - Final engineering and right-of-way acquisition: 2022-2023
  - Construction: 2023-2024

SE 12th Street – Looking East

Please direct questions and concerns to: Mr. Mike Rizzitiello – City Administrator, College Place City Hall – 625 S. College Ave, Phone: (509)-394-8506, Email: mrizzitiello@cpwa.us

City of College Place - Pedestrian Infrastructure Improvement Prioritization Rubric

Criterion	Metric	Actual	Max
Safety			
	Road Classification		
	Location is along an arterial road (2 points)		
	Location is along a collector road (1 point)		
	Location is along a local road (0 points)		
	Collision History		
	Location has a history of an injury collision (1 point)		
	Location has a history of a bike/ped collision (1 point)		
	Location has a history or 2 or more collisions (1 point)		
	Severity of Infrastructure Non-Compliance		
	Rating Scale: 0 (4 points)		
	Rating Scale: 1 - 80 (3 points)		
	81 - 90 (2 points)		
	91 - 99 (1 point)		
	Safety Subtotal		**9**
Equity			
	Location is in an area with concentrated need based on income		
	25% of the population or more at or below poverty line (2 points)		
	15 - 25% of poulation at or below poverty line (1 point)		
	5 - 10% of population at or below poverty line (0 points)		
	Location is in an area with high percent of population 65+		
	60% of the population or more is 65 or older (2 points)		
	35 - 60% of population is 65 or older (1 point)		
	15 -35% of population is 65 or oder (0 points)		
	Location is in an area with high percent of population 18 and under		
	15% of population or higher is 18 or under (2 points)		
	0 - 15% of population is 18 or under (1 point)		
	Equity Subtotal		**6**
Proximity			
	Location is near a priority community destination		
	School or childcare center (1 point)		
	Park and recreation destination (1 point)		
	Activity center such as commercial area (1 point)		
	Residential neighhborhood (1 point)		
	Transit stop (1 point)		
	Medical or health facility (1 point)		
	Proximity Subtotal		**6**
Connectivity			
	Location is in a neighborhood lacking sidewalks (6 points)		
	Would close gap (less than 1/4 mile) in existing pedestrian network (4 points)		
	Would extend existing pedestrian network (2 points)		
			6
		Actual Score	**Maximum Score**
	Connectivity Subtotal		
	Total	0	**27**

City of College Place, Washington

RESOLUTION NO. XXXX

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON ADOPTING THE ADA TRANSITION PLAN PROJECT PRIORITIZATION CRITERIA AND WEIGHTING FOR THE CITY OF COLLEGE PLACE, WASHINGTON

Whereas, the Americans with Disabilities Act (ADA) was enacted on July 26, 1990 and provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications; and

Whereas, the City of College Place has an ongoing commitment to providing equal access for all, including those with disabilities; and

Whereas, the City of College Place, in partnership with the Walla Walla Valley Metropolitan Planning Organization and Blue Zones Project Walla Walla Valley has undertaken a comprehensive evaluation of pedestrian infrastructure in the public rights-of-way to determine what types of access barriers exist for individuals with disabilities; and

Whereas, the financial costs of needed improvements to non-compliant pedestrian infrastructure, including sidewalks, walkways, push buttons and curb ramps, exceed the City's current financial capability so improvements will need to be phased in over time to make most efficient use of local dollars; and

Whereas, because all improvements cannot be completed at the same time, the City will need to prioritize which improvements will be pursed first; and

Whereas, an ad hoc committee of community leaders, disability advocates and transportation infrastructure specialists was convened to help develop criteria for prioritizing improvements to pedestrian infrastructure throughout the community; and

Whereas, the committee selected the following four criteria for prioritizing non-compliant infrastructure improvements:

- Safety (including collision history, road classification and severity of the infrastructure non-compliance);
- Equity (including income level, percent of population 65 and over and percent of population 18 and under);
- Proximity to priority locations; and
- Network connectivity (filling gaps in the existing pedestrian infrastructure network); and

Whereas, a community survey was issued to gather community input on what transportation modes community members use in the city, what barriers they have faced, and which locations throughout the City of College Place should be prioritized for infrastructure improvement; and

Whereas, community members taking the survey indicated they would like to see the following locations prioritized for improvements to non-compliant pedestrian infrastructure:

- Schools and childcare centers;
- Parks and recreation destinations;
- Activity centers like commercial areas;
- Primarily residential neighborhoods;
- Transit stops; and
- Medical, health or assisted living facilities; and

Whereas, the City has used this input to develop a project prioritization rubric that provides weighting for pedestrian infrastructure improvements needed to comply with the Americans with Disabilities Act;

Now, therefore, be it resolved that the City Council of the City of College Place does hereby establish the following weighting and criteria to prioritize ADA pedestrian infrastructure improvement projects:

City of College Place - Pedestrian Infrastructure Improvement Prioritization Rubric			
Criterion	**Metric**	**Actual**	**Max**
Safety			
	Road Classification		
	Location is along an arterial road (2 points)		
	Location is along a collector road (1 point)		
	Location is along a local road (0 points)		
	Collision History		
	Location has a history of an injury collision (1 point)		
	Location has a history of a bike/ped collision (1 point)		
	Location has a history or 2 or more collisions (1 point)		
	Severity of Infrastructure Non-Compliance		
	Rating Scale: 0 (4 points)		
	Rating Scale: 1 - 80 (3 points)		
	81 - 90 (2 points)		
	91 - 99 (1 point)		
	Safety Subtotal		**9**
Equity			
	Location is in an area with concentrated need based on income		
	25% of the population or more at or below poverty line (2 points)		
	15 - 25% of poulation at or below poverty line (1 point)		
	5 - 10% of population at or below poverty line (0 points)		
	Location is in an area with high percent of population 65+		
	60% of the population or more is 65 or older (2 points)		
	35 - 60% of population is 65 or older (1 point)		
	15 -35% of population is 65 or oder (0 points)		
	Location is in an area with high percent of population 18 and under		
	15% of population or higher is 18 or under (2 points)		
	0 - 15% of population is 18 or under (1 point)		
	Equity Subtotal		**6**
Proximity			
	Location is near a priority community destination		
	School or childcare center (1 point)		
	Park and recreation destination (1 point)		
	Activity center such as commercial area (1 point)		
	Residential neighhborhood (1 point)		
	Transit stop (1 point)		
	Medical or health facility (1 point)		
	Proximity Subtotal		**6**
Connectivity			
	Location is in a neighborhood lacking sidewalks (6 points)		
	Would close gap (less than 1/4 mile) in existing pedestrian network (4 points)		
	Would extend existing pedestrian network (2 points)		
			6
	Connectivity Subtotal	**Actual Score**	**Maximum Score**
	Total	0	**27**

Clerical Corrections. The City Clerk is authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

Effective Date. This resolution shall take effect and be in full force upon its passage as provided by law.

PASSED by the City Council of the City of College Place, Washington, XXXXXX.

_____
Norma Hernandez, Mayor

_____
Attest: Lisa R. Neissl, City Clerk

2022 Capital Projects Update – 1st Quarter

	Total 2022 Budget	1st Qrt 2022 Exp	Remaining	% Used
CFP Totals	$ 14,996,443	$ 622,854	$ 14,373,589	4%
IT Totals	$ 350,507	$ 112,101	$ 238,406	32%
ER&R Total	$ 2,654,755	$ 866,517	$ 1,788,239	33%

	Total Budgeted	1st Qrt Exp	2022 Total Exp
Project Capital Expenses	$ 18,001,705	$ 1,601,471	$ 1,648,751
Non-Project Capital Expenses		$ 47,280	

Capital Facility Projects FY 2022

Project #	Project	Budgeted Cost	1st Qrt 2022 Exp	Remainding
1008	Design - City Council Chambers Room AV Remodel, Sallyport, Jail Area, Renovation Addition.	$ 80,000		$ 80,000
1022	City Council Chambers AV/OPMA Upgrade	$ 300,000	$ 67,500	$ 232,500
2016	Regional Fire Training Tower Contribution	$ 64,900		$ 64,900
2017	Replace Exterior Staircase on East Side of Building.	$ 30,000		$ 30,000
2018	Renovate Dorm Rooms	$ 40,000		$ 40,000
2020	Water Source Heat Pump Replacement	$ 10,000		$ 10,000
2026	Dorm Room Furniture	$ 30,000	$ 271	$ 29,729
3011	Police Department: RTU Package 3 Ton Heater/Chiller	$ 15,000		$ 15,000
3019	Gun Range Building	$ 23,000	$ 904	$ 22,096
4001	Lions Park Renovation	$ 3,256,683	$ 4,000	$ 3,252,683
5003	Street Waste Decant Facility	$ 500,000		$ 500,000
5004	SE Birch (4th to 6th)	$ 179,860		$ 179,860
5006.2	Mojonnier Rd Reconstruction (Bluvue Ln to College Ave)	$ 711,000		$ 711,000
6018	Chipseal Program	$ 60,000		$ 60,000
6029	4Bikes Project (Fourth - College to Academy, Academy - Whitman to 4th)	$ 600,000	$ 210,209	$ 389,791
6044	Installation of stop signs at Whitman/Larch.	$ 10,000	$ 8,522	$ 1,478
6048	Safewalk College Place	$364,000	$107,921	$256,079
6059	Block Resurfacing Program	$30,000		$30,000
6068	CP Broadband Project	$1,000,000		$1,000,000
7004	WWTP Improvements - Implementation Phase 1:	$2,000,000	$62,813	$1,937,187
7016	Neighborhood Sewer Lining	$300,000	$4,267	$295,733
7019	Lift Station #5 Replacement	$465,000	$11,425	$453,575
8001	Well No. 2 (No 6.) Relocation	$2,850,000	$126,714	$2,723,286
8007	Sky & 12 Water Main Replacements	$617,000	$6,361	$610,639
8011	6th St Water - College to Date	$150,000		$150,000
8017	Well #7 Development	$510,000		$510,000
8018	Western College Place Water Storage Tank Reservoir 4 (1,000,000 Gallons)	$350,000		$350,000
8019	Whitman Maple Solar Array	$450,000	$11,946	$438,054
	Total	**$14,996,443**	**$622,854**	**$14,373,589**

IT Projects FY 2022

Project #	Project	Cost	1st Qrt 2022 Exp	Remaining
1023	Server Memory/RAM	$ 500	$ 3,109	$ (2,609)
1032	Computers	$ 1,000		$ 1,000
1033	Copier Replacement - City Hall	$ 13,000	$ 14,545	$ (1,545)
1055	Large Document Scanner	$ 2,500		$ 2,500
1027	Vipre Security Software	$ 500		$ 500
1028	Revize Website	$ 6,000	$ 5,900	$ 100
1029	DocLocator - Maintenace	$ 4,000	$ 7,326	$ (3,326)
1034	Bias	$ 12,900	$ 13,888	$ (988)
1035	XPressBillPay/Webcheck Maintenance	$ 4,600		$ 4,600
1036	Questica	$ 12,000		$ 12,000
1037	ERP System Implementation (Finance, etc)	$ 100,000		$ 100,000
1051	Canva Pro	$ 400		$ 400
1052	Adobe Creative Cloud	$ 400		$ 400
1038	ArchiveSocial	$ 6,000		$ 6,000
1039	Smarsh	$ 5,000		$ 5,000
1056	Municode/Munidocs	$ 1,600	$ 1,250	$ 350
1053	KNowBe4	$ 3,000	$ 2,661	$ 339
1040	Neogov - Standard	$ 5,600		$ 5,600
1041	Neogov - HR E-Forms	$ 3,587	$ 3,899	$ (312)
1042	NextRequest	$ 5,500	$ 5,349	$ 151
1043	BoardDocs - Maintenace	$ 7,000	$ 6,522	$ 478
1044	Zoom	$ 4,000		$ 4,000
1045	ESRI Business Analyst	$ 1,600		$ 1,600
1030	Intermountain Education Service District (IMESD) IT Staff Support	$ 63,037	$ 15,773	$ 47,264
1031	Association of Washington Cities GIS Consortium: Tier II Membership	$ 3,200	$ 3,000	$ 200
1047	Azavar - Short Term Vacation Rental Software Maintenance Expense	$ 500		$ 500
1049	Survey Monkey	$ 3,000		$ 3,000
1057	4k - 65" TV	$ 1,900		$ 1,900
1059	Bluebeam	$ 6,445		$ 6,445

IT Projects FY 2022

Project #	Project	Cost	1st Qrt 2022 Exp	Remaining
2019	Computers	$ -		$ -
2022	Firehouse Software Update	$ 10,000		$ 10,000
3014	Body Cameras, Redaction Software, and Replacement Tasers with Warantee	$ 21,793	$ 21,793	$ -
3015	Security Camera - City Parks	$ 9,000		$ 9,000
3016	Computers	$ 2,000		$ 2,000
3018	NetMotion	$ 945	$ 3,913	$ (2,968)
8026	Backflow Testing Software	$ 10,000		$ 10,000
8021	Computers	$ 2,000		$ 2,000
8022	Iworq Asset ManagementSoftware Maintenance	$ 10,500		$ 10,500
8023	ESRI ArcGIS - Maintenance	$ 3,000	$ 1,173	$ 1,827
8025	Autodesk Civil 3D Software	$ 2,500	$ 2,000	$ 500
	Total Expense	**$ 350,507**	**$ 112,101**	**$ 238,406**

Equipment Replacement Projects FY 2022

	Project	Cost	1st Qrt 2022 Exp	Remaining
1009	City Hall Generator	$200,000		$200,000
1060	Repalce Vehicle #209 2006 Chevy C1500 Silverado Pick Up	$50,000		$50,000
2001	Turnouts	$12,000	$2,217	$9,783
2006	SCBA Replacement	$27,744		$27,744
2009	Vehicle #304 - Fire Captain's Truck	$54,000		$54,000
2015	Vehicle #E3061 Brush Truck	$125,000		$125,000
2014	Vehicle #A3021 Ambulance Replacement	$250,000	$50,730	$199,271
2007	Vehicle #E3012 - Fire Truck Replacement	$700,000	$687,348	$12,652
3005	Police Vehicle Leasing Program	$157,127	$7,175	$149,952
3006	Taser Replacement	$17,000	$17,000	$0
4009	Vehicle #303 - Park Pickup	$45,000		$45,000
5019	New Vactor/Jetter Sewer Truck	$530,000		$530,000
6020	Vehicle #501	$120,000		$120,000
6031	Vehicle #542 - Flusher	$250,000		$250,000
7018	Jacobs Contract Addendum Cost (Equipment Portion)	$116,884	$102,046	$14,838
8010	Vehicle #603	$0		$0
	Total	**$2,654,755**	**$866,517**	**$1,788,239**