

Tuesday, July 9, 2024
City Council Meeting - Hybrid (In-Person & Electronic)

7:00 P.M.

#2141 Regular City Council Meeting - Hybrid (In-Person & Electronic)

In-Person at College Place City Hall, 625 S College Avenue, College Place Washington

Meeting may be viewed at: Live Stream on City of College Place, Washington YouTube at https://www.youtube.com/channel/UCbx3qrqzLDL_05NusReSI-g/featured

Zoom Attendee Link: <https://us06web.zoom.us/j/88694948466>

Or you may call this number to listen: 1-669-900-9128 ID# 886 9494 8466 Phone controls: *6 - toggle mute/un-mute and *9 - raise hand

1. Opening Items.

Subject :	1.01 Call To Order
Meeting :	Jul 9, 2024 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	1. Opening Items.
Access :	Public
Type :	Procedural

Public Content

Mayor Hernández will call the meeting to order.

Subject :	1.02 Roll Call
Meeting :	Jul 9, 2024 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	1. Opening Items.
Access :	Public
Type :	Procedural

Public Content

Mayor Norma L. Hernández

Paul T. Jessup,

Michael Cleveland,

Tito Espinoza Jr.,

Council Members Loren Peterson,

Monica Boyle

Public Content

Council meetings are primarily structured to permit Council Members to 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 written comments to be included in the meeting documents.)

- Your Name
- Your Address

Written Public comments may be provided by submitting comment to Clerk@cpwa.us no later than 4:30 PM on the meeting date to be included in the record. (If typewritten, no less than 11 pt font).

Verbal Public Comments may be made during the meeting:

- In-person at the meeting location - provided at the beginning of each agenda.

Telephone and Virtual Comments:

Any member of the public who desires to make a public comment at the City Council meeting by telephone or remote access shall provide at least 24 hours notice (excluding weekends and holidays) prior to the start of the meeting at which the member of the public wants to make a comment, notify the City Clerk or designee in writing or by direct verbal communication of their desire to make a comment. Those notice shall include the member's first and last name, address or place of residence, and the topic or topics the comment will touch upon.

- Telephone comment - Call 1-669-900-9128, 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 the Zoom 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 24161 - Approve Agenda for July 9, 2024
Meeting :	Jul 9, 2024 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	2. Consent Agenda.
Access :	Public
Type :	Action (Consent)
Recommended Action :	Motion to approve the agenda for July 9, 2024.

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 24162 - Approve Council Meeting Minutes from June 25, 2024
Meeting :	Jul 9, 2024 - City Council Meeting - Hybrid (In-Person

& Electronic)

Category :	2. Consent Agenda.
Access :	Public
Type :	Action (Consent), Minutes
Recommended Action :	Motion to approve the Council meeting minutes from June 25, 2024.

File Attachments

[2024-6-25_Council_Minutes_Draft_BoardDocs® Plus.pdf \(786 KB\)](#)

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 24163 - Approve Council Workshop Minutes from July 2, 2024.
Meeting :	Jul 9, 2024 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	2. Consent Agenda.
Access :	Public
Type :	Action (Consent), Minutes
Recommended Action :	Motion to approve the Council Workshop minutes from July 2, 2024.

File Attachments

[2024-7-2_Council_Workshop_Minutes_Draft_BoardDocs® Plus.pdf \(742 KB\)](#)

Consent

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Subject :	2.04 AB 24164 - Approve April Financials
Meeting :	Jul 9, 2024 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	2. Consent Agenda.
Access :	Public

Type :	Action (Consent)
Preferred Date :	Jul 09, 2024
Recommended Action :	Motion to approve the April 2024 check register and financial reports.

Public Content

Information for Consideration:

Due to check stock not being pre-numbered, there are no missing check numbers not accounted for on check the registers.

Claims & Benefits: \$1,417,615.17
Payroll: \$294,710.63
Total Expenses Paid: \$1,712,325.80

File Attachments

[April 2024 Financials.pdf \(6,985 KB\)](#)

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 Excuse the Absence of Council Member Boyle
Meeting :	Jul 9, 2024 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	2. Consent Agenda.
Access :	Public
Type :	Action (Consent)
Recommended Action :	Motion to excuse the absence of Council Member Boyle.

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 Approve Consent Agenda - Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing
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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 : Jul 9, 2024 - City Council Meeting - Hybrid (In-Person & Electronic)

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 - None

5. Action Items.

Subject : 5.01 AB 24165 - Washington State Department of Transportation Railway-Highway Crossings Grant (NE Damson & NE Wallula) - Mr. Rizzitiello

Meeting : Jul 9, 2024 - City Council Meeting - Hybrid (In-Person & Electronic)

Category : 5. Action Items.

Access : Public

Type : Action

Preferred Date : Jul 09, 2024

Absolute Date : Jul 09, 2024

Fiscal Impact : Yes

Dollar Amount : \$619,412.00

Budgeted : No

Budget Source : 95% WSDOT Railway Crossing Grant, 5% City Transportation Benefit District

Recommended Action : Motion to recommend adoption of Resolution No. 24-050

authorizing and supporting City Administrator submitting grant application into the WSDOT Railway-Highway Crossings Grant Program for NE Damson & NE Wallula Crossings at Union Pacific Railroad operated by Columbia Rail.

Public Content

Historical Perspective:

The City tried to incorporate fixing the NE Damson crossing as part of the NE Damson reconstruction work to the south but had to delay it due to demands on additional improvements by the Union Pacific Railroad.

Information for Consideration:

This work deals with improving crossings and adding concrete sidewalk to traverse crossing zones at NE Damson and NE Wallula at the Union Pacific Railroad location.

File Attachments

[CityOfCollegePlace-Damson-RailwayCrossingExhibit.pdf \(593 KB\)](#)

[CityOfCollegePlace-Wallula-RailwayCrossingExhibit.pdf \(558 KB\)](#)

[Damson RR Crossing Project Cost Estimate for grant.pdf \(121 KB\)](#)

[Grant Ad.pdf \(232 KB\)](#)

[NE Rose & Damson.JPG \(7,439 KB\)](#)

[NE Rose & Wallula.JPG \(6,788 KB\)](#)

[Wallula RR Crossing Project Cost Estimate for grant.pdf \(117 KB\)](#)

[Res_No_24-050_WSDOT Rail-Highway_Crossing_NE_Damson_NE_Wallula_2024-7-9.pdf \(126 KB\)](#)

Subject :	5.02 AB 24166 - Resolution of Support for State TIB Urban Arterial & Active Transportation Program - SE 12th & Larch Roundabout Project - Mr. Rizzitiello
Meeting :	Jul 9, 2024 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Jul 09, 2024
Absolute Date :	Jul 09, 2024
Fiscal Impact :	Yes
Dollar Amount :	\$1,732,123.83
Budget Source :	90% State Transportation Improvement Board, 10% City Transportation Benefit District
Recommended Action :	Motion to adopt Resolution No. 24-051 which support's the City's SE 12th & Larch Roundabout Urban Arterial & Active Transportation Program Grant into the State Transportation Improvement Board.

Public Content

Historical Perspective:

The College Place City Council adopted #23-014 Capital Facility Plan during the November 28th, 2024 City Council meeting.

Information for Consideration:

A study paid for by the State Community Economic Revitalization Board back in 2018 said by 2023 the intersection would meet traffic warrants to be converted to a roundabout. Improvement will be a roundabout, pedestrian crossings with rapid flashing beacons, and pedestrian streetlamps.

The pavement will be redone between the following segments as part of this project:

- SE 12th Street between Dewey and Sky.
- SE Larch between Marine and Dewey.

File Attachments

[Grants_PW_2017_CentralCollegePlace_Study_Reduced.pdf \(10.307 KB\)](#)
[2024-06-14 12th Larch Roundabout.pdf \(1.936 KB\)](#)
[2022 UAP criteria.pdf \(187 KB\)](#)
[2022 AT criteria.pdf \(128 KB\)](#)
[12th&Larch Roundabout Cost Estimate 2024-06-16.pdf \(81 KB\)](#)
[12th & Sky.JPG \(3,278 KB\)](#)
[12th & Larch2.JPG \(3,334 KB\)](#)
[12th & Larch.JPG \(4,441 KB\)](#)
[12th & Larch ROW Estimate 2024-06-16.pdf \(53 KB\)](#)
[Res_No_24-051_TIB_Urban_&_Active_Transportation_Program_SE_12th_&_Larch_2024-7-9.pdf \(148 KB\)](#)

Subject :	5.03 AB 24167 - Resolution of Support for State TIB Urban Arterial Grant Program - Commercial and Economic Development Band Whitman Drive Roundabout - Mr. Rizzitiello
Meeting :	Jul 9, 2024 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Jul 09, 2024
Absolute Date :	Jul 09, 2024
Fiscal Impact :	Yes
Dollar Amount :	\$1,400,000.00
Budgeted :	No
Budget Source :	90% State TIB Grant, 2.9% Developer Contribution, 7.1%

City Transportation Benefit District

Recommended Action :

Motion to adopt Resolution No. 24-052 which supports the City's application into the State Transportation Improvement Board Urban Arterial Grant Program - Economic Development Band for Whitman Drive Roundabout adjacent to Home Depot.

Public Content

Historical Perspective:

The concept was developed due to impending development to the south of Home Depot that includes commercial, restaurants, and lodging. The developer wanted to install a right in, right out south of Whitman Drive on Myra Rd but that item was rebuffed by the City of Walla Walla which owns roadway as they view Myra Rd as solely a freight roadway with limited access.

Information for Consideration:

The memo provided by JUB Engineers shows a roundabout can safely convey traffic. This will allow ample access to the lands south of Home Depot to be developed.

File Attachments

[2022 UAP criteria.pdf \(187 KB\)](#)

[Letter from ELDAWA.pdf \(778 KB\)](#)

[WhitmanDr-HomeDepot-RndabtConcept--140IncribedDia--02APRIL2024.pdf \(110 KB\)](#)

[WhitmanDr-RndabtConcept-Overlay1-140IncribedDia--16APRIL2024.pdf \(477 KB\)](#)

[WhitmanStreetRoundaboutMemo_5-14-2024.pdf \(8,088 KB\)](#)

[Res_No_24-052_TIB_Urban_Arterial_Grant_Whitman_Dr_Roundabout_2024-7-9.pdf \(150 KB\)](#)

Subject :	5.04 AB 24168 - Walla Walla 2050 Capital Requests for FY 2025 - Gardena Concept Engineering, Decant Facility Construction, and then River Gauge Installation - Mr. Rizzitiello
Meeting :	Jul 9, 2024 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Jul 09, 2024
Absolute Date :	Jul 09, 2024
Fiscal Impact :	Yes
Dollar Amount :	\$3,125,520.00
Budgeted :	No
Budget Source :	100% Walla Walla 2050 FY 2025 Capital Request
Recommended Action :	Motion to recommend adoption of Resolution No. 24-053 authorizing and supporting City capital requests to Walla

Walla 2050 for Gardena Concept Engineering (\$2 million), Decant Facility Construction (\$1 million), and River Gauge Installation (\$125,520).

Public Content

Historical Perspective:

The City has become actively engaged in Walla Walla 2050 which gets direct capital requests through the State Legislature.

Information for Consideration:

The City has presented three projects for capital consideration and has presented to committee. We have been invited to submit final concepts to Walla Walla 2050. They are as follows:

Water: Garrison & Stone Creek River Gauges: \$125,520

Water Quality: Decant Facility Construction: \$1,000,000

College Place - Gardena WWTP Gardena Exploration Engineering Analysis: \$2,000,000

File Attachments

[23-014_CFP.pdf \(402 KB\)](#)

[CityEngineer_Response2.pdf \(833 KB\)](#)

[CityEngineerResponse.pdf \(985 KB\)](#)

[Fig 5-17.pdf \(407 KB\)](#)

[GFID Pipe.pdf \(5,833 KB\)](#)

[Impairment Analysis.pdf \(3,691 KB\)](#)

[ImplementationWG_June2024_Presentation.pdf \(3,218 KB\)](#)

[Stormwater_WW2050_StreamGauges.pdf \(1,237 KB\)](#)

[Wastewater_WWTP_Consolidation_CPGardena_Decant_Presentation.pdf \(882 KB\)](#)

[Res_No_24-053_Walla_Walla_2050_Capital_Requests_2024-7-9.pdf \(128 KB\)](#)

Subject :	5.05 AB 24169 - Resolution of Support: Walla Walla County .09 Grant Lions Park Community Center Architectural Plans - Mr. Rizzitiello
Meeting :	Jul 9, 2024 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Jul 09, 2024
Absolute Date :	Jul 09, 2024
Fiscal Impact :	Yes
Dollar Amount :	\$200,000.00
Budgeted :	No
Budget Source :	100% County .09 Grant Request

Recommended Action :

Motion to approve Resolution No. 24-054 supporting the City's grant application into the County.09 Grant Program for Lions Park Community Center Architectural Plans for \$200,000.

Public Content

Historical Perspective:

The City has been slowly working with partners on plans for a replacement Community Center for the last couple of years.

Information for Consideration:

We are making headway on getting funding for the Community Center replacement. \$2.5 million grant through State Department of Commerce, \$5 million in Federal earmarks in flux, and other funding. So its not encumbered in Federal procurement regulation we are trying to find ways to pay for Architectural Plans with local money. Thus, application into the County portion of .09 sales tax which is separate from the Port .09 Sales Tax Bucket of Money.

File Attachments

[College Place_Lions Park Budget_9.13.23.pdf \(120 KB\)](#)

[Lions Park_CC&LIB 11-27-23.pdf \(329 KB\)](#)

[Res_No_24-054_County_.09_Lions_Park_Community_Center_Architectural_Plans_2024-7-9.pdf \(199 KB\)](#)

Subject :	5.06 AB 24170 - Potential Water System Consolidation Feasibility Studies with State Department of Health Planning Grant Program - Mr. Rizzitiello
Meeting :	Jul 9, 2024 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	Jul 09, 2024
Absolute Date :	Jul 09, 2024
Fiscal Impact :	Yes
Dollar Amount :	\$100,000.00
Budgeted :	No
Budget Source :	100% State DOH Consolidation Feasibility Study Grant
Recommended Action :	Motion to adopt Resolution No. 24-055 which directs City Administrator to pursue State of Washington Department of Health Water System Consolidation Planning Feasibility Study Grants for Villages of Garrison Creek HOA Water System and Irrigation District #14 System.

Public Content

Historical Perspective:

- Villages at Garrison Creek Homeowners Association was platted in the late 1990's. Most infrastructure in the Homeowners Association is private (HOA owned-operated) including water and sewer lines.
- Irrigation District 14 is a special purpose separate irrigation district that provides potable drinking water to several areas of the City including everything northwest of the College Avenue & Whitman Drive intersection and the neighborhood between Academy Way, SW Davis Avenue, SW 4th Street, and Whitman Drive.

Information for Consideration:

In May 2024 the City Administrator received a letter from the Villages at Garrison Creek HOA inquiring about getting State Department of Health Drinking Water grant assistance to explore consolidation. Right now most water and sewer lines in the HOA are owned and operated by the HOA. The City has a code (Chapter 3.22 of the Municipal Code) that allows the City to assume private infrastructure if the HOA petitions the City, pays for the study (in this case getting state Department of Health to pay for it) and then once the study exists have dialogue and the City can assume it by the HOA working with the State to get a grant to upgrade, using its own funds to upgrade, or participating in establishing a Local Improvement District (CPMC 3.20) to pay for it. The study will likely cost about \$60,000.

Also, the City received communications from Irrigation District #14 about potential consolidation interest. Mr. Paul Hartwig (Former City Public Works Director, Current Irrigation 14 Operator) stated it is hard for them to find operators and they have an interest in potentially consolidating. Study likely would be around \$60,000. The City wants to go to the State Department of Health Drinking Water Program - Consolidation Grant to pay for both studies and see what we find out and then work with interested parties on a mutually agreeable solution.

This item was discussed at length during the June 25th, 2024 City Council meeting.

File Attachments

[VillagesofGarrisonCreekMap.png \(561 KB\)](#)

[CPMC 3.20_Local Improvement Districts.pdf \(128 KB\)](#)

[CPMC 3.22-Assumption of Private Infrastructure.pdf \(110 KB\)](#)

[DOH_ConsolidationGrant_Guidelines.pdf \(345 KB\)](#)

[Village of GC Correspondence.pdf \(90 KB\)](#)

[Water_Consolidations_Irrigation14_Map.pdf \(4.753 KB\)](#)

[Res_No_24-055_DOH_Consolidation_Feasibility_Study_Grant_2024-7-9.pdf \(148 KB\)](#)

Subject :	5.07 AB 24171 - Contract with Culton Consulting Services for Federal Lobbying - Mr. Rizzitiello
Meeting :	Jul 9, 2024 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	5. Action Items.
Access :	Public
Type :	Action

Preferred Date :	Jul 09, 2024
Absolute Date :	Jul 09, 2024
Fiscal Impact :	Yes
Dollar Amount :	\$36,000.00
Budgeted :	Yes
Budget Source :	Current Expense & Utilities (Moving Contract from Desimone Consulting to Culton Consulting).
Recommended Action :	Motion to approve Resolution # 24-056 which sends notice of termination to Desimone Consulting & authorizes City Administrator to sign contract for Federal Lobbying services to Culton Consulting Services.

Public Content

Historical Perspective:

The City first started a Federal Lobbying Agreement with Desimone Consulting via Agenda Bill 23084 adopted by City Council on March 28th, 2023.

Information for Consideration:

When the City contracted with Desimone Consulting, Mr. John Culton formerly of Senator Murray's Office worked for them. Since that time he has helped get us in line for over \$12 million in Federal Congressional Directed Spending and WRDA grant dollars. Mr. Culton has now cut ties with Desimone Consulting and has started his own firm. During the past months Mr. Culton was the primary staffer that worked with us. Based on our historical success with him, the City Administrator believes it is in the best interest of the City to continue the partnership with Mr. Culton.

File Attachments

[Culton Consulting Servcies Agreement-City of College Place.pdf \(218 KB\)](#)
[Resolution.pdf \(135 KB\)](#)

6. Administrative Reports - None

7. Informational Reports - None

8. Executive Session.

Subject :	8.01 Executive Session - To consider the selection of a site or the acquisition of real estate by lease or purchase when public knowledge regarding such consideration would cause a likelihood of increased price 42.30.110 (b)
Meeting :	Jul 9, 2024 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	8. Executive Session.
Access :	Public
Type :	Discussion

Public Content

The City Council will have a closed Executive Session as allowed per RCW 42.30.110 (b):

To consider the selection of a site or the acquisition of real estate by lease or purchase when public knowledge regarding such consideration would cause a likelihood of increased price [42.30.110 (b)]

9. Closing Items.

Subject :	9.01 Good of the Order?
Meeting :	Jul 9, 2024 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	9. Closing Items.
Access :	Public
Type :	Discussion, Information
Subject :	9.02 Conclusion - Motion to Conclude the Meeting.
Meeting :	Jul 9, 2024 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	9. Closing Items.
Access :	Public
Type :	Action
Recommended Action :	Motion to conclude the meeting

City Council Meeting - Hybrid (In-Person & Electronic) (Tuesday, June 25, 2024)

Generated by Sherri St Clair on Tuesday, June 25, 2024

1. Opening Items.

Procedural: 1.01 Call To Order

Mayor Hernández called the meeting to order at 7:01 PM

Procedural: 1.02 Roll Call

PRESENT:

Mayor - Norma L. Hernández

Council Members – Michael Cleveland; Tito Espinoza; Loren Peterson; Melodie Williams; Heather Schermann; Monica Boyle

Staff- City Administrator, Michael Rizzitiello; Finance Director, Brian Carleton; Public Works Director, Robert McAndrews; Community Development Director, Jon Rickard; Human Resource Manager, Shawn Doering; City Clerk, Sherri St. Clair

Also Present - Randy Chamberlain - College Place Public Works Street Worker III
John Boose - College Place Fire Department Fire Marshal

MEMBERS EXCUSED: Paul Jessup

MEMBERS ABSENT:

Procedural: 1.03 Pledge of Allegiance

Information: 1.04 Public Comment - None

2. Consent Agenda.

Action (Consent): 2.01 AB 24150 - Approve Agenda for June 20, 2024

Action (Consent), Minutes: 2.02 AB 24151 - Approve Council Minutes from June 11, 2024

Action (Consent): 2.03 AB 24152 - Approve March Financials

Action (Consent): 2.04 Excuse Absence of Council Member Jessup

Action (Consent): 2.05 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 Schermann made a motion to approve the consent agenda. Second by Member Boyle and the motion passed 6-0.

3. Presentations.

Information: 3.01 AB 24160 - College Place Employee Years of Service -

Mayor Hernández presented Randy Chamberlain and John Boose with their Years of Service Certificates of Appreciation and pins.

Discussion: 3.02 AB 24153 - Tax Increment Financing (TIF) Project Update -
Mr. Carleton gave a presentation on the Tax Increment Financing Project Update.

Discussion ensued.

4. Public Hearings - None

5. Action Items.

Action: 5.01 AB 24254 - Rose Street Ornamental Pedestrian Lights -

Mr. McAndrews informed the Council that the Transportation Improvement Board (TIB) is funding the addition of pedestrian lights for the Rose Street Lighting Project. Due to long lead times on the lights, the City would like to secure the lights needed for the project. The City is working to determine the exact number of lights needed, with a maximum amount of 46 lights, with 4 extra lights included.

Discussion ensued.

Council Member Cleveland made a motion to allow the Public Works Director or Designee to place an order for up to 46 Pedestrian Lights in the amount of \$141,138.34 for the Rose Street Lighting Project, from NE Ash St. to NE Carey Ct. Second by Member Espinoza and the motion passed 6-0.

Action: 5.02 AB 24155 - Accept Grant Award from US Forest Service Tree Grant via River Network -

Mr. Rizzitiello informed the Council that this grant was initially through the United States Forest Service, however, the contract was awarded to River Network. The City renegotiated the grant agreement with River Network. Mr. Rizzitiello informed the Council of the changes to the grant agreement and items that are included in the agreement.

Discussion ensued.

Council Member Boyle made a motion to adopt Resolution #24-048 which accepts subcontract award of the US Forest Service Inflation Reduction Act Tree Planting Grant through River Network for \$730,413.05. Second by Member Peterson and the motion passed 6-0.

Action: 5.03 AB 24156 - Consolidated Permit Review Grant Program -

Mr. Rickard informed the Council that the City has been awarded a grant from the Washington State Department of Commerce for \$170,500.00 from the Consolidated Permit Review Grant Program. Mr. Rickard informed the Council that it is a one-year grant and the City would like to use the awarded funds to hire a Senior Planner. Mr. Rickard explained that the Senior Planner will assist in reviewing building permit applications, subdivisions, short plats, plans for commercial development, and the City's on-call planning contracts. Furthermore, Mr. Rickard informed the Council that while the grant funding is for one-year, there will be another grant opportunity to fund the position for the second year.

Discussion ensued.

Council Member Peterson made a Motion to authorize the City Administrator to accept and enter into contract with the Washington State Department of Commerce, for the Consolidated Permit Review Grant in the amount of \$170,500.00. Second by Member Schermann and the motion passed 6-0.

Action: 5.04 AB 24157 - Wastewater Treatment Plant Phase 1 -

Mr. McAndrews informed the Council that the City had previously awarded the Wastewater Treatment Plant Phase 1 to Goodman & Mehlenbacher Enterprises, Inc (GAME Inc), however, their parts supplier misquoted the parts and the total cost was about \$538,000.00 more. Therefore, GAME Inc. is

requesting that the City void the contract without the bid bond forfeiture. The City reached out to the second bidder, Apollo, and confirmed that their bid estimate is correct. The City is recommending to void the contract and release the bid bond to GAME Inc. and award the project to Apollo.

Discussion ensued.

Council Member Williams made a motion to approve accepting GAME, Inc's request to void its obligations to the City, to release GAME's bid bond, and to award the Wastewater Treatment Plant Phase 1 Upgrades to Apollo, in the amount of \$5,432,480.00 and authorize the Public Works Director or his designee to sign the Project Contract Documents and approve additional work up to a total of \$5,698,454.40 which includes a 3% Contingency of \$165,974.40. Second by Member Cleveland and the motion passed 6-0.

Action: 5.05 AB 24158 - Salary Ordinance Update -

Mrs. Doering informed the Council that the Salary Ordinance update is in relation to Item 5.03. The Salary Ordinance has been updated to include the Senior Planner position. Approving the Salary Ordinance will allow the City to move forward with the hiring process.

Council Member Schermann made a Motion to approve Ordinance No. 24-008, an Ordinance adopting salaries and compensation for the Mayor, City Council, Appointed Officers, and employees of the City of College Place and establishing an effective date of July, 1, 2024. Second by Member Boyle and the motion passed 6-0.

6. Administrative Reports.

Discussion, Information: 6.01 AB 24159 - Potential Water System Consolidation Studies with State Department of Health Planning Grant Program -

Mr. Rizzitiello informed the Council that he was approached by a Homeowners Association of the Villages of Garrison Creek. The Villages of Garrison Creek requested assistance with water infrastructure. Mr. Rizzitiello informed the Council that the Washington State Department of Health Drinking Water (WSDHDW) offers grant assistance that can be used to complete a water consolidation study, and if the City assumes the infrastructure, the WSDHDW will assist in funding the infrastructure upgrades. Furthermore, Mr. Rizzitiello was also approached by the Irrigation District #14 Operator requesting a consolidation study due to a lack of staff.

Discussion ensued.

7. Informational Reports.

Information: 7.01 Community Development Reports

8. Executive Session - None

9. Closing Items.

Discussion, Information: 9.01 Good of the Order? - None

Action: 9.02 Conclusion - Motion to Conclude the Meeting.

Council Member Cleveland made a motion to conclude the meeting at 8:13 PM. Second by Member Boyle and with no objection, the meeting concluded.

Approved:

Norma L. Hernández – Mayor

Attest:

Athen Reid - Interim City Clerk

The foregoing minutes are the official record of the City Council meeting that occurred June 25, 2024. Further detail may be obtained by reviewing the actual audio recording made during this session.

City Council Workshop - Hybrid (In-Person & Electronic) (Tuesday, July 2, 2024)

Generated by Sherri St Clair on Tuesday, July 2, 2024

1. Opening Items.

Procedural: 1.01 Call To Order

Mayor Hernández called the workshop to order at 5:30 PM.

Procedural: 1.02 Roll Call

PRESENT:

Chair - Council Member, Loren Peterson

Council Members – Paul Jessup (left at 6:23 PM, back at 6:24 PM); Michael Cleveland; Tito Espinoza Jr.; Heather Schermann; Monica Boyle

Staff- City Administrator, Michael Rizzitiello; Public Works Director, Robert McAndrews; Police Chief, Troy Tomaras; City Attorney, Rea Culwell; Finance Director, Brian Carleton; City Clerk, Sherri St. Clair.

Also Present - Alex Fazzari - J-U-B Engineers

MEMBERS EXCUSED: Mayor, Norma L. Hernández; Melodie Williams

MEMBERS ABSENT:

Procedural: 1.03 Pledge of Allegiance

Information: 1.04 Public Comment - None

2. Workshop Topics.

Discussion, Information: 2.01 City Engineer Update on Wastewater Projects -

Mr. Fazzari presented an update on the City's wastewater projects including Lift Station No. 5, the Sewer Pipe Rehabilitation, and the Wastewater Treatment Plant Phase 1.

Discussion ensued.

Discussion, Information: 2.02 Approval to adopt Proposed Police Building Analysis and Register for Bond -

Police Chief Tomaras gave a presentation on the proposed College Place Police Department Facility Project. Chief Tomaras presented a possible location, example of the building design, and estimated the bond to be around \$14 million. In addition, Chief Tomaras presented the Police Departments Annual Report.

Discussion ensued.

Discussion: 2.03 Regulating Real Estate Charitable Transfer Fees -

Ms. Culwell informed the Council that the City received a complaint regarding Hayden Homes charitable transfer fee requirements and it is understood that the fee is used to fund zero interest loans for first time home buyers of Hayden Homes. Ms. Culwell informed the Council that this fee is allowed if the sole purpose is to support cultural, educational, charitable, recreational, conservation

activities benefiting the real property to being transferred. Ms. Culwell reached out to Assistant Attorney Generals (AAG) regarding the complain and was informed that the current use of the charitable fee does not comply with the guidelines in the Washington State RCW. Ms. Culwell discussed the options provided by the AAG staff to resolve the issue. In addition, it was agreed upon by the AAG's that enacting local laws to regulate the private transfer was a good solution.

Discussion ensued.

Discussion, Information: 2.04 Draft FY 2025 to 2030 Transportation Improvement Plan - Mr. Rizzitiello presented the Fiscal Year 2025-2030 Transportation Improvement Plan outlining the major plan projects.

3. Closing Items.

Discussion, Information: 3.01 Good of the Order - Council Member Peterson inquired about the police station bond.

Discussion ensued.

Procedural: 3.02 Conclusion

Mayor Hernández concluded the workshop to order at 7:39 PM.

Approved:

Norma L. Hernández – Mayor

Attest:

Athen Reid - Interim City Clerk

The foregoing minutes are the official record of the City Council Workshop that occurred July 2, 2024. Further detail may be obtained by reviewing the actual audio recording made during this session.

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, Bank Statement Report & Investment Detail 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

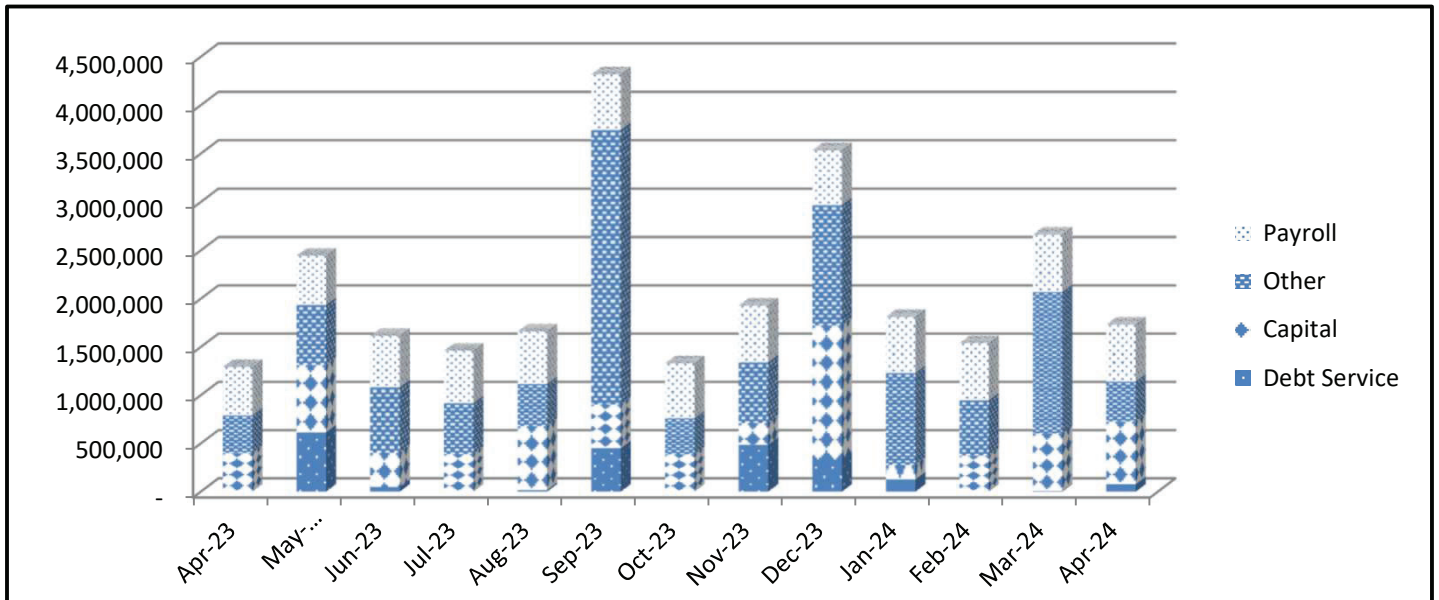
Detail of credit account transactions for the period. Reported by vendor and subtotaled by department.

City of College Place

Monthly Expenditure Analysis

Apr-24

Month	Operating Expenses		Capital	Debt Service	Total
	Payroll	Other			
Apr-24	590,695	412,836	651,282	76,856	1,731,669
Mar-24	593,697	1,467,144	595,052	7,356	2,663,250
Feb-24	591,432	573,195	373,336	973	1,538,936
Jan-24	581,645	952,261	150,217	127,567	1,811,690
Dec-23	564,605	1,245,764	1,390,103	332,939	3,533,411
Nov-23	588,393	630,484	225,475	485,370	1,929,722
Oct-23	568,291	372,438	387,783	234	1,328,745
Sep-23	573,476	2,839,849	452,481	451,826	4,317,633
Aug-23	543,829	435,696	663,709	17,234	1,660,467
Jul-23	541,376	527,641	390,550	256	1,459,823
Jun-23	532,440	678,886	354,169	48,935	1,614,430
May-23	508,788	621,384	698,337	615,313	2,443,822
Apr-23	500,086	389,518	400,622	714	1,290,939



Other Detail - Significant Expenditures and Related Party Transactions

Interfund Transfers	\$ 361,000
Related Party Transactions: None	
Total Other Detail	\$ 361,000



City of College Place, WA

CP Check Register

By Check Number

Date Range: 04/01/2024 - 04/30/2024

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: Bank #28-Bank #28						
Payment Type: Regular						
13161	Schild, Andrew D	04/01/2024	Regular	0.00	-147.16	80300
Total Regular:				0.00	-147.16	

CP Check Register				Date Range: 04/01/2024 - 04/30/2024		
Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payment Type: Virtual Payment						
12124	PBS Engineering and Environmental LLC	04/03/2024	Virtual Payment	0.00	-26,415.75	APA001241
11383	Cortez, Rachel Lynn	04/01/2024	Virtual Payment	0.00	13,461.12	APA001248
12124	PBS Engineering and Environmental LLC	04/03/2024	Virtual Payment	0.00	26,415.75	APA001249
11139	Blue Mountain Humane Society	04/05/2024	Virtual Payment	0.00	1,000.00	APA001250
188	Byrnes Oil	04/05/2024	Virtual Payment	0.00	224.46	APA001251
809	Columbia Electric Supply	04/05/2024	Virtual Payment	0.00	54.86	APA001252
10444	J-U-B Engineers, Inc.	04/05/2024	Virtual Payment	0.00	227,847.24	APA001253
412	Koncrete Industries Inc.	04/05/2024	Virtual Payment	0.00	771.67	APA001254
VEN01263	Laura and Juan Segovia	04/05/2024	Virtual Payment	0.00	3,516.83	APA001255
303	WA Association Of Sheriffs &	04/05/2024	Virtual Payment	0.00	2,000.00	APA001256
943	Whitney Equipment Co., Inc.	04/05/2024	Virtual Payment	0.00	9,000.36	APA001257
13458	Alison Mckinney	04/10/2024	Virtual Payment	0.00	1,791.00	APA001258
13529	Adams, Eric H	04/10/2024	Virtual Payment	0.00	300.00	APA001259
14425	Amalgamated Holdings LLC	04/10/2024	Virtual Payment	0.00	729.93	APA001260
348	Anatek Labs Inc	04/10/2024	Virtual Payment	0.00	1,960.00	APA001261
503	Aramark	04/10/2024	Virtual Payment	0.00	147.76	APA001262
43	ATCO International Inc.	04/10/2024	Virtual Payment	0.00	416.00	APA001263
434	Chem-Aqua	04/10/2024	Virtual Payment	0.00	1,732.62	APA001264
6157	CI Shred	04/10/2024	Virtual Payment	0.00	100.10	APA001265
330	Core & Main LP	04/10/2024	Virtual Payment	0.00	4,545.17	APA001266
100	Crown Paper & Janitorial Supply Inc	04/10/2024	Virtual Payment	0.00	172.45	APA001267
14468	Design West Architects, P.A.	04/10/2024	Virtual Payment	0.00	3,685.00	APA001268
14822	Desimone Consulting LLC	04/10/2024	Virtual Payment	0.00	3,000.00	APA001269
VEN01020	Duncan, Jarrid	04/10/2024	Virtual Payment	0.00	179.40	APA001270
VEN01243	Estela Gonzalez	04/10/2024	Virtual Payment	0.00	11.22	APA001271
122	Exchange Club	04/10/2024	Virtual Payment	0.00	185.00	APA001272
13879	GNAT Enterprises	04/10/2024	Virtual Payment	0.00	320.00	APA001273
139	Grainger, Inc.	04/10/2024	Virtual Payment	0.00	1,080.30	APA001274
148	Humbert Asphalt, Inc.	04/10/2024	Virtual Payment	0.00	916.96	APA001275
VEN01265	Jared N. Hawkins	04/10/2024	Virtual Payment	0.00	168.00	APA001276
159	KIE Supply Corporation	04/10/2024	Virtual Payment	0.00	1,946.51	APA001277
166	L N Curtis & Sons	04/10/2024	Virtual Payment	0.00	235.20	APA001278
163	L&G Ranch Supply Inc. - Acct # 270	04/10/2024	Virtual Payment	0.00	28.16	APA001279
14082	Language Line Services Inc	04/10/2024	Virtual Payment	0.00	14.80	APA001280
14599	Larson, Clifford	04/10/2024	Virtual Payment	0.00	277.44	APA001281
9680	Les Schwab Tire Center - CP	04/10/2024	Virtual Payment	0.00	2,554.88	APA001282
VEN01264	Les Schwab Tire Center - WW	04/10/2024	Virtual Payment	0.00	76.22	APA001283
14815	Les Schwab Tire Center- MF	04/10/2024	Virtual Payment	0.00	599.84	APA001284
950	Lightfoot's Inc.	04/10/2024	Virtual Payment	0.00	92.57	APA001285
VEN01262	Miriam Technologies Inc	04/10/2024	Virtual Payment	0.00	56.52	APA001286
200	One Call Concepts Inc.	04/10/2024	Virtual Payment	0.00	54.99	APA001287
9612	Outwest Printing	04/10/2024	Virtual Payment	0.00	329.48	APA001288
181	Ponti & Wernette PS	04/10/2024	Virtual Payment	0.00	700.00	APA001289
8689	Port Of Walla Walla	04/10/2024	Virtual Payment	0.00	1,200.00	APA001290
12508	Public Safety Testing, Inc	04/10/2024	Virtual Payment	0.00	291.00	APA001291
14515	Recognition Awards, Inc	04/10/2024	Virtual Payment	0.00	83.35	APA001292
5432	Rotary Club Of Walla Walla	04/10/2024	Virtual Payment	0.00	230.00	APA001293
14039	Smarsh Inc.	04/10/2024	Virtual Payment	0.00	24.96	APA001294
13213	Systems Design West LLC	04/10/2024	Virtual Payment	0.00	1,623.40	APA001295
12489	WA St. Consolidated Tech. Services	04/10/2024	Virtual Payment	0.00	285.00	APA001296
13591	Walla Walla Motors Inc.	04/10/2024	Virtual Payment	0.00	6,284.84	APA001297
491	Walla Walla Valley Chamber Of Commerce	04/10/2024	Virtual Payment	0.00	925.00	APA001298
443	123 Printing	04/10/2024	Virtual Payment	0.00	308.18	APA001299
VEN01233	American Blast Systems Inc	04/10/2024	Virtual Payment	0.00	5,598.05	APA001300
68	Beeline Auto Center	04/10/2024	Virtual Payment	0.00	1,568.24	APA001301
96	College Place Heating & Air Conditioning, Inc	04/10/2024	Virtual Payment	0.00	469.23	APA001302
166	L N Curtis & Sons	04/10/2024	Virtual Payment	0.00	144.97	APA001303
170	Lawson Products Inc.	04/10/2024	Virtual Payment	0.00	373.14	APA001304
VEN01238	Mountain View Tree Service LLC	04/10/2024	Virtual Payment	0.00	3,043.60	APA001305
10933	Municipal Emergency Services, Inc.	04/10/2024	Virtual Payment	0.00	1,197.70	APA001306

CP Check Register				Date Range: 04/01/2024 - 04/30/2024		
Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
194	Napa Of Walla Walla	04/10/2024	Virtual Payment	0.00	1,016.32	APA001307
13072	O'Reilly Auto Parts	04/10/2024	Virtual Payment	0.00	1,140.04	APA001308
VEN01248	Pasco Machine Company, Inc.	04/10/2024	Virtual Payment	0.00	4,776.76	APA001309
10275	RH2 Engineering, Inc.	04/10/2024	Virtual Payment	0.00	33,888.91	APA001310
7064	Symbol Arts, LLC	04/10/2024	Virtual Payment	0.00	712.65	APA001311
13837	Tampa Enterprises LLC	04/10/2024	Virtual Payment	0.00	56.97	APA001312
502	WA St. Dept Of Retirement Systems	04/10/2024	Virtual Payment	0.00	25.00	APA001313
324	WA St. Patrol, Accounts Receivable	04/10/2024	Virtual Payment	0.00	53.00	APA001314
299	Walla Walla City of	04/10/2024	Virtual Payment	0.00	500.00	APA001315
291	Walla Walla Electric	04/10/2024	Virtual Payment	0.00	51.90	APA001316
13591	Walla Walla Motors Inc.	04/10/2024	Virtual Payment	0.00	249.03	APA001317
491	Walla Walla Valley Chamber Of Commerce	04/10/2024	Virtual Payment	0.00	175.00	APA001318
6997	Wenzel Nursery LLC	04/10/2024	Virtual Payment	0.00	638.77	APA001319
14010	ZOLL Medical Corporation	04/10/2024	Virtual Payment	0.00	154.90	APA001320
VEN01025	Christopher Price	04/16/2024	Virtual Payment	0.00	4,140.93	APA001321
11566	Corwin Ford - Tri Cities	04/16/2024	Virtual Payment	0.00	362.38	APA001322
8544	Doering, Shawn R	04/16/2024	Virtual Payment	0.00	22.50	APA001323
6036	Ferguson Enterprises, Inc.	04/16/2024	Virtual Payment	0.00	1,457.96	APA001324
183	McLoughlin & Eardley Corporation	04/16/2024	Virtual Payment	0.00	8,760.37	APA001325
VEN01268	Pacific Northwest Section - American Water Wc	04/16/2024	Virtual Payment	0.00	500.00	APA001326
6750	Pacific Office Automation	04/16/2024	Virtual Payment	0.00	218.64	APA001327
6034	Pepsi Cola Bottling of Walla Walla	04/16/2024	Virtual Payment	0.00	649.75	APA001328
216	Quality Petroleum Products Inc.	04/16/2024	Virtual Payment	0.00	8,178.03	APA001329
12255	Snap On Tools - Dan's Tool Truck	04/16/2024	Virtual Payment	0.00	52.46	APA001330
5732	WA St. Criminal Justice	04/16/2024	Virtual Payment	0.00	8,716.00	APA001331
298	Walla Walla Union-Bulletin	04/16/2024	Virtual Payment	0.00	1,062.58	APA001332
12426	Azavar Audit Solutions	04/17/2024	Virtual Payment	0.00	790.00	APA001333
VEN01270	Big Foot Signs	04/17/2024	Virtual Payment	0.00	203.27	APA001334
12124	PBS Engineering and Environmental LLC	04/17/2024	Virtual Payment	0.00	19,537.00	APA001335
9680	Les Schwab Tire Center - CP	04/17/2024	Virtual Payment	0.00	1,445.62	APA001336
13173	Northsound Auto Group, LLC	04/17/2024	Virtual Payment	0.00	181,774.90	APA001337
10141	Walla Walla Regional Water Testing Services LL	04/17/2024	Virtual Payment	0.00	350.00	APA001338
VEN01269	Young Men's Christian Association of Walla Wa	04/17/2024	Virtual Payment	0.00	2,500.00	APA001339
443	123 Printing	04/25/2024	Virtual Payment	0.00	71.87	APA001340
11369	Abadan Tri-Cities	04/25/2024	Virtual Payment	0.00	90.25	APA001341
VEN01272	Adobe Inc	04/25/2024	Virtual Payment	0.00	1,604.98	APA001342
14425	Amalgamated Holdings LLC	04/25/2024	Virtual Payment	0.00	399.47	APA001343
54	Anderson-Perry & Associates, Inc.	04/25/2024	Virtual Payment	0.00	53,849.84	APA001344
13740	BD College Place I LLC, Regency At The Park	04/25/2024	Virtual Payment	0.00	12,400.00	APA001345
70	Bennett's Locksmith, LLC	04/25/2024	Virtual Payment	0.00	32.67	APA001346
VEN01270	Big Foot Signs	04/25/2024	Virtual Payment	0.00	619.59	APA001347
357	Blue Mountain Action Council	04/25/2024	Virtual Payment	0.00	1,087.08	APA001348
7596	Bound Tree Medical LLC.	04/25/2024	Virtual Payment	0.00	236.86	APA001349
14045	Car Wash Partners, LLC	04/25/2024	Virtual Payment	0.00	186.00	APA001350
5700	CH2M Hill OMI	04/25/2024	Virtual Payment	0.00	113,770.17	APA001351
100	Crown Paper & Janitorial Supply Inc	04/25/2024	Virtual Payment	0.00	215.42	APA001352
VEN01009	Dell Marketing LP	04/25/2024	Virtual Payment	0.00	39,769.23	APA001353
VEN01023	EverBank, NA	04/25/2024	Virtual Payment	0.00	305.85	APA001354
13879	GNAT Enterprises	04/25/2024	Virtual Payment	0.00	160.00	APA001355
139	Grainger, Inc.	04/25/2024	Virtual Payment	0.00	626.90	APA001356
144	Hach Company	04/25/2024	Virtual Payment	0.00	357.63	APA001357
12124	PBS Engineering and Environmental LLC	04/25/2024	Virtual Payment	0.00	34,762.38	APA001358
13947	IWorQ Systems Inc.	04/25/2024	Virtual Payment	0.00	10,500.00	APA001359
10444	J-U-B Engineers, Inc.	04/25/2024	Virtual Payment	0.00	37,068.03	APA001360
159	KIE Supply Corporation	04/25/2024	Virtual Payment	0.00	1,084.61	APA001361
8064	Kiwanis Club Of Walla Walla	04/25/2024	Virtual Payment	0.00	85.00	APA001362
170	Lawson Products Inc.	04/25/2024	Virtual Payment	0.00	4.02	APA001363
4247	Lepiane, Dennis	04/25/2024	Virtual Payment	0.00	1,605.00	APA001364
9680	Les Schwab Tire Center - CP	04/25/2024	Virtual Payment	0.00	326.29	APA001365
14815	Les Schwab Tire Center- MF	04/25/2024	Virtual Payment	0.00	1,815.71	APA001366
183	McLoughlin & Eardley Corporation	04/25/2024	Virtual Payment	0.00	60.93	APA001367

CP Check Register

Date Range: 04/01/2024 - 04/30/2024

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
14397	Meier Enterprises, Inc.	04/25/2024	Virtual Payment	0.00	18,315.00	APA001368
VEN01271	Miguel Ruiz	04/25/2024	Virtual Payment	0.00	2,069.10	APA001369
13849	Northstar Chemical, INC.	04/25/2024	Virtual Payment	0.00	4,529.35	APA001370
VEN01274	Northwest Laborers-Employers Health & Securi	04/25/2024	Virtual Payment	0.00	79.81	APA001371
13072	O'Reilly Auto Parts	04/25/2024	Virtual Payment	0.00	247.07	APA001372
3330	PocketiNet Communications Inc	04/25/2024	Virtual Payment	0.00	200.00	APA001373
13532	PowerDMS, Inc	04/25/2024	Virtual Payment	0.00	598.40	APA001374
12480	Pyro Spectaculars North	04/25/2024	Virtual Payment	0.00	2,900.00	APA001375
10390	Ranch And Home Inc MF	04/25/2024	Virtual Payment	0.00	184.92	APA001376
10275	RH2 Engineering, Inc.	04/25/2024	Virtual Payment	0.00	7,436.13	APA001377
12255	Snap On Tools - Dan's Tool Truck	04/25/2024	Virtual Payment	0.00	228.15	APA001378
14616	Tyler Technologies Inc	04/25/2024	Virtual Payment	0.00	6,025.25	APA001379
9436	Valley Science and Engineering Inc.	04/25/2024	Virtual Payment	0.00	6,118.50	APA001380
5014	WA St. Dept Of Natural Resources	04/25/2024	Virtual Payment	0.00	2,151.59	APA001381
11489	Walla Walla County Corrections Dept	04/25/2024	Virtual Payment	0.00	5,193.21	APA001382
291	Walla Walla Electric	04/25/2024	Virtual Payment	0.00	2,265.22	APA001383
13591	Walla Walla Motors Inc.	04/25/2024	Virtual Payment	0.00	89.91	APA001384
11139	Blue Mountain Humane Society	04/26/2024	Virtual Payment	0.00	1,000.00	APA001385
11383	Cortez, Rachel Lynn	04/26/2024	Virtual Payment	0.00	4,487.04	APA001386
10444	J-U-B Engineers, Inc.	04/26/2024	Virtual Payment	0.00	38,968.87	APA001387
14772	Mosca Design, Inc	04/26/2024	Virtual Payment	0.00	2,396.02	APA001388
14009	Stryker Sales Corporation	04/26/2024	Virtual Payment	0.00	1,445.60	APA001389
13213	Systems Design West LLC	04/26/2024	Virtual Payment	0.00	1,734.20	APA001390
565	WA St. Dept Of Transportation - SCR	04/26/2024	Virtual Payment	0.00	667.91	APA001391
283	Walla Walla County Auditor	04/26/2024	Virtual Payment	0.00	3,489.69	APA001392
Total Virtual Payment:				0.00	1,020,013.08	

CP Check Register

Date Range: 04/01/2024 - 04/30/2024

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Payment Type: Bank Draft						
7404	Banner Bank Credit Cards	04/01/2024	Bank Draft	0.00	17,383.21	DFT0001324
14312	Empower Retirement, LLC	04/03/2024	Bank Draft	0.00	844.20	DFT0001325
14312	Empower Retirement, LLC	04/03/2024	Bank Draft	0.00	5,270.48	DFT0001326
14312	Empower Retirement, LLC	04/03/2024	Bank Draft	0.00	2,508.40	DFT0001327
14312	Empower Retirement, LLC	04/03/2024	Bank Draft	0.00	3,872.81	DFT0001328
14312	Empower Retirement, LLC	04/03/2024	Bank Draft	0.00	480.50	DFT0001329
3271	American Family Life Ins	04/03/2024	Bank Draft	0.00	347.62	DFT0001330
3271	American Family Life Ins	04/03/2024	Bank Draft	0.00	1,642.19	DFT0001331
60	Association Of Washington Cities	04/03/2024	Bank Draft	0.00	5,205.74	DFT0001332
60	Association Of Washington Cities	04/03/2024	Bank Draft	0.00	26.25	DFT0001333
60	Association Of Washington Cities	04/03/2024	Bank Draft	0.00	16.66	DFT0001334
60	Association Of Washington Cities	04/03/2024	Bank Draft	0.00	562.50	DFT0001335
60	Association Of Washington Cities	04/03/2024	Bank Draft	0.00	592.63	DFT0001336
60	Association Of Washington Cities	04/03/2024	Bank Draft	0.00	1,202.00	DFT0001337
3278	City Of College Place	04/03/2024	Bank Draft	0.00	1,872.22	DFT0001338
60	Association Of Washington Cities	04/03/2024	Bank Draft	0.00	22,662.58	DFT0001339
60	Association Of Washington Cities	04/03/2024	Bank Draft	0.00	13,934.96	DFT0001340
60	Association Of Washington Cities	04/03/2024	Bank Draft	0.00	10,093.22	DFT0001341
60	Association Of Washington Cities	04/03/2024	Bank Draft	0.00	36,881.80	DFT0001342
3270	State Of Washington	04/03/2024	Bank Draft	0.00	25,592.49	DFT0001343
3543	Washington State Support Registry	04/03/2024	Bank Draft	0.00	803.86	DFT0001344
3270	State Of Washington	04/03/2024	Bank Draft	0.00	24,029.49	DFT0001345
3270	State Of Washington	04/03/2024	Bank Draft	0.00	3,357.16	DFT0001346
3270	State Of Washington	04/03/2024	Bank Draft	0.00	1,742.15	DFT0001347
3270	State Of Washington	04/03/2024	Bank Draft	0.00	2,231.69	DFT0001348
3269	Washington Teamsters Welfare Trust	04/03/2024	Bank Draft	0.00	1,687.00	DFT0001349
3269	Washington Teamsters Welfare Trust	04/03/2024	Bank Draft	0.00	22,191.77	DFT0001350
3269	Washington Teamsters Welfare Trust	04/03/2024	Bank Draft	0.00	252.00	DFT0001351
3269	Washington Teamsters Welfare Trust	04/03/2024	Bank Draft	0.00	239.40	DFT0001352
60	Association Of Washington Cities	04/03/2024	Bank Draft	0.00	167.90	DFT0001353
60	Association Of Washington Cities	04/03/2024	Bank Draft	0.00	75.00	DFT0001354
151	Internal Revenue Service (Payroll)	04/03/2024	Bank Draft	0.00	10,400.64	DFT0001356
151	Internal Revenue Service (Payroll)	04/03/2024	Bank Draft	0.00	37,498.28	DFT0001359
570	Oregon Department Of Revenue	04/03/2024	Bank Draft	0.00	767.95	DFT0001364
13120	Oregon Department Of Revenue-Transit	04/03/2024	Bank Draft	0.00	12.76	DFT0001366
151	Internal Revenue Service (Payroll)	04/03/2024	Bank Draft	0.00	26,326.18	DFT0001367
60	Association Of Washington Cities	04/03/2024	Bank Draft	0.00	775.14	DFT0001371
60	Association Of Washington Cities	04/03/2024	Bank Draft	0.00	5.25	DFT0001372
82	Cascade Natural Gas Corporation	04/10/2024	Bank Draft	0.00	1,221.49	DFT0001377
270	Centurylink Communications LLC	04/10/2024	Bank Draft	0.00	784.33	DFT0001378
292	CHS Primeland	04/10/2024	Bank Draft	0.00	360.71	DFT0001379
103	Columbia Rural Electric	04/10/2024	Bank Draft	0.00	3,888.05	DFT0001380
218	Quill Corporation	04/11/2024	Bank Draft	0.00	882.48	DFT0001381
151	Internal Revenue Service (Payroll)	04/15/2024	Bank Draft	0.00	1,328.24	DFT0001382
151	Internal Revenue Service (Payroll)	04/15/2024	Bank Draft	0.00	4,535.30	DFT0001383
570	Oregon Department Of Revenue	04/15/2024	Bank Draft	0.00	72.52	DFT0001384
151	Internal Revenue Service (Payroll)	04/15/2024	Bank Draft	0.00	2,342.49	DFT0001385
5629	Home Depot Credit Services	04/16/2024	Bank Draft	0.00	3,155.34	DFT0001386
310	WA St. Dept Of Licensing	04/17/2024	Bank Draft	0.00	38.65	DFT0001389
14083	Amazon Business Prime	04/18/2024	Bank Draft	0.00	5,599.35	DFT0001390
270	Centurylink Communications LLC	04/25/2024	Bank Draft	0.00	38.09	DFT0001391
11452	CenturyLink Communications LLC	04/25/2024	Bank Draft	0.00	8.43	DFT0001392
292	CHS Primeland	04/25/2024	Bank Draft	0.00	270.71	DFT0001393
204	Pacific Power & Light	04/25/2024	Bank Draft	0.00	15,473.12	DFT0001394
8712	Verizon Wireless	04/25/2024	Bank Draft	0.00	3,460.87	DFT0001395
318	WA St. Dept Of Revenue	04/26/2024	Bank Draft	0.00	16,665.16	DFT0001396
7404	Banner Bank Credit Cards	04/30/2024	Bank Draft	0.00	13,321.71	DFT0001400

CP Check Register

Date Range: 04/01/2024 - 04/30/2024

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
7404	Banner Bank Credit Cards	04/30/2024	Bank Draft	0.00	8,959.01	DFT0001406
Total Bank Draft:				0.00	365,962.13	

Bank Code Bank #28 Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	0	0	0.00	0.00
Manual Checks	0	0	0.00	0.00
Voided Checks	0	1	0.00	-147.16
Bank Drafts	129	58	0.00	365,962.13
EFT's	0	0	0.00	0.00
	402	205	0.00	1,385,828.05

CP Check Register

Date Range: 04/01/2024 - 04/30/2024

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: Bank #29 Travel Adv-Bank # 29 Travel Adv						
Payment Type: Regular						
14268	McAndrews, Robert	04/05/2024	Regular	0.00	74.00	2041
14766	Ben Peal	04/22/2024	Regular	0.00	73.00	2042
393	Goodson, Jeff	04/22/2024	Regular	0.00	73.00	2043
Total Regular:				0.00	220.00	

Bank Code Bank #29 Travel Adv Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	3	3	0.00	220.00
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	0	0	0.00	0.00
EFT's	0	0	0.00	0.00
	3	3	0.00	220.00

CP Check Register

Date Range: 04/01/2024 - 04/30/2024

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: Bank #36-Bank #36 Manual Checks						
Payment Type: Regular						
13161	Schild, Andrew D	04/02/2024	Regular	0.00	147.16	80321
13270	American Legal Services	04/04/2024	Regular	0.00	7.24	80322
95	College Place Fire Fighters Assn.	04/04/2024	Regular	0.00	350.00	80323
5215	IAFF Local 4203, C/O BMCU Acct. 59881001	04/04/2024	Regular	0.00	640.00	80324
3275	Marianne Barr C/O CPPD Emp Donations	04/04/2024	Regular	0.00	175.00	80325
3273	Teamsters - Public Employees	04/04/2024	Regular	0.00	2,015.00	80326
12901	United Way of The Blue Mountains	04/04/2024	Regular	0.00	5.00	80327
5218	IAFF- MERP	04/04/2024	Regular	0.00	600.00	80328
92	City Of College Place-General	04/10/2024	Regular	0.00	6,977.23	80329
326	WA St. Treasurer (Bldg. Code Fees), Office Of	04/17/2024	Regular	0.00	508.25	80330
204	Pacific Power & Light	04/22/2024	Regular	0.00	7,306.00	80331
204	Pacific Power & Light	04/22/2024	Regular	0.00	6,523.00	80332
92	City Of College Place-General	04/25/2024	Regular	0.00	5,284.46	80333
211	Postmaster	04/26/2024	Regular	0.00	1,028.78	80334
Total Regular:				0.00	31,567.12	

Bank Code Bank #36 Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	16	14	0.00	31,567.12
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	0	0	0.00	0.00
EFT's	0	0	0.00	0.00
	16	14	0.00	31,567.12

All Bank Codes Check Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	19	17	0.00	31,787.12
Manual Checks	0	0	0.00	0.00
Voided Checks	0	1	0.00	-147.16
Bank Drafts	129	58	0.00	365,962.13
EFT's	0	0	0.00	0.00
	421	222	0.00	1,417,615.17

Fund Summary

Fund	Name	Period	Amount
001	Current Expense Fund	4/2024	220.00
997	Pooled Cash Operating	4/2024	1,417,395.17
			1,417,615.17

Authorization Signatures

Check Register

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:
[Signature]
DD9CAAG7410F41D...

 Finance Director:

DocuSigned by:
[Signature]
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 _____, 2024.

X _____
Councilmember

X _____
Councilmember

X _____
Councilmember



City of College Place, WA

Payroll Bank Transaction Report

By Payment Number

Date: 4/1/2024 - 4/30/2024

Payroll Set: 01 - Payroll Set 01

Payment Number	Payment Date	Payment Type	Employee Number	Employee Name	Check Amount	Direct Deposit Amount	Total Payment
1195	04/03/2024	Regular	13529	Adams, Eric H	0.00	3,787.91	3,787.91
1196	04/03/2024	Regular	EMP14850	Anthes, Jonathan M	0.00	4,089.02	4,089.02
1197	04/03/2024	Regular	57	Antle, M Wade	0.00	4,984.95	4,984.95
1198	04/03/2024	Regular	14494	Barker, Kyle A	0.00	3,719.50	3,719.50
1199	04/03/2024	Regular	8573	Barr, Marianne K	0.00	3,817.92	3,817.92
1200	04/03/2024	Regular	14649	Bartlett, Logan K	0.00	3,098.38	3,098.38
1201	04/03/2024	Regular	11879	Bennett, George R	0.00	4,736.16	4,736.16
1202	04/03/2024	Regular	14767	Betancourt, Juan C	0.00	1,962.51	1,962.51
1203	04/03/2024	Regular	13939	Bollinger, Tanner R	0.00	79.73	79.73
1204	04/03/2024	Regular	11916	Boose, John A	0.00	3,809.70	3,809.70
1205	04/03/2024	Regular	14222	Boyle, Monica H	0.00	341.66	341.66
1206	04/03/2024	Regular	14483	Broxson, Dalton J	0.00	1,991.89	1,991.89
1207	04/03/2024	Regular	14696	Bushkovskiy, Anton P	0.00	3,549.90	3,549.90
1208	04/03/2024	Regular	13390	Calkins, Noelle E	0.00	1,147.80	1,147.80
1209	04/03/2024	Regular	13662	Carleton, Brian J	0.00	5,514.52	5,514.52
1210	04/03/2024	Regular	EMP14859	Carlton, Levi E	0.00	238.48	238.48
1211	04/03/2024	Regular	13271	Chamberlain, Randall J	0.00	417.93	417.93
1212	04/03/2024	Regular	716	Chamberlain, Randall J	0.00	3,679.00	3,679.00
1213	04/03/2024	Regular	13924	Charnley-Ovens, Caitlin	0.00	38.32	38.32
1214	04/03/2024	Regular	14606	Clark, Camron J	0.00	4,438.53	4,438.53
1215	04/03/2024	Regular	12104	Cleveland, Michael A	0.00	341.66	341.66
1216	04/03/2024	Regular	12933	Cole, Tanner C	0.00	5,806.53	5,806.53
1217	04/03/2024	Regular	13453	Cota De La Cruz, Laurencio	0.00	2,392.91	2,392.91
1218	04/03/2024	Regular	EMP14866	Craik, Heidi L	0.00	2,843.40	2,843.40
1219	04/03/2024	Regular	14842	Creek, David T	0.00	3,286.30	3,286.30
1220	04/03/2024	Regular	14213	Culwell, Rea L	0.00	5,858.73	5,858.73
1221	04/03/2024	Regular	14848	Dennis, Austin R	0.00	3,701.78	3,701.78
1222	04/03/2024	Regular	12229	Diaz, Salvador M	0.00	4,961.69	4,961.69
1223	04/03/2024	Regular	13858	Dill, Benjamin G	0.00	86.62	86.62
1224	04/03/2024	Regular	8544	Doering, Shawn R	0.00	5,483.56	5,483.56
1225	04/03/2024	Regular	13992	Downs, Emily A	0.00	4,153.48	4,153.48
1226	04/03/2024	Regular	11920	Drury, Charles O	0.00	4,354.45	4,354.45
1227	04/03/2024	Regular	14650	Erb, Brittney E	0.00	3,461.02	3,461.02
1228	04/03/2024	Regular	14423	Espinoza JR, Tito	0.00	341.66	341.66
1229	04/03/2024	Regular	12851	Evensen, Patrick J	0.00	4,359.36	4,359.36
1230	04/03/2024	Regular	14695	Felty, John	0.00	390.32	390.32
1231	04/03/2024	Regular	11806	Fortin, Brian R	0.00	5,716.75	5,716.75
1232	04/03/2024	Regular	EMP14855	Fortune, Joshua	0.00	6.91	6.91
1233	04/03/2024	Regular	EMP14865	Gonzalez-Cazares, Estela A	0.00	2,811.66	2,811.66
1234	04/03/2024	Regular	11862	Goodson, Jeffrey R	0.00	4,000.16	4,000.16
1235	04/03/2024	Regular	13870	Graham, Jayme L	0.00	65.93	65.93
1236	04/03/2024	Regular	14768	Graham, Jayme L	0.00	865.64	865.64
1237	04/03/2024	Regular	12611	Grove, Travis B	0.00	2,430.12	2,430.12
1238	04/03/2024	Regular	13236	Guse, Neosha K	0.00	13.80	13.80
1239	04/03/2024	Regular	13230	Guse, Richard F	0.00	3.80	3.80
1240	04/03/2024	Regular	14832	Guse, Wyatt R	0.00	3,019.89	3,019.89
1241	04/03/2024	Regular	11934	Hall, Scott W	0.00	4,777.38	4,777.38
1242	04/03/2024	Regular	EMP14861	Hammond, Brandon A	0.00	1,602.17	1,602.17
1243	04/03/2024	Regular	13237	Hanson, Scott A	0.00	17.62	17.62
1244	04/03/2024	Regular	11810	Harris, Tanner M	0.00	4,519.55	4,519.55
1245	04/03/2024	Regular	13427	Hernandez, Norma L	0.00	904.63	904.63
1246	04/03/2024	Regular	13239	Higginbotham II, Edward L	0.00	6.91	6.91
1247	04/03/2024	Regular	14648	Hoffer, Zackery A	0.00	5,291.25	5,291.25
1248	04/03/2024	Regular	11735	Holden, Michael C	0.00	4,001.45	4,001.45
1249	04/03/2024	Regular	EMP14858	Irwin, Thomas L	0.00	357.46	357.46
1250	04/03/2024	Regular	13240	Jackson, Nattilie E	0.00	1,232.92	1,232.92
1251	04/03/2024	Regular	13241	James, Jason C	0.00	383.41	383.41

Payment		Employee		Direct Deposit		Total Payment
Number	Payment Date	Payment Type	Number	Employee Name	Check Amount	
1252	04/03/2024	Regular	14460	Jessup, Paul T	0.00	341.66
1253	04/03/2024	Regular	EMP14863	Kates, Courtney J	0.00	4,049.34
1254	04/03/2024	Regular	13242	Kelly, William P	0.00	27.61
1255	04/03/2024	Regular	14299	Laizure, Michael A	0.00	231.58
1256	04/03/2024	Regular	12241	Langlois, Joseph T	0.00	4,146.34
1257	04/03/2024	Regular	14268	McAndrews, Robert A	0.00	4,572.56
1258	04/03/2024	Regular	14731	Mirasol, Michael L	0.00	114.24
1259	04/03/2024	Regular	EMP14856	Nelson, Aaron M	0.00	832.06
1260	04/03/2024	Regular	14651	Nilsson, Trenton M	0.00	3,555.82
1261	04/03/2024	Regular	13128	Nordman, Ronald A	0.00	3,532.64
1262	04/03/2024	Regular	14766	Peal, Benjamin O	0.00	1,736.20
1263	04/03/2024	Regular	11756	Peterson, Loren D	0.00	341.66
1264	04/03/2024	Regular	EMP14853	Pittis, Moses J	0.00	245.38
1265	04/03/2024	Regular	13697	Price, Joshua W	0.00	528.37
1266	04/03/2024	Regular	EMP14857	Read, Cooper P	0.00	666.41
1267	04/03/2024	Regular	14757	Reid, Athen A	0.00	1,893.40
1268	04/03/2024	Regular	EMP14862	Renwick, Aidan T	0.00	480.06
1269	04/03/2024	Regular	14390	Rhodes, Brandon L	0.00	5,310.27
1270	04/03/2024	Regular	11826	Rickard, Jonathan J	0.00	6,518.21
1271	04/03/2024	Regular	12346	Rizzitiello, Michael J	0.00	5,697.45
1272	04/03/2024	Regular	13966	Scherger, Kristi J	0.00	3,504.91
1273	04/03/2024	Regular	11804	Schermann, Heather M	0.00	341.66
1274	04/03/2024	Regular	13161	Schild, Andrew D	0.00	5,060.99
1275	04/03/2024	Regular	12467	Schmick, DaShari C	0.00	8,120.62
1276	04/03/2024	Regular	12672	Schmick, Dylan E	0.00	4,723.96
1277	04/03/2024	Regular	14300	Scholl, Richard Ian E	0.00	59.03
1278	04/03/2024	Regular	EMP14860	Schroetlin, Ian H	0.00	569.78
1279	04/03/2024	Regular	14806	Siviter, David J	0.00	3.80
1280	04/03/2024	Regular	14057	St Clair, Andrea M	0.00	3,245.10
1281	04/03/2024	Regular	14388	St Clair, Sherri L	0.00	3,921.64
1282	04/03/2024	Regular	14691	Starcher, Johna R	0.00	155.65
1283	04/03/2024	Regular	14302	Swopes, Hunter S	0.00	3.80
1284	04/03/2024	Regular	12466	Tomaras, Troy E	0.00	6,757.77
1285	04/03/2024	Regular	12666	Watkins, Daniel I	0.00	4,313.05
1286	04/03/2024	Regular	14781	West, Robert R	0.00	397.23
1287	04/03/2024	Regular	EMP14864	Wexler, Benjamin A	0.00	390.32
1288	04/03/2024	Regular	14673	Widner, Naddile A	0.00	3,479.53
1289	04/03/2024	Regular	12193	Williams, Melodie A	0.00	336.66
1290	04/03/2024	Regular	13517	Williams, Troy J	0.00	3,304.72
1291	04/03/2024	Regular	11790	Winter, David W	0.00	8,124.71
1292	04/03/2024	Regular	11760	Wolpert, Kevin E	0.00	3,324.53
1293	04/15/2024	Regular	13529	Adams, Eric H	0.00	1,521.62
1294	04/15/2024	Regular	14494	Barker, Kyle A	0.00	1,847.00
1295	04/15/2024	Regular	14649	Bartlett, Logan K	0.00	1,742.67
1296	04/15/2024	Regular	14767	Betancourt, Juan C	0.00	1,477.60
1297	04/15/2024	Regular	11916	Boose, John A	0.00	1,619.04
1298	04/15/2024	Regular	13662	Carleton, Brian J	0.00	2,606.33
1299	04/15/2024	Regular	13453	Cota De La Cruz, Laurencio	0.00	1,338.09
1300	04/15/2024	Regular	14213	Culwell, Rea L	0.00	2,672.17
1301	04/15/2024	Regular	12229	Diaz, Salvador M	0.00	1,662.30
1302	04/15/2024	Regular	14650	Erb, Brittney E	0.00	591.30
1303	04/15/2024	Regular	12851	Evensen, Patrick J	0.00	1,962.70
1304	04/15/2024	Regular	EMP14865	Gonzalez-Cazares, Estela A	0.00	1,108.20
1305	04/15/2024	Regular	11862	Goodson, Jeffrey R	0.00	230.87
1306	04/15/2024	Regular	12611	Grove, Travis B	0.00	1,227.16
1307	04/15/2024	Regular	EMP14861	Hammond, Brandon A	0.00	1,480.44
1308	04/15/2024	Regular	11735	Holden, Michael C	0.00	1,120.46
1309	04/15/2024	Regular	12241	Langlois, Joseph T	0.00	1,477.60
1310	04/15/2024	Regular	14268	McAndrews, Robert A	0.00	3,486.35
1311	04/15/2024	Regular	14651	Nilsson, Trenton M	0.00	886.95
1312	04/15/2024	Regular	14766	Peal, Benjamin O	0.00	1,241.75
1313	04/15/2024	Regular	14757	Reid, Athen A	0.00	1,439.27
1314	04/15/2024	Regular	12346	Rizzitiello, Michael J	0.00	3,190.03
1315	04/15/2024	Regular	12672	Schmick, Dylan E	0.00	1,156.38

Payment		Employee			Direct Deposit		Total Payment
Number	Payment Date	Payment Type	Number	Employee Name	Check Amount	Amount	
1316	04/15/2024	Regular	12666	Watkins, Daniel I	0.00	1,593.04	1,593.04
1317	04/15/2024	Regular	13517	Williams, Troy J	0.00	1,773.90	1,773.90
Total:					0.00	294,710.63	294,710.63



City of College Place, WA

Treasurers Report Summary

Date Range: 04/01/2024 - 04/30/2024

Fund	Beginning Cash Balance	Revenues	Expenses	Net Change Assets	Net Change Liabilities	Calculated Ending Balance	Actual Ending Balance	Calculated - Actual Ending
001 - Current Expense Fund	1,143,848.19	380,975.42	570,778.01	0.00	0.00	954,045.60	970,798.79	-16,753.19
005 - Current Expense Reserve Fund	487,770.83	-649.06	2.42	0.00	0.00	487,119.35	487,119.35	0.00
012 - Technology Reserve Fund	182,851.44	99,067.83	106,817.34	0.00	0.00	175,101.93	181,020.70	-5,918.77
061 - Employee Benefit Reserve Fund	331,423.34	-688.71	15,262.17	0.00	0.00	315,472.46	315,472.46	0.00
100 - Street Fund	109,718.60	1,869.62	55,922.20	0.00	0.00	55,666.02	55,026.99	639.03
120 - Criminal Justice Fund	29,384.15	-33.21	1,256.10	0.00	0.00	28,094.84	28,094.84	0.00
121 - Forfeited Proceeds Fund	2,089.24	-2.79	0.01	0.00	0.00	2,086.44	2,086.44	0.00
130 - Hotel/Motel Tax	97,874.53	-53.58	0.36	0.00	0.00	97,820.59	97,820.59	0.00
201 - ULTGO Bond Fund	17,017.52	29.06	0.00	0.00	0.00	17,046.58	17,046.58	0.00
202 - LTGO Bond Fund	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
235 - Commercial Drive Bond Debt Service Fund	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
240 - Local Improvement District Fund	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
301 - Street Capital Contribution Fund	2,122.53	1.40	0.00	0.00	0.00	2,123.93	2,123.93	0.00
305 - Capital Improvement Fund (REET)	652,023.16	10,365.70	2.87	0.00	0.00	662,385.99	662,385.99	0.00
306 - Capital Improvement Fund (REET 2)	1,233,769.49	-1,822.55	57,864.42	0.00	0.00	1,174,082.52	1,174,082.52	0.00
309 - CDBG Projects Fund	2,000.06	999.93	1,782.20	0.00	0.00	1,217.79	1,217.79	0.00
311 - Street Improvement Fund	63,783.27	129,273.94	67,850.68	0.00	0.00	125,206.53	125,206.53	0.00
315 - Facility Maintenance Reserve Fund (CE)	836,478.05	-1,591.71	11,636.82	0.00	0.00	823,249.52	823,249.52	0.00
320 - Equipment Reserve Fund	394,828.92	-2,019.58	192,386.33	0.00	0.00	200,423.01	199,876.83	546.18
330 - Economic Development Fund	104,576.20	131,646.97	130,608.13	0.00	0.00	105,615.04	105,615.04	0.00
340 - Economic Development Reserve Fund	73.67	0.12	0.00	0.00	0.00	73.79	73.79	0.00
350 - Tax Benefit District Construction Fund	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
360 - Tax Increment Financing Construction Fund	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
400 - Water Fund	115,603.31	137,343.76	148,829.02	0.00	0.00	104,118.05	101,694.71	2,423.34
401 - Wastewater Fund	2,324,201.63	248,002.31	312,698.65	0.00	0.00	2,259,505.29	2,257,239.75	2,265.54
402 - Stormwater Fund	637,380.66	54,351.33	49,166.84	0.00	0.00	642,565.15	638,281.28	4,283.87
403 - Stormwater Capital Reserve Fund	276,345.39	-246.79	10,592.60	0.00	0.00	265,506.00	265,506.00	0.00
410 - Water Capital Reserve Fund	1,842,725.81	23,190.75	221,017.99	0.00	0.00	1,644,898.57	1,645,552.01	-653.44
411 - Wastewater Capital Reserve Fund	2,667,287.25	3,764.57	-18,030.11	0.00	0.00	2,689,081.93	2,689,081.93	0.00
412 - Wastewater Debt Service Fund	1,392,492.28	52,879.90	80,764.48	0.00	0.00	1,364,607.70	1,364,607.70	0.00
413 - Water Capital Improvement Reserve Fund	1,368,401.19	89,679.18	4.55	0.00	0.00	1,458,075.82	1,458,075.82	0.00
425 - Water Revenue Bond Fund	384,121.83	1,320.74	1.19	0.00	0.00	385,441.38	385,441.38	0.00
426 - Water Bond Reserve Fund	152,996.20	536.09	0.49	0.00	0.00	153,531.80	153,531.80	0.00
431 - Water System Construction Fund	872,517.12	-2,202.19	5.95	0.00	0.00	870,308.98	870,308.98	0.00
440 - Ambulance	652,168.33	129,245.01	71,019.19	0.00	0.00	710,394.15	710,106.23	287.92
500 - Equipment Rental & Replacement	219,790.48	112.42	52,876.44	0.00	0.00	167,026.46	167,026.46	0.00
625 - Flexible Benefits Plan Fund	9,794.65	0.91	1,613.14	0.00	0.00	8,182.42	8,182.42	0.00

Treasurers Report

Date Range: 04/01/2024 - 04/30/2024									
Fund	Beginning Cash Balance	Revenues	Expenses	Net Change Assets	Net Change Liabilities	Calculated Ending Balance	Actual Ending Balance	Calculated - Actual Ending	
997 - Pooled Cash Operating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
998 - Investment Pool LGIP	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
999 - Investment Pool Safekeeping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Report Total:	18,607,459.32	1,485,346.79	2,142,730.48	0.00	0.00	17,950,075.63	17,962,955.15	-12,879.52	



City of College Place, WA

Monthly Bank Statement Balances

Period Ending Date 4/30/2024

Bank Account Number	Bank Account Name	Beginning Balance	Ending Balance	Statement Balance	Is Closed
04	4 LGIP	2,555,307	2,566,643	2,566,643	Yes
12	12 Banner Gen Acct	327,511	327,511	327,511	Yes
24	24 US Bank Safekeeping Inv	6,261,328	6,225,828	6,225,828	Yes
25	25 US Bank MIA	226,382	228,829	228,829	Yes
26	26 CB CDBG Project	1,018	1,018	1,018	Yes
27	27 CB Farm Market	5,631	5,632	5,632	Yes
28	28 CB Public Funds Checking	2,906,010	2,466,579	2,466,579	Yes
29	29 CB Travel Adv	4,755	4,609	4,609	Yes
30	30 CB Flex Spend	11,776	10,063	10,063	Yes
31	31 CB Public Funds Acct	3,013,964	3,026,709	3,026,709	Yes
32	32 CB Dev Escrow Acct	8,136	8,137	8,137	Yes
33	33 CB Pub Funds Inc	562,663	563,114	563,114	Yes
34	34 CB Capital Mitigation Acct	17,082	17,083	17,083	Yes
35	35 CB Projects	2,004,372	2,005,411	2,005,411	Yes
36	36 CB Checking	18,865	7,293	7,293	Yes
		17,924,799	17,464,459	17,464,459	
Difference between Treasurers Report Calculated Ending Balance and Bank Statement Ending Balance					(485,617)
Difference between Treasurers Report Actual Ending Balance and Bank Statement Ending Balance					498,496
Tie out to Treasurers Report Calculated Actual Ending Difference					12,880



City of College Place, WA

Detail Report

Account Summary

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Beginning Balance	Total Activity	Ending Balance
Fund: 001 - Current Expense Fund				
001-111-15	Claim On Cash	-370,831.40	-168,754.77	-539,586.17
001-111-27	CB #2255 Farm Market	5,631.21	0.47	5,631.68
001-111-29	CB #2263 Travel Adv	4,396.05	-145.61	4,250.44
001-111-32	CB #2174 Dev Escrow Acct	8,135.91	0.67	8,136.58
001-111-33	CB #2298 Pub Funds Inc	562,663.22	450.46	563,113.68
Total Fund: 001 - Current Expense Fund:		209,994.99	-168,448.78	41,546.21
Fund: 005 - Current Expense Reserve Fund				
005-111-15	Claim On Cash	271,675.32	463.78	272,139.10
Total Fund: 005 - Current Expense Reserve Fund:		271,675.32	463.78	272,139.10
Fund: 012 - Technology Reserve Fund				
012-111-15	Claim On Cash	1,389.72	-894.22	495.50
Total Fund: 012 - Technology Reserve Fund:		1,389.72	-894.22	495.50
Fund: 061 - Employee Benefit Reserve Fund				
061-111-15	Claim On Cash	148,473.63	-15,006.68	133,466.95
Total Fund: 061 - Employee Benefit Reserve Fund:		148,473.63	-15,006.68	133,466.95
Fund: 100 - Street Fund				
100-111-15	Claim On Cash	40,343.27	-54,333.56	-13,990.29
Total Fund: 100 - Street Fund:		40,343.27	-54,333.56	-13,990.29
Fund: 120 - Criminal Justice Fund				
120-111-15	Claim On Cash	17,224.56	-1,226.56	15,998.00
Total Fund: 120 - Criminal Justice Fund:		17,224.56	-1,226.56	15,998.00
Fund: 121 - Forfeited Proceeds Fund				
121-111-15	Claim On Cash	1,161.75	1.99	1,163.74
Total Fund: 121 - Forfeited Proceeds Fund:		1,161.75	1.99	1,163.74
Fund: 130 - Hotel/Motel Tax				
130-111-15	Claim On Cash	65,694.31	112.15	65,806.46
Total Fund: 130 - Hotel/Motel Tax:		65,694.31	112.15	65,806.46
Fund: 201 - ULTGO Bond Fund				
201-111-15	Claim On Cash	17,017.52	29.06	17,046.58
Total Fund: 201 - ULTGO Bond Fund:		17,017.52	29.06	17,046.58
Fund: 301 - Street Capital Contribution Fund				
301-111-34	Cash	17,082.00	1.40	17,083.40
Total Fund: 301 - Street Capital Contribution Fund:		17,082.00	1.40	17,083.40

Detail Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Beginning Balance	Total Activity	Ending Balance
Fund: 305 - Capital Improvement Fund (REET)	Claim On Cash			
305-111-15		397,707.35	11,675.35	409,382.70
Total Fund: 305 - Capital Improvement Fund (REET):		397,707.35	11,675.35	409,382.70
Fund: 306 - Capital Improvement Fund (REET 2)	Claim On Cash			
306-111-15		660,807.58	-56,729.93	604,077.65
Total Fund: 306 - Capital Improvement Fund (REET 2):		660,807.58	-56,729.93	604,077.65
Fund: 309 - CDBG Projects Fund	Claim On Cash			
309-111-15		970.37	-782.20	188.17
Total Fund: 309 - CDBG Projects Fund:		970.37	-782.20	188.17
Fund: 311 - Street Improvement Fund	Claim On Cash			
311-111-15		-57,977.19	62,051.66	4,074.47
Total Fund: 311 - Street Improvement Fund:		-57,977.19	62,051.66	4,074.47
Fund: 315 - Facility Maintenance Reserve Fund (CE)	Claim On Cash			
315-111-15		396,096.65	-10,955.74	385,140.91
Total Fund: 315 - Facility Maintenance Reserve Fund (CE):		396,096.65	-10,955.74	385,140.91
Fund: 320 - Equipment Reserve Fund	Claim On Cash			
320-111-15		2,012.46	-192,924.78	-190,912.32
Total Fund: 320 - Equipment Reserve Fund:		2,012.46	-192,924.78	-190,912.32
Fund: 330 - Economic Development Fund	Cash			
330-111-35		2,004,371.85	1,038.84	2,005,410.69
Total Fund: 330 - Economic Development Fund:		2,004,371.85	1,038.84	2,005,410.69
Fund: 340 - Economic Development Reserve Fund	Claim On Cash			
340-111-15		73.67	0.12	73.79
Total Fund: 340 - Economic Development Reserve Fund:		73.67	0.12	73.79
Fund: 400 - Water Fund	Claim On Cash			
400-111-15		25,727.62	-13,416.14	12,311.48
Total Fund: 400 - Water Fund:		25,727.62	-13,416.14	12,311.48
Fund: 401 - Wastewater Fund	Claim On Cash			
401-111-15		1,876,814.41	-64,646.27	1,812,168.14
Total Fund: 401 - Wastewater Fund:		1,876,814.41	-64,646.27	1,812,168.14
Fund: 402 - Stormwater Fund	Claim On Cash			
402-111-15		163,127.27	3,358.09	166,485.36
Total Fund: 402 - Stormwater Fund:		163,127.27	3,358.09	166,485.36
Fund: 403 - Stormwater Capital Reserve Fund	Claim On Cash			
403-111-15		171,549.98	-10,298.55	161,251.43
Total Fund: 403 - Stormwater Capital Reserve Fund:		171,549.98	-10,298.55	161,251.43
Fund: 410 - Water Capital Reserve Fund	Claim On Cash			
410-111-15		1,253,631.37	-199,787.19	1,053,844.18
Total Fund: 410 - Water Capital Reserve Fund:		1,253,631.37	-199,787.19	1,053,844.18

Detail Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Beginning Balance	Total Activity	Ending Balance
Fund: 411 - Wastewater Capital Reserve Fund	Claim On Cash	1,385,543.98	28,409.72	1,413,953.70
411-111-15		1,385,543.98	28,409.72	1,413,953.70
Total Fund: 411 - Wastewater Capital Reserve Fund:				
Fund: 412 - Wastewater Debt Service Fund	Claim On Cash	703,442.91	-30,941.41	672,501.50
412-111-15		703,442.91	-30,941.41	672,501.50
Total Fund: 412 - Wastewater Debt Service Fund:				
Fund: 413 - Water Capital Improvement Reserve Fund	Claim On Cash	435,013.77	85,533.86	520,547.63
413-111-15		435,013.77	85,533.86	520,547.63
Total Fund: 413 - Water Capital Improvement Reserve Fund:				
Fund: 425 - Water Revenue Bond Fund	Claim On Cash	140,893.72	240.52	141,134.24
425-111-15		140,893.72	240.52	141,134.24
Total Fund: 425 - Water Revenue Bond Fund:				
Fund: 426 - Water Bond Reserve Fund	Claim On Cash	52,448.19	89.54	52,537.73
426-111-15		52,448.19	89.54	52,537.73
Total Fund: 426 - Water Bond Reserve Fund:				
Fund: 431 - Water System Construction Fund	Claim On Cash	334,135.88	570.42	334,706.30
431-111-15		334,135.88	570.42	334,706.30
Total Fund: 431 - Water System Construction Fund:				
Fund: 440 - Ambulance	Claim On Cash	652,347.15	57,937.90	710,285.05
440-111-15		652,347.15	57,937.90	710,285.05
Total Fund: 440 - Ambulance:				
Fund: 500 - Equipment Rental & Replacement	Claim On Cash	159,376.66	-52,296.62	107,080.04
500-111-15		159,376.66	-52,296.62	107,080.04
Total Fund: 500 - Equipment Rental & Replacement:				
Fund: 625 - Flexible Benefits Plan Fund	Claim On Cash	-1,980.86	100.00	-1,880.86
625-111-15	Cash	11,775.51	-1,712.23	10,063.28
625-111-30		9,794.65	-1,612.23	8,182.42
Total Fund: 625 - Flexible Benefits Plan Fund:				
Grand Totals:		11,557,967.37	-622,786.46	10,935,180.91

Fund Summary

Fund	Beginning Balance	Total Activity	Ending Balance
001 - Current Expense Fund	209,994.99	-168,448.78	41,546.21
005 - Current Expense Reserve Fund	271,675.32	463.78	272,139.10
012 - Technology Reserve Fund	1,389.72	-894.22	495.50
061 - Employee Benefit Reserve Fund	148,473.63	-15,006.68	133,466.95
100 - Street Fund	40,343.27	-54,333.56	-13,990.29
120 - Criminal Justice Fund	17,224.56	-1,226.56	15,998.00
121 - Forfeited Proceeds Fund	1,161.75	1.99	1,163.74
130 - Hotel/Motel Tax	65,694.31	112.15	65,806.46
201 - ULTGO Bond Fund	17,017.52	29.06	17,046.58
301 - Street Capital Contribution Fund	17,082.00	1.40	17,083.40
305 - Capital Improvement Fund (REET)	397,707.35	11,675.35	409,382.70
306 - Capital Improvement Fund (REET 2)	660,807.58	-56,729.93	604,077.65
309 - CDBG Projects Fund	970.37	-782.20	188.17
311 - Street Improvement Fund	-57,977.19	62,051.66	4,074.47
315 - Facility Maintenance Reserve Fund (	396,096.65	-10,955.74	385,140.91
320 - Equipment Reserve Fund	2,012.46	-192,924.78	-190,912.32
330 - Economic Development Fund	2,004,371.85	1,038.84	2,005,410.69
340 - Economic Development Reserve Fur	73.67	0.12	73.79
400 - Water Fund	25,727.62	-13,416.14	12,311.48
401 - Wastewater Fund	1,876,814.41	-64,646.27	1,812,168.14
402 - Stormwater Fund	163,127.27	3,358.09	166,485.36
403 - Stormwater Capital Reserve Fund	171,549.98	-10,298.55	161,251.43
410 - Water Capital Reserve Fund	1,253,631.37	-199,787.19	1,053,844.18
411 - Wastewater Capital Reserve Fund	1,385,543.98	28,409.72	1,413,953.70
412 - Wastewater Debt Service Fund	703,442.91	-30,941.41	672,501.50
413 - Water Capital Improvement Reserve	435,013.77	85,533.86	520,547.63
425 - Water Revenue Bond Fund	140,893.72	240.52	141,134.24
426 - Water Bond Reserve Fund	52,448.19	89.54	52,537.73
431 - Water System Construction Fund	334,135.88	570.42	334,706.30
440 - Ambulance	652,347.15	57,937.90	710,285.05
500 - Equipment Rental & Replacement	159,376.66	-52,296.62	107,080.04
625 - Flexible Benefits Plan Fund	9,794.65	-1,612.23	8,182.42
Grand Total:	11,557,967.37	-622,786.46	10,935,180.91



City of College Place, WA

Detail Report

Account Summary

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Beginning Balance	Total Activity	Ending Balance
Fund: 001 - Current Expense Fund				
001-111-17	Claim on Investments	930,325.26	-4,600.62	925,724.64
001-111-27	CB #2255 Farm Market	5,631.21	0.47	5,631.68
001-111-29	CB #2263 Travel Adv	4,396.05	-145.61	4,250.44
001-111-32	CB #2174 Dev Escrow Acct	8,135.91	0.67	8,136.58
001-111-33	CB #2298 Pub Funds Inc	562,663.22	450.46	563,113.68
Total Fund: 001 - Current Expense Fund:		1,511,151.65	-4,294.63	1,506,857.02
Fund: 005 - Current Expense Reserve Fund				
005-111-17	Claim On Investments	216,095.51	-1,115.26	214,980.25
Total Fund: 005 - Current Expense Reserve Fund:		216,095.51	-1,115.26	214,980.25
Fund: 012 - Technology Reserve Fund				
012-111-17	Claim On Investments	181,461.72	-936.52	180,525.20
Total Fund: 012 - Technology Reserve Fund:		181,461.72	-936.52	180,525.20
Fund: 061 - Employee Benefit Reserve Fund				
061-111-17	Claim On Investments	182,949.71	-944.20	182,005.51
Total Fund: 061 - Employee Benefit Reserve Fund:		182,949.71	-944.20	182,005.51
Fund: 100 - Street Fund				
100-111-17	Claim On Investments	69,375.33	-358.05	69,017.28
Total Fund: 100 - Street Fund:		69,375.33	-358.05	69,017.28
Fund: 120 - Criminal Justice Fund				
120-111-17	Claim On Investments	12,159.59	-62.75	12,096.84
Total Fund: 120 - Criminal Justice Fund:		12,159.59	-62.75	12,096.84
Fund: 121 - Forfeited Proceeds Fund				
121-111-17	Claim On Investments	927.49	-4.79	922.70
Total Fund: 121 - Forfeited Proceeds Fund:		927.49	-4.79	922.70
Fund: 130 - Hotel/Motel Tax				
130-111-17	Claim On Investments	32,180.22	-166.09	32,014.13
Total Fund: 130 - Hotel/Motel Tax:		32,180.22	-166.09	32,014.13
Fund: 301 - Street Capital Contribution Fund				
301-111-34	Cash	17,082.00	1.40	17,083.40
Total Fund: 301 - Street Capital Contribution Fund:		17,082.00	1.40	17,083.40
Fund: 305 - Capital Improvement Fund (REET)				
305-111-17	Claim On Investments	254,315.81	-1,312.52	253,003.29
Total Fund: 305 - Capital Improvement Fund (REET):		254,315.81	-1,312.52	253,003.29

Detail Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Beginning Balance	Total Activity	Ending Balance
Fund: 306 - Capital Improvement Fund (REET 2)				
306-111-17	Claim On Investments	572,961.91	-2,957.04	570,004.87
		572,961.91	-2,957.04	570,004.87
Total Fund: 306 - Capital Improvement Fund (REET 2):				
Fund: 309 - CDBG Projects Fund				
309-111-17	Claim On Investments	12.04	-0.07	11.97
		12.04	-0.07	11.97
Total Fund: 309 - CDBG Projects Fund:				
Fund: 311 - Street Improvement Fund				
311-111-17	Claim On Investments	121,760.46	-628.40	121,132.06
		121,760.46	-628.40	121,132.06
Total Fund: 311 - Street Improvement Fund:				
Fund: 315 - Facility Maintenance Reserve Fund (CE)				
315-111-17	Claim On Investments	440,381.40	-2,272.79	438,108.61
		440,381.40	-2,272.79	438,108.61
Total Fund: 315 - Facility Maintenance Reserve Fund (CE):				
Fund: 320 - Equipment Reserve Fund				
320-111-17	Claim On Investments	392,816.46	-2,027.31	390,789.15
		392,816.46	-2,027.31	390,789.15
Total Fund: 320 - Equipment Reserve Fund:				
Fund: 330 - Economic Development Fund				
330-111-35	Cash	2,004,371.85	1,038.84	2,005,410.69
		2,004,371.85	1,038.84	2,005,410.69
Total Fund: 330 - Economic Development Fund:				
Fund: 400 - Water Fund				
400-111-17	Claim On Investments	89,875.69	-492.46	89,383.23
		89,875.69	-492.46	89,383.23
Total Fund: 400 - Water Fund:				
Fund: 401 - Wastewater Fund				
401-111-17	Claim On Investments	447,387.22	-2,315.61	445,071.61
		447,387.22	-2,315.61	445,071.61
Total Fund: 401 - Wastewater Fund:				
Fund: 402 - Stormwater Fund				
402-111-17	Claim On Investments	474,253.39	-2,457.47	471,795.92
		474,253.39	-2,457.47	471,795.92
Total Fund: 402 - Stormwater Fund:				
Fund: 403 - Stormwater Capital Reserve Fund				
403-111-17	Claim On Investments	104,795.41	-540.84	104,254.57
		104,795.41	-540.84	104,254.57
Total Fund: 403 - Stormwater Capital Reserve Fund:				
Fund: 410 - Water Capital Reserve Fund				
410-111-16	Claim On LGIP	589,094.44	2,613.39	591,707.83
		589,094.44	2,613.39	591,707.83
Total Fund: 410 - Water Capital Reserve Fund:				
Fund: 411 - Wastewater Capital Reserve Fund				
411-111-17	Claim On Investments	1,281,743.27	-6,615.04	1,275,128.23
		1,281,743.27	-6,615.04	1,275,128.23
Total Fund: 411 - Wastewater Capital Reserve Fund:				
Fund: 412 - Wastewater Debt Service Fund				
412-111-16	Claim On LGIP	689,049.37	3,056.83	692,106.20
		689,049.37	3,056.83	692,106.20
Total Fund: 412 - Wastewater Debt Service Fund:				

Detail Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Beginning Balance	Total Activity	Ending Balance
Fund: 413 - Water Capital Improvement Reserve Fund	Claim On LGIP	933,387.42	4,140.77	937,528.19
		933,387.42	4,140.77	937,528.19
Total Fund: 413 - Water Capital Improvement Reserve Fund:				
Fund: 425 - Water Revenue Bond Fund	Claim On LGIP	243,228.11	1,079.03	244,307.14
		243,228.11	1,079.03	244,307.14
Total Fund: 425 - Water Revenue Bond Fund:				
Fund: 426 - Water Bond Reserve Fund	Claim On LGIP	100,548.01	446.06	100,994.07
		100,548.01	446.06	100,994.07
Total Fund: 426 - Water Bond Reserve Fund:				
Fund: 431 - Water System Construction Fund	Claim On Investments	538,381.24	-2,778.56	535,602.68
		538,381.24	-2,778.56	535,602.68
Total Fund: 431 - Water System Construction Fund:				
Fund: 500 - Equipment Rental & Replacement	Claim On Investments	60,413.82	-467.40	59,946.42
		60,413.82	-467.40	59,946.42
Total Fund: 500 - Equipment Rental & Replacement:				
Fund: 625 - Flexible Benefits Plan Fund	Cash	11,775.51	-1,712.23	10,063.28
		11,775.51	-1,712.23	10,063.28
Total Fund: 625 - Flexible Benefits Plan Fund:				
Grand Totals:		11,573,936.05	-22,083.71	11,551,852.34

Fund Summary

Fund	Beginning Balance	Total Activity	Ending Balance
001 - Current Expense Fund	1,511,151.65	-4,294.63	1,506,857.02
005 - Current Expense Reserve Fund	216,095.51	-1,115.26	214,980.25
012 - Technology Reserve Fund	181,461.72	-936.52	180,525.20
061 - Employee Benefit Reserve Fund	182,949.71	-944.20	182,005.51
100 - Street Fund	69,375.33	-358.05	69,017.28
120 - Criminal Justice Fund	12,159.59	-62.75	12,096.84
121 - Forfeited Proceeds Fund	927.49	-4.79	922.70
130 - Hotel/Motel Tax	32,180.22	-166.09	32,014.13
301 - Street Capital Contribution Fund	17,082.00	1.40	17,083.40
305 - Capital Improvement Fund (REET)	254,315.81	-1,312.52	253,003.29
306 - Capital Improvement Fund (REET 2)	572,961.91	-2,957.04	570,004.87
309 - CDBG Projects Fund	12.04	-0.07	11.97
311 - Street Improvement Fund	121,760.46	-628.40	121,132.06
315 - Facility Maintenance Reserve Fund (	440,381.40	-2,272.79	438,108.61
320 - Equipment Reserve Fund	392,816.46	-2,027.31	390,789.15
330 - Economic Development Fund	2,004,371.85	1,038.84	2,005,410.69
400 - Water Fund	89,875.69	-492.46	89,383.23
401 - Wastewater Fund	447,387.22	-2,315.61	445,071.61
402 - Stormwater Fund	474,253.39	-2,457.47	471,795.92
403 - Stormwater Capital Reserve Fund	104,795.41	-540.84	104,254.57
410 - Water Capital Reserve Fund	589,094.44	2,613.39	591,707.83
411 - Wastewater Capital Reserve Fund	1,281,743.27	-6,615.04	1,275,128.23
412 - Wastewater Debt Service Fund	689,049.37	3,056.83	692,106.20
413 - Water Capital Improvement Reserve	933,387.42	4,140.77	937,528.19
425 - Water Revenue Bond Fund	243,228.11	1,079.03	244,307.14
426 - Water Bond Reserve Fund	100,548.01	446.06	100,994.07
431 - Water System Construction Fund	538,381.24	-2,778.56	535,602.68
500 - Equipment Rental & Replacement	60,413.82	-467.40	59,946.42
625 - Flexible Benefits Plan Fund	11,775.51	-1,712.23	10,063.28
Grand Total:	11,573,936.05	-22,083.71	11,551,852.34

CASH FLOW REPORT

City of College Place
YTD 2024

REVENUES

Fund #	Fund Name	January*	February	March	April	May	June	July	August	September	October	November	December	YTD
001	Current Expense Fund	\$383,070	\$405,598	\$ 546,687	\$ 380,975									\$1,716,331
5	Current Expense Fund Reserve	611	(775)	1,786	(649)									972
12	Technology Reserve Fund	64,170	99,348	64,694	99,068									327,280
61	Employee Benefit Reserve Fund	409	(656)	13,832	(689)									12,896
100	Street Fund	13,540	13,591	193,716	1,870									222,717
120	Criminal Justice Fund	4,190	(44)	104	(33)									4,218
121	Forfeited Proceeds Fund	3	(3)	8	(3)									4
130	Hotel/Motel Tax	2,517	1,716	2,845	(54)									7,024
201	UL TGO Bond Fund	27	0	33	29									88
235	Commercial Drive Bond Debt Service Fund	-	-	-	-									
240	Local Improvement District Fund	-	-	-	-									
301	Street Capital Contribution Fund	0	0	40,001	1									40,003
305	Capital Improvement Fund (REET)	18,578	27,676	8,721	10,366									65,340
306	Capital Improvement Fund (REET 2)	1,536	(2,056)	119,234	(1,823)									116,891
309	CDBG Projects Fund	0	(0)	0	1,000									1,000
311	Street Improvement Fund	31	29,886	90,075	129,274									249,267
315	Facility Maintenance Reserve Fund (CE)	711	(1,401)	53,045	(1,592)									50,763
320	Equipment Reserve Fund	251	99,270	240,687	(2,020)									338,189
330	Economic Development Fund	17	16	41,158	131,647									172,838
340	Economic Development Reserve Fund	0	-	0	0									0
400	Water Fund	118,128	136,127	134,452	137,344									526,051
401	Wastewater Fund	236,233	262,755	271,230	248,002									1,018,221
402	Stormwater Fund	56,523	51,216	62,871	54,351									224,962
403	Stormwater Capital Reserve Fund	369	(376)	8,832	(247)									8,578
410	Water Capital Reserve Fund	4,043	3,275	524,249	23,191									554,758
411	Wastewater Capital Reserve Fund	3,327	100,070	224,721	3,765									331,882
412	Wastewater Debt Service Fund	52,665	51,638	55,003	52,880									212,186
413	Water Capital Improvement Reserve Fund	89,917	88,804	181,194	89,679									449,594
425	Water & Sewer Revenue Bond Fund	1,321	1,038	1,382	1,321									5,063
426	2007 Water/Sewer Bond Reserve Fund	537	429	560	536									2,063
431	Water System Construction Fund	1,132	(1,932)	3,961	(2,202)									959
440	Ambulance Fund	71,419	90,878	70,448	129,245									361,990
500	Equipment Rental & Replacement	427	4,935	214,398	112									219,872
625	Flexible Benefits Plan Fund	0	3,558	1,873	1									5,432
		\$ 1,125,700	\$1,464,582	\$3,171,801	\$ 1,485,347	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,247,430

*Does not include beginning balances totaling \$ 20,105,269



City of College Place, WA

Detail vs Budget Report

Account Summary

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
001 - Current Expense Fund							
001-311-10-00-00	Real & Personal Prop Tax	-2,126,555.46	-17,327.09	-208,239.46	-225,566.55	-1,900,988.91	-89.39%
001-313-11-00-00	Retail Sales & Use Tax	-2,103,000.00	-496,302.96	0.00	-496,302.96	-1,606,697.04	-76.40%
001-313-15-00-00	Criminal Justice Tax 3/10th Of 1% C.J.	-420,000.00	-100,315.15	0.00	-100,315.15	-319,684.85	-76.12%
001-313-61-00-00	Natural Gas Use Tax	-25,000.00	-8,505.05	0.00	-8,505.05	-16,494.95	-65.98%
001-313-71-00-00	Criminal Justice Tax	-240,000.00	-57,808.27	0.00	-57,808.27	-182,191.73	-75.91%
001-316-41-00-00	Utility Tax - Priv Utils Electric	-440,000.00	-102,704.18	-36,254.69	-138,958.87	-301,041.13	-68.42%
001-316-43-00-00	Utility Tax - Priv Utils Gas	-145,000.00	-15,129.34	-6,011.59	-21,140.93	-123,859.07	-85.42%
001-316-45-00-00	Utility Tax - Priv Utils Garbage/Solid Waste	-150,000.00	-36,045.35	-12,849.36	-48,894.71	-101,105.29	-67.40%
001-316-46-00-00	Utility Tax - Priv Utils Cable	-85,000.00	-73,706.67	-7,524.77	-81,231.44	-3,768.56	-4.43%
001-316-47-00-00	Utility Tax - Priv Utils Telephone	-92,000.00	-46,387.25	-17,996.00	-64,383.25	-27,616.75	-30.02%
001-316-48-00-00	Utility Tax - Priv Utils Water	-340,000.00	-63,348.21	-20,674.11	-84,022.32	-255,977.68	-75.29%
001-316-49-00-00	Utility Tax - Priv Utils Wastewater	-372,000.00	-90,481.27	-29,387.03	-119,868.30	-252,131.70	-67.78%
001-321-10-00-00	Alcoholic Beverage Permits	0.00	121.73	0.00	121.73	-121.73	0.00%
001-321-91-00-00	Franchise Fees	-75,000.00	-67,443.78	0.00	-67,443.78	-7,556.22	-10.07%
001-321-91-00-01	Franchise Application Fees	0.00	-5,000.00	0.00	-5,000.00	5,000.00	0.00%
001-321-99-00-02	Other Business Licenses And Permits	-17,000.00	-5,665.00	-2,237.91	-7,902.91	-9,097.09	-53.51%
001-322-10-00-00	Building/Structures/Equip.	-400,000.00	-81,484.25	-10,338.93	-91,823.18	-308,176.82	-77.04%
001-322-10-00-01	Building Dept Plan Check / Review Fees	-250,000.00	-42,204.29	-7,007.19	-49,211.48	-200,788.52	-80.32%
001-322-30-00-00	Animal Licenses	-3,000.00	-1,545.00	-176.00	-1,721.00	-1,279.00	-42.63%
001-322-90-00-00	Other Non-Bus Lic/Permits	-4,000.00	-2,209.25	-694.50	-2,903.75	-1,096.25	-27.41%
001-322-90-00-01	Concealed Pistol License State Portion	-1,200.00	837.00	0.00	837.00	-2,037.00	-169.75%
001-333-20-60-01	DUI Emphasis Patrols Grant Program	-1,000.00	0.00	0.00	0.00	-1,000.00	-100.00%
001-333-20-60-03	Distacted Driving Emphasis Patrol Grant Program	-500.00	0.00	0.00	0.00	-500.00	-100.00%
001-334-01-30-00	WSP Fire Marshall Safety Program	-3,000.00	0.00	0.00	0.00	-3,000.00	-100.00%
001-334-02-70-00	Rec'n And Conservation Office Grant - Kiwanis Par	-25,000.00	0.00	0.00	0.00	-25,000.00	-100.00%
001-334-03-10-05	Dept Of Ecology - Solid Waste Enforcement Grant	-800.00	0.00	0.00	0.00	-800.00	-100.00%
001-334-04-20-30	St Grant Dept Of Commerce - Drug Task Force Gra	-60,000.00	-15,000.00	-5,000.00	-20,000.00	-40,000.00	-66.67%
001-334-06-90-00	State Grant-Other	-332,689.66	0.00	0.00	0.00	-332,689.66	-100.00%
001-336-00-98-00	Local Government Assistance Program	-180,394.00	-20,169.69	0.00	-20,169.69	-160,224.31	-88.82%
001-336-06-51-00	DUI & Other Criminal Justice Assistance	-1,600.00	-325.91	0.00	-325.91	-1,274.09	-79.63%
001-336-06-94-00	Liquor Excise Tax	-71,505.00	-16,654.22	0.00	-16,654.22	-54,850.78	-76.71%
001-336-06-95-00	Liquor Control Brd Profit	-74,670.00	-18,332.40	0.00	-18,332.40	-56,337.60	-75.45%
001-342-10-00-00	Law Enforcement Services	-3,000.00	-1,456.02	-390.00	-1,846.02	-1,153.98	-38.47%
001-342-10-00-01	Law Enforcement Services - Non LEOFF	-2,000.00	0.00	0.00	0.00	-2,000.00	-100.00%
001-342-10-00-02	Law Enforcement Services - DUI Restitution	-2,000.00	-184.58	-22.00	-206.58	-1,793.42	-89.67%
001-342-21-00-02	Fireworks Permits For Sales	-200.00	0.00	0.00	0.00	-200.00	-100.00%
001-342-21-51-00	Intergov Fire Serv /MOB Reimbursement - Person	-50,000.00	-16,535.15	0.00	-16,535.15	-33,464.85	-66.93%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
001-342-21-51-01	Intergov Fire Serv /MOB Reimbursement - Equipm	-10,000.00	0.00	0.00	0.00	-10,000.00	-100.00%
001-342-40-00-01	Building Inspection Fees - Bldg Dept	-2,000.00	-264.00	-198.00	-462.00	-1,538.00	-76.90%
001-343-50-01-99	Sewer Inspection Fee	-3,000.00	-2,640.00	-198.00	-2,838.00	-162.00	-5.40%
001-345-81-00-08	Preliminary Plat / PUD - P&D	-1,000.00	0.00	0.00	0.00	-1,000.00	-100.00%
001-345-81-00-09	Plats, Final P&D	-700.00	0.00	0.00	0.00	-700.00	-100.00%
001-345-81-00-10	Plats, Short P&D	-800.00	-1,600.00	0.00	-1,600.00	800.00	100.00%
001-345-81-00-12	Site Plan Application P&D	-3,500.00	-150.00	0.00	-150.00	-3,350.00	-95.71%
001-345-81-00-13	Site Plan Review; SF / MF (Up To 4 Units) P&D	-2,000.00	-498.00	-477.17	-975.17	-1,024.83	-51.24%
001-345-81-00-15	Zoning Amendments P&D	0.00	-69.00	0.00	-69.00	69.00	0.00%
001-345-83-00-00	Plan Checking Fees - Building Dept - Pass Through	-2,500.00	0.00	0.00	0.00	-2,500.00	-100.00%
001-345-83-00-04	Non-Plat - Engineering Review Fees	-500.00	0.00	0.00	0.00	-500.00	-100.00%
001-345-83-00-05	Plan Checking Fees - Engineering - Pass Through	-5,000.00	0.00	0.00	0.00	-5,000.00	-100.00%
001-345-83-00-06	Plan Review - Fire Department	-500.00	0.00	-800.00	-800.00	300.00	60.00%
001-345-86-00-00	Critical Areas Permit P&D	-400.00	0.00	0.00	0.00	-400.00	-100.00%
001-345-86-00-01	SEPA Related Mitigation Fees (Checklist) P&D	-1,000.00	0.00	0.00	0.00	-1,000.00	-100.00%
001-345-89-01-20	Planning & Development Costs - Pass Thru Charge	-20,000.00	-1,924.80	-125.00	-2,049.80	-17,950.20	-89.75%
001-345-89-01-25	Planning & Development Pass Thru Cost Admin. F	-3,500.00	-144.96	-25.00	-169.96	-3,330.04	-95.14%
001-345-89-01-27	State Building Code Fee	-1,300.00	-293.00	-218.57	-511.57	-788.43	-60.65%
001-347-90-00-00	Farmer's Market Vendor Fees	-4,500.00	-380.00	-600.00	-980.00	-3,520.00	-78.22%
001-347-90-00-01	Vendor Fees - Other Community Events	-200.00	-139.70	-280.00	-419.70	219.70	109.85%
001-347-90-00-02	Farmer's Market Pass-through Sales - SNAP/EBT	-500.00	0.00	0.00	0.00	-500.00	-100.00%
001-347-90-00-03	Fireworks Bonds	-100.00	0.00	0.00	0.00	-100.00	-100.00%
001-353-10-05-00	Traffic Infraction Penalties	-30,000.00	-8,319.30	-3,260.04	-11,579.34	-18,420.66	-61.40%
001-361-10-00-00	Unrealized Gain/Loss	0.00	7,921.14	5,156.81	13,077.95	-13,077.95	0.00%
001-361-11-00-00	Investment Interest	-20,000.00	-26,475.30	-196.45	-26,671.75	6,671.75	33.36%
001-361-30-00-00	Realized Gain/Loss On Investments	0.00	2,129.73	0.00	2,129.73	-2,129.73	0.00%
001-361-40-00-00	Sales Interest	-2,500.00	-2,285.38	0.00	-2,285.38	-214.62	-8.58%
001-361-40-00-43	Interest - Contract Bond Non-Rev	0.00	-1.14	0.00	-1.14	1.14	0.00%
001-361-41-00-00	Investment Interest - Purchased	-10,000.00	-807.81	0.00	-807.81	-9,192.19	-91.92%
001-362-00-00-02	Lease Payment (Annual) WWU Community Garde	-1.00	0.00	0.00	0.00	-1.00	-100.00%
001-362-00-50-01	Water Tower Space Rental	-90,000.00	-26,582.36	-8,616.78	-35,199.14	-54,800.86	-60.89%
001-367-11-00-02	Contributions/Gifts - Fire Dept	-10,000.00	0.00	0.00	0.00	-10,000.00	-100.00%
001-367-11-00-03	Contributions/Gifts - Police Dept	-20,000.00	-1,000.00	0.00	-1,000.00	-19,000.00	-95.00%
001-367-11-00-04	Contr/Donations - Private	-100,000.00	-515.00	-1,600.00	-2,115.00	-97,885.00	-97.89%
001-369-81-01-00	Bank's Over / Short	0.00	1,902.17	-3,018.59	-1,116.42	1,116.42	0.00%
001-369-91-00-00	Other Misc Revenue	-2,000.00	-4,574.37	0.00	-4,574.37	2,574.37	128.72%
001-369-91-00-02	Misc - Police Fees	-1,000.00	-703.41	-300.00	-1,003.41	3.41	0.34%
001-369-91-00-10	Reimbursements/Refunds	-20,000.00	-20,218.55	-1,415.09	-21,633.64	1,633.64	8.17%
001-382-10-00-02	Developer Bond / Deposit For Project	-20,000.00	0.00	0.00	0.00	-20,000.00	-100.00%
001-382-10-00-03	Building Permit Deposit`	-10,000.00	0.00	0.00	0.00	-10,000.00	-100.00%
001-389-90-00-00	Other Non-Revenues	0.00	-240.00	0.00	-240.00	240.00	0.00%
001-389-90-00-04	Deposits To Travel Advance Account	-3,000.00	0.00	0.00	0.00	-3,000.00	-100.00%
001-397-00-00-00	Interfund Transfer To CE	-75,000.00	0.00	0.00	0.00	-75,000.00	-100.00%
001-511-30-44-01	Advertising / Publication	2,000.00	0.00	0.00	0.00	2,000.00	100.00%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
001-511-60-10-00	Wages & Overtime	8,820.00	2,205.00	735.00	2,940.00	5,880.00	66.67%
001-511-60-20-00	Personnel Benefits	821.37	219.66	59.22	278.88	542.49	66.05%
001-511-60-31-00	Operating Supplies - Legislative	150.00	0.00	0.00	0.00	150.00	100.00%
001-511-60-31-01	Office Supplies - Legislative	150.00	0.00	0.00	0.00	150.00	100.00%
001-511-60-41-00	Professional Services	100.00	0.00	0.00	0.00	100.00	100.00%
001-511-60-43-00	Travel - Council Pos. 1	100.00	0.00	0.00	0.00	100.00	100.00%
001-511-60-43-01	Travel - Council Pos. 2	100.00	0.00	0.00	0.00	100.00	100.00%
001-511-60-43-02	Travel - Council Pos. 3	100.00	0.00	0.00	0.00	100.00	100.00%
001-511-60-43-03	Travel - Council Pos. 4	100.00	0.00	0.00	0.00	100.00	100.00%
001-511-60-43-04	Travel - Council Pos. 5	100.00	0.00	0.00	0.00	100.00	100.00%
001-511-60-43-05	Travel - Council Pos. 6	300.00	0.00	0.00	0.00	300.00	100.00%
001-511-60-43-06	Travel - Council Pos. 7	100.00	0.00	0.00	0.00	100.00	100.00%
001-511-60-48-00	Repairs And Maintenance	50.00	0.00	0.00	0.00	50.00	100.00%
001-511-60-49-00	Misc/Contingency Expense	200.00	0.00	0.00	0.00	200.00	100.00%
001-511-60-49-01	Miscellaneous	500.00	34.78	26.94	61.72	438.28	87.66%
001-511-60-49-02	Travel/Misc - Council Pos. 1	150.00	0.00	0.00	0.00	150.00	100.00%
001-511-60-49-03	Travel/Misc - Council Pos. 2	150.00	0.00	0.00	0.00	150.00	100.00%
001-511-60-49-04	Travel/Misc - Council Pos. 3	150.00	0.00	0.00	0.00	150.00	100.00%
001-511-60-49-05	Travel/Misc - Council Pos. 4	150.00	0.00	0.00	0.00	150.00	100.00%
001-511-60-49-06	Travel/Misc - Council Pos. 5	150.00	50.00	0.00	50.00	100.00	66.67%
001-511-60-49-07	Travel/Misc - Council Pos. 6	500.00	86.72	0.00	86.72	413.28	82.66%
001-511-60-49-08	Travel/Misc - Council Pos. 7	150.00	0.00	0.00	0.00	150.00	100.00%
001-511-60-49-09	Registrations/Fees - Training Classes & Seminars	300.00	0.00	0.00	0.00	300.00	100.00%
001-511-70-49-00	Lobbying Agreement - Port	15,600.00	3,600.00	1,200.00	4,800.00	10,800.00	69.23%
001-511-70-49-01	Lobbying Agreement - Federal	36,000.00	9,000.00	3,000.00	12,000.00	24,000.00	66.67%
001-512-52-41-02	Professional Services - Other Than Attorneys	90,000.00	35,808.49	3,489.69	39,298.18	50,701.82	56.34%
001-513-10-10-00	Wages & Overtime	63,241.65	15,642.24	5,270.32	20,912.56	42,329.09	66.93%
001-513-10-20-00	Personnel Benefits	19,550.38	4,925.90	1,637.20	6,563.10	12,987.28	66.43%
001-513-10-31-00	Operating Supplies - Executive	1,000.00	384.72	0.00	384.72	615.28	61.53%
001-513-10-31-01	Office Supplies - Executive	400.00	124.31	75.66	199.97	200.03	50.01%
001-513-10-41-00	Professional Services	0.00	15.50	8.51	24.01	-24.01	0.00%
001-513-10-42-00	Communications	1,500.00	365.30	122.88	488.18	1,011.82	67.45%
001-513-10-43-00	Travel Expense	4,000.00	2,171.99	213.87	2,385.86	1,614.14	40.35%
001-513-10-43-01	Travel/Training Staff	0.00	27.36	0.00	27.36	-27.36	0.00%
001-513-10-43-02	Travel / Training Mayor	1,700.00	830.23	0.00	830.23	869.77	51.16%
001-513-10-44-01	Advertising	420.00	405.95	0.00	405.95	14.05	3.35%
001-513-10-48-00	Repairs & Maintenance	100.00	3.96	0.35	4.31	95.69	95.69%
001-513-10-49-00	Miscellaneous	4,500.00	6,414.95	692.14	7,107.09	-2,607.09	-57.94%
001-513-10-49-02	Registrations/Fees - Training Classes & Seminars	2,000.00	200.00	0.00	200.00	1,800.00	90.00%
001-513-10-49-03	Travel Miscellaneous	50.00	0.00	0.00	0.00	50.00	100.00%
001-513-10-49-50	Misc. AWC Annual Dues / WWVCC Membership	8,300.00	7,694.00	925.00	8,619.00	-319.00	-3.84%
001-514-23-10-00	Wages & Overtime - Financial Services	74,511.55	14,946.38	6,595.38	21,541.76	52,969.79	71.09%
001-514-23-20-00	Personnel Benefits	27,353.00	5,507.44	2,390.77	7,898.21	19,454.79	71.12%
001-514-23-31-00	Operating Supplies - Budgeting, Accounting	200.00	266.95	17.38	284.33	-84.33	-42.17%

Detail vs Budget Report

Detail vs Budget Report			Date Range: 04/01/2024 - 04/30/2024					
Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining	
001-514-23-31-01	Office Supplies - Budgeting, Accounting	1,000.00	264.76	131.69	396.45	603.55	60.36%	
001-514-23-35-00	Small Tools/Minor Equip.	200.00	0.00	0.00	0.00	200.00	100.00%	
001-514-23-41-00	Professional Services	14,616.00	709.25	661.25	1,370.50	13,245.50	90.62%	
001-514-23-42-00	Communications	1,300.00	315.22	125.65	440.87	859.13	66.09%	
001-514-23-43-00	Travel	2,000.00	0.00	0.00	0.00	2,000.00	100.00%	
001-514-23-44-01	Advertising	1,000.00	127.82	0.00	127.82	872.18	87.22%	
001-514-23-48-00	Repairs & Maintenance	500.00	87.84	83.20	171.04	328.96	65.79%	
001-514-23-49-00	Miscellaneous	1,000.00	237.75	0.09	237.84	762.16	76.22%	
001-514-23-49-01	Registration Fees / Training Classes & Seminars	1,000.00	112.31	204.00	316.31	683.69	68.37%	
001-514-30-10-00	Wages/O.T. Record Services	60,156.02	13,769.31	4,247.32	18,016.63	42,139.39	70.05%	
001-514-30-20-00	Personnel Benefits	22,800.41	6,192.37	1,988.61	8,180.98	14,619.43	64.12%	
001-514-30-31-00	Operating Supplies - Records	350.00	0.00	0.00	0.00	350.00	100.00%	
001-514-30-31-01	Office Supplies - Records	550.00	53.42	32.52	85.94	464.06	84.37%	
001-514-30-35-00	Sm Tools/Minor Equip,	200.00	0.00	0.00	0.00	200.00	100.00%	
001-514-30-41-00	Prof Serv - Codification/Records Destruction	5,500.00	56.94	28.62	85.56	5,414.44	98.44%	
001-514-30-42-00	Communication	1,450.00	191.95	61.44	253.39	1,196.61	82.52%	
001-514-30-43-00	Travel	4,210.00	2,250.86	1,655.95	3,906.81	303.19	7.20%	
001-514-30-44-01	Advertising	100.00	0.00	0.00	0.00	100.00	100.00%	
001-514-30-48-00	Repairs & Maintenance	425.00	45.62	0.02	45.64	379.36	89.26%	
001-514-30-49-00	Miscellaneous	700.00	183.36	0.00	183.36	516.64	73.81%	
001-514-30-49-01	Registrations/Fees - Training Classes & Seminars	4,250.00	766.00	771.00	1,537.00	2,713.00	63.84%	
001-514-40-45-00	Intergovernmental Election Costs	12,000.00	9,818.00	0.00	9,818.00	2,182.00	18.18%	
001-514-40-49-00	Intergov. Services - Voter Registration	27,000.00	0.00	0.00	0.00	27,000.00	100.00%	
001-514-81-40-00	Concealed Pistol License Fee	1,000.00	787.75	0.00	787.75	212.25	21.23%	
001-515-31-10-00	Salary & Wages - City Attorney	60,334.98	14,908.96	5,027.88	19,936.84	40,398.14	66.96%	
001-515-31-20-00	Personnel Benefits	20,934.51	5,263.64	1,753.47	7,017.11	13,917.40	66.48%	
001-515-31-31-00	Operating Supplies - City Attorney	500.00	0.00	0.00	0.00	500.00	100.00%	
001-515-31-31-01	Office Supplies - City Attorney	250.00	0.00	0.00	0.00	250.00	100.00%	
001-515-31-35-00	Small Tools/Minor Equipment	150.00	0.00	0.00	0.00	150.00	100.00%	
001-515-31-41-00	Prof Legal Servs Retainer	8,000.00	0.00	0.00	0.00	8,000.00	100.00%	
001-515-31-41-01	Professional Legal Services	6,000.00	0.00	0.00	0.00	6,000.00	100.00%	
001-515-31-42-00	Communication - City Attorney	500.00	123.78	41.23	165.01	334.99	67.00%	
001-515-31-43-00	Travel - City Attorney	500.00	0.00	0.00	0.00	500.00	100.00%	
001-515-31-48-00	Repairs & Maintenance - City Attorney	250.00	27.14	12.00	39.14	210.86	84.34%	
001-515-31-49-00	Miscellaneous - City Attorney	855.00	209.72	0.00	209.72	645.28	75.47%	
001-515-31-49-01	Reg Fees / Train Classes & Seminars - City Atty	500.00	0.00	132.00	132.00	368.00	73.60%	
001-515-91-41-00	Professional Services - Legal - Indigent Defense	60,000.00	2,100.00	18,648.16	20,748.16	39,251.84	65.42%	
001-517-90-24-00	Employee Benefit Prg Cost	1,200.00	300.00	100.00	400.00	800.00	66.67%	
001-518-10-10-00	Salaries & Wages - HR	56,511.99	13,971.86	5,659.01	19,630.87	36,881.12	65.26%	
001-518-10-20-00	Personnel Benefits - HR	25,041.76	6,306.21	2,261.39	8,567.60	16,474.16	65.79%	
001-518-10-31-00	Operating Supplies - HR Administration	1,100.00	7.04	0.00	7.04	1,092.96	99.36%	
001-518-10-31-01	Office Supplies - HR Administration	800.00	330.41	65.30	395.71	404.29	50.54%	
001-518-10-31-02	Operating Supplies - HR Wellness	5,000.00	1,198.61	110.38	1,308.99	3,691.01	73.82%	
001-518-10-31-04	Operating Supplies - HR Wellness Grant Reimburs	205.00	0.00	0.00	0.00	205.00	100.00%	

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
001-518-10-41-00	Prof. Services - Labor Negotiations	1,000.00	2.40	0.00	2.40	997.60	99.76%
001-518-10-41-01	Professional Services	8,048.00	6,974.31	7.37	6,981.68	1,066.32	13.25%
001-518-10-42-00	Communications - HR	544.00	132.51	41.23	173.74	370.26	68.06%
001-518-10-43-00	Travel	1,600.00	0.00	0.00	0.00	1,600.00	100.00%
001-518-10-48-00	Repairs And Maintenance	750.00	0.00	0.00	0.00	750.00	100.00%
001-518-10-49-00	Miscellaneous	800.00	238.42	25.00	263.42	536.58	67.07%
001-518-10-49-01	Training / Class Registration Fees & Charges	1,400.00	0.00	330.10	330.10	1,069.90	76.42%
001-518-10-49-02	Train/Class Reg Fees & Charge - City-wide Educat	1,500.00	73.14	0.00	73.14	1,426.86	95.12%
001-518-20-10-00	Wages & Overtime	104,546.06	24,332.01	8,578.50	32,910.51	71,635.55	68.52%
001-518-20-20-00	Personnel Benefits	45,749.13	13,442.60	4,471.66	17,914.26	27,834.87	60.84%
001-518-20-31-00	Operating Supplies - Facilities	20,000.00	2,385.59	4,046.01	6,431.60	13,568.40	67.84%
001-518-20-31-01	Office Supplies - Facilities	500.00	26.25	0.00	26.25	473.75	94.75%
001-518-20-35-00	Sm Tools/Minor Equip	10,000.00	316.94	0.00	316.94	9,683.06	96.83%
001-518-20-41-00	Professional Services	500.00	743.46	329.34	1,072.80	-572.80	-114.56%
001-518-20-42-00	Communication	500.00	219.16	79.00	298.16	201.84	40.37%
001-518-20-43-00	Travel / Training	1,000.00	0.00	0.00	0.00	1,000.00	100.00%
001-518-20-44-01	Advertising	500.00	0.00	0.00	0.00	500.00	100.00%
001-518-20-45-00	Operating Rentals/Leases	1,500.00	0.00	0.00	0.00	1,500.00	100.00%
001-518-20-47-00	Public Utility Services	20,000.00	5,913.36	1,700.79	7,614.15	12,385.85	61.93%
001-518-20-47-01	Utilities - Annex Bldg	6,500.00	3,233.11	492.48	3,725.59	2,774.41	42.68%
001-518-20-48-00	Repairs & Maintenance	15,000.00	6,708.98	0.00	6,708.98	8,291.02	55.27%
001-518-20-48-02	Repairs & Maintenance Annex Bldg	2,000.00	0.00	0.00	0.00	2,000.00	100.00%
001-518-20-49-00	Miscellaneous	750.00	0.00	0.00	0.00	750.00	100.00%
001-518-30-41-00	Professional Services - Janitorial	14,500.00	3,582.00	1,791.00	5,373.00	9,127.00	62.94%
001-518-30-46-00	Insurance	100,079.00	100,855.49	0.00	100,855.49	-776.49	-0.78%
001-521-10-10-00	Wages & Overtime	157,805.59	38,993.60	13,150.05	52,143.65	105,661.94	66.96%
001-521-10-20-00	Personnel Benefits	47,631.70	14,673.06	4,911.51	19,584.57	28,047.13	58.88%
001-521-10-31-00	Operating Supplies - Administration	1,400.00	399.59	0.00	399.59	1,000.41	71.46%
001-521-10-31-01	Office Supplies - Administration	500.00	459.11	8.17	467.28	32.72	6.54%
001-521-10-35-00	Sm Tools/Minor Equipment	2,500.00	0.00	0.00	0.00	2,500.00	100.00%
001-521-10-41-00	Professional Services	7,000.00	1,862.00	3,186.40	5,048.40	1,951.60	27.88%
001-521-10-41-01	Prof Services - Labor Negotiations.	6,500.00	0.00	0.00	0.00	6,500.00	100.00%
001-521-10-41-03	Prof Services - Lexipol Consulting Service	4,000.00	0.00	0.00	0.00	4,000.00	100.00%
001-521-10-42-00	Communication	5,000.00	1,049.33	389.51	1,438.84	3,561.16	71.22%
001-521-10-43-00	Travel	3,000.00	0.00	0.00	0.00	3,000.00	100.00%
001-521-10-44-01	Advertising	500.00	160.00	0.00	160.00	340.00	68.00%
001-521-10-48-00	Repairs & Maintenance	200.00	47.42	0.00	47.42	152.58	76.29%
001-521-10-49-00	Miscellaneous	2,500.00	959.99	235.82	1,195.81	1,304.19	52.17%
001-521-10-49-01	Registrations / Fees Training Classes & Seminars	3,000.00	0.00	45.00	45.00	2,955.00	98.50%
001-521-10-49-02	Miscellaneous - PD Donations	6,700.00	503.28	168.00	671.28	6,028.72	89.98%
001-521-10-49-96	Interfund Rentals O & M	20,000.00	32,613.79	0.00	32,613.79	-12,613.79	-63.07%
001-521-19-10-00	Wages Support Serv	137,804.03	31,509.61	10,404.14	41,913.75	95,890.28	69.58%
001-521-19-20-00	Benefits Support Servs	54,090.77	13,556.09	4,466.88	18,022.97	36,067.80	66.68%
001-521-19-20-01	Benefits/Uniforms Support Services	400.00	0.00	0.00	0.00	400.00	100.00%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
001-521-19-31-00	Operating Supplies - Support Services	2,400.00	0.00	0.00	0.00	2,400.00	100.00%
001-521-19-31-01	Office Supplies - Support Services	2,500.00	323.93	0.00	323.93	2,176.07	87.04%
001-521-19-35-00	Sm Tools Support Servs	500.00	0.00	0.00	0.00	500.00	100.00%
001-521-19-41-00	Prof Services Support Ser	5,705.00	195.29	88.47	283.76	5,421.24	95.03%
001-521-19-43-00	Travel Support Services	1,500.00	0.00	0.00	0.00	1,500.00	100.00%
001-521-19-43-00	Advertising Support Servs	250.00	0.00	0.00	0.00	250.00	100.00%
001-521-19-44-01	Oper Rentals Support Serv	1,000.00	0.00	0.00	0.00	1,000.00	100.00%
001-521-19-45-00	Repairs/Maint Support Ser	800.00	164.21	8.15	172.36	627.64	78.46%
001-521-19-48-00	Misc. Support Services	200.00	25.00	0.00	25.00	175.00	87.50%
001-521-19-49-00	Registrations / Fees - Training Classes / Seminars	500.00	0.00	0.00	0.00	500.00	100.00%
001-521-19-49-01	WW SSMA New World Records Sys Support	20,000.00	19,261.47	0.00	19,261.47	738.53	3.69%
001-521-19-49-02	Wages Investigation	91,054.53	24,720.88	7,800.51	32,521.39	58,533.14	64.28%
001-521-21-10-00	Benefits - Investigation	29,086.65	8,593.70	2,774.93	11,368.63	17,718.02	60.91%
001-521-21-31-00	Operating Supplies - Investigation	1,500.00	439.73	251.61	691.34	808.66	53.91%
001-521-21-31-01	Office Supplies - Investigation	800.00	177.95	0.00	177.95	622.05	77.76%
001-521-21-35-00	Sm Tools/Equip Invest	500.00	0.00	0.00	0.00	500.00	100.00%
001-521-21-41-00	Prof Servs Investigation	1,500.00	938.99	167.76	1,106.75	393.25	26.22%
001-521-21-42-00	Communication Invest.	2,300.00	411.19	277.55	688.74	1,611.26	70.05%
001-521-21-43-00	Travel Investigation	1,000.00	0.00	0.00	0.00	1,000.00	100.00%
001-521-21-48-00	Repairs/Maint Invest.	75.00	0.57	0.00	0.57	74.43	99.24%
001-521-21-49-00	Misc Investigation	1,500.00	0.00	0.00	0.00	1,500.00	100.00%
001-521-21-49-01	Registration Fees - Training Classes & Seminars	1,500.00	0.00	0.00	0.00	1,500.00	100.00%
001-521-22-10-00	Wages Patrol	1,003,689.13	223,498.77	70,751.76	294,250.53	709,438.60	70.68%
001-521-22-20-00	Benefits Patrol	293,169.78	75,448.59	25,628.61	101,077.20	192,092.58	65.52%
001-521-22-20-01	Benefits Uniforms Patrol	12,000.00	4,838.10	686.70	5,524.80	6,475.20	53.96%
001-521-22-20-03	Patrol Equipment & Clothing Allowance	5,400.00	1,524.86	447.16	1,972.02	3,427.98	63.48%
001-521-22-31-00	Operating Supplies - Patrol	5,000.00	160.14	0.00	160.14	4,839.86	96.80%
001-521-22-31-01	Office Supplies - Patrol	2,200.00	607.35	0.00	607.35	1,592.65	72.39%
001-521-22-32-00	Fuel Consumed Patrol	1,000.00	94.31	386.89	481.20	518.80	51.88%
001-521-22-35-00	Sm Tools/Equip Patrol	1,000.00	0.00	0.00	0.00	1,000.00	100.00%
001-521-22-41-00	Prof Services Patrol	3,500.00	325.16	200.80	525.96	2,974.04	84.97%
001-521-22-42-00	Communication Patrol	9,000.00	1,935.25	637.83	2,573.08	6,426.92	71.41%
001-521-22-42-01	Patrol Air Cards - Communication	7,000.00	2,457.15	854.95	3,312.10	3,687.90	52.68%
001-521-22-48-00	Repairs/Maint. Patrol	500.00	251.49	1.93	253.42	246.58	49.32%
001-521-22-49-00	Miscellaneous Patrol	100.00	0.00	0.00	0.00	100.00	100.00%
001-521-22-49-01	Intergov Servs Patrol - Dispatch Charges	259,411.00	129,764.80	500.00	130,264.80	129,146.20	49.78%
001-521-22-49-02	WW PD Support/Maint MDT Software	1,000.00	0.00	0.00	0.00	1,000.00	100.00%
001-521-22-49-96	Interfund Rentals O & M	20,000.00	32,613.79	0.00	32,613.79	-12,613.79	-63.07%
001-521-22-49-00	Wages Spec Unit	0.00	18,786.97	6,363.30	25,150.27	-25,150.27	0.00%
001-521-23-10-00	Benefits Spec Unit	0.00	6,687.76	2,270.37	8,958.13	-8,958.13	0.00%
001-521-23-20-00	Wages - Drug Task Force	90,153.00	23,451.35	7,837.04	31,288.39	58,864.61	65.29%
001-521-30-10-01	Benefits - Drug Task Force	23,975.08	8,375.57	2,748.58	11,124.15	12,850.93	53.60%
001-521-30-20-01	Operating Supplies - Crime Prevention	100.00	0.00	0.00	0.00	100.00	100.00%
001-521-30-31-00	Office Supplies - Crime Prevention	100.00	0.00	0.00	0.00	100.00	100.00%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
001-521-30-49-00	Misc Crime Prevention	100.00	0.00	0.00	0.00	100.00	100.00%
001-521-30-49-06	Registrations/Fees - Training Classes & Seminars	300.00	0.00	0.00	0.00	300.00	100.00%
001-521-40-31-00	Operating Supplies - Training	15,000.00	11,224.44	0.00	11,224.44	3,775.56	25.17%
001-521-40-31-01	Office Supplies - Training	100.00	0.00	0.00	0.00	100.00	100.00%
001-521-40-41-00	Prof Services Training	3,000.00	150.00	150.00	300.00	2,700.00	90.00%
001-521-40-43-00	Travel Training	10,000.00	333.91	0.00	333.91	9,666.09	96.66%
001-521-40-48-00	Repairs/Maint Training	1,000.00	0.00	0.00	0.00	1,000.00	100.00%
001-521-40-49-01	Registrations/Fees - Training Classes & Seminars	20,000.00	3,099.65	8,716.00	11,815.65	8,184.35	40.92%
001-521-70-10-00	Wages Traffic	334,563.03	74,499.45	23,583.90	98,083.35	236,479.68	70.68%
001-521-70-10-04	Wages - Hwy Safety CFDA#20.600 Grant Program	1,500.00	0.00	0.00	0.00	1,500.00	100.00%
001-521-70-20-00	Benefits Traffic	97,723.27	25,146.54	8,541.95	33,688.49	64,034.78	65.53%
001-521-70-20-06	BVFF Pension & Disability Payments	180.00	0.00	0.00	0.00	180.00	100.00%
001-521-70-31-00	Operating Supplies - Traffic	250.00	5.66	0.00	5.66	244.34	97.74%
001-521-70-31-01	Office Supplies - Traffic	75.00	202.49	0.00	202.49	-127.49	-169.99%
001-521-70-35-00	Sm Tools Traffic	200.00	0.00	0.00	0.00	200.00	100.00%
001-521-70-35-01	Small Tools DUI Emphasis Funded	1,000.00	0.00	0.00	0.00	1,000.00	100.00%
001-521-70-41-00	Prof Services Traffic	250.00	0.00	0.00	0.00	250.00	100.00%
001-521-70-48-00	Repairs/Maint Traffic	250.00	0.00	0.00	0.00	250.00	100.00%
001-521-70-49-00	Miscellaneous Traffic	100.00	0.00	0.00	0.00	100.00	100.00%
001-521-70-49-96	Interfund Rentals - O & M	20,000.00	32,613.79	0.00	32,613.79	-12,613.79	-63.07%
001-522-10-10-00	Wages & Overtime	48,102.80	11,722.93	3,979.15	15,702.08	32,400.72	67.36%
001-522-10-20-00	Personnel Benefits	14,410.57	4,136.13	1,318.33	5,454.46	8,956.11	62.15%
001-522-10-20-01	Other Benefits - Uniforms	300.00	75.18	0.00	75.18	224.82	74.94%
001-522-10-31-00	Operating Supplies - Administration	500.00	0.00	0.00	0.00	500.00	100.00%
001-522-10-31-01	Office Supplies - Administration	500.00	16.39	82.71	99.10	400.90	80.18%
001-522-10-35-00	Sm Tools & Minor Equipmnt	250.00	0.00	0.00	0.00	250.00	100.00%
001-522-10-41-00	Prof Serv - Comprehens Analysis Of FD Services	500.00	0.00	0.00	0.00	500.00	100.00%
001-522-10-41-02	Professional Services - Admin	6,000.00	154.75	1,869.00	2,023.75	3,976.25	66.27%
001-522-10-42-00	Communication	1,300.00	272.53	111.97	384.50	915.50	70.42%
001-522-10-43-00	Travel	5,000.00	0.00	0.00	0.00	5,000.00	100.00%
001-522-10-44-01	Advertising	500.00	0.00	0.00	0.00	500.00	100.00%
001-522-10-48-00	Repairs & Maintenance	750.00	227.43	90.25	317.68	432.32	57.64%
001-522-10-49-00	Miscellaneous	3,500.00	706.33	124.00	830.33	2,669.67	76.28%
001-522-10-49-01	Registrations/Fees - Training Classes & Seminars	3,000.00	625.00	1.50	626.50	2,373.50	79.12%
001-522-20-10-00	Wages Fire	151,625.99	41,447.34	13,013.76	54,461.10	97,164.89	64.08%
001-522-20-10-01	Stipends (Volunteers)	35,000.00	10,218.76	3,015.67	13,234.43	21,765.57	62.19%
001-522-20-20-00	Benefits Fire	48,801.65	16,366.37	5,321.13	21,687.50	27,114.15	55.56%
001-522-20-20-01	Benefits (Volunteers)	3,700.00	1,061.71	240.01	1,301.72	2,398.28	64.82%
001-522-20-20-02	Benefits - Mobilization	0.00	0.14	0.00	0.14	-0.14	0.00%
001-522-20-20-03	Uniforms - Volunteers	8,000.00	809.34	1,101.04	1,910.38	6,089.62	76.12%
001-522-20-20-04	Uniforms - FT Firefighter	4,000.00	0.00	0.00	0.00	4,000.00	100.00%
001-522-20-31-00	Operating Supplies - Suppression	3,500.00	4,593.43	1,990.32	6,583.75	-3,083.75	-88.11%
001-522-20-31-01	Office Supplies - Suppression	300.00	14.94	203.57	218.51	81.49	27.16%
001-522-20-31-02	Fire Mobilization - Protective Equipment	2,000.00	113.36	91.12	204.48	1,795.52	89.78%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
001-522-20-31-03	Radios/Pagers - Parts & Supplies	750.00	0.00	0.00	0.00	750.00	100.00%
001-522-20-31-04	Oper Supplies - Vehicles	0.00	63.77	1,208.71	1,272.48	-1,272.48	0.00%
001-522-20-32-00	Fuel - Suppression	2,000.00	547.58	139.21	686.79	1,313.21	65.66%
001-522-20-32-02	Fire Mobilization - Fuel Consumed	3,000.00	0.00	316.39	316.39	2,683.61	89.45%
001-522-20-35-00	Sm Tools/Equipment	1,000.00	467.66	1,834.30	2,301.96	-1,301.96	-130.20%
001-522-20-35-01	Small Tools Vehicle	500.00	565.78	939.73	1,505.51	-1,005.51	-201.10%
001-522-20-35-02	Fire Mobilization - Sm Tools / Equipment	800.00	0.00	0.00	0.00	800.00	100.00%
001-522-20-41-00	Fire Dept Personnel Physicals	3,000.00	130.00	0.00	130.00	2,870.00	95.67%
001-522-20-42-00	Communication - Air Cards For MDTs	2,500.00	720.18	240.06	960.24	1,539.76	61.59%
001-522-20-48-00	Repairs/Maintenance	4,500.00	330.38	0.00	330.38	4,169.62	92.66%
001-522-20-48-01	Repairs/Maint Vehicle	0.00	0.00	336.97	336.97	-336.97	0.00%
001-522-20-48-02	Fire Mobilization - Repairs & Maint.	100.00	16.32	0.00	16.32	83.68	83.68%
001-522-20-49-00	Misc Fire	100.00	0.00	0.00	0.00	100.00	100.00%
001-522-20-49-02	Fire Mobilization - Misc. Expense	500.00	0.00	0.00	0.00	500.00	100.00%
001-522-20-49-04	Intergov Services - Dispatch Charges	36,000.00	17,242.50	0.00	17,242.50	18,757.50	52.10%
001-522-20-49-06	BVFF Pension & Disability Payments	1,800.00	1,260.00	0.00	1,260.00	540.00	30.00%
001-522-20-49-96	Interfund Rentals - O & M	15,000.00	14,780.99	0.00	14,780.99	219.01	1.46%
001-522-30-10-00	Wages & OT	43,914.00	10,289.15	3,561.71	13,850.86	30,063.14	68.46%
001-522-30-20-00	Benefits	19,465.47	5,330.14	1,787.38	7,117.52	12,347.95	63.44%
001-522-30-20-01	Other Benefits/Uniforms	300.00	0.00	0.00	0.00	300.00	100.00%
001-522-30-31-00	Operating Supplies - Prevention / Investigation	2,500.00	0.00	0.00	0.00	2,500.00	100.00%
001-522-30-31-01	Office Supplies - Prevention / Investigation	200.00	0.00	0.00	0.00	200.00	100.00%
001-522-30-42-00	Communication	1,000.00	123.78	41.23	165.01	834.99	83.50%
001-522-30-43-00	Travel	1,500.00	0.00	0.00	0.00	1,500.00	100.00%
001-522-30-48-00	Repairs/Maintenance	100.00	0.00	0.00	0.00	100.00	100.00%
001-522-30-49-00	Miscellaneous	750.00	0.00	19.09	19.09	730.91	97.45%
001-522-45-10-00	Wages & OT	63,229.40	19,276.97	7,080.06	26,357.03	36,872.37	58.32%
001-522-45-20-00	Benefits	11,818.64	4,954.94	1,709.99	6,664.93	5,153.71	43.61%
001-522-45-20-03	Uniforms - FT Firefighter	300.00	0.00	0.00	0.00	300.00	100.00%
001-522-45-31-00	Operating Supplies - Training	5,000.00	3,532.48	646.09	4,178.57	821.43	16.43%
001-522-45-31-01	Office Supplies - Training	250.00	5,900.36	0.00	5,900.36	-5,650.36	-2,260.14%
001-522-45-43-00	Travel	10,000.00	0.00	0.00	0.00	10,000.00	100.00%
001-522-45-48-00	Repairs/Maintenance	150.00	0.00	0.00	0.00	150.00	100.00%
001-522-45-49-00	Miscellaneous	2,500.00	485.27	0.00	485.27	2,014.73	80.59%
001-522-45-49-01	Registrations/Fees - Training Classes & Seminars	5,000.00	1,624.21	0.00	1,624.21	3,375.79	67.52%
001-522-50-31-00	Operating Supplies - Facilities	4,000.00	1,676.78	0.00	1,676.78	2,323.22	58.08%
001-522-50-31-01	Office Supplies - Facilities	100.00	0.00	0.00	0.00	100.00	100.00%
001-522-50-35-00	Small Tools/Equipment	150.00	0.00	0.00	0.00	150.00	100.00%
001-522-50-47-00	Public Utility Services	20,000.00	8,573.90	1,957.93	10,531.83	9,468.17	47.34%
001-522-50-48-00	Repairs/Maintenance	5,000.00	0.00	0.00	0.00	5,000.00	100.00%
001-522-50-49-00	Miscellaneous	150.00	185.12	73.98	259.10	-109.10	-72.73%
001-523-60-41-00	Professional Services	1,000.00	0.00	0.00	0.00	1,000.00	100.00%
001-523-60-49-00	Miscellaneous	150.00	0.00	0.00	0.00	150.00	100.00%
001-523-60-49-01	Intergov Services - Cnty Jail Services	35,000.00	14,605.91	5,193.21	19,799.12	15,200.88	43.43%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
001-524-10-10-00	Wages - Bldg Clerical	20,425.06	5,051.72	1,702.40	6,754.12	13,670.94	66.93%
001-524-10-20-00	Benefits - Bldg Clerical	13,404.73	3,399.06	1,126.43	4,525.49	8,879.24	66.24%
001-524-20-10-00	Wages & OT	129,353.39	31,988.87	10,779.50	42,768.37	86,585.02	66.94%
001-524-20-20-00	Benefits	67,512.86	17,586.18	5,863.43	23,449.61	44,063.25	65.27%
001-524-20-31-00	Operating Supplies - Bldg. Inspection	1,200.00	0.00	0.00	0.00	1,200.00	100.00%
001-524-20-31-01	Office Supplies - Bldg. Inspection	500.00	85.31	92.32	177.63	322.37	64.47%
001-524-20-35-00	Sm Tools/Equipment	450.00	0.00	0.00	0.00	450.00	100.00%
001-524-20-41-00	Professional Services	2,000.00	21.11	0.00	21.11	1,978.89	98.94%
001-524-20-41-01	Plan Check Professional Services	2,000.00	0.00	0.00	0.00	2,000.00	100.00%
001-524-20-42-00	Communication	2,893.00	704.80	249.94	954.74	1,938.26	67.00%
001-524-20-43-00	Travel	4,560.00	0.00	0.00	0.00	4,560.00	100.00%
001-524-20-48-00	Repairs/Maintenance	200.00	27.43	29.30	56.73	143.27	71.64%
001-524-20-49-00	Miscellaneous	400.00	0.00	0.00	0.00	400.00	100.00%
001-524-20-49-01	Training Class Registration Costs - Bldg Dept	5,000.00	0.00	0.00	0.00	5,000.00	100.00%
001-525-60-49-00	Intergov Servs Emergency Management Cnty	9,400.00	25,025.00	0.00	25,025.00	-15,625.00	-166.22%
001-548-68-49-96	INF ER&R From CE O&M Costs	40,000.00	35,168.98	0.00	35,168.98	4,831.02	12.08%
001-554-30-10-00	Wages Special Enforcement	60,494.91	14,960.00	5,042.00	20,002.00	40,492.91	66.94%
001-554-30-20-00	Benefits	30,683.87	9,618.84	3,211.57	12,830.41	17,853.46	58.19%
001-554-30-20-01	Uniforms	500.00	0.00	177.50	177.50	322.50	64.50%
001-554-30-31-00	Operating Supplies - Special Enforcement	500.00	72.42	0.00	72.42	427.58	85.52%
001-554-30-31-01	Office Supplies - Special Enforcement	300.00	161.98	0.00	161.98	138.02	46.01%
001-554-30-35-00	Sm Tools/Equipment	75.00	0.00	119.67	119.67	-44.67	-59.56%
001-554-30-41-00	Professional Services	10,000.00	4,000.00	1,000.00	5,000.00	5,000.00	50.00%
001-554-30-42-00	Communications - Special Enforcement	1,500.00	433.11	81.24	514.35	985.65	65.71%
001-554-30-43-00	Travel	1,500.00	0.00	0.00	0.00	1,500.00	100.00%
001-554-30-48-00	Repairs/maintenance	20.00	0.00	0.00	0.00	20.00	100.00%
001-554-30-49-00	Miscellaneous	40.00	61.25	0.00	61.25	-21.25	-53.13%
001-554-30-49-01	Registrations/Fees - Training Classes & Seminars	500.00	0.00	0.00	0.00	500.00	100.00%
001-554-30-49-96	Interfund Rentals - O & M	2,300.00	4,259.75	0.00	4,259.75	-1,959.75	-85.21%
001-558-50-40-00	State Bldg Code Fee	1,500.00	0.00	508.25	508.25	991.75	66.12%
001-558-60-10-00	Wages & OT	107,916.37	26,626.63	8,970.45	35,597.08	72,319.29	67.01%
001-558-60-20-00	Personnel Benefits	52,229.35	13,407.37	4,462.55	17,869.92	34,359.43	65.79%
001-558-60-31-00	Operating Supplies - Planning	500.00	0.00	0.00	0.00	500.00	100.00%
001-558-60-31-01	Office Supplies - Planning	300.00	56.89	99.62	156.51	143.49	47.83%
001-558-60-41-00	Professional Services	100,000.00	2,780.80	15,535.83	18,316.63	81,683.37	81.68%
001-558-60-42-00	Communication	1,500.00	392.36	71.53	463.89	1,036.11	69.07%
001-558-60-43-00	Travel	1,400.00	0.00	2.68	2.68	1,397.32	99.81%
001-558-60-44-01	Advertising	2,500.00	305.44	549.64	855.08	1,644.92	65.80%
001-558-60-48-00	Repairs And Maintenance	1,400.00	70.97	61.92	132.89	1,267.11	90.51%
001-558-60-49-00	Miscellaneous	2,000.00	521.51	0.00	521.51	1,478.49	73.92%
001-558-60-49-01	Registrations/Fees - Training Classes & Seminars	600.00	0.00	46.50	46.50	553.50	92.25%
001-558-60-49-02	Intergov Services	5,200.00	0.00	0.00	0.00	5,200.00	100.00%
001-558-70-41-00	Community Development / Planning Prof Servs	10,000.00	649.80	0.00	649.80	9,350.20	93.50%
001-558-70-49-00	Economic Development - Miscellaneous	5,000.00	539.45	790.00	1,329.45	3,670.55	73.41%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
001-558-75-41-01	Planning & Development Costs - Pass Thru	15,000.00	600.00	0.00	600.00	14,400.00	96.00%
001-566-00-49-00	Intergovernmentl Services	3,000.00	0.00	0.00	0.00	3,000.00	100.00%
001-573-90-31-00	Operating Supplies - Community Events	10,000.00	200.08	126.28	326.36	9,673.64	96.74%
001-573-90-31-01	Office Supplies - Community Events	500.00	0.00	0.00	0.00	500.00	100.00%
001-573-90-35-00	Sm Tools/Minor Equip.	25,000.00	0.00	2,463.15	2,463.15	22,536.85	90.15%
001-573-90-40-02	Farmer's Market Pass-through Payments - SNAP/E	1,400.00	0.00	0.00	0.00	1,400.00	100.00%
001-573-90-40-03	Farmer Market Pass-through Process - State Matc	1,400.00	0.00	0.00	0.00	1,400.00	100.00%
001-573-90-40-05	Farmer Market Pass-through Process - DOH Kid Ca	1,400.00	0.00	0.00	0.00	1,400.00	100.00%
001-573-90-41-00	Professional Services - Community Events	50,000.00	171.79	2,950.00	3,121.79	46,878.21	93.76%
001-573-90-41-02	Professional Services - Blue Mountain United Way	10,000.00	0.00	0.00	0.00	10,000.00	100.00%
001-573-90-41-03	Professional Services - Community Grant	0.00	308.00	2,500.00	2,808.00	-2,808.00	0.00%
001-573-90-42-00	Communications - Community Events	1,000.00	243.81	81.24	325.05	674.95	67.50%
001-573-90-44-01	Advertising	10,000.00	0.00	0.00	0.00	10,000.00	100.00%
001-573-90-48-00	Repairs & Maintenance - Community Events	500.00	0.00	0.00	0.00	500.00	100.00%
001-573-90-49-00	Miscellaneous	10,000.00	231.27	250.00	481.27	9,518.73	95.19%
001-573-90-49-01	Community Assistance Program	15,000.00	0.00	0.00	0.00	15,000.00	100.00%
001-576-80-10-00	Wages	60,826.03	15,123.93	5,130.54	20,254.47	40,571.56	66.70%
001-576-80-20-00	Benefits	35,008.55	10,599.95	3,551.93	14,151.88	20,856.67	59.58%
001-576-80-20-01	Uniforms / Other Benefits	250.00	200.00	5.39	205.39	44.61	17.84%
001-576-80-31-00	Operating Supplies - Parks	12,000.00	1,425.47	765.24	2,190.71	9,809.29	81.74%
001-576-80-35-00	Sm Tools/Equipment	750.00	357.62	0.00	357.62	392.38	52.32%
001-576-80-41-00	Professional Services	750.00	18.00	16,751.42	16,769.42	-16,019.42	-2,135.92%
001-576-80-42-00	Communication	300.00	0.00	0.00	0.00	300.00	100.00%
001-576-80-45-00	Operating Rentals	300.00	12.40	0.00	12.40	287.60	95.87%
001-576-80-47-00	Utility Services	31,000.00	4,721.14	1,582.78	6,303.92	24,696.08	79.66%
001-576-80-48-00	Repairs/Maintenance	5,000.00	0.00	0.00	0.00	5,000.00	100.00%
001-576-80-49-00	Miscellaneous	5,000.00	24.94	0.00	24.94	4,975.06	99.50%
001-576-80-49-01	Intergov Services	1,500.00	0.00	0.00	0.00	1,500.00	100.00%
001-576-80-49-02	Registration Fees / Training Classes & Seminars	500.00	0.00	0.00	0.00	500.00	100.00%
001-576-81-10-00	Wages & OT	46,968.85	9,346.57	3,282.50	12,629.07	34,339.78	73.11%
001-576-81-20-00	Personnel Benefits	20,617.67	5,124.20	1,738.26	6,862.46	13,755.21	66.72%
001-576-81-20-01	Parks Administration - Uniform	0.00	0.00	20.87	20.87	-20.87	0.00%
001-576-81-31-00	Operating Supplies - Parks Administration	200.00	0.00	8.62	8.62	191.38	95.69%
001-576-81-31-01	Office Supplies - Parks Administration	200.00	27.05	43.70	70.75	129.25	64.63%
001-576-81-42-00	Communication	500.00	84.93	40.42	125.35	374.65	74.93%
001-576-81-43-00	Travel	750.00	2.26	8.73	10.99	739.01	98.53%
001-576-81-44-01	Advertising	0.00	540.64	0.00	540.64	-540.64	0.00%
001-576-81-49-00	Miscellaneous	500.00	0.00	9.30	9.30	490.70	98.14%
001-582-10-00-03	Refund Of Fireworks Bonds	100.00	0.00	0.00	0.00	100.00	100.00%
001-589-90-00-00	Other Non-Expenditures	500.00	560.00	805.40	1,365.40	-865.40	-173.08%
001-589-90-00-04	Travel Account Expenditures	5,000.00	0.00	0.00	0.00	5,000.00	100.00%
001-589-90-00-10	Covid-19 Reimbursement	0.00	655.10	1,087.08	1,742.18	-1,742.18	0.00%
001-594-14-64-00	Machinery & Equipment	500.00	0.00	0.00	0.00	500.00	100.00%
001-594-14-64-01	Machinery & Equipment	3,000.00	0.00	0.00	0.00	3,000.00	100.00%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
001-594-18-64-16	Machinery And Equipment - HR	250.00	0.00	0.00	0.00	250.00	100.00%
001-594-18-64-19	Machinery/Equipment	302,000.00	0.00	0.00	0.00	302,000.00	100.00%
001-594-21-64-01	Machinery Investigation	8,700.00	0.00	0.00	0.00	8,700.00	100.00%
001-594-21-64-02	Machinery/Equip Patrol	20,000.00	15,505.97	5,813.27	21,319.24	-1,319.24	-6.60%
001-594-21-64-05	WASPC TrafficSafety Grant	2,000.00	0.00	0.00	0.00	2,000.00	100.00%
001-594-21-64-09	Equipment Purchases - Traffic Policing	2,500.00	4,747.73	0.00	4,747.73	-2,247.73	-89.91%
001-594-21-64-10	Machinery & Equipment - Grant Funded	2,500.00	0.00	0.00	0.00	2,500.00	100.00%
001-594-21-64-11	Machinery & Equipment - Support Svcs	4,200.00	0.00	0.00	0.00	4,200.00	100.00%
001-594-21-64-12	Wildhorse Camera Grant	2,000.00	25,001.00	0.00	25,001.00	-23,001.00	-1,150.05%
001-594-21-64-55	Machinery/Equipment - Special Enforcement	2,000.00	0.00	0.00	0.00	2,000.00	100.00%
001-594-22-64-10	Equipment - Radios & Pagers (Fire)	19,500.00	220.82	0.00	220.82	19,279.18	98.87%
001-594-22-64-20	Machinery/Equipment	20,000.00	7,442.29	750.85	8,193.14	11,806.86	59.03%
001-594-22-64-20	Train Equip/Software/Matls - WSP FF Train Progra	2,000.00	0.00	0.00	0.00	2,000.00	100.00%
001-594-22-64-40	Machinery/Equipment	8,000.00	0.00	0.00	0.00	8,000.00	100.00%
001-594-58-64-01	Machinery & Equipment	300.00	0.00	0.00	0.00	300.00	100.00%
001-594-76-61-00	Land & Land Improvements - Parks	20,000.00	0.00	0.00	0.00	20,000.00	100.00%
001-594-76-63-00	Other Improvements - Parks	100,000.00	5,621.80	0.00	5,621.80	94,378.20	94.38%
001-597-00-00-01	Interfund Transfer CE/Sts	700,000.00	175,000.00	0.00	175,000.00	525,000.00	75.00%
001-597-00-00-03	Transfers-Out - CE To SCCF #101	0.00	40,000.00	0.00	40,000.00	-40,000.00	0.00%
001-597-00-00-12	Transfer To Technology Reserve Fund	575,000.00	227,750.00	100,000.00	327,750.00	247,250.00	43.00%
001-597-00-00-15	Transfers-Out - CE To Bldg Facility Maint. Reserve	200,000.00	50,000.00	0.00	50,000.00	150,000.00	75.00%
001-597-00-00-20	CARS GO Bond Payment - INF To 201 Bond Fun	489,050.00	0.00	0.00	0.00	489,050.00	100.00%
001-597-00-00-50	Transfer To ER&R For Police Vehicle Purchase	0.00	5,000.00	0.00	5,000.00	-5,000.00	0.00%
001-597-00-00-61	Interfund Transf From CE To Empl Bene Reserv #6	50,000.00	12,500.00	0.00	12,500.00	37,500.00	75.00%
001-597-00-04-04	IF Transf To SW Cap For ARPA Exp (CFDA # 21.027)	7,446.00	0.00	0.00	0.00	7,446.00	100.00%
001-597-00-15-21	Transfer To 320 For Equipment Replacement	473,351.00	118,337.75	0.00	118,337.75	355,013.25	75.00%
001-597-00-15-24	Transfer To 320 For Equipment Replacement	0.00	50,000.00	0.00	50,000.00	-50,000.00	0.00%
001-597-00-15-26	Transfer To 320 For Equipment Replacement	0.00	81,250.00	0.00	81,250.00	-81,250.00	0.00%
Totals:		-2,602.59	1,013,961.71	189,802.59	1,203,764.30	-1,206,366.89	
Totals:		-2,602.59	1,013,961.71	189,802.59	1,203,764.30	-1,206,366.89	
Totals:		-2,602.59	1,013,961.71	189,802.59	1,203,764.30	-1,206,366.89	
001 - Current Expense Fund Totals:		-2,602.59	1,013,961.71	189,802.59	1,203,764.30	-1,206,366.89	
005 - Current Expense Reserve Fund							
005-361-10-00-05	Unrealized Gain/Loss	0.00	1,421.08	1,197.82	2,618.90	-2,618.90	0.00%
005-361-11-00-05	Investment Interest	-5,000.00	-3,279.43	-548.76	-3,828.19	-1,171.81	-23.44%
005-361-30-00-05	Realized Gain/Loss On Investments	0.00	382.06	0.00	382.06	-382.06	0.00%
005-361-41-00-05	Investment Interest - Purchased	0.00	-144.92	0.00	-144.92	144.92	0.00%
005-514-29-41-05	Banking Service Fees/Charges	20.00	8.37	2.42	10.79	9.21	46.05%
Totals:		-4,980.00	-1,612.84	651.48	-961.36	-4,018.64	
Totals:		-4,980.00	-1,612.84	651.48	-961.36	-4,018.64	
Totals:		-4,980.00	-1,612.84	651.48	-961.36	-4,018.64	

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
005 - Current Expense Reserve Fund Totals:							
		-4,980.00	-1,612.84	651.48	-961.36	-4,018.64	
012 - Technology Reserve Fund							
012-361-10-00-20	Unrealized Gain/Loss	0.00	1,193.32	1,005.85	2,199.17	-2,199.17	0.00%
012-361-11-00-20	Interest Earned - Technology Reserve Fund	-4,000.00	-1,854.77	-73.68	-1,928.45	-2,071.55	-51.79%
012-361-30-00-20	Realized Gain/Loss On Investments	0.00	320.83	0.00	320.83	-320.83	0.00%
012-361-41-00-20	Investment Interest - Purchased	0.00	-121.69	0.00	-121.69	121.69	0.00%
012-397-00-00-13	Interfund Transfer CE To Tech Reserve Fund	-575,000.00	-227,750.00	-100,000.00	-327,750.00	-247,250.00	-43.00%
012-514-20-41-00	Professional Financial / Banking Costs	20.00	7.03	1.98	9.01	10.99	54.95%
012-518-88-41-00	Professional Technology Services	89,236.00	14,165.78	4,140.93	18,306.71	70,929.29	79.49%
012-518-88-41-01	Professional Technology Services-Data Storage	3,000.00	0.00	0.00	0.00	3,000.00	100.00%
012-518-89-10-00	Salaries & Wages	63,901.20	16,158.65	5,170.00	21,328.65	42,572.55	66.62%
012-518-89-20-00	Benefits	40,079.83	10,200.16	3,339.42	13,539.58	26,540.25	66.22%
012-518-89-31-00	Operating Supplies - Data Processing	0.00	1,382.15	0.00	1,382.15	-1,382.15	0.00%
012-518-89-31-01	Office Supplies - Data Processing	500.00	0.00	0.00	0.00	500.00	100.00%
012-518-89-35-00	Sm Tools/Minor Equipment	2,000.00	0.00	249.98	249.98	1,750.02	87.50%
012-518-89-41-00	Professional Services	3,265.00	0.00	0.00	0.00	3,265.00	100.00%
012-518-89-42-00	Communication	3,268.08	763.79	241.23	1,005.02	2,263.06	69.25%
012-518-89-43-00	Travel / Training	3,000.00	0.00	0.00	0.00	3,000.00	100.00%
012-518-89-45-00	Operating Rentals/Leases	1,500.00	0.00	0.00	0.00	1,500.00	100.00%
012-518-89-48-00	Repairs & Maintenance	1,000.00	0.00	0.00	0.00	1,000.00	100.00%
012-518-89-49-01	Registration Fees - Training Classes & Seminars	1,000.00	0.00	0.00	0.00	1,000.00	100.00%
012-591-18-75-05	Cap Leases & Installment Purchas - Postage Meter	1,558.00	389.43	0.00	389.43	1,168.57	75.00%
012-591-21-75-01	Cap Leases & Installment Purchas - Police Dept	43,800.00	42,133.75	0.00	42,133.75	1,666.25	3.80%
012-591-58-75-04	Cap Leases & Installment Purchas - CD Copier Lea	2,805.00	723.25	305.85	1,029.10	1,775.90	63.31%
012-594-18-64-00	Machinery / Equipment	600.00	0.00	0.00	0.00	600.00	100.00%
012-594-18-64-01	Machinery & Equipment - Technology	89,204.00	42,051.28	20,340.72	62,392.00	26,812.00	30.06%
012-594-18-64-02	Machinery & Equipment	34,000.00	0.00	0.00	0.00	34,000.00	100.00%
012-594-18-64-03	Software / Software Update Purchases	304,244.00	101,611.94	73,027.23	174,639.17	129,604.83	42.60%
Totals:		108,981.11	1,374.90	7,749.51	9,124.41	99,856.70	
Totals:		108,981.11	1,374.90	7,749.51	9,124.41	99,856.70	
Totals:		108,981.11	1,374.90	7,749.51	9,124.41	99,856.70	
012 - Technology Reserve Fund Totals:							
		108,981.11	1,374.90	7,749.51	9,124.41	99,856.70	
061 - Employee Benefit Reserve Fund							
061-361-10-00-61	Unrealized Gain/Loss	0.00	1,203.10	1,014.09	2,217.19	-2,217.19	0.00%
061-361-11-00-61	Investment Interest-Employee Benefit Reserve	-4,000.00	-2,488.58	-325.38	-2,813.96	-1,186.04	-29.65%
061-361-30-00-61	Realized Gain/Loss On Investments	0.00	323.46	0.00	323.46	-323.46	0.00%
061-361-41-00-61	Investment Interest - Purchased	0.00	-122.69	0.00	-122.69	122.69	0.00%
061-397-00-00-61	IF Trans From CE Fund To Employee Benefit Resv Fu	-50,000.00	-12,500.00	0.00	-12,500.00	-37,500.00	-75.00%
061-518-10-41-50	Professional Services-Banking Fees	25.00	7.08	2.03	9.11	15.89	63.56%
061-518-61-20-01	Postemployment Benefits - Med Exp Reimb LEOFF	100,000.00	20,932.00	14,485.00	35,417.00	64,583.00	64.58%
061-518-61-20-02	Postemployment Benefits - Ins Premiums LEOFF 1	12,450.00	2,325.42	775.14	3,100.56	9,349.44	75.10%
Totals:		58,475.00	9,679.79	15,950.88	25,630.67	32,844.33	

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
		58,475.00	9,679.79	15,950.88	25,630.67	32,844.33	
Totals:				15,950.88	25,630.67	32,844.33	
		58,475.00	9,679.79	15,950.88	25,630.67	32,844.33	
Totals:				15,950.88	25,630.67	32,844.33	
061 - Employee Benefit Reserve Fund Totals:							
100 - Street Fund							
100-322-40-00-00	Street & Curb Permits	-6,000.00	-1,425.00	-1,625.00	-3,050.00	-2,950.00	-49.17%
100-336-00-71-00	Multimodal Transportation ac" Cities	-12,812.00	0.00	0.00	0.00	-12,812.00	-100.00%
100-336-00-87-00	Motor Veh Fuel Tax St.	-185,000.00	-43,932.08	0.00	-43,932.08	-141,067.92	-76.25%
100-361-10-00-01	Unrealized Gain/Loss	0.00	653.51	384.55	1,038.06	-1,038.06	0.00%
100-361-11-00-01	Investment Interest	-1,500.00	-1,119.97	-96.14	-1,216.11	-283.89	-18.93%
100-361-30-00-01	Realized Gain/Loss On Investments	0.00	175.70	0.00	175.70	-175.70	0.00%
100-361-41-00-01	Investment Interest - Purchased	0.00	-66.64	0.00	-66.64	66.64	0.00%
100-369-91-00-01	Other Misc. Revenue	0.00	-132.64	-533.03	-665.67	665.67	0.00%
100-397-00-00-01	Transfer From CE To Sts	-700,000.00	-175,000.00	0.00	-175,000.00	-525,000.00	-75.00%
100-542-30-10-00	Wages & OT	103,502.18	21,363.97	7,470.97	28,834.94	74,667.24	72.14%
100-542-30-20-00	Benefits	50,056.11	12,130.56	4,110.29	16,240.85	33,815.26	67.55%
100-542-30-20-01	Benefits - Uniforms	500.00	530.13	59.02	589.15	-89.15	-17.83%
100-542-30-31-00	Operating Supplies - Traveled Way	25,000.00	3,702.49	1,953.98	5,656.47	19,343.53	77.37%
100-542-30-35-00	Sm Tools/Equipment	1,000.00	0.00	0.00	0.00	1,000.00	100.00%
100-542-30-41-00	Professional Services	5,000.00	3.25	18,367.57	18,370.82	-13,370.82	-267.42%
100-542-30-42-00	Communications	2,500.00	464.15	191.87	656.02	1,843.98	73.76%
100-542-30-43-00	Travel	750.00	0.00	5.60	5.60	744.40	99.25%
100-542-30-45-00	Operating Rentals	10,000.00	0.00	0.00	0.00	10,000.00	100.00%
100-542-30-48-00	Repairs/Maintenance	15,000.00	0.00	2,265.22	2,265.22	12,734.78	84.90%
100-542-30-49-00	Miscellaneous	500.00	246.00	18.59	264.59	235.41	47.08%
100-542-30-49-96	Interfund Rentals - O & M	50,000.00	8,644.89	0.00	8,644.89	41,355.11	82.71%
100-542-63-47-00	Public Util St. Lighting	30,000.00	21,387.27	6,300.01	27,687.28	2,312.72	7.71%
100-542-64-10-00	Wages & OT	18,157.81	4,583.73	1,548.31	6,132.04	12,025.77	66.23%
100-542-64-20-01	Benefits	9,522.01	2,511.77	841.63	3,353.40	6,168.61	64.78%
100-542-64-20-01	Benefits - Uniforms	0.00	60.00	0.00	60.00	-60.00	0.00%
100-542-64-31-00	Operating Supplies - Traffic Control Devices	35,000.00	10,732.54	115.26	10,847.80	24,152.20	69.01%
100-542-64-35-00	Sm Tools/Equipment	1,000.00	0.00	0.00	0.00	1,000.00	100.00%
100-542-64-47-00	Public Utilities	14,000.00	1,951.76	647.89	2,599.65	11,400.35	81.43%
100-542-64-49-00	Intergovernmentl Services	7,500.00	1,238.27	667.91	1,906.18	5,593.82	74.58%
100-542-64-49-01	Miscellaneous	0.00	12.60	0.00	12.60	-12.60	0.00%
100-542-64-49-96	Interfund Rentals - O & M	14,500.00	4,743.08	0.00	4,743.08	9,756.92	67.29%
100-542-66-10-00	Wages & OT	6,052.60	1,527.91	516.10	2,044.01	4,008.59	66.23%
100-542-66-20-00	Benefits	3,174.02	837.28	280.54	1,117.82	2,056.20	64.78%
100-542-66-20-01	Benefits - Uniforms	0.00	20.00	0.00	20.00	-20.00	0.00%
100-542-66-20-01	Operating Supplies - Snow & Ice Removal	15,000.00	310.47	0.00	310.47	14,689.53	97.93%
100-542-66-31-00	Miscellaneous	0.00	4.20	0.00	4.20	-4.20	0.00%
100-542-66-49-00	Interfund Rentals - O & M	6,800.00	602.67	0.00	602.67	6,197.33	91.14%
100-542-70-10-00	Wages & OT	6,052.60	1,527.90	516.11	2,044.01	4,008.59	66.23%
100-542-70-20-00	Benefits	3,173.96	837.09	280.47	1,117.56	2,056.40	64.79%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
100-542-70-20-01	Benefits - Uniforms	200.00	20.00	0.00	20.00	180.00	90.00%
100-542-70-31-00	Operating Supplies - Roadside	7,500.00	5,144.83	48.85	5,193.68	2,306.32	30.75%
100-542-70-35-00	Sm Tools/Equipment	500.00	351.04	318.90	669.94	-169.94	-33.99%
100-542-70-48-00	Repairs/Maintenance	1,000.00	0.00	0.00	0.00	1,000.00	100.00%
100-542-70-48-10	Road & Street Repairs & Maintenance - Myra Rd	3,000.00	0.00	0.00	0.00	3,000.00	100.00%
100-542-70-49-00	Intergovernmentl Services	7,800.00	2,182.87	0.00	2,182.87	5,617.13	72.01%
100-542-70-49-01	Miscellaneous	0.00	24.45	0.00	24.45	-24.45	0.00%
100-542-70-49-96	Interfund Rentals - O & M	9,000.00	2,268.73	0.00	2,268.73	6,731.27	74.79%
100-542-90-10-00	Wages & OT	8,635.60	2,135.07	719.55	2,854.62	5,780.98	66.94%
100-542-90-20-00	Benefits	3,605.87	907.73	301.67	1,209.40	2,396.47	66.46%
100-543-10-10-00	Wages & OT	60,844.30	14,282.29	4,585.87	18,868.16	41,976.14	68.99%
100-543-10-10-02	Wages - Clerical	1,075.01	265.88	89.60	355.48	719.53	66.93%
100-543-10-20-00	Benefits	20,029.23	5,912.89	1,917.66	7,830.55	12,198.68	60.90%
100-543-10-20-02	Benefits - Clerical	705.52	178.89	59.27	238.16	467.36	66.24%
100-543-10-31-00	Operating Supplies - Administration	2,000.00	1,367.99	0.00	1,367.99	632.01	31.60%
100-543-10-31-01	Office Supplies - Administration	500.00	61.26	108.95	170.21	329.79	65.96%
100-543-10-41-00	Professional Services	1,500.00	327.69	375.65	703.34	796.66	53.11%
100-543-10-42-00	Communication	400.00	224.41	18.27	242.68	157.32	39.33%
100-543-10-43-00	Travel	0.00	701.63	13.32	714.95	-714.95	0.00%
100-543-10-44-01	Advertising	1,500.00	142.95	0.00	142.95	1,357.05	90.47%
100-543-10-47-00	Public Services	2,000.00	929.81	146.66	1,076.47	923.53	46.18%
100-543-10-49-00	Miscellaneous	1,500.00	31.11	58.05	89.16	1,410.84	94.06%
100-543-30-41-00	Professional Financial / Banking Costs	400.00	3.86	0.77	4.63	395.37	98.84%
100-543-30-43-00	Travel - Training	500.00	0.00	0.00	0.00	500.00	100.00%
100-543-30-46-00	Insurance	37,967.00	38,252.40	0.00	38,252.40	-285.40	-0.75%
100-543-30-49-01	Registrations/Fees - Training Classes & Seminars	1,000.00	0.00	0.00	0.00	1,000.00	100.00%
100-544-20-10-00	Salary / Wages - City Engineer	2,280.00	0.00	0.00	0.00	2,280.00	100.00%
100-544-20-20-00	Benefits - City Engineer	227.00	0.00	0.00	0.00	227.00	100.00%
100-544-20-31-00	Operating Supplies - Engineering	200.00	0.00	0.00	0.00	200.00	100.00%
100-544-20-31-01	Office Supplies - Engineering	200.00	0.00	0.00	0.00	200.00	100.00%
100-544-20-41-00	Professional Services - Engineering	20,000.00	3.50	1.82	5.32	19,994.68	99.97%
100-544-20-43-00	Travel Expense - Engineering	200.00	0.00	0.00	0.00	200.00	100.00%
100-544-20-49-00	Miscellaneous - Engineering	150.00	0.00	0.00	0.00	150.00	100.00%
100-544-20-49-01	Training Registration Fees - Engineering	500.00	0.00	0.00	0.00	500.00	100.00%
100-597-00-00-11	Transfer To St Imp Resv.	0.00	30,000.00	0.00	30,000.00	-30,000.00	0.00%
100-597-00-01-00	Transfer To 320 For Equipment Replacement	360,000.00	90,000.00	0.00	90,000.00	270,000.00	75.00%
100-597-00-03-12	Inter Fund Transfer - 309	0.00	0.00	1,000.00	1,000.00	-1,000.00	0.00%
Totals:		85,348.82	74,848.14	54,052.58	128,900.72	-43,551.90	
Totals:		85,348.82	74,848.14	54,052.58	128,900.72	-43,551.90	
Totals:		85,348.82	74,848.14	54,052.58	128,900.72	-43,551.90	
100 - Street Fund Totals:		85,348.82	74,848.14	54,052.58	128,900.72	-43,551.90	

120 - Criminal Justice Fund

Date Range: 04/01/2024 - 04/30/2024

130 - Hotel/Motel Tax Totals:

Detail vs Budget Report

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Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
201 - ULTGO Bond Fund							
201-361-11-00-21	Investment Interest	-500.00	-59.07	-29.06	-88.13	-411.87	-82.37%
201-397-00-00-21	Transfer CE To ULTGO 201	-489,050.00	0.00	0.00	0.00	-489,050.00	-100.00%
201-591-95-71-01	Principle UTGO 2014 Issue (CARS)	330,000.00	0.00	0.00	0.00	330,000.00	100.00%
201-592-95-83-01	Interest UTGO 2014 Issue (CARS)	159,150.00	0.00	0.00	0.00	159,150.00	100.00%
201-592-95-83-02	Other Debt Service Costs (CARS)	300.00	350.00	0.00	350.00	-50.00	-16.67%
Totals:		-100.00	290.93	-29.06	261.87	-361.87	
Totals:		-100.00	290.93	-29.06	261.87	-361.87	
Totals:		-100.00	290.93	-29.06	261.87	-361.87	
201 - ULTGO Bond Fund Totals:							
		-100.00	290.93	-29.06	261.87	-361.87	
301 - Street Capital Contribution Fund							
301-345-89-01-23	Street Capital Developer Contributions	-380,828.00	0.00	0.00	0.00	-380,828.00	-100.00%
301-361-11-00-03	Investment Interest	-10.00	-1.31	-1.40	-2.71	-7.29	-72.90%
301-397-00-00-03	Interfund Transfers - CE To SCCF #101	0.00	-40,000.00	0.00	-40,000.00	40,000.00	0.00%
301-597-00-01-01	Interfund Transfer For CARS Signalization	40,000.00	40,000.00	0.00	40,000.00	0.00	0.00%
301-597-00-03-11	Interfund Transfer To Street Improvement Fund	320,828.00	0.00	0.00	0.00	320,828.00	100.00%
Totals:		-20,010.00	-1.31	-1.40	-2.71	-20,007.29	
Totals:		-20,010.00	-1.31	-1.40	-2.71	-20,007.29	
Totals:		-20,010.00	-1.31	-1.40	-2.71	-20,007.29	
301 - Street Capital Contribution Fund Totals:							
		-20,010.00	-1.31	-1.40	-2.71	-20,007.29	
305 - Capital Improvement Fund (REET)							
305-318-34-00-00	Real Estate Excise Tax Local	-230,000.00	-52,891.42	-10,996.42	-63,887.84	-166,112.16	-72.22%
305-361-10-00-35	Unrealized Gain/Loss	0.00	1,672.43	1,409.68	3,082.11	-3,082.11	0.00%
305-361-11-00-35	Investment Interest	-4,000.00	-4,034.36	-778.96	-4,813.32	813.32	20.33%
305-361-30-00-35	Realized Gain/Loss On Investments	0.00	449.63	0.00	449.63	-449.63	0.00%
305-361-41-00-35	Investment Interest - Purchased	0.00	-170.55	0.00	-170.55	170.55	0.00%
305-367-00-00-01	Contrib And Donations From Nongovernmental Se	-219,656.00	0.00	0.00	0.00	-219,656.00	-100.00%
305-514-20-41-35	Professional Financial / Banking Costs	35.00	9.85	2.87	12.72	22.28	63.66%
305-594-42-63-00	Street And Path Projects	849,066.15	0.00	0.00	0.00	849,066.15	100.00%
305-594-42-65-02	Chipsealing / Walla Walla Cnty PW	100,000.00	0.00	0.00	0.00	100,000.00	100.00%
305-595-10-63-00	Professional Services - Engineering Services	60,000.00	0.00	0.00	0.00	60,000.00	100.00%
Totals:		555,445.15	-54,964.42	-10,362.83	-65,327.25	620,772.40	
Totals:		555,445.15	-54,964.42	-10,362.83	-65,327.25	620,772.40	
Totals:		555,445.15	-54,964.42	-10,362.83	-65,327.25	620,772.40	
305 - Capital Improvement Fund (REET) Totals:							
		555,445.15	-54,964.42	-10,362.83	-65,327.25	620,772.40	
306 - Capital Improvement Fund (REET 2)							
306-318-35-00-00	REET 2 - Second Quarter Percent	-230,000.00	0.00	0.00	0.00	-230,000.00	-100.00%
306-331-11-00-00	Fed Direct Grant From The Department Of Comm	-512,735.90	0.00	0.00	0.00	-512,735.90	-100.00%
306-334-02-70-01	Rec And Conservation Office Grant - Lions' Park	-1,349,550.00	-54,781.30	0.00	-54,781.30	-1,294,768.70	-95.94%
306-334-03-10-09	State Direct/Indirect Grant From Dept Of Ecology	-866,150.00	-59,985.99	0.00	-59,985.99	-806,164.01	-93.07%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
306-361-10-00-36	Unrealized Gain/Loss	0.00	3,767.90	3,175.94	6,943.84	-6,943.84	0.00%
306-361-11-00-36	Investment Interest	-10,000.00	-8,343.32	-1,353.39	-9,696.71	-303.29	-3.03%
306-361-30-00-36	Realized Gain/Loss On Investments	0.00	1,013.00	0.00	1,013.00	-1,013.00	0.00%
306-361-41-00-36	Investment Interest - Purchased	0.00	-384.23	0.00	-384.23	384.23	0.00%
306-367-00-03-06	Local Grants - Lions Park Renovation	-1,025,471.80	0.00	0.00	0.00	-1,025,471.80	-100.00%
306-367-11-00-06	Contr/Donations - Private	-1,009,283.08	0.00	0.00	0.00	-1,009,283.08	-100.00%
306-514-20-41-36	Professional Financial / Banking Costs	0.00	22.19	6.41	28.60	-28.60	0.00%
306-594-76-63-04	Other Improvements - Parks REET II	0.00	-1,865.32	-16,499.59	-18,364.91	18,364.91	0.00%
306-595-30-63-36	Other Capital Improvements - REET 2	3,720,000.00	-44,003.78	48,123.42	4,119.64	3,715,880.36	99.89%
306-595-30-63-37	Other Capital Improvements - Grant Reimbursed	2,280,000.00	167,943.94	26,234.18	194,178.12	2,085,821.88	91.48%
Totals:		996,809.22	3,383.09	59,686.97	63,070.06	933,739.16	
Totals:		996,809.22	3,383.09	59,686.97	63,070.06	933,739.16	
Totals:		996,809.22	3,383.09	59,686.97	63,070.06	933,739.16	
306 - Capital Improvement Fund (REET 2) Totals:		996,809.22	3,383.09	59,686.97	63,070.06	933,739.16	
309 - CDBG Projects Fund							
309-333-14-00-00	Fed Ind Grt Fr Dept Of Hous/Urb Dev-Sidewalk-CD	-309,400.00	0.00	0.00	0.00	-309,400.00	-100.00%
309-333-14-00-01	Fed Ind Grt Fr Dept Of Hous/Urb Dev-Microbusn-	-15,000.00	0.00	0.00	0.00	-15,000.00	-100.00%
309-361-10-00-09	Unrealized Gain/Loss	0.00	0.09	0.07	0.16	-0.16	0.00%
309-361-11-00-09	Investment Interest - CDBG Project Fund	0.00	-0.14	0.00	-0.14	0.14	0.00%
309-361-41-00-09	Investment Interest - Purchased	0.00	-0.01	0.00	-0.01	0.01	0.00%
309-397-00-03-12	Interfund Transfer Streets	0.00	0.00	-1,000.00	-1,000.00	1,000.00	0.00%
309-558-70-40-00	Economic Dev - Microbusiness Assistance Progra	15,000.00	0.00	0.00	0.00	15,000.00	100.00%
309-595-61-63-00	Capital Expenditures/Expenses - Sidewalks	309,400.00	0.00	1,782.20	1,782.20	307,617.80	99.42%
Totals:		0.00	-0.06	782.27	782.21	-782.21	
Totals:		0.00	-0.06	782.27	782.21	-782.21	
Totals:		0.00	-0.06	782.27	782.21	-782.21	
309 - CDBG Projects Fund Totals:		0.00	-0.06	782.27	782.21	-782.21	
311 - Street Improvement Fund							
311-331-20-00-00	Fed Dir Grt From The Dept Of Transportation.	-750,000.00	0.00	0.00	0.00	-750,000.00	-100.00%
311-331-97-00-02	Fed Dir Grant From The Dept Of Homeland Securit	-8,500.00	0.00	0.00	0.00	-8,500.00	-100.00%
311-334-00-10-11	State Grant From Legislature	-214,687.84	0.00	0.00	0.00	-214,687.84	-100.00%
311-334-03-80-06	TIB C Street Grant	-50,000.00	0.00	0.00	0.00	-50,000.00	-100.00%
311-334-03-80-08	TIB Overlay Grants	-688,088.00	0.00	0.00	0.00	-688,088.00	-100.00%
311-361-10-00-11	Unrealized Gain/Loss	0.00	208.86	674.92	883.78	-883.78	0.00%
311-361-11-00-11	Investment Interest St. Improvement Fund	-500.00	-236.45	51.14	-185.31	-314.69	-62.94%
311-361-30-00-11	Realized Gain/Loss On Investments	0.00	56.15	0.00	56.15	-56.15	0.00%
311-361-41-00-11	Investment Interest - Purchased	0.00	-21.30	0.00	-21.30	21.30	0.00%
311-367-00-03-11	Pacific Power Grant	-3,400.00	0.00	0.00	0.00	-3,400.00	-100.00%
311-397-00-00-11	Transfer From Streets > St Res	0.00	-30,000.00	0.00	-30,000.00	30,000.00	0.00%
311-397-00-00-37	Interfund Transfer - 350 to 311	-381,000.00	0.00	0.00	0.00	-381,000.00	-100.00%
311-397-00-00-38	Interfund Transfer - 360 to 311	-4,090,032.00	0.00	0.00	0.00	-4,090,032.00	-100.00%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
311-397-00-03-11	IF Transfer From Street Cap Devr Contribs Fund	-320,828.00	0.00	0.00	0.00	-320,828.00	-100.00%
311-397-00-03-30	Transfer From Economic Development Fund	0.00	-90,000.00	-130,000.00	-220,000.00	220,000.00	0.00%
311-543-30-41-11	Professional Financial / Banking Costs	25.00	1.24	1.33	2.57	22.43	89.72%
311-595-30-63-12	Roads/Streets Const & Other Infrastr-St Improv Fu	11,900.00	2,269.97	396.88	2,666.85	9,233.15	77.59%
311-595-30-63-20	Street Fund Capital Project Roadways	5,345,176.00	55,056.42	67,452.47	122,508.89	5,222,667.11	97.71%
311-595-30-63-21	Street Fund Cap Proj Roadways - TIB Grant Portio	1,069,088.00	32,252.55	0.00	32,252.55	1,036,835.45	96.98%
Totals:		-80,846.84	-30,412.56	-61,423.26	-91,835.82	10,988.98	
Totals:		-80,846.84	-30,412.56	-61,423.26	-91,835.82	10,988.98	
Totals:		-80,846.84	-30,412.56	-61,423.26	-91,835.82	10,988.98	
311 - Street Improvement Fund Totals:		-80,846.84	-30,412.56	-61,423.26	-91,835.82	10,988.98	
315 - Facility Maintenance Reserve Fund (CE)							
315-334-04-20-15	Department Of Commerce Energy Efficiency Grant	-20,000.00	0.00	0.00	0.00	-20,000.00	-100.00%
315-361-10-00-15	Unrealized Gain/Loss	0.00	2,567.22	2,441.04	5,008.26	-5,008.26	0.00%
315-361-11-00-15	Investment Interest- Facility Maint Resv Fund	-5,000.00	-5,350.31	-849.33	-6,199.64	1,199.64	23.99%
315-361-30-00-15	Realized Gain/Loss On Investments	0.00	690.20	0.00	690.20	-690.20	0.00%
315-361-41-00-15	Investment Interest - Purchased	0.00	-261.79	0.00	-261.79	261.79	0.00%
315-391-20-04-12	Revenue Bond Proceeds	-2,000,000.00	0.00	0.00	0.00	-2,000,000.00	-100.00%
315-397-00-00-15	Operating Transfer From CE To Bldg Fac Reserve	-200,000.00	-50,000.00	0.00	-50,000.00	-150,000.00	-75.00%
315-514-20-41-15	Financial Services / Fees & Charges	100.00	15.12	4.90	20.02	79.98	79.98%
315-594-18-62-16	Cap Expend/Expense - Bdgs & Structures (Grt Fun	64,900.00	0.00	0.00	0.00	64,900.00	100.00%
315-594-18-62-17	Capital Expenditures/Expenses - Bdgs & Structure	2,105,944.00	64,261.00	11,631.92	75,892.92	2,030,051.08	96.40%
315-594-18-63-15	Capital Expenditures/Expenses - Other Imprvmnts	94,400.00	0.00	0.00	0.00	94,400.00	100.00%
315-594-18-64-15	Capital Expenditures/Expenses - Equip/Furnishing	34,458.00	3,321.13	0.00	3,321.13	31,136.87	90.36%
Totals:		74,802.00	15,242.57	13,228.53	28,471.10	46,330.90	
Totals:		74,802.00	15,242.57	13,228.53	28,471.10	46,330.90	
Totals:		74,802.00	15,242.57	13,228.53	28,471.10	46,330.90	
315 - Facility Maintenance Reserve Fund (CE) Totals:		74,802.00	15,242.57	13,228.53	28,471.10	46,330.90	
320 - Equipment Reserve Fund							
320-361-10-00-04	Unrealized Gain/Loss	0.00	1,336.46	2,177.39	3,513.85	-3,513.85	0.00%
320-361-11-00-04	Investment Interest	-2,500.00	-2,179.94	-157.81	-2,337.75	-162.25	-6.49%
320-361-30-00-04	Realized Gain/Loss On Investments	-1,050.00	359.31	0.00	359.31	-1,409.31	-134.22%
320-361-41-00-04	Investment Interest - Purchased	0.00	-136.29	0.00	-136.29	136.29	0.00%
320-397-00-01-00	Transfer From Streets For Equipment Replacement	-360,000.00	-90,000.00	0.00	-90,000.00	-270,000.00	-75.00%
320-397-00-15-21	Transfer From PD For Equipment Replacement	-473,351.00	-118,337.75	0.00	-118,337.75	-355,013.25	-75.00%
320-397-00-15-24	Transfer From Bldg/Facilities For Equip Replace	0.00	-50,000.00	0.00	-50,000.00	50,000.00	0.00%
320-397-00-15-26	Transfer From EMS For Equipment Replacement	-325,000.00	-81,250.00	0.00	-81,250.00	-243,750.00	-75.00%
320-514-89-41-20	Professional Financial / Banking Costs	33.00	7.87	4.29	12.16	20.84	63.15%
320-591-21-75-03	Capital Leases & Installment Purchases - PD	185,351.00	10,956.73	0.00	10,956.73	174,394.27	94.09%
320-594-21-64-32	Vehicles/Equip Police Department	217,000.00	117,683.34	77,644.23	195,327.57	21,672.43	9.99%
320-594-22-64-27	Vehicles/Equip EMS	325,000.00	0.00	1,445.60	1,445.60	323,554.40	99.56%
320-594-22-64-31	Vehicles/Equip Fire Department	0.00	1,518.18	39.67	1,557.85	-1,557.85	0.00%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
320-594-22-64-32	Vehicles/Equip Fire Department Mobilization	0.00	434.80	0.00	434.80	-434.80	0.00%
320-594-42-64-32	Vehicles/Equip Streets	360,000.00	0.00	48,543.10	48,543.10	311,456.90	86.52%
320-594-48-64-03	Capital Expenditures/Expenses - Machinery & Equ	0.00	68,330.96	64,709.44	133,040.40	-133,040.40	0.00%
320-597-00-00-00	Transfer to CE from 320	75,000.00	0.00	0.00	0.00	75,000.00	100.00%
Totals:		483.00	-141,276.33	194,405.91	53,129.58	-52,646.58	
Totals:		483.00	-141,276.33	194,405.91	53,129.58	-52,646.58	
Totals:		483.00	-141,276.33	194,405.91	53,129.58	-52,646.58	
320 - Equipment Reserve Fund Totals:		483.00	-141,276.33	194,405.91	53,129.58	-52,646.58	
330 - Economic Development Fund							
330-361-11-00-30	Interest Earned Economic Development	-375.00	-1,190.96	-1,646.97	-2,837.93	2,462.93	656.78%
330-397-00-01-01	Interfund Transfer For Signalization	-40,000.00	-40,000.00	0.00	-40,000.00	0.00	0.00%
330-397-00-41-33	Transfer From Wastewater Fund To Econ Dev Fund	0.00	0.00	-130,000.00	-130,000.00	130,000.00	0.00%
330-514-29-41-33	Banking Service Fees/Charges - Econ Dev Fund	0.00	12.00	608.13	620.13	-620.13	0.00%
330-595-20-63-03	ROW Acquisition	40,000.00	0.00	0.00	0.00	40,000.00	100.00%
330-597-00-03-30	Transfer To Street Improvement Fund	0.00	90,000.00	130,000.00	220,000.00	-220,000.00	0.00%
Totals:		-375.00	48,821.04	-1,038.84	47,782.20	-48,157.20	
Totals:		-375.00	48,821.04	-1,038.84	47,782.20	-48,157.20	
Totals:		-375.00	48,821.04	-1,038.84	47,782.20	-48,157.20	
330 - Economic Development Fund Totals:		-375.00	48,821.04	-1,038.84	47,782.20	-48,157.20	
340 - Economic Development Reserve Fund							
340-361-11-00-32	Interest Earned - Econ Development Reserve Fund	0.00	-0.25	-0.12	-0.37	0.37	0.00%
Totals:		0.00	-0.25	-0.12	-0.37	0.37	0.00%
Totals:		0.00	-0.25	-0.12	-0.37	0.37	0.00%
Totals:		0.00	-0.25	-0.12	-0.37	0.37	0.00%
340 - Economic Development Reserve Fund Totals:		0.00	-0.25	-0.12	-0.37	0.37	0.00%
350 - Tax Benefit District Construction Fund							
350-313-21-00-00	Sales Tax - TBD	-381,000.00	0.00	0.00	0.00	-381,000.00	-100.00%
350-597-00-00-37	Interfund Transfer 350 to 311	381,000.00	0.00	0.00	0.00	381,000.00	100.00%
Totals:		0.00	0.00	0.00	0.00	0.00	
Totals:		0.00	0.00	0.00	0.00	0.00	
Totals:		0.00	0.00	0.00	0.00	0.00	
350 - Tax Benefit District Construction Fund Totals:		0.00	0.00	0.00	0.00	0.00	
360 - Tax Increment Financing Construction Fund							
360-391-10-00-04	Revenue Bond Proceeds - TIF	-4,090,032.00	0.00	0.00	0.00	-4,090,032.00	-100.00%
360-597-00-00-38	Interfund Transfer - 360 to 311	4,090,032.00	0.00	0.00	0.00	4,090,032.00	100.00%
Totals:		0.00	0.00	0.00	0.00	0.00	
Totals:		0.00	0.00	0.00	0.00	0.00	

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Totals:				Totals:			
		Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining		
		0.00	0.00	0.00	0.00	0.00	0.00		
360 - Tax Increment Financing Construction Fund Totals:									
400 - Water Fund									
400-341-70-00-00	Sale Of Merchandise	-10,000.00	0.00	0.00	0.00	-10,000.00	-100.00%		
400-343-40-00-00	Water Sales	-1,648,846.00	-306,723.76	-100,025.23	-406,748.99	-1,242,097.01	-75.33%		
400-343-40-00-01	Water Sales - Irrigation Only	0.00	-29.70	0.00	-29.70	29.70	0.00%		
400-343-40-00-02	Water Charges For Utility Tax	-291,445.00	-63,348.21	-20,674.11	-84,022.32	-207,422.68	-71.17%		
400-343-40-01-70	Misc Util Fees/Activation Fees	-8,214.00	-51.75	-9.00	-60.75	-8,153.25	-99.26%		
400-343-40-01-85	Water - Sale Of Materials & Services	-15,103.00	-4,439.58	-3,314.70	-7,754.28	-7,348.72	-48.66%		
400-343-40-01-99	Utility Balance on SBX Conversion	0.00	-1,068.77	-7,376.92	-8,445.69	8,445.69	0.00%		
400-359-90-00-40	Penalty/Late Fee	-20,000.00	-6,199.95	-1,841.16	-8,041.11	-11,958.89	-59.79%		
400-361-10-00-40	Unrealized Gain/Loss	0.00	756.26	498.18	1,254.44	-1,254.44	0.00%		
400-361-11-00-40	Investment Interest	-10,000.00	-1,615.36	-79.24	-1,694.60	-8,305.40	-83.05%		
400-361-30-00-40	Realized Gain/Loss On Investments	0.00	203.28	0.00	203.28	-203.28	0.00%		
400-361-41-00-40	Investment Interest - Purchased	0.00	-77.10	0.00	-77.10	77.10	0.00%		
400-362-00-00-01	Water - Hydrant Meter & Backflow Rental Fees	-1,081.00	-637.00	-30.00	-667.00	-414.00	-38.30%		
400-362-00-50-40	Rental Charges / Fees	-23,000.00	-5,475.15	-3,650.10	-9,125.25	-13,874.75	-60.33%		
400-369-10-00-06	Sale Of Surplus - Water	-5,512.00	0.00	0.00	0.00	-5,512.00	-100.00%		
400-369-91-00-40	Other Misc. Revenues	0.00	0.00	188.52	188.52	-188.52	0.00%		
400-382-10-00-01	Water - Hydrant Meter DEPOSIT	-2,000.00	0.00	-1,030.00	-1,030.00	-970.00	-48.50%		
400-397-00-00-32	Interfund Transfer Fund 431 To Fund 400	-285,000.00	0.00	0.00	0.00	-285,000.00	-100.00%		
400-534-10-10-00	Wages & OT	107,125.32	26,130.84	8,801.36	34,932.20	72,193.12	67.39%		
400-534-10-20-00	Benefits	36,984.42	10,651.88	3,539.71	14,191.59	22,792.83	61.63%		
400-534-10-31-00	Operating Supplies - Administration	500.00	133.69	0.00	133.69	366.31	73.26%		
400-534-10-31-01	Office Supplies - Administration	650.00	915.38	270.72	1,186.10	-536.10	-82.48%		
400-534-10-35-00	Small Tools/Equipment	500.00	1,015.17	78.17	1,093.34	-593.34	-118.67%		
400-534-10-41-00	Professional Service	42,000.00	485.65	12,188.40	12,674.05	29,325.95	69.82%		
400-534-10-42-00	Communication	4,000.00	932.01	387.68	1,319.69	2,680.31	67.01%		
400-534-10-43-00	Travel	4,000.00	1,179.69	136.54	1,316.23	2,683.77	67.09%		
400-534-10-44-00	External Taxes	115,000.00	28,123.57	9,743.09	37,866.66	77,133.34	67.07%		
400-534-10-44-01	Advertising	1,000.00	415.37	0.00	415.37	584.63	58.46%		
400-534-10-44-02	Utility Tax	290,000.00	63,348.21	20,674.11	84,022.32	205,977.68	71.03%		
400-534-10-46-00	Insurance	78,160.00	78,776.31	0.00	78,776.31	-616.31	-0.79%		
400-534-10-49-00	Miscellaneous	6,500.00	8,116.09	578.85	8,694.94	-2,194.94	-33.77%		
400-534-10-49-01	Registrations/Fees - Training Classes & Seminars	3,500.00	1,370.00	582.80	1,952.80	1,547.20	44.21%		
400-534-20-10-00	Salaries & Wages	26,780.43	6,621.84	2,231.76	8,853.60	17,926.83	66.94%		
400-534-20-20-00	Benefits	12,826.02	3,213.69	1,070.72	4,284.41	8,541.61	66.60%		
400-534-20-49-00	Miscellaneous	0.00	208.00	0.00	208.00	-208.00	0.00%		
400-534-27-10-00	Water Utilities - Salaries & Wages	108,135.69	24,451.15	9,906.14	34,357.29	73,778.40	68.23%		
400-534-27-20-00	Water Utilities - Personnel Benefits	40,936.28	11,070.95	4,453.59	15,524.54	25,411.74	62.08%		
400-534-27-31-00	Water Utilities - Operating Supplies	1,500.00	90.40	16.76	107.16	1,392.84	92.86%		
400-534-27-31-01	Water Utilities - Office Supplies	3,000.00	191.30	142.12	333.42	2,666.58	88.89%		
400-534-27-35-00	Water Utilities - Small Tools And Minor Equipment	200.00	0.00	0.00	0.00	200.00	100.00%		



City of College Place, WA

Vendor History Report
By Vendor Name

Posting Date Range -
Payment Date Range 04/01/2024 - 04/30/2024

Payable Number	Description	Units	Price	Post Date	1099 Account Number	Payment Number	Payment Date	Amount	Shipping Dist Amount	Tax	Discount	Net	Payment
Vendor Set: 01 - Vendor Set 01													
14083 - Amazon Business Prime													
139K-DQQD-KF3L	RETURN - Label Maker	-1.00	72.27	4/18/2024	402-531-10-31-01	DFT0001390	4/18/2024	5,142.97	0.00	456.38	0.00	5,599.35	5,599.35
				-72.27			Office Supplies - Stormwater Admini	-72.27	0.00	0.00	0.00	-72.27	-72.27
13JP-Q7YT-V4RP	Fleet Supplies	1.00	59.36	4/18/2024	500-548-68-31-00	DFT0001390	4/18/2024	118.72	0.00	10.32	0.00	129.04	129.04
	Jumper Cables	1.00	59.36	64.52			Operating Supplies - General	64.52					
	Jumper Cables	1.00	59.36	64.52			Operating Supplies - General	64.52					
13YI-LYIQ- 4IK7	Desktop Organizer	1.00	39.99	4/18/2024	500-548-68-31-00	DFT0001390	4/18/2024	39.99	0.00	3.52	0.00	43.51	43.51
	Desktop Organizer	1.00	39.99	43.51			Office Supplies - Bldg. Inspection	16.53					
					001-524-20-31-01		Office Supplies - Planning	17.84					
					001-558-60-31-01		Office Supplies - Administration	0.87					
					100-543-10-31-01		Office Supplies - Administration	4.34					
					400-534-10-31-01		Office Supplies - Administration	3.05					
					401-535-10-31-01		Office Supplies - Stormwater Admini	0.44					
					402-531-10-31-01		Office Supplies - ER&R Administra	0.44					
					500-548-70-31-01								
14MV-X4RL-67QY	Shop Tools	1.00	218.98	4/18/2024	500-548-68-35-00	DFT0001390	4/18/2024	218.98	0.00	19.27	0.00	238.25	238.25
	Shop Tools			238.25			Small Tools / Equipment	238.25					
16NY-73LX-41NR	Husky Liners	1.00	224.95	4/18/2024	500-548-68-31-00	DFT0001390	4/18/2024	224.95	0.00	19.80	0.00	244.75	244.75
	Husky Liners			244.75			Operating Supplies - General	244.75					
19R1-KG9T-DFGY	Telecom support	1.00	365.00	4/18/2024	012-594-18-64-01	DFT0001390	4/18/2024	564.00	0.00	49.63	0.00	613.63	613.63
	Jabra Speak2 75 MS (Te	1.00	365.00	397.12			Machinery & Equipment - Technol	397.12					
	Yealink Wireless Teams	1.00	199.00	216.51			Machinery & Equipment - Technol	216.51					
1CFW-TRFP-1YC3	M. Holden Chair	1.00	169.99	4/18/2024	500-548-68-31-01	DFT0001390	4/18/2024	169.99	0.00	14.96	0.00	184.95	184.95
	M. Holden Chair			184.95			Office Supplies - Parks Administrati	14.80					
					001-576-81-31-01		Office Supplies - Administration	33.29					
					100-543-10-31-01		Office Supplies - Administration	73.98					
					400-534-10-31-01		Office Supplies - Administration	16.65					
					401-535-10-31-01		Office Supplies - Stormwater Admini	22.19					
					402-531-10-31-01		Office Supplies - ER&R Administra	24.04					
					500-548-70-31-01								
1DK4-PMP1-VTLN	Shop Office Supplies	1.00	63.80	4/18/2024	500-548-68-31-00	DFT0001390	4/18/2024	63.80	0.00	5.54	0.00	69.34	69.34
	Shop Office Supplies			69.34			Operating Supplies - General	69.34					
1DLG-LVKR-1Y94	Fleet Supplies	1.00	164.42	4/18/2024	500-548-68-31-00	DFT0001390	4/18/2024	334.93	0.00	29.13	0.00	364.06	364.06
	LED Light	1.00	164.42	178.72			Operating Supplies - General	178.72					
	LED Light	1.00	119.35	129.73			Operating Supplies - General	129.73					

Vendor History Report

Payable Number		Description	Units	Price	Post Date		1099		Payment Number	Account Name	Payment Date	Amount	Shipping Dist Amount	Tax	Discount	Net	Payment
Item Description					Amount		Account Number										
Battery & Charger			1.00	51.16	55.61	4/18/2024	500-548-68-31-00			Operating Supplies - General	4/18/2024	23.98	55.61	2.11	0.00	26.09	26.09
Cardstock			1.00	23.98	26.09	4/18/2024	001-513-10-49-00			Miscellaneous	4/18/2024		26.09		0.00		
Charger Cord			1.00	13.99	15.22	4/18/2024	500-548-68-31-00			Operating Supplies - General	4/18/2024	13.99	15.22	1.23	0.00	15.22	15.22
Shop Supplies			1.00	43.20	46.97	4/18/2024	500-548-68-31-00			Operating Supplies - General	4/18/2024	43.20	46.97	3.77	0.00	46.97	46.97
Office Supplies - PW			1.00	272.53	296.53	4/18/2024	001-576-81-31-01			Office Supplies - Parks Administration	4/18/2024	272.53	0.00	24.00	0.00	296.53	296.53
					491.63	4/18/2024	100-543-10-31-01			Office Supplies - Administration			23.72				
						4/18/2024	400-534-10-31-01			Office Supplies - Administration			53.38				
						4/18/2024	401-535-10-31-01			Office Supplies - Administration			118.61				
						4/18/2024	402-531-10-31-01			Office Supplies - Stormwater Admini			26.69				
						4/18/2024	500-548-70-31-01			Office Supplies - ER&R Administration			35.58				
FD Supplies			1.00	452.28	491.63	4/18/2024	001-522-20-35-00			Sm Tools/Equipment	4/18/2024	452.28	0.00	39.35	0.00	491.63	491.63
Battery Charger			6.00	71.25	464.70	4/18/2024	001-522-20-35-01			Small Tools Vehicle	4/18/2024	458.45	0.00	39.89	0.00	498.34	498.34
Glucose Gel Packs			1.00	30.95	33.64	4/18/2024	440-522-24-31-80			Operating Supplies - EMS Rescue &	4/18/2024	325.82	33.64	28.63	0.00	354.45	354.45
PD Supplies						4/18/2024	001-554-30-20-01			Uniforms	4/18/2024		177.50				
Code Enforcement Unif			2.00	81.59	177.50	4/18/2024	001-554-30-35-00			Sm Tools/Equipment	4/18/2024		119.67				
Pet Microchip Scanner			1.00	109.99	119.67	4/18/2024	001-521-22-20-01			Benefits Uniforms Patrol	4/18/2024	392.00	0.00	34.50	0.00	426.50	426.50
USA Flag Patch			9.00	5.85	57.28	4/18/2024	001-522-45-31-00			Operating Supplies - Training	4/18/2024	1,068.64	0.00	92.98	0.00	1,161.62	1,161.62
Chromebook 14-inch			5.00	78.40	426.50	4/18/2024	012-594-18-64-01			Machinery & Equipment - Technol	4/18/2024		606.61				
Chromebook 14-inch						4/18/2024	012-518-89-35-00			Sm Tools/Minor Equipment	4/18/2024		205.43				
Dell 27-inch QHD 1440p			2.00	279.03	606.61	4/18/2024	012-594-18-64-01			Machinery & Equipment - Technol	4/18/2024		102.23				
Crucial T705 1TB PCIe G			1.00	188.99	205.43	4/18/2024	012-594-18-64-01			Machinery & Equipment - Technol	4/18/2024		97.73				
Logitech Spotlight Prese			1.00	94.05	102.23	4/18/2024	012-594-18-64-01			Machinery & Equipment - Technol	4/18/2024		76.08				
Logitech C920x HD Pro \			2.00	44.95	97.73	4/18/2024	012-518-89-35-00			Sm Tools/Minor Equipment	4/18/2024		44.55				
UPS Battery for APC Bac			1.00	69.99	76.08	4/18/2024	012-594-18-64-01			Machinery & Equipment - Technol	4/18/2024		28.99				
AOKO M.2 NVMe and S			1.00	40.98	44.55	4/18/2024	012-594-18-64-01			Machinery & Equipment - Technol	4/18/2024		319.00				
NEMA 5-20P to C19 Pow			1.00	26.67	28.99	4/18/2024	500-548-68-35-00			Small Tools / Equipment	4/18/2024	109.99	0.00	9.68	0.00	119.67	119.67
Programming Tool			1.00	319.00	347.07	4/18/2024	320-594-21-64-32			Vehicles/Equip Police Department	4/18/2024		119.67				
Programming Tool						4/18/2024											
Seat Covers			1.00	109.99	119.67	4/18/2024											

Vendor History Report

Payable Number	Description	Units	Price	Post Date	1099 Account Number	Payment Number	Account Name	Amount	Shipping Dist Amount	Tax	Discount	Net	Payment
7404 - Banner Bank Credit Cards													
0169 - 03.13.24	0169 - 03.13.24	1.00	1,896.20	3/29/2024	001-513-10-43-02	DFT0001324	Travel / Training Mayor	1,896.20	530.94	0.00	0.00	1,008.51	39,663.93
	City Mayor Travel - Flight				100-543-10-43-00		Travel		398.20				2,003.20
					400-534-10-43-00		Travel		322.35				
					401-535-10-43-00		Travel		265.47				
					402-531-10-43-00		Travel - Stormwater		265.47				
					440-522-24-43-00		Travel - EMS		113.77				
	City Mayor Travel - Flight	1.00	107.00	107.00	001-513-10-43-02		Travel / Training Mayor		29.96				
					100-543-10-43-00		Travel		22.47				
					400-534-10-43-00		Travel		18.19				
					401-535-10-43-00		Travel		14.98				
					402-531-10-43-00		Travel - Stormwater		14.98				
					440-522-24-43-00		Travel - EMS		6.42				
0169 - 04.12.2024	0169 - 04.12.2024	1.00	451.92	4/30/2024	001-514-30-43-00	DFT0001400	Travel	1,347.37	0.00	0.00	0.00	1,347.37	1,347.37
	City Clerk Travel				001-514-30-43-00		Travel		451.92				
	Deputy City Clerk Travel	1.00	451.92	451.92	001-514-30-43-00		Travel		451.92				
	B. Hammond Education	1.00	399.00	399.00	400-534-50-49-01		Miscellaneous		399.00				
	Fuel	1.00	50.00	50.00	001-514-30-43-00		Travel		50.00				
	M. Holden Lunch	1.00	22.42	22.42	001-576-81-43-00		Travel		2.81				
					100-542-30-43-00		Travel		5.60				
					400-534-50-43-00		Travel		11.21				
	Fuel Credit	1.00	-27.89	-27.89	402-531-10-43-00		Travel - Stormwater		2.80				
					001-514-30-43-00		Travel		-27.89				
2169 - 03.13.24 1	2169 - 03.13.24 1	1.00	18.58	3/29/2024	400-534-10-43-00	DFT0001324	Travel	18.58	0.00	0.00	0.00	18.58	18.58
	UCC Meeting - R. McAn				400-534-10-43-00		Travel		18.58				
2169 - 03.13.24 2	2169 - 03.13.24 2	1.00	600.00	3/29/2024	400-534-10-49-01	DFT0001324	Registrations/Fees - Training Classe	600.00	0.00	0.00	0.00	600.00	600.00
	APWA Spring Conferenc				400-534-10-49-01		Registrations/Fees - Training Classe		600.00				
2169 - 04.12.2024	2169 - 04.12.2024	1.00	74.37	4/30/2024	001-576-81-49-00	DFT0001400	Miscellaneous	74.37	0.00	0.00	0.00	74.37	74.37
	Capital Project Manager				100-542-30-49-00		Miscellaneous		9.30				
					400-534-50-49-01		Miscellaneous		18.59				
					402-531-10-49-00		Miscellaneous - Stormwater		37.18				
3647 - 03.13.24	3647 - 03.13.24	1.00	21.73	3/29/2024	012-594-18-64-03	DFT0001324	Software / Software Update Purchi	21.73	0.00	0.00	0.00	21.73	21.73
	Adobe Subscription				012-594-18-64-03		Software / Software Update Purchi		21.73				
3647 - 04.12.2024	3647 - 04.12.2024	1.00	19.99	4/30/2024	012-594-18-64-03	DFT0001400	Software / Software Update Purchi	19.99	0.00	1.74	0.00	21.73	21.73
	Adobe Subscription				012-594-18-64-03		Software / Software Update Purchi		21.73				
4551 - 03.13.24	4551 - 03.13.24	1.00	203.95	3/29/2024	001-522-10-49-00	DFT0001324	Miscellaneous	203.95	0.00	0.00	0.00	346.94	346.94
	VFW - USA & WA State				001-522-10-49-00		Miscellaneous		203.95				
	Supplies	1.00	79.22	79.22	440-522-24-31-00		Operating Supplies - EMS Administ		79.22				

Vendor History Report

Vendor History Report													Posting Date Range		
Payable Number	Description	Units	Price	Amount	Post Date	1099 Account Number	Payment Number	Account Name	Payment Date	Amount	Shipping	Tax	Discount	Net	Payment
4551 - 04.12.2024	Windshield Fluid	1.00	63.77	63.77	4/30/2024	001-522-20-31-04	DFT0001400	Oper Supplies - Vehicles	4/30/2024	512.72	11.32	38.18	0.00	562.22	562.22
	Uniform	1.00	356.97	388.39		001-522-20-20-03		Uniforms - Volunteers			388.39				
	Fire Wrap Kit	1.00	79.80	91.12		001-522-20-31-02		Fire Mobilization - Protective Equip			91.12				
	Office Supplies	1.00	75.95	82.71		001-522-10-31-01		Office Supplies - Administration			82.71				
5296 - 03.13.24		5296 - 03.13.24			3/29/2024		DFT0001324		4/1/2024	37.62	0.00	0.00	0.00	37.62	37.62
	Marge Nyhagen Dedicat	1.00	20.22	20.22		001-513-10-49-00		Miscellaneous			20.22				
	Marge Nyhagen Dedicat	1.00	17.40	17.40		001-513-10-49-00		Miscellaneous			17.40				
5296 - 04.12.2024 1		5296 - 04.12.2024 1			4/30/2024		DFT0001400		4/30/2024	3,600.00	0.00	313.20	0.00	3,913.20	3,913.20
	Additional Seat (Team)	3.00	900.00	2,934.00		012-594-18-64-03		Software / Software Update Purchi			2,934.00				
	Team Premier Annual P	1.00	900.00	979.20		012-594-18-64-03		Software / Software Update Purchi			979.20				
5296 - 04.12.2024 2		ArcGIS Online Creator Online User Subscrip	4/30/2024				DFT0001400		4/30/2024	1,772.36	0.00	136.98	0.00	1,909.34	1,909.34
	ArcGIS Online Creator O	3.00	550.00	1,786.98		012-594-18-64-03		Software / Software Update Purchi			1,786.98				
	ArcGIS Online Mobile W	1.00	122.36	122.36		012-594-18-64-03		Software / Software Update Purchi			122.36				
5296 - 04.12.2024 3		5296 - 04.12.2024 3			4/30/2024		DFT0001400		4/30/2024	459.98	0.00	40.47	0.00	500.45	500.45
	Monitor for M. Holden	1.00	459.98	500.45		012-594-18-64-01		Machinery & Equipment - Technolo			500.45				
6464 - 03.13.24 1		DJI - Mavic 3 Pro Fly More combo Drone & 3/29/2024					DFT0001324		4/1/2024	2,999.99	0.00	261.00	0.00	3,260.99	3,260.99
	DJI - Mavic 3 Pro Fly Mo	1.00	2,999.99	3,260.99		402-531-50-35-00		Small Tools/Equipment - Stormwat			3,260.99				
6464 - 03.13.24 2		6464 - 03.13.24 2			3/29/2024		DFT0001324		4/1/2024	514.11	0.00	0.00	0.00	514.11	514.11
	Drone Insurance	1.00	434.51	434.51		402-531-50-35-00		Small Tools/Equipment - Stormwat			434.51				
	Oil Spill Response	1.00	79.60	79.60		402-531-20-31-00		Operating Supplies - Stormwater Ei			79.60				
6464 - 04.12.2024 1		6464 - 04.12.2024 1			4/30/2024		DFT0001406		4/30/2024	1,985.34	0.00	26.06	0.00	2,011.40	2,011.40
	PNW AWWA Event	1.00	492.50	492.50		400-534-10-49-01		Registrations/Fees - Training Classe			492.50				
	Concrete Blades	1.00	292.84	318.90		100-542-70-35-00		Sm Tools/Equipment			318.90				
	Municipal Finance Boot	1.00	300.00	300.00		001-514-23-49-01		Registration Fees / Training Classes			168.00				
						400-534-27-49-01		Water Utilities - Reg/Fees - Trainin			60.00				
						401-535-27-49-01		Sewer Utilities - Reg/Fees - Trainin			45.00				
						402-531-27-49-01		Stormwater Utilities - Reg/Fees - Tr			24.00				
						440-522-27-49-01		Ambulance Utilities - Reg/Fees - Tri			3.00				
						001-518-10-49-01		Training / Class Registration Fees &			114.00				
						100-543-10-49-00		Miscellaneous			27.00				
						400-534-10-49-01		Registrations/Fees - Training Classe			42.00				
						401-535-10-49-01		Registrations/Fees - Training Classe			30.00				
						402-531-10-49-01		Reg/Fees - Training Classes Stormw			39.00				
						440-522-24-49-01		Reg/Fees - Training Classes & Semi			42.00				
						500-548-70-49-01		Registrations/Fees - Training Classe			6.00				

Vendor History Report

Payable Number		Description		Units		Price	Amount	Post Date	1099 Account Number	Payment Number	Account Name	Payment Date	Amount	Shipping	Tax	Discount	Net	Posting Date Range -	Payment
Item Description														Dist Amount					
Municipal Finance Boot				1.00		300.00	300.00		001-514-23-49-01		Registration Fees / Training Classes			27.00					
									001-518-10-49-01		Training / Class Registration Fees &			57.00					
									400-534-27-49-01		Water Utilities - Reg/Fees - Training			81.00					
									401-535-27-49-01		Sewer Utilities - Reg/Fees - Training			84.00					
									402-531-27-49-01		Stormwater Utilities - Reg/Fees - Tr			42.00					
									440-522-27-49-01		Ambulance Utilities - Reg/Fees - Tr			9.00					
									400-534-27-49-01		Water Utilities - Reg/Fees - Training			102.00					
									401-535-27-49-01		Sewer Utilities - Reg/Fees - Training			123.00					
									402-531-27-49-01		Stormwater Utilities - Reg/Fees - Tr			63.00					
									440-522-27-49-01		Ambulance Utilities - Reg/Fees - Tr			12.00					
6464 - 04.12.2024 3		6464 - 04.12.2024 3		1.00		4,488.00	4,488.00	4/30/2024		DFT0001406	Software / Software Update Purch		4,488.00	0.00		0.00	4,488.00		4,488.00
Zoom Renewal				1.00		4,488.00	4,488.00		012-594-18-64-03										
6464 - 04.12.24 2		Professional Development III		1.00		1,480.00	1,480.00	4/30/2024		DFT0001400	Travel		1,480.00	0.00		0.00	1,480.00		1,480.00
Professional Developme				1.00		1,480.00	1,480.00		001-514-30-43-00		Registrations/Fees - Training Classe			730.00					
									001-514-30-49-01					750.00					
6577 - 03.13.24 1		Uniform & Equipment issue		0.00		0.00	346.56	3/29/2024		DFT0001324	Benefits Uniforms Patrol		346.56	0.00		0.00	346.56		346.56
Uniforms & equipment									001-521-22-20-01					346.56					
6577 - 03.13.24 2		Training Aid for Range		2.00		219.00	476.11	3/29/2024		DFT0001324	Miscellaneous - PD Donations		463.00	0.00		0.00	503.28		503.28
Range training tool									001-521-10-49-02					476.11					
Range training tool				1.00		25.00	27.17		001-521-10-49-02		Miscellaneous - PD Donations			27.17					
6577 - 03.13.24 3		6577 - 03.13.24 3		1.00		381.11	381.11	3/29/2024		DFT0001324	Operating Supplies - Investigation		1,128.76	0.00		0.00	1,128.76		1,128.76
Detective Cameras									001-521-21-31-00					381.11					
Office Supplies				1.00		271.10	271.10		001-521-10-31-01		Office Supplies - Administration		271.10						
UPS Shipping				1.00		168.15	168.15		001-554-30-42-00		Communications - Special Enforcer		168.15						
Gun Range Internet				1.00		120.00	120.00		001-521-10-49-00		Miscellaneous		120.00						
Gun Range Internet				1.00		120.00	120.00		001-521-10-49-00		Miscellaneous		120.00						
E. Gonzalez Shoes				1.00		68.40	68.40		001-521-22-20-01		Benefits Uniforms Patrol		68.40						
6577 - 04.12.2024		6577 - 04.12.2024		1.00		351.41	351.41	4/30/2024		DFT0001400	Benefits Uniforms Patrol		477.61	5.95		0.00	495.21		495.21
Uniform									001-521-22-20-01					351.41					
Investigation - Pick Set				1.00		126.20	143.80		001-521-21-31-00		Operating Supplies - Investigation		143.80						
7573 - 03.13.24		7573 - 03.13.24		1.00		342.95	342.95	3/29/2024		DFT0001324	Professional Services		500.27	0.00		0.00	500.27		500.27
Police Department Mair									001-518-20-41-00		Travel Expense			342.95					
City Administrator Trave				1.00		46.38	46.38		001-513-10-43-00		Travel			17.62					
									400-534-10-43-00		Travel			8.81					
									401-535-10-43-00		Travel			18.10					
									402-531-10-43-00		Travel - Stormwater			1.39					
									440-522-24-43-00		Travel - EMS			0.46					
Wellness Activity Prize				1.00		45.74	45.74		001-518-10-31-02		Operating Supplies - HR Wellness			45.74					
MRSC Training - HR Mar				1.00		40.00	40.00		001-518-10-49-02		Train/Class Reg Fees & Charge - Cit			40.00					

Vendor History Report

Posting Date Range -

Payable Number	Description	Units	Price	Post Date	1099 Account Number	Payment Number	Account Name	Payment Date	Amount	Shipping	Tax	Discount	Net	Payment
Item Description				Amount					Dist Amount					
City Administrator Travel		1.00	25.20	25.20	001-513-10-43-00		Travel Expense		9.58					
					400-534-10-43-00		Travel		4.79					
					401-535-10-43-00		Travel		9.82					
					402-531-10-43-00		Travel - Stormwater		0.76					
					440-522-24-43-00		Travel - EMS		0.25					
7573 - 04.12.2024	7573 - 04.12.2024			4/30/2024		DFT0001406	4/30/2024		2,411.82	19.95	27.84	0.00	2,459.61	2,459.61
MRSC Roster 2024		1.00	425.00	425.00	001-513-10-49-00		Miscellaneous		425.00					
CECL Course - J. Betancourt		1.00	399.00	399.00	402-531-10-49-01		Reg/Fees - Training Classes Stormwater		399.00					
AWC Labor Relations Inc.		1.00	345.00	345.00	001-518-10-49-01		Training / Class Registration Fees & Miscellaneous		131.10					
					100-543-10-49-00				31.05					
					400-534-10-49-01		Registrations/Fees - Training Classes		48.30					
					401-535-10-49-01		Registrations/Fees - Training Classes		34.50					
					402-531-10-49-01		Reg/Fees - Training Classes Stormwater		44.85					
					440-522-24-49-01		Reg/Fees - Training Classes & Seminars		48.30					
					500-548-70-49-01		Registrations/Fees - Training Classes		6.90					
WSAMA Conference - R		1.00	300.00	300.00	001-514-30-49-01		Registrations/Fees - Training Classes		21.00					
					001-515-31-49-01		Reg Fees / Train Classes & Seminar		132.00					
					001-518-10-49-01		Training / Class Registration Fees & Registrations / Fees Training Classes		9.00					
					001-521-10-49-01		Registrations/Fees - Training Classes		45.00					
					001-522-10-49-01		Registrations/Fees - Training Classes		1.50					
					001-558-60-49-01		Registrations/Fees - Training Classes		46.50					
					402-531-10-49-01		Reg/Fees - Training Classes Stormwater		45.00					
WSFMA Membership		1.00	250.00	250.00	001-573-90-49-00		Miscellaneous		250.00					
Adapter - GPS		1.00	150.00	173.90	500-548-68-31-00		Operating Supplies - General		173.90					
Adapter - GPS		1.00	150.00	173.89	500-548-68-31-00		Operating Supplies - General		173.89					
Excel Course - H. Craik		1.00	139.00	139.00	400-534-27-49-01		Water Utilities - Reg/Fees - Training Classes		47.26					
					401-535-27-49-01		Sewer Utilities - Reg/Fees - Training Classes		56.99					
					402-531-27-49-01		Stormwater Utilities - Reg/Fees - Training Classes		29.19					
					440-522-27-49-01		Ambulance Utilities - Reg/Fees - Training Classes		5.56					
Misc Supplies		1.00	97.39	97.39	001-518-10-31-02		Operating Supplies - HR Wellness		97.39					
Inflatable Rental		1.00	50.00	50.00	001-573-90-41-00		Professional Services - Community		50.00					
Shop Tool		1.00	50.00	50.00	500-548-68-35-00		Small Tools / Equipment		50.00					
Council Snacks		1.00	26.94	26.94	001-511-60-49-01		Miscellaneous		26.94					
Cookies		1.00	16.50	16.50	001-522-10-49-00		Miscellaneous		16.50					
Manager Webinar		1.00	12.99	12.99	001-518-10-31-02		Operating Supplies - HR Wellness		12.99					
8472 - 03.13.24	8472 - 03.13.24			3/29/2024		DFT0001324	4/1/2024		370.09	0.00	0.00	0.00	370.09	370.09
Class A Pants - C. Kates & Radio Holders		1.00	244.56	244.56	001-521-22-20-01		Benefits Uniforms Patrol		244.56					
Kiwanis Park Camera Rental		1.00	94.19	94.19	001-521-22-20-01		Benefits Uniforms Patrol		94.19					
					001-521-21-31-00		Operating Supplies - Investigation		31.34					
8472 - 04.12.2024	8472 - 04.12.2024			4/30/2024		DFT0001400	4/30/2024		491.02	0.00	16.26	0.00	507.28	507.28
Taser Holsters		1.00	186.95	203.21	001-521-22-20-01		Benefits Uniforms Patrol		203.21					
Drone Care		1.00	107.81	107.81	001-521-21-31-00		Operating Supplies - Investigation		107.81					

Vendor History Report

Vendor History Report															Posting Date Range	
Payable Number	Description	Units	Price	Amount	Post Date	1099 Account Number	Payment Number	Account Name	Payment Date	Amount	Shipping Dist Amount	Tax	Discount	Net	Payment	
9148 - 03.13.24	Wellness Basket Supplie	1.00	207.92	207.92	3/29/2024	001-518-10-31-02	DFT0001324	Fuel Consumed Patrol	4/1/2024	207.92	0.00	0.00	0.00	207.92	207.92	
								Benefits Uniforms Patrol								
								Miscellaneous								
								Operating Supplies - HR Wellness		207.92	207.92					
9400 - 03.13.24 1	Laurencio Backflow Training	1.00	770.00	770.00	3/29/2024	400-534-10-49-01	DFT0001324	Registrations/Fees - Training Classe	4/1/2024	770.00	0.00	0.00	0.00	770.00	770.00	
9400 - 03.13.24 2	Deputy Clerk Travel - Lo	1.00	231.63	231.63	3/29/2024	001-514-30-43-00	DFT0001324	Travel	4/1/2024	269.55	0.00	0.00	0.00	269.55	269.55	
								Travel								
								Water Utilities - Travel								
								Sewer Utilities - Travel								
Deputy Clerk Travel - Fu		1.00	37.92	37.92		001-514-30-43-00		Stormwater Utilities - Travel								
								Ambulance Utilities - Travel								
								Travel								
								Travel								
9400 - 04.12.2024	Battery	1.00	95.70	104.22	4/30/2024	100-542-64-31-00	DFT0001400	Water Utilities - Travel	4/30/2024	202.92	0.00	8.52	0.00	211.44	211.44	
								Sewer Utilities - Travel								
								Stormwater Utilities - Travel								
								Ambulance Utilities - Travel								
M. Rizzitiello Travel		1.00	39.09	39.09		001-513-10-43-00		Operating Supplies - Traffic Control	4/30/2024	104.22	0.00					
								Travel Expense								
								Travel								
								Travel								
M. Rizzitiello Travel		1.00	37.17	37.17		401-535-10-43-00		Travel								
								Travel								
								Travel - Stormwater								
								Travel - EMS								
M. Rizzitiello Travel		1.00	30.96	30.96		440-522-24-43-00		Travel Expense								
								Travel								
								Travel								
								Travel - Stormwater								
9418 - 04.12.2024	Community Events Supp	1.00	126.28	126.28	4/30/2024	001-573-90-31-00	DFT0001400	Travel - EMS	4/30/2024	311.30	0.00	0.00	0.00	311.30	311.30	
								Travel								
								Travel - Stormwater								
								Travel - EMS								
Operating Supplies - Community Ev										126.28	0.00	0.00	0.00	311.30	311.30	

Vendor History Report

Vendor History Report															Posting Date Range		
Payable Number	Description	Units	Price	Amount	Post Date	1099 Account Number	Payment Number	Account Name	Payment Date	Amount	Shipping	Tax	Discount	Net	Payment		
Item Description											Dist Amount						
9426 - 03.13.24 D. Schmick - WMCA Meeting		1.00	100.00	100.00		001-514-23-49-01	DFT0001324	Registration Fees / Training Classes			9.00						
						001-518-10-49-01		Training / Class Registration Fees &			19.00						
						400-534-27-49-01		Water Utilities - Reg/Fees - Training			27.00						
						401-535-27-49-01		Sewer Utilities - Reg/Fees - Training			28.00						
						402-531-27-49-01		Stormwater Utilities - Reg/Fees - Training			14.00						
Community Events Support		1.00	67.13	67.13		440-522-27-49-01		Ambulance Utilities - Reg/Fees - Training			3.00						
						001-573-90-35-00		Small Tools/Minor Equipment			67.13						
						001-558-60-43-00		Travel			2.68						
						402-531-20-43-00		Travel Expense - Stormwater Engineering			15.21						
								4/1/2024			3,575.00					0.00	0.00
9426 - 03.13.24 City Administrator Travel - Lodging		1.00	1,896.20	1,896.20	3/29/2024	001-513-10-43-00		Travel Expense			720.56						
						400-534-10-43-00		Travel			360.28						
						401-535-10-43-00		Travel			739.51						
						402-531-10-43-00		Travel - Stormwater			56.89						
						440-522-24-43-00		Travel - EMS			18.96						
						001-513-10-43-00		Travel Expense			289.22						
						400-534-10-43-00		Travel			144.61						
						401-535-10-43-00		Travel			296.83						
						402-531-10-43-00		Travel - Stormwater			22.83						
						440-522-24-43-00		Travel - EMS			7.61						
City Mayor Travel - Lodging		1.00	749.50	749.50		001-513-10-43-02		Travel / Training Mayor			209.86						
						100-543-10-43-00		Travel			157.40						
						400-534-10-43-00		Travel			127.42						
						401-535-10-43-00		Travel			104.92						
						402-531-10-43-00		Travel - Stormwater			104.93						
						440-522-24-43-00		Travel - EMS			44.97						
						001-513-10-49-00		Miscellaneous			72.01						
						001-518-10-31-02		Operating Supplies - HR Wellness			49.81						
						001-513-10-43-02		Travel / Training Mayor			12.99						
						100-543-10-43-00		Travel			9.74						
Executive Alliance Meeting		1.00	72.01	72.01		400-534-10-43-00		Travel			7.88						
						401-535-10-43-00		Travel			6.50						
						402-531-10-43-00		Travel - Stormwater			6.49						
						440-522-24-43-00		Travel - EMS			2.78						
								4/30/2024			455.64					0.00	0.00
9426 - 04.12.2024 M. Rizzitello Travel - Lodging		1.00	455.64	455.64	4/30/2024	DFT0001400		Travel Expense			173.14						
						001-513-10-43-00		Travel			86.57						
						400-534-10-43-00		Travel			177.70						
						401-535-10-43-00		Travel - Stormwater			13.67						
						440-522-24-43-00		Travel - EMS			4.56						
9467 - 03.13.24 1 New Equipment & Uniforms	C. Kates Uniform	0.00	0.00	373.72	3/29/2024	DFT0001324		Benefits Uniforms Patrol			373.72			373.72	373.72		
						001-521-22-20-01		4/1/2024			0.00						
											0.00						

Vendor History Report

Payable Number		Description		Units		Price	Amount	Post Date	1099 Account Number	Payment Number	Account Number	Payment Date	Amount	Shipping Dist Amount	Tax	Discount	Net	Posting Date Range - Payment
9467 - 03.13.24 2	9467 - 03.13.24 2	9467 - 03.13.24 2	9467 - 03.13.24 2	1.00	1.00	169.27	169.27	3/29/2024	001-521-10-31-00	DFT0001324	001-521-10-31-00	4/1/2024	169.27	169.27	0.00	0.00	169.27	169.27
PD Operating Supplies		PD Operating Supplies		1.00		169.27	169.27	001-521-10-31-00		DFT0001324		4/1/2024	169.27	169.27	0.00	0.00	169.27	169.27
9467 - 04.12.2024	9467 - 04.12.2024	9467 - 04.12.2024	9467 - 04.12.2024	1.00	1.00	198.00	215.22	4/30/2024	001-594-21-64-02	DFT0001400	001-594-21-64-02	4/30/2024	205.50	215.22	17.89	0.00	223.39	223.39
SWAT Equipment		SWAT Equipment		1.00		198.00	215.22	001-594-21-64-02		DFT0001400		4/30/2024	205.50	215.22	17.89	0.00	223.39	223.39
9467 - 03.13.24	9467 - 03.13.24	9467 - 03.13.24	9467 - 03.13.24	1.00	1.00	7.50	8.17	3/29/2024	001-521-10-31-01	DFT0001324	001-521-10-31-01	4/1/2024	2,365.62	8.17	0.00	0.00	2,365.62	2,365.62
PD Supplies		PD Supplies		1.00		7.50	8.17	001-521-10-31-01		DFT0001324		4/1/2024	2,365.62	8.17	0.00	0.00	2,365.62	2,365.62
9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	1.00	1.00	481.35	481.35	3/29/2024	001-522-20-35-01	DFT0001324	001-522-20-35-01	4/1/2024	481.35	481.35	68.44	0.00	1,308.77	1,308.77
Fire Hooks and Supplies		Fire Hooks and Supplies		1.00		481.35	481.35	001-522-20-35-01		DFT0001324		4/1/2024	481.35	481.35	68.44	0.00	1,308.77	1,308.77
9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	1.00	1.00	465.42	465.42	3/29/2024	001-594-22-64-20	DFT0001324	001-594-22-64-20	4/1/2024	465.42	465.42	68.44	0.00	1,308.77	1,308.77
Fire Department - Lock :		Fire Department - Lock :		1.00		465.42	465.42	001-594-22-64-20		DFT0001324		4/1/2024	465.42	465.42	68.44	0.00	1,308.77	1,308.77
9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	1.00	1.00	459.87	459.87	3/29/2024	001-594-22-64-20	DFT0001324	001-594-22-64-20	4/1/2024	459.87	459.87	68.44	0.00	1,308.77	1,308.77
Tools and Supplies		Tools and Supplies		1.00		459.87	459.87	001-594-22-64-20		DFT0001324		4/1/2024	459.87	459.87	68.44	0.00	1,308.77	1,308.77
9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	1.00	1.00	283.04	283.04	3/29/2024	001-522-50-31-00	DFT0001324	001-522-50-31-00	4/1/2024	283.04	283.04	68.44	0.00	1,308.77	1,308.77
Cleaning Supplies		Cleaning Supplies		1.00		283.04	283.04	001-522-50-31-00		DFT0001324		4/1/2024	283.04	283.04	68.44	0.00	1,308.77	1,308.77
9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	1.00	1.00	237.36	237.36	3/29/2024	001-522-45-49-00	DFT0001324	001-522-45-49-00	4/1/2024	237.36	237.36	68.44	0.00	1,308.77	1,308.77
Miscellaneous Supplies		Miscellaneous Supplies		1.00		237.36	237.36	001-522-45-49-00		DFT0001324		4/1/2024	237.36	237.36	68.44	0.00	1,308.77	1,308.77
9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	1.00	1.00	185.12	185.12	3/29/2024	001-522-50-49-00	DFT0001324	001-522-50-49-00	4/1/2024	185.12	185.12	68.44	0.00	1,308.77	1,308.77
Box Spring		Box Spring		1.00		185.12	185.12	001-522-50-49-00		DFT0001324		4/1/2024	185.12	185.12	68.44	0.00	1,308.77	1,308.77
9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	1.00	1.00	84.95	84.95	3/29/2024	001-522-45-49-00	DFT0001324	001-522-45-49-00	4/1/2024	84.95	84.95	68.44	0.00	1,308.77	1,308.77
Training Supplies		Training Supplies		1.00		84.95	84.95	001-522-45-49-00		DFT0001324		4/1/2024	84.95	84.95	68.44	0.00	1,308.77	1,308.77
9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	1.00	1.00	84.43	84.43	3/29/2024	001-522-20-35-01	DFT0001324	001-522-20-35-01	4/1/2024	84.43	84.43	68.44	0.00	1,308.77	1,308.77
Supplies		Supplies		1.00		84.43	84.43	001-522-20-35-01		DFT0001324		4/1/2024	84.43	84.43	68.44	0.00	1,308.77	1,308.77
9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	1.00	1.00	77.96	77.96	3/29/2024	001-522-45-49-00	DFT0001324	001-522-45-49-00	4/1/2024	77.96	77.96	68.44	0.00	1,308.77	1,308.77
Training Supplies		Training Supplies		1.00		77.96	77.96	001-522-45-49-00		DFT0001324		4/1/2024	77.96	77.96	68.44	0.00	1,308.77	1,308.77
9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	9965 - 03.13.24	1.00	1.00	6.12	6.12	3/29/2024	001-522-45-31-00	DFT0001324	001-522-45-31-00	4/1/2024	6.12	6.12	68.44	0.00	1,308.77	1,308.77
Hexagonal Head Bolts		Hexagonal Head Bolts		1.00		6.12	6.12	001-522-45-31-00		DFT0001324		4/1/2024	6.12	6.12	68.44	0.00	1,308.77	1,308.77
9965 - 04.12.2024	9965 - 04.12.2024	9965 - 04.12.2024	9965 - 04.12.2024	1.00	1.00	411.00	436.00	4/30/2024	001-522-20-35-01	DFT0001400	001-522-20-35-01	4/30/2024	1,215.33	25.00	68.44	0.00	1,308.77	1,308.77
Radio Chargers		Radio Chargers		1.00		411.00	436.00	001-522-20-35-01		DFT0001400		4/30/2024	1,215.33	25.00	68.44	0.00	1,308.77	1,308.77
9965 - 04.12.2024	9965 - 04.12.2024	9965 - 04.12.2024	9965 - 04.12.2024	1.00	1.00	397.84	432.45	4/30/2024	001-522-20-31-04	DFT0001400	001-522-20-31-04	4/30/2024	432.45	432.45	68.44	0.00	1,308.77	1,308.77
Microsoft Surface		Microsoft Surface		1.00		397.84	432.45	001-522-20-31-04		DFT0001400		4/30/2024	432.45	432.45	68.44	0.00	1,308.77	1,308.77
9965 - 04.12.2024	9965 - 04.12.2024	9965 - 04.12.2024	9965 - 04.12.2024	1.00	1.00	187.28	203.57	4/30/2024	001-522-20-31-01	DFT0001400	001-522-20-31-01	4/30/2024	203.57	203.57	68.44	0.00	1,308.77	1,308.77
FD Supplies		FD Supplies		1.00		187.28	203.57	001-522-20-31-01		DFT0001400		4/30/2024	203.57	203.57	68.44	0.00	1,308.77	1,308.77
9965 - 04.12.2024	9965 - 04.12.2024	9965 - 04.12.2024	9965 - 04.12.2024	1.00	1.00	68.00	73.98	4/30/2024	001-522-50-49-00	DFT0001400	001-522-50-49-00	4/30/2024	73.98	73.98	68.44	0.00	1,308.77	1,308.77
Fertilizer		Fertilizer		1.00		68.00	73.98	001-522-50-49-00		DFT0001400		4/30/2024	73.98	73.98	68.44	0.00	1,308.77	1,308.77
9965 - 04.12.2024	9965 - 04.12.2024	9965 - 04.12.2024	9965 - 04.12.2024	1.00	1.00	53.60	58.32	4/30/2024	001-522-20-31-00	DFT0001400	001-522-20-31-00	4/30/2024	58.32	58.32	68.44	0.00	1,308.77	1,308.77
Water		Water		1.00		53.60	58.32	001-522-20-31-00		DFT0001400		4/30/2024	58.32	58.32	68.44	0.00	1,308.77	1,308.77
9965 - 04.12.2024	9965 - 04.12.2024	9965 - 04.12.2024	9965 - 04.12.2024	1.00	1.00	42.62	46.33	4/30/2024	001-522-20-31-04	DFT0001400	001-522-20-31-04	4/30/2024	46.33	46.33	68.44	0.00	1,308.77	1,308.77
Microsoft Surface Scree		Microsoft Surface Scree		1.00		42.62	46.33	001-522-20-31-04		DFT0001400		4/30/2024	46.33	46.33	68.44	0.00	1,308.77	1,308.77
9965 - 04.12.2024	9965 - 04.12.2024	9965 - 04.12.2024	9965 - 04.12.2024	1.00	1.00	35.90	39.03	4/30/2024	001-522-20-35-01	DFT0001400	001-522-20-35-01	4/30/2024	39.03	39.03	68.44	0.00	1,308.77	1,308.77
Radio Cord and Kit		Radio Cord and Kit		1.00		35.90	39.03	001-522-20-35-01		DFT0001400		4/30/2024	39.03	39.03	68.44	0.00	1,308.77	1,308.77
9965 - 04.12.2024	9965 - 04.12.2024	9965 - 04.12.2024	9965 - 04.12.2024	1.00	1.00	19.09	19.09	4/30/2024	001-522-30-49-00	DFT0001400	001-522-30-49-00	4/30/2024	19.09	19.09	68.44	0.00	1,308.77	1,308.77
Clarettes Breakfast		Clarettes Breakfast		1.00		19.09	19.09	001-522-30-49-00		DFT0001400		4/30/2024	19.09	19.09	68.44	0.00	1,308.77	1,308.77

Vendor History Report

Vendor History Report													Posting Date Range		
Payable Number	Description	Units	Price	Amount	Post Date	1099 Account Number	Payment Number	Payment Date	Account Name	Amount	Shipping Dist Amount	Tax	Discount	Net	Payment
5629 - Home Depot Credit Services															
03.28.24	03.28.224 Statement			4/12/2024		DFT0001386		4/16/2024		2,899.09	0.00	256.25	0.00	3,155.34	3,155.34
Blacktop Patch		1.00	425.40	462.41		100-542-30-31-00			Operating Supplies - Traveled Way	462.41					
Blacktop Patch		1.00	400.40	435.23		100-542-30-31-00			Operating Supplies - Traveled Way	435.23					
Shop Tools		1.00	241.50	265.65		500-548-68-35-00			Small Tools / Equipment	265.65					
Lions Park Groundbreak		1.00	157.78	171.51		306-595-30-63-36			Other Capital Improvements - REET	171.51					
Lions Park Groundbreak		1.00	142.73	155.15		306-595-30-63-36			Other Capital Improvements - REET	155.15					
Concrete		1.00	131.85	143.32		402-531-50-35-00			Small Tools/Equipment - Stormwat	143.32					
PW Tools		1.00	119.96	130.40		001-576-80-31-00			Operating Supplies - Parks	130.40					
FD Facilities		1.00	117.90	129.00		001-518-20-31-00			Operating Supplies - Facilities	129.00					
Concrete Tools		1.00	108.46	117.90		402-531-50-35-00			Small Tools/Equipment - Stormwat	117.90					
PW Facilities		1.00	104.68	113.79		001-518-20-31-00			Operating Supplies - Facilities	113.79					
Pliers		1.00	71.91	78.17		400-534-10-35-00			Small Tools/Equipment	78.17					
Tools		1.00	69.91	75.99		400-534-50-35-00			Sm Tools/Equipment	75.99					
City Hall Maintenance		1.00	63.57	69.10		001-518-20-31-00			Operating Supplies - Facilities	69.10					
Leaf Blower		1.00	61.65	67.01		001-576-80-31-00			Operating Supplies - Parks	67.01					
Motion Sensors		1.00	59.94	65.15		001-518-20-31-00			Operating Supplies - Facilities	65.15					
Jumbo Valve Box		1.00	59.60	64.79		001-576-80-31-00			Operating Supplies - Parks	64.79					
Wire Connectors		1.00	55.94	60.81		400-534-50-31-00			Operating Supplies - Maintenance	60.81					
Streets		1.00	50.48	54.87		100-542-30-31-00			Operating Supplies - Traveled Way	54.87					
Roundup		1.00	44.94	48.85		100-542-70-31-00			Operating Supplies - Roadside	48.85					
Safety Vest		1.00	43.97	47.80		400-534-50-20-01			Benefits Uniforms	47.80					
Wellhouse Parts		1.00	39.73	43.19		400-534-80-31-00			Operating Supplies - General	43.19					
Drill Bit		1.00	38.11	41.43		400-534-80-31-00			Operating Supplies - General	41.43					
Bookshelf		1.00	37.92	41.22		402-531-10-31-01			Office Supplies - Stormwater Admii	41.22					
Pliers		1.00	36.44	39.61		001-576-80-31-00			Operating Supplies - Parks	39.61					
Shop Tools		1.00	33.45	36.36		500-548-68-31-00			Operating Supplies - General	36.36					
Bookshelf		1.00	29.96	32.57		402-531-10-31-01			Office Supplies - Stormwater Admii	32.57					
Vehicle Wash		1.00	29.94	32.54		402-531-10-49-00			Miscellaneous - Stormwater	32.54					
Weather Tool		1.00	26.17	28.45		500-548-68-35-00			Small Tools / Equipment	28.45					
Gloves		1.00	24.97	27.14		402-531-10-49-00			Miscellaneous - Stormwater	27.14					
Yellow Vests		1.00	21.97	23.88		400-534-50-20-01			Benefits Uniforms	23.88					
Wrench		1.00	19.98	21.72		001-576-80-31-00			Operating Supplies - Parks	21.72					
Electric - PW		1.00	18.59	20.21		001-518-20-31-00			Operating Supplies - Facilities	20.21					
Glove		1.00	14.31	15.55		100-542-30-20-01			Benefits - Uniforms	15.55					
Drill Bit		1.00	13.14	14.28		400-534-80-31-00			Operating Supplies - General	14.28					
Stingline		1.00	8.79	9.57		100-542-30-31-00			Operating Supplies - Traveled Way	9.57					
Spill Absorber		1.00	6.98	7.59		402-531-20-31-00			Operating Supplies - Stormwater Ei	7.59					
Electric Plug		1.00	5.02	5.46		001-576-80-31-00			Operating Supplies - Parks	5.46					
CREDIT		1.00	-16.98	-18.45		402-531-10-31-01			Office Supplies - Stormwater Admii	-18.45					
CREDIT		1.00	-21.97	-23.88		400-534-50-20-01			Benefits Uniforms	-23.88					

Vendor History Report

Payable Number	Description	Units	Price	Post Date	1099 Account Number	Payment Number	Payment Date	Account Name	Amount	Shipping	Tax	Discount	Net	Payment
Item Description				Amount					Dist Amount					
194 - Napa Of Walla Walla														
March 2024	Misc Supplies			4/10/2024		APA001307	4/10/2024	Operating Supplies - General	933.25	0.00	83.07	0.00	1,016.32	1,016.32
	Shop Supplies	1.00	143.88	156.69	500-548-68-31-00			Operating Supplies - General	933.25	0.00	83.07	0.00	1,016.32	1,016.32
	Pri Wire	1.00	125.00	136.13	500-548-68-31-00			Operating Supplies - General		156.69				
	Pri Wire	1.00	102.00	111.08	500-548-68-31-00			Operating Supplies - General		136.13				
	Fuel Filter	1.00	95.73	104.25	500-548-68-31-00			Operating Supplies - General		111.08				
	Pri Wire	1.00	89.00	96.92	500-548-68-31-00			Operating Supplies - General		104.25				
	Air Filter	1.00	83.93	91.40	500-548-68-31-00			Operating Supplies - General		96.92				
	Fuel Pump Relay	1.00	61.11	66.55	500-548-68-31-00			Operating Supplies - General		91.40				
	Magnetic tool	1.00	42.40	46.17	500-548-68-31-00			Operating Supplies - General		66.55				
	Brake Cleaner	1.00	39.48	42.99	500-548-68-31-00			Operating Supplies - General		46.17				
	Pri Wire	1.00	38.00	41.38	500-548-68-31-00			Operating Supplies - General		42.99				
	Metal Clamps	1.00	21.56	23.48	500-548-68-31-00			Operating Supplies - General		41.38				
	Relay	1.00	19.03	20.73	500-548-68-31-00			Operating Supplies - General		23.48				
	Relay	1.00	19.03	20.72	500-548-68-31-00			Operating Supplies - General		20.73				
	Fuel Filter	1.00	15.76	17.16	500-548-68-31-00			Operating Supplies - General		20.72				
	Fluid Oil Pump	1.00	12.99	14.15	500-548-68-31-00			Operating Supplies - General		17.16				
	Fuses	1.00	9.88	10.76	500-548-68-31-00			Operating Supplies - General		14.15				
	Relay	1.00	8.23	8.96	500-548-68-31-00			Operating Supplies - General		10.76				
	Spark Plug	1.00	6.24	6.80	500-548-68-31-00			Operating Supplies - General		8.96				
218 - Quill Corporation														
37839174	2024 Sapphire Renewal			4/10/2024		DFT0001381	4/11/2024	Office Supplies - Executive	873.87	0.00	8.61	0.00	882.48	882.48
	Office Supplies - CH Gen	1.00	69.99	69.99	001-513-10-31-01			Office Supplies - Budgeting, Accour	69.99	0.00	0.00	0.00	69.99	69.99
					001-514-23-31-01			Office Supplies - Records		9.20				
					001-514-30-31-01			Office Supplies - HR Administration		12.35				
					001-518-10-31-01			Office Supplies - Administration		3.95				
					100-543-10-31-01			Office Supplies - Administration		7.94				
					400-534-10-31-01			Water Utilities - Office Supplies		0.70				
					400-534-27-31-01			Office Supplies - Administration		3.39				
					401-535-10-31-01			Sewer Utilities - Office Supplies		13.75				
					401-535-27-31-01			Stormwater Utilities - Office Suppli		2.59				
					402-531-27-31-01					15.42				
										0.70				
37898553	Office Supplies - CH General			4/10/2024		DFT0001381	4/11/2024		64.97	0.00	0.00	0.00	64.97	64.97

Posting Date Range -

Payable Number	Item Description	Description	Units	Price	Post Date	1099 Account Number	Payment Number	Account Name	Payment Date	Amount	Shipping Dist Amount	Tax	Discount	Net	Payment								
37922288	Office Supplies - CH Gen	City Hall Paper	1.00	64.97	4/10/2024	001-513-10-31-01	DFT0001381	Office Supplies - Executive		8.54													
								Office Supplies - Budgeting, Accour		11.47													
								Office Supplies - Records		3.67													
								Office Supplies - HR Administration		7.37													
								Office Supplies - Administration		0.65													
								Office Supplies - Administration		3.15													
								Water Utilities - Office Supplies		12.77													
								Office Supplies - Administration		2.41													
								Sewer Utilities - Office Supplies		14.29													
								Stormwater Utilities - Office Suppli		0.65													
37922288	Office Supplies - CH Gen	City Hall Paper	1.00	79.33	4/10/2024	DFT0001381		4/11/2024		79.33	0.00	0.00	79.33	79.33									
37922313	Office Supplies - CH Gen	Towels - CH General	1.00	221.70	4/10/2024	001-513-10-31-01	DFT0001381	Office Supplies - Executive		29.15													
								Office Supplies - Budgeting, Accour		39.13													
								Office Supplies - Records		12.54													
								Office Supplies - HR Administration		25.16													
								Office Supplies - Administration		2.22													
								Office Supplies - Administration		10.75													
								Water Utilities - Office Supplies		43.56													
								Office Supplies - Administration		8.20													
								Sewer Utilities - Office Supplies		48.77													
								Stormwater Utilities - Office Suppli		2.22													
37922313	Office Supplies - CH Gen	Towels - CH General	1.00	221.70	4/10/2024	DFT0001381		4/11/2024		221.70	0.00	0.00	221.70	221.70									
37922413	Toner - Finance Director	Toner - Finance Director	1.00	98.99	4/10/2024	001-514-23-31-01	DFT0001381	Office Supplies - Budgeting, Accour		30.13													
								Water Utilities - Office Supplies		29.05													
								Sewer Utilities - Office Supplies		30.13													
								Stormwater Utilities - Office Suppli		15.06													
								Ambulance Utilities - Office Supplie		3.23													
								4/11/2024		98.99	0.00	8.61	0.00	107.60	107.60								
								38050371	Office Supplies - CD	Office Supplies - CD			4/10/2024	440-522-27-31-01	DFT0001381			62.84					
																		0.00	0.00	62.84	62.84		

Vendor History Report

Posting Date Range -

Payable Number	Description	Units	Price	Post Date	1099 Account Number	Payment Number	Account Name	Payment Date	Amount	Shipping	Tax	Discount	Net	Payment
38071509	Office Supplies - CH Gen	1.00	62.84	4/10/2024	001-524-20-31-01	DFT0001381	Office Supplies - Bldg. Inspection	4/11/2024	139.44	0.00	0.00	0.00	139.44	139.44
							Office Supplies - Planning							
							Office Supplies - Administration							
							Office Supplies - Administration							
							Office Supplies - Administration							
							Office Supplies - Stormwater Admini							
							Office Supplies - ER&R Administra							
							Office Supplies - Executive							
							Office Supplies - Budgeting, Accour							
							Office Supplies - Records							
							Office Supplies - HR Administration							
							Office Supplies - Administration							
							Office Supplies - Administration							
38071710	Office Supplies - CD	1.00	19.14	4/10/2024	001-524-20-31-01	DFT0001381	Water Utilities - Office Supplies	4/11/2024	19.14	0.00	0.00	0.00	19.14	19.14
							Office Supplies - Administration							
							Sewer Utilities - Office Supplies							
							Stormwater Utilities - Office Suppli							
							Office Supplies - Bldg. Inspection							
							Office Supplies - Planning							
							Office Supplies - Administration							
							Office Supplies - Administration							
							Office Supplies - Administration							
							Office Supplies - Stormwater Admini							
							Office Supplies - ER&R Administra							
							Office Supplies - Bldg. Inspection							
38072055	Office Supplies - CD	1.00	117.47	4/10/2024	001-524-20-31-01	DFT0001381	Office Supplies - Planning	4/11/2024	117.47	0.00	0.00	0.00	117.47	117.47
							Office Supplies - Administration							
							Office Supplies - Administration							
							Office Supplies - Administration							
							Office Supplies - Administration							
							Office Supplies - Stormwater Admini							
							Office Supplies - ER&R Administra							
							Office Supplies - Bldg. Inspection							
							Office Supplies - Planning							
							Office Supplies - Administration							
							Office Supplies - Administration							
							Office Supplies - Stormwater Admini							
							Office Supplies - ER&R Administra							

Vendors: (5)	Total 01 - Vendor Set 01:	48,442.38	62.22	1,812.82	0.00	50,317.42	50,317.42
Vendors: (5)	Report Total:	48,442.38	62.22	1,812.82	0.00	50,317.42	50,317.42

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
400-534-27-41-00	Water Utilities - Professional Services	22,704.00	9,531.17	2,697.42	12,228.59	10,475.41	46.14%
400-534-27-42-00	Water Utilities - Communications	5,000.00	949.48	287.50	1,236.98	3,763.02	75.26%
400-534-27-43-00	Water Utilities - Travel	400.00	75.38	0.00	75.38	324.62	81.16%
400-534-27-48-00	Water Utilities - Repairs & Maintenance	300.00	59.78	0.00	59.78	240.22	80.07%
400-534-27-49-00	Water Utilities - Miscellaneous	300.00	20.25	0.00	20.25	279.75	93.25%
400-534-27-49-01	Water Utilities - Reg/Fees - Trainings & Seminars	500.00	115.80	317.26	433.06	66.94	13.39%
400-534-50-10-00	Wages & OT	372,646.82	67,696.52	21,288.85	88,985.37	283,661.45	76.12%
400-534-50-20-00	Benefits	184,910.27	37,472.14	12,240.22	49,712.36	135,197.91	73.12%
400-534-50-20-01	Benefits Uniforms	1,500.00	1,148.29	134.74	1,283.03	216.97	14.46%
400-534-50-31-00	Operating Supplies - Maintenance	110,000.00	19,465.39	6,086.52	25,551.91	84,448.09	76.77%
400-534-50-35-00	Sm Tools/Equipment	2,000.00	1,306.82	1,533.95	2,840.77	-840.77	-42.04%
400-534-50-41-00	Professional Services	3,000.00	0.00	137.03	137.03	2,862.97	95.43%
400-534-50-43-00	Travel	2,000.00	83.83	11.21	95.04	1,904.96	95.25%
400-534-50-45-00	Operating Rentals/Leases	1,000.00	0.00	0.00	0.00	1,000.00	100.00%
400-534-50-48-00	Repairs & Maintenance	10,000.00	0.00	0.00	0.00	10,000.00	100.00%
400-534-50-49-00	County 911 / Dispatch Services	2,096.00	628.80	0.00	628.80	1,467.20	70.00%
400-534-50-49-01	Miscellaneous	200.00	61.26	436.18	497.44	-297.44	-148.72%
400-534-50-49-96	Interfund Rentals - O & M	60,000.00	15,633.26	0.00	15,633.26	44,366.74	73.94%
400-534-80-10-00	Wages & OT	11,522.96	3,210.97	994.80	4,205.77	7,317.19	63.50%
400-534-80-20-00	Benefits	5,550.52	1,517.20	486.24	2,003.44	3,547.08	63.91%
400-534-80-31-00	Operating Supplies - General	30,000.00	2,536.64	5,476.27	8,012.91	21,987.09	73.29%
400-534-80-33-00	Water Purchase For Resale	5,000.00	0.00	0.00	0.00	5,000.00	100.00%
400-534-80-35-00	Small Tools/Equipment	1,000.00	129.72	0.00	129.72	870.28	87.03%
400-534-80-41-00	Water Utilities - Prof Services - Water Testing	17,000.00	5,733.74	3,448.01	9,181.75	7,818.25	45.99%
400-534-80-43-00	Travel	0.00	592.25	0.00	592.25	-592.25	0.00%
400-534-80-47-00	Public Utility Services	165,000.00	25,262.22	10,607.18	35,869.40	129,130.60	78.26%
400-534-80-48-00	Repairs/Maintenance	40,000.00	1,502.00	7,842.13	9,344.13	30,655.87	76.64%
400-534-80-49-00	Intergov Maintenance	7,500.00	4,423.70	0.00	4,423.70	3,076.30	41.02%
400-534-80-49-01	Miscellaneous	200.00	0.00	0.00	0.00	200.00	100.00%
400-534-90-41-00	Professional Financial / Banking Costs	920.00	4.45	0.99	5.44	914.56	99.41%
400-594-34-64-04	Machinery/Equipment	4,500.00	0.00	0.00	0.00	4,500.00	100.00%
400-594-34-64-27	Water Utilities - Machinery & Equipment	0.00	5,068.78	0.00	5,068.78	-5,068.78	0.00%
400-597-34-00-41	IF Transfer-Revenue Resvd For Rate-Funded Capita	100,000.00	0.00	0.00	0.00	100,000.00	100.00%
400-597-34-00-95	Interfund Rentals - Repl	100,000.00	25,000.00	0.00	25,000.00	75,000.00	75.00%
400-597-34-04-32	Interfund Transfer To Capital Projects Fund 431	200,000.00	0.00	0.00	0.00	200,000.00	100.00%
Totals:		29,847.73	107,964.24	11,485.26	119,449.50	-89,601.77	
Totals:		29,847.73	107,964.24	11,485.26	119,449.50	-89,601.77	
Totals:		29,847.73	107,964.24	11,485.26	119,449.50	-89,601.77	
400 - Water Fund Totals:		29,847.73	107,964.24	11,485.26	119,449.50	-89,601.77	
401 - Wastewater Fund							
401-343-50-00-00	Wastewater Charges	-2,822,565.00	-665,699.13	-217,143.28	-882,842.41	-1,939,722.59	-68.72%
401-343-50-00-02	Wastewater Charges For Utility Tax	-383,036.00	-90,481.27	-29,387.03	-119,868.30	-263,167.70	-68.71%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
401-343-50-00-41	Misc Util Fees & Charges	-2,000.00	-48.75	-12.00	-60.75	-1,939.25	-96.96%
401-343-50-02-41	Sewer Assessment Charges	-1,500.00	0.00	0.00	0.00	-1,500.00	-100.00%
401-359-90-00-41	Penalty/Late Fee	-6,000.00	-2,170.52	-559.70	-2,730.22	-3,269.78	-54.50%
401-361-10-00-41	Unrealized Gain/Loss	0.00	3,419.34	2,479.88	5,899.22	-5,899.22	0.00%
401-361-11-00-41	Investment Interest WW	-15,000.00	-15,807.39	-3,380.18	-19,187.57	4,187.57	27.92%
401-361-30-00-41	Realized Gain/Loss On Investments	0.00	917.55	0.00	917.55	-917.55	0.00%
401-361-41-00-41	Investment Interest - Purchased	0.00	-348.03	0.00	-348.03	348.03	0.00%
401-369-91-00-41	Other Misc Revenues	-50,000.00	0.00	0.00	0.00	-50,000.00	-100.00%
401-535-10-10-00	Wages & OT	93,868.80	23,142.21	7,794.25	30,936.46	62,932.34	67.04%
401-535-10-20-00	Benefits	30,929.83	8,092.05	2,683.97	10,776.02	20,153.81	65.16%
401-535-10-31-01	Office Supplies - Administration	500.00	85.21	87.49	172.70	327.30	65.46%
401-535-10-41-00	Professional Services	1,242,036.00	313,676.05	109,653.04	423,329.09	818,706.91	65.92%
401-535-10-42-00	Communication	350.00	62.32	30.82	93.14	256.86	73.39%
401-535-10-43-00	Travel	2,000.00	1,743.15	226.19	1,969.34	30.66	1.53%
401-535-10-44-00	External Taxes	68,000.00	16,646.48	5,845.33	22,491.81	45,508.19	66.92%
401-535-10-44-02	Utility Tax	330,000.00	90,481.27	29,387.03	119,868.30	210,131.70	63.68%
401-535-10-46-00	Insurance	118,350.00	119,254.80	0.00	119,254.80	-904.80	-0.76%
401-535-10-49-00	Misc	11,500.00	773.15	161.85	935.00	10,565.00	91.87%
401-535-10-49-01	Registrations/Fees - Training Classes & Seminars	500.00	0.00	64.50	64.50	435.50	87.10%
401-535-20-10-00	Salaries & Wages	27,896.29	6,897.75	2,324.75	9,222.50	18,673.79	66.94%
401-535-20-20-00	Benefits	13,360.46	3,347.58	1,115.33	4,462.91	8,897.55	66.60%
401-535-27-10-00	Sewer Utilities - Salaries & Wages	109,593.45	25,039.69	10,086.38	35,126.07	74,467.38	67.95%
401-535-27-20-00	Sewer Utilities - Personnel Benefits	41,203.73	11,465.51	4,634.40	16,099.91	25,103.82	60.93%
401-535-27-31-00	Sewer Utilities - Operating Supplies	500.00	72.63	17.38	90.01	409.99	82.00%
401-535-27-31-01	Sewer Utilities - Office Supplies	1,000.00	214.66	156.74	371.40	628.60	62.86%
401-535-27-35-00	Sewer Utilities - Small Tools And Minor Equipment	200.00	0.00	0.00	0.00	200.00	100.00%
401-535-27-41-00	Sewer Utilities - Professional Services	30,578.00	13,707.82	4,074.20	17,782.02	12,795.98	41.85%
401-535-27-42-00	Sewer Utilities - Communications	500.00	1,752.56	543.64	2,296.20	-1,796.20	-359.24%
401-535-27-43-00	Sewer Utilities - Travel	400.00	70.36	0.00	70.36	329.64	82.41%
401-535-27-48-00	Sewer Utilities - Repairs & Maintenance	500.00	90.60	0.00	90.60	409.40	81.88%
401-535-27-49-00	Sewer Utilities - Miscellaneous	300.00	21.00	0.00	21.00	279.00	93.00%
401-535-27-49-01	Sewer Utilities - Reg/Fees - Trainings & Seminars	500.00	119.31	336.99	456.30	43.70	8.74%
401-535-50-31-00	Operating Supplies - Maintenance	500.00	157.36	0.00	157.36	342.64	68.53%
401-535-50-35-00	Small Tools / Equipment	500.00	0.00	0.00	0.00	500.00	100.00%
401-535-50-48-00	Repairs / Maintenance	1,000.00	0.00	0.00	0.00	1,000.00	100.00%
401-535-50-49-00	Intergov Services	2,500.00	252.62	0.00	252.62	2,247.38	89.90%
401-535-50-49-01	County 911 / Dispatch Services	2,096.00	1,194.72	0.00	1,194.72	901.28	43.00%
401-535-50-49-96	Interfund Rentals - O & M	30,000.00	695.40	0.00	695.40	29,304.60	97.68%
401-535-80-41-00	Professional Services	24,000.00	0.00	0.00	0.00	24,000.00	100.00%
401-535-80-47-00	Public Utility Services	31,500.00	10,407.18	3,469.06	13,876.24	17,623.76	55.95%
401-535-80-48-00	Repairs / Maintenance Capital Reserve	45,000.00	1.80	0.00	1.80	44,998.20	100.00%
401-535-80-49-00	Miscellaneous	13,000.00	3,668.46	0.00	3,668.46	9,331.54	71.78%
401-535-80-49-96	Interfund Transfers - O&M	10,000.00	695.40	0.00	695.40	9,304.60	93.05%
401-535-90-41-00	Professional Financial / Banking Costs	630.00	20.19	5.31	25.50	604.50	95.95%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
401-597-00-41-33	Transfer From Wastewater Fund To Econ Dev Fund	0.00	0.00	130,000.00	130,000.00	-130,000.00	0.00%
401-597-40-14-11	Transfer For Rate Funded Capital	300,000.00	75,000.00	0.00	75,000.00	225,000.00	75.00%
Totals:		-694,808.44	-41,368.91	64,696.34	23,327.43	-718,135.87	
Totals:		-694,808.44	-41,368.91	64,696.34	23,327.43	-718,135.87	
Totals:		-694,808.44	-41,368.91	64,696.34	23,327.43	-718,135.87	
401 - Wastewater Fund Totals:		-694,808.44	-41,368.91	64,696.34	23,327.43	-718,135.87	
402 - Stormwater Fund							
402-334-03-10-06	St Dir/Ind Grt Fr Ecol Dept-Poll Prevent Partner	0.00	-1,374.86	0.00	-1,374.86	1,374.86	0.00%
402-343-10-00-00	Stormwater Charges	-654,308.00	-166,698.88	-56,414.65	-223,113.53	-431,194.47	-65.90%
402-343-10-00-41	Misc Util Fees & Charges - Stormwater	0.00	-75.75	-21.00	-96.75	96.75	0.00%
402-359-90-00-42	Penalty/Late Fee - Stormwater	-2,500.00	-368.22	-79.60	-447.82	-2,052.18	-82.09%
402-361-10-04-02	Unrealized Gain/Loss	0.00	3,119.24	2,628.80	5,748.04	-5,748.04	0.00%
402-361-11-04-02	Investment Interest - Stormwater Fund	-6,000.00	-5,732.36	-464.88	-6,197.24	197.24	3.29%
402-361-30-04-02	Realized Gain/Loss On Investments	0.00	838.59	0.00	838.59	-838.59	0.00%
402-361-41-04-02	Investment Interest - Purchased	0.00	-318.08	0.00	-318.08	318.08	0.00%
402-531-10-10-00	Wages & OT - Stormwater Administration	98,193.24	21,992.35	7,538.43	29,530.78	68,662.46	69.93%
402-531-10-20-00	Benefits - Stormwater Administration	37,273.59	9,463.96	3,170.96	12,634.92	24,638.67	66.10%
402-531-10-20-01	Stormwater Administration - Uniform	0.00	0.00	22.60	22.60	-22.60	0.00%
402-531-10-31-00	Operating Supplies - Stormwater Administration	1,000.00	158.26	183.58	341.84	658.16	65.82%
402-531-10-31-01	Office Supplies - Stormwater Administration	200.00	71.50	51.05	122.55	77.45	38.73%
402-531-10-41-00	Professional Services - Stormwater Administration	10,000.00	371.59	11.78	383.37	9,616.63	96.17%
402-531-10-43-00	Travel - Stormwater	2,000.00	520.47	28.57	549.04	1,450.96	72.55%
402-531-10-44-01	Advertising - Stormwater	500.00	71.48	0.00	71.48	428.52	85.70%
402-531-10-46-00	Insurance - Stormwater	26,800.00	26,985.66	0.00	26,985.66	-185.66	-0.69%
402-531-10-49-00	Miscellaneous - Stormwater	5,000.00	2,481.29	81.43	2,562.72	2,437.28	48.75%
402-531-10-49-01	Reg/Fees - Training Classes Stormwater Admin	2,500.00	0.00	527.85	527.85	1,972.15	78.89%
402-531-20-10-00	Wages & OT - Stormwater Engineering	53,932.45	13,021.96	4,363.90	17,385.86	36,546.59	67.76%
402-531-20-20-00	Benefits - Stormwater Engineering	22,149.22	7,084.39	2,372.58	9,456.97	12,692.25	57.30%
402-531-20-31-00	Operating Supplies - Stormwater Engineering	0.00	166.55	7.59	174.14	-174.14	0.00%
402-531-20-41-00	Professional Services - Stormwater Engineering	2,000.00	0.00	3,525.80	3,525.80	-1,525.80	-76.29%
402-531-20-42-00	Communications - Stormwater Engineering	0.00	243.81	81.24	325.05	-325.05	0.00%
402-531-20-43-00	Travel Expense - Stormwater Engineering	0.00	0.00	15.21	15.21	-15.21	0.00%
402-531-27-10-00	Stormwater Utilities - Salaries & Wages	64,273.51	14,629.11	5,695.84	20,324.95	43,948.56	68.38%
402-531-27-20-00	Stormwater Utilities - Personnel Benefits	24,257.94	6,721.21	2,643.51	9,364.72	14,893.22	61.40%
402-531-27-31-00	Stormwater Utilities - Operating Supplies	500.00	38.46	9.00	47.46	452.54	90.51%
402-531-27-31-01	Stormwater Utilities - Office Supplies	250.00	12.88	20.81	33.69	216.31	86.52%
402-531-27-41-00	Stormwater Utilities - Professional Services	9,110.00	3,656.45	3,588.60	7,245.05	1,864.95	20.47%
402-531-27-42-00	Stormwater Utilities - Communications	2,600.00	1,482.92	164.30	1,647.22	952.78	36.65%
402-531-27-43-00	Stormwater Utilities - Travel	400.00	65.33	0.00	65.33	334.67	83.67%
402-531-27-48-00	Stormwater Utilities - Repairs & Maintenance	1,000.00	19.94	0.00	19.94	980.06	98.01%
402-531-27-49-00	Stormwater Utilities - Miscellaneous	50.00	10.50	0.00	10.50	39.50	79.00%
402-531-27-49-01	Stormwater Utilities - Reg/Fees - Train & Seminars	500.00	62.65	172.19	234.84	265.16	53.03%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
402-531-50-10-00	Wages & OT - Stormwater Maintenance	102,113.18	24,998.01	8,550.52	33,548.53	68,564.65	67.15%
402-531-50-20-00	Benefits - Stormwater Maintenance	64,315.70	18,082.40	6,060.84	24,143.24	40,172.46	62.46%
402-531-50-20-01	Benefits - Uniforms	1,000.00	199.96	17.40	217.36	782.64	78.26%
402-531-50-31-00	Operating Supplies - Stormwater Maintenance	500.00	0.00	0.00	0.00	500.00	100.00%
402-531-50-35-00	Small Tools/Equipment - Stormwater Maintenan	5,000.00	3,728.10	261.22	3,989.32	1,010.68	20.21%
402-531-50-41-00	Professional Services - Stormwater Maintenance	750.00	0.00	0.00	0.00	750.00	100.00%
402-531-50-43-00	Travel - Stormwater Maintenance	500.00	0.00	0.00	0.00	500.00	100.00%
402-531-50-48-00	Repairs & Maintenance - Stormwater Maintenanc	1,500.00	0.00	0.00	0.00	1,500.00	100.00%
402-531-50-49-01	County 911 / Dispatch Services	1,000.00	272.48	0.00	272.48	727.52	72.75%
402-531-50-49-96	Interfund Rentals - O&M - Stormwater Maintenan	25,000.00	13,888.63	0.00	13,888.63	11,111.37	44.45%
402-531-70-43-00	Travel - DOE Inter Agreement - Hazardous Waste	500.00	0.00	0.00	0.00	500.00	100.00%
402-531-80-31-00	Operating Supplies - Stormwater Operations/Gen	200.00	0.00	0.00	0.00	200.00	100.00%
402-531-80-42-00	Communications - Stormwater Maintenance	500.00	0.00	0.00	0.00	500.00	100.00%
402-531-80-43-00	Travel Expense - Stormwater Operations/General	500.00	0.00	0.00	0.00	500.00	100.00%
402-531-80-48-00	Repairs/Maint - Stormwater Operations/General	0.00	0.03	0.00	0.03	-0.03	0.00%
402-531-80-49-01	Registration/Fees - Training Classes Stormwater	3,000.00	0.00	0.00	0.00	3,000.00	100.00%
402-531-90-41-00	Professional Financial / Banking Costs	225.00	0.00	0.04	0.04	224.96	99.98%
402-597-00-04-03	Interfund Transfer - SW Operating To SW Capital	100,000.00	0.00	0.00	0.00	100,000.00	100.00%
Totals:		8,285.83	-107.99	-5,184.49	-5,292.48	13,578.31	
Totals:		8,285.83	-107.99	-5,184.49	-5,292.48	13,578.31	
Totals:		8,285.83	-107.99	-5,184.49	-5,292.48	13,578.31	
402 - Stormwater Fund Totals:		8,285.83	-107.99	-5,184.49	-5,292.48	13,578.31	
403 - Stormwater Capital Reserve Fund							
403-334-00-10-43	State Grant From Legislature	-555,000.00	0.00	0.00	0.00	-555,000.00	-100.00%
403-334-03-10-01	Dept Of Ecology - SFAP	-700,000.00	0.00	0.00	0.00	-700,000.00	-100.00%
403-334-03-10-02	St Dir/Ind Grt Fr Dept Of Ecol-Stormwater Capacit	-558,365.00	0.00	0.00	0.00	-558,365.00	-100.00%
403-334-03-00-03	Dept Of Ecology - Decant Facility	0.00	-7,903.48	0.00	-7,903.48	7,903.48	0.00%
403-334-03-80-43	State Grant From TIB	-730,000.00	0.00	0.00	0.00	-730,000.00	-100.00%
403-361-10-04-03	Unrealized Gain/Loss	0.00	689.15	580.88	1,270.03	-1,270.03	0.00%
403-361-11-04-03	Investment Interest - Stormwater Capital Resv Fun	-2,000.00	-1,725.72	-334.09	-2,059.81	59.81	2.99%
403-361-30-04-03	Realized Gain/Loss On Investments	0.00	185.28	0.00	185.28	-185.28	0.00%
403-361-41-04-03	Investment Interest - Purchased	0.00	-70.28	0.00	-70.28	70.28	0.00%
403-397-00-04-03	Interfund Transfer - SW Operating To SW Capital	-100,000.00	0.00	0.00	0.00	-100,000.00	-100.00%
403-397-00-04-04	IF Trans From CE For ARPA Expenses (CFDA #21.02	-7,446.00	0.00	0.00	0.00	-7,446.00	-100.00%
403-531-10-41-41	Banking Service Fee/Charges - SW Cap Res Fund	0.00	4.06	1.19	5.25	-5.25	0.00%
403-591-31-70-00	Principal Payment - Street Sweeper LTGO Bond 20	47,305.76	0.00	0.00	0.00	47,305.76	100.00%
403-592-31-80-00	Interest Payment - Street Sweeper LTGO Bond 201	1,395.52	0.00	0.00	0.00	1,395.52	100.00%
403-594-31-61-00	Stormwater Land And Land Improvements	7,366.67	1,400.91	244.94	1,645.85	5,720.82	77.66%
403-594-31-63-02	Stormwater System Design Engineering	325,302.00	2,762.87	4,803.32	7,566.19	317,735.81	97.67%
403-594-31-63-03	Stormwater System Design Eng - Grant Funded	1,288,365.00	11,759.81	5,543.15	17,302.96	1,271,062.04	98.66%
403-594-31-64-00	Stormwater Machinery & Equipment	225,000.00	0.00	0.00	0.00	225,000.00	100.00%
403-594-31-64-01	Stormwater Machinery & Equipment - Grant Fund	750,000.00	0.00	0.00	0.00	750,000.00	100.00%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
Totals:		-8,076.05	7,102.60	10,839.39	17,941.99	-26,018.04	
Totals:		-8,076.05	7,102.60	10,839.39	17,941.99	-26,018.04	
Totals:		-8,076.05	7,102.60	10,839.39	17,941.99	-26,018.04	
403 - Stormwater Capital Reserve Fund Totals:							
410 - Water Capital Reserve Fund							
410-321-50-00-40	Utility Permits	-428,857.00	0.00	-18,054.76	-18,054.76	-410,802.24	-95.79%
410-331-97-00-00	Fed Dir Grt Fr Dept Of Homeland Security	-1,300,000.00	0.00	0.00	0.00	-1,300,000.00	-100.00%
410-334-00-10-41	State Grant From Legislature	-1,769,187.50	0.00	0.00	0.00	-1,769,187.50	-100.00%
410-334-04-20-40	State Grant From Dept Of Commerce	-50,000.00	0.00	0.00	0.00	-50,000.00	-100.00%
410-361-11-00-42	Investment Interest - Water Equip Reserv	-12,000.00	-10,738.20	-4,756.58	-15,494.78	3,494.78	29.12%
410-361-42-00-41	Interest Income - Private Loans	-1,300.00	-300.00	-100.00	-400.00	-900.00	-69.23%
410-362-00-50-13	Lease Paym(Annual)-Consol Irrigation District #14	-75,000.00	0.00	0.00	0.00	-75,000.00	-100.00%
410-362-00-50-14	Lease Payment (Annual) - WWU	-25,000.00	0.00	0.00	0.00	-25,000.00	-100.00%
410-367-00-00-00	Developer Proceeds	-50,000.00	0.00	0.00	0.00	-50,000.00	-100.00%
410-367-00-04-11	Principal Payments On Private Loans For Infrast	0.00	-838.23	-279.41	-1,117.64	1,117.64	0.00%
410-391-80-04-10	DWSRF Loan From EPA/WA St Dept Of Health	0.00	-494,691.14	0.00	-494,691.14	494,691.14	0.00%
410-391-80-04-14	DOC PWTF Loan PC22-96103-062	-1,619,868.00	0.00	0.00	0.00	-1,619,868.00	-100.00%
410-391-80-04-16	DOC PWTF Loan PR22-96103-011	-106,372.00	0.00	0.00	0.00	-106,372.00	-100.00%
410-397-34-00-41	IF Trans-Rev Reserved For Rate-funded Capital	-100,000.00	0.00	0.00	0.00	-100,000.00	-100.00%
410-397-34-00-95	INF Equip/Veh Lease/Repl.	-100,000.00	-25,000.00	0.00	-25,000.00	-75,000.00	-75.00%
410-534-10-41-41	Banking Service Fees/Charges - W Cap Res Fund	280.00	8.80	3.09	11.89	268.11	95.75%
410-594-34-61-41	Water Utility Land And Land Improvements	7,366.67	1,407.39	246.07	1,653.46	5,713.21	77.55%
410-594-34-63-03	Water Utility Capital Expenditures	4,733,850.00	158,797.81	220,768.83	379,566.64	4,354,283.36	91.98%
410-594-34-63-09	Water Util Cap Expenditure-DOC PWTF PC22-961	187,500.00	0.00	0.00	0.00	187,500.00	100.00%
410-594-34-64-41	Water Utility Equipment	250,000.00	0.00	0.00	0.00	250,000.00	100.00%
410-597-00-04-31	Transfer To 431	140,000.00	0.00	0.00	0.00	140,000.00	100.00%
Totals:		-318,587.83	-371,353.57	197,827.24	-173,526.33	-145,061.50	
Totals:		-318,587.83	-371,353.57	197,827.24	-173,526.33	-145,061.50	
Totals:		-318,587.83	-371,353.57	197,827.24	-173,526.33	-145,061.50	
410 - Water Capital Reserve Fund Totals:							
411 - Wastewater Capital Reserve Fund							
411-321-50-00-41	Utility Permits	-350,000.00	-140,000.00	-8,000.00	-148,000.00	-202,000.00	-57.71%
411-331-10-04-03	Fed Dir Grt Fr Dept Of Agriculture - USDA SWSEW	-3,500,000.00	0.00	0.00	0.00	-3,500,000.00	-100.00%
411-331-11-00-01	Fed Dir Grt Fr The Department Of Commerce.	-3,510,000.00	0.00	0.00	0.00	-3,510,000.00	-100.00%
411-334-00-14-11	State Grant From Legislature	-3,000,000.00	0.00	0.00	0.00	-3,000,000.00	-100.00%
411-334-03-10-08	DOE Grant - WWTP	-750,000.00	-7,220.22	0.00	-7,220.22	-742,779.78	-99.04%
411-334-04-20-42	State Dir/Ind Grant From Department Of Commer	-1,740,000.00	0.00	0.00	0.00	-1,740,000.00	-100.00%
411-361-10-00-43	Unrealized Gain/Loss	0.00	7,935.75	7,104.73	15,040.48	-15,040.48	0.00%
411-361-11-00-43	Investment Interest - WW Equip Reserv	-20,000.00	-17,978.22	-2,869.30	-20,847.52	847.52	4.24%
411-361-30-00-43	Realized Gain/Loss On Investments	0.00	2,133.53	0.00	2,133.53	-2,133.53	0.00%
411-361-41-00-43	Investment Interest - Purchased	0.00	-809.25	0.00	-809.25	809.25	0.00%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
411-391-80-04-11	DOE CWSRF Loan	-750,000.00	-97,179.18	0.00	-97,179.18	-652,820.82	-87.04%
411-391-80-04-13	DOC PWTF Loan PC22-96103-051	-1,237,205.00	0.00	0.00	0.00	-1,237,205.00	-100.00%
411-397-40-14-11	Transfer For Rate Funded Capital	-300,000.00	-75,000.00	0.00	-75,000.00	-225,000.00	-75.00%
411-397-41-24-11	Transfer Of Surplus To Capital Reserve	-200,000.00	0.00	0.00	0.00	-200,000.00	-100.00%
411-535-10-41-41	Banking Service Fees/Charges - WW Cap Res Fund	0.00	46.74	14.32	61.06	-61.06	0.00%
411-594-35-61-00	Wastewater Land And Land Improvements	7,366.67	1,407.39	246.07	1,653.46	5,713.21	77.55%
411-594-35-63-01	Other Improvements	100,000.00	52,979.07	16,345.50	69,324.57	30,675.43	30.68%
411-594-35-63-04	Other Improvements	5,000,000.00	133,021.34	-80,357.54	52,663.80	4,947,336.20	98.95%
411-594-35-63-05	Other Improvements - DOE Grant Funded	3,000,000.00	0.00	0.00	0.00	3,000,000.00	100.00%
411-594-35-63-06	Other Improvements - DOE Loan Funded	1,000,000.00	0.00	0.00	0.00	1,000,000.00	100.00%
411-594-35-64-41	Wastewater Capital Equipment	5,123,206.00	123,798.99	22,231.47	146,030.46	4,977,175.54	97.15%
411-594-35-64-42	Wstwtr Cap Equip - DOE PWTFB Loan PC22-96103	1,237,205.00	0.00	0.00	0.00	1,237,205.00	100.00%
411-595-35-63-33	Other Improvements	0.00	0.00	23,490.07	23,490.07	-23,490.07	0.00%
Totals:		110,572.67	-16,864.06	-21,794.68	-38,658.74	149,231.41	
Totals:		110,572.67	-16,864.06	-21,794.68	-38,658.74	149,231.41	
Totals:		110,572.67	-16,864.06	-21,794.68	-38,658.74	149,231.41	
411 - Wastewater Capital Reserve Fund Totals:		110,572.67	-16,864.06	-21,794.68	-38,658.74	149,231.41	
412 - Wastewater Debt Service Fund							
412-343-50-00-51	LT Debt Collection For Sewer Utility	-620,000.00	-147,749.19	-48,618.77	-196,367.96	-423,632.04	-68.33%
412-361-11-00-44	Investment Interest Earned	-15,000.00	-11,556.41	-4,261.13	-15,817.54	817.54	5.45%
412-535-10-41-42	Banking Service Fees/Charges - WW LTD Res Fund	25.00	10.30	4,214.03	4,224.33	-4,199.33	-16,797.32%
412-591-35-78-13	Loan Payment PWTF - Principal PC22-96103-051	74,985.57	0.00	0.00	0.00	74,985.57	100.00%
412-591-35-78-53	Loan Payment USDA - SW SEWER Principal	57,227.14	57,227.14	0.00	57,227.14	0.00	0.00%
412-591-35-78-54	Loan Payment DOE SW SEWER Principal	106,661.58	0.00	63,918.68	63,918.68	42,742.90	40.07%
412-591-35-78-55	Loan Payment DOE WWTP Design Principal	83,753.34	0.00	0.00	0.00	83,753.34	100.00%
412-592-35-83-13	Interest Payment PWTF Loan - PC22-96103-051	15,430.10	0.00	0.00	0.00	15,430.10	100.00%
412-592-35-83-53	Interest Payment USDA Loan - SW SEWER	31,290.86	31,290.86	0.00	31,290.86	0.00	0.00%
412-592-35-83-54	Interest Payment DOE Loan - SW SEWER	26,897.52	0.00	12,631.77	12,631.77	14,265.75	53.04%
412-592-35-83-55	Interest Payment DOE Loan - WWTP Design	35,657.28	0.00	0.00	0.00	35,657.28	100.00%
412-597-41-24-11	Transfer Of Surplus To Capital Reserve	200,000.00	0.00	0.00	0.00	200,000.00	100.00%
Totals:		-3,071.61	-70,777.30	27,884.58	-42,892.72	39,821.11	
Totals:		-3,071.61	-70,777.30	27,884.58	-42,892.72	39,821.11	
Totals:		-3,071.61	-70,777.30	27,884.58	-42,892.72	39,821.11	
412 - Wastewater Debt Service Fund Totals:		-3,071.61	-70,777.30	27,884.58	-42,892.72	39,821.11	
413 - Water Capital Improvement Reserve Fund							
413-343-40-01-43	Capital Reserve Fund Collections	-1,292,629.20	-259,041.57	-84,791.25	-343,832.82	-948,796.38	-73.40%
413-361-11-00-13	Interest - Water Capital Reserve Fund	-25,000.00	-13,373.72	-4,887.93	-18,261.65	-6,738.35	-26.95%
413-397-00-00-43	IF Trans From Water Const Fund #431 To WCIR #4	-350,000.00	-87,500.00	0.00	-87,500.00	-262,500.00	-75.00%
413-534-10-41-43	Banking Service Fees/Charges - W LTD Res Fund	35.00	13.95	4.55	18.50	16.50	47.14%
413-591-34-78-00	Loan Payment SRF Principal 04-65104-005	87,599.40	0.00	0.00	0.00	87,599.40	100.00%
413-591-34-78-01	Loan Payment PWTF Principal PW-05-691-010	168,885.24	0.00	0.00	0.00	168,885.24	100.00%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
413-591-34-78-04	Principal PWTF Loan 2007 PC08-951-011	253,664.48	0.00	0.00	0.00	253,664.48	100.00%
413-591-34-78-05	Loan Payment DOH Well #1 Principal DWL23476	65,359.05	0.00	0.00	0.00	65,359.05	100.00%
413-591-34-78-06	Loan Payment DOH Well #1 Principal DWL23478	25,535.73	0.00	0.00	0.00	25,535.73	100.00%
413-591-34-78-07	Loan Payment DOH Well #2 Principal DWL23479	89,316.05	0.00	0.00	0.00	89,316.05	100.00%
413-591-34-78-08	Loan Payment DOH Well #2 Principal DWL 24936	128,608.04	0.00	0.00	0.00	128,608.04	100.00%
413-591-34-78-09	Loan Payment PWTF Principal PC22-96103-055	44,315.80	0.00	0.00	0.00	44,315.80	100.00%
413-591-34-78-14	Loan Payment PWTF Principal PC22-96103-062	93,779.74	0.00	0.00	0.00	93,779.74	100.00%
413-591-34-78-16	Loan Payment PWTF Principal PR22-96103-011	116,120.05	0.00	0.00	0.00	116,120.05	100.00%
413-592-34-83-00	Loan Payment SRF Interest 04-65104-005	2,627.98	0.00	0.00	0.00	2,627.98	100.00%
413-592-34-83-01	Loan Payment PWTF Interest PW-05-691-010	1,688.86	0.00	0.00	0.00	1,688.86	100.00%
413-592-34-83-04	Interest PWTF Loan 2007 PC08-951-011	6,341.61	0.00	0.00	0.00	6,341.61	100.00%
413-592-34-83-05	Interest Payment DOH Well #1 Interest DWL2347	12,418.22	0.00	0.00	0.00	12,418.22	100.00%
413-592-34-83-06	Interest Payment DOH Well #1 Interest DWL2347	5,314.21	0.00	0.00	0.00	5,314.21	100.00%
413-592-34-83-07	Interest Payment DOH Well #2 Interest DWL2347	24,024.73	0.00	0.00	0.00	24,024.73	100.00%
413-592-34-83-08	Interest Payment DOH Well #2 Interest DWL2493	44,116.17	0.00	0.00	0.00	44,116.17	100.00%
413-592-34-83-09	Loan Payment PWTF Interest PC22-96103-055	7,498.23	0.00	0.00	0.00	7,498.23	100.00%
413-592-34-83-14	Interest Payment PWTF PC22-96103-062	19,297.46	0.00	0.00	0.00	19,297.46	100.00%
413-592-34-83-16	Interest Payment PWTF PR22-96103-011	1,645.00	0.00	0.00	0.00	1,645.00	100.00%
413-597-00-42-50	Transfer To 425	332,100.00	0.00	0.00	0.00	332,100.00	100.00%
Totals:		-137,338.15	-359,901.34	-89,674.63	-449,575.97	312,237.82	
Totals:		-137,338.15	-359,901.34	-89,674.63	-449,575.97	312,237.82	
Totals:		-137,338.15	-359,901.34	-89,674.63	-449,575.97	312,237.82	
413 - Water Capital Improvement Reserve Fund Totals:		-137,338.15	-359,901.34	-89,674.63	-449,575.97	312,237.82	
425 - Water Revenue Bond Fund							
425-361-11-00-25	Investment Interest	-10,000.00	-3,741.94	-1,320.74	-5,062.68	-4,937.32	-49.37%
425-397-00-42-50	Transfer From 413	-332,100.00	0.00	0.00	0.00	-332,100.00	-100.00%
425-535-10-41-44	Banking Service Fees/Charges - W/S Debt Res Fun	0.00	3.63	1.19	4.82	-4.82	0.00%
425-591-34-70-17	Principle Payment On 2017 Revenue Bonds	225,000.00	0.00	0.00	0.00	225,000.00	100.00%
425-592-34-83-17	Interest Payment Of 2017 Revenue Bonds	88,200.00	0.00	0.00	0.00	88,200.00	100.00%
Totals:		-28,900.00	-3,738.31	-1,319.55	-5,057.86	-23,842.14	
Totals:		-28,900.00	-3,738.31	-1,319.55	-5,057.86	-23,842.14	
Totals:		-28,900.00	-3,738.31	-1,319.55	-5,057.86	-23,842.14	
425 - Water Revenue Bond Fund Totals:		-28,900.00	-3,738.31	-1,319.55	-5,057.86	-23,842.14	
426 - Water Bond Reserve Fund							
426-361-11-00-26	Interest Earned	-4,000.00	-1,526.96	-536.09	-2,063.05	-1,936.95	-48.42%
426-534-10-41-45	Banking Service Fees/Charges - W/S Bond Res Fun	802.20	1.51	0.49	2.00	800.20	99.75%
Totals:		-3,197.80	-1,525.45	-535.60	-2,061.05	-1,136.75	
Totals:		-3,197.80	-1,525.45	-535.60	-2,061.05	-1,136.75	
Totals:		-3,197.80	-1,525.45	-535.60	-2,061.05	-1,136.75	
426 - Water Bond Reserve Fund Totals:		-3,197.80	-1,525.45	-535.60	-2,061.05	-1,136.75	

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
431 - Water System Construction Fund							
431-361-10-00-31	Unrealized Gain/Loss	0.00	3,540.49	2,984.26	6,524.75	-6,524.75	0.00%
431-361-11-00-31	Investment Interest	-10,000.00	-7,292.53	-782.07	-8,074.60	-1,925.40	-19.25%
431-361-30-00-31	Realized Gain/Loss On Investments	0.00	951.86	0.00	951.86	-951.86	0.00%
431-361-41-00-31	Investment Interest - Purchased	0.00	-361.04	0.00	-361.04	361.04	0.00%
431-397-00-04-31	Transfer From 410	-140,000.00	0.00	0.00	0.00	-140,000.00	-100.00%
431-397-00-04-32	Transfer From Water Fund 400	-200,000.00	0.00	0.00	0.00	-200,000.00	-100.00%
431-534-10-49-31	Banking Service Fees/Charges - W Const Fund	0.00	20.85	5.95	26.80	-26.80	0.00%
431-597-00-00-43	IF Trans To WCIR #413 From Water Const Fund #4	350,000.00	87,500.00	0.00	87,500.00	262,500.00	75.00%
Totals:		0.00	84,359.63	2,208.14	86,567.77	-86,567.77	
Totals:		0.00	84,359.63	2,208.14	86,567.77	-86,567.77	
Totals:		0.00	84,359.63	2,208.14	86,567.77	-86,567.77	
431 - Water System Construction Fund Totals:							
440 - Ambulance							
440-332-93-40-10	Ground Emerg Med Transport (GEMT) Payment Pr	-65,000.00	0.00	0.00	0.00	-65,000.00	-100.00%
440-334-04-98-10	Department Of Health - EMS Trauma Grant	0.00	-766.00	0.00	-766.00	766.00	0.00%
440-342-21-41-02	Emergency Medical Services	-613,240.00	-1,494.68	-48,881.53	-50,376.21	-562,863.79	-91.79%
440-342-60-00-06	Ambulance Charges	-250,000.00	-140,920.57	-48,623.62	-189,544.19	-60,455.81	-24.18%
440-342-60-00-07	Misc Util Fees/Activation Fees	-500.00	-75.75	-12.00	-87.75	-412.25	-82.45%
440-342-60-00-10	Ambulance Services - Commercial/State Insuranc	-120,000.00	-28,626.46	-6,772.15	-35,398.61	-84,601.39	-70.50%
440-342-60-00-20	Ambulance Services - Medicare	-130,000.00	-50,201.81	-20,796.48	-70,998.29	-59,001.71	-45.39%
440-342-60-00-30	Ambulance Services - Medicaid	-25,000.00	-4,704.50	-1,816.56	-6,521.06	-18,478.94	-73.92%
440-342-60-00-40	Ambulance Services - Self Pay	-50,000.00	-3,465.44	-1,164.01	-4,629.45	-45,370.55	-90.74%
440-342-60-00-50	Ambulance Services - Restitution	-100.00	0.00	-7.60	-7.60	-92.40	-92.40%
440-359-90-00-43	Penalty/Late Fee - Ambulance	-200.00	-223.07	-57.28	-280.35	80.35	40.18%
440-361-11-00-24	Investment Interest - EMS	-3,000.00	-2,266.95	-1,113.78	-3,380.73	380.73	12.69%
440-522-24-10-00	Wages & OT - EMS Admin	100,280.57	24,631.86	8,327.08	32,958.94	67,321.63	67.13%
440-522-24-10-80	Wages & OT - EMS Rescue & Emergency	374,469.18	104,167.42	32,121.10	136,288.52	238,180.66	63.60%
440-522-24-10-81	Stipends (Volunteers) - EMS	85,000.00	19,781.24	6,984.33	26,765.57	58,234.43	68.51%
440-522-24-20-00	Benefits - EMS Admin	29,111.82	8,223.40	2,611.36	10,834.76	18,277.06	62.78%
440-522-24-20-80	Benefits - EMS Rescue & Emergency	123,835.58	42,365.79	13,805.72	56,171.51	67,664.07	54.64%
440-522-24-20-81	Benefits - (Volunteers) - EMS	8,855.00	2,224.27	556.47	2,780.74	6,074.26	68.60%
440-522-24-31-00	Operating Supplies - EMS Administration	1,000.00	79.22	0.00	79.22	920.78	92.08%
440-522-24-31-01	Office Supplies - EMS Administration	0.00	40.78	0.00	40.78	-40.78	0.00%
440-522-24-31-03	Operating Supplies - EMS Training	5,000.00	0.00	0.00	0.00	5,000.00	100.00%
440-522-24-31-80	Operating Supplies - EMS Rescue & Emergency	11,000.00	763.89	425.40	1,189.29	9,810.71	89.19%
440-522-24-31-83	Radios/Pagers - Parts & Supplies - EMS	300.00	0.00	0.00	0.00	300.00	100.00%
440-522-24-35-80	Sm Tools / Equipment - EMS Rescue & Emergency	50,000.00	1,314.34	0.00	1,314.34	48,685.66	97.37%
440-522-24-41-80	Professional Services - EMS Rescue & Emergency	15,000.00	2,075.42	1,734.20	3,809.62	11,190.38	74.60%
440-522-24-41-81	Professional Financial / Banking Costs	200.00	0.00	0.14	0.14	199.86	99.93%
440-522-24-42-80	Communication - EMS Rescue & Emergency	200.00	63.73	30.30	94.03	105.97	52.99%
440-522-24-43-00	Travel - EMS	3,000.00	211.88	5.63	217.51	2,782.49	92.75%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
440-522-24-49-00	Miscellaneous - EMS Admin	100.00	49.73	4.15	53.88	46.12	46.12%
440-522-24-49-01	Reg/Fees - Training Classes & Seminars - EMS	5,000.00	0.00	90.30	90.30	4,909.70	98.19%
440-522-24-49-02	Intergov Services - Dispatch Charges - EMS	36,000.00	17,242.50	0.00	17,242.50	18,757.50	52.10%
440-522-24-49-80	Miscellaneous - EMS Rescue & Emergency	100.00	0.00	0.00	0.00	100.00	100.00%
440-522-24-49-96	Interfund Rentals - O & M	30,000.00	14,780.99	0.00	14,780.99	15,219.01	50.73%
440-522-27-10-00	Ambulance Utilities - Salaries & Wages	16,387.32	3,761.95	1,390.75	5,152.70	11,234.62	68.56%
440-522-27-20-00	Ambulance Utilities - Personnel Benefits	6,192.07	1,740.58	649.67	2,390.25	3,801.82	61.40%
440-522-27-31-00	Ambulance Utilities - Operating Supplies	0.00	5.24	1.55	6.79	-6.79	0.00%
440-522-27-31-01	Ambulance Utilities - Office Supplies	0.00	0.65	3.23	3.88	-3.88	0.00%
440-522-27-41-00	Ambulance Utilities - Professional Services	5,650.00	4,197.72	2,245.25	6,442.97	-792.97	-14.03%
440-522-27-43-00	Ambulance Utilities - Travel	0.00	25.13	0.00	25.13	-25.13	0.00%
440-522-27-48-00	Ambulance Utilities - Repairs & Maintenan	0.00	10.86	0.00	10.86	-10.86	0.00%
440-522-27-49-00	Ambulance Utilities - Miscellaneous	0.00	2.25	0.00	2.25	-2.25	0.00%
440-522-27-49-01	Ambulance Utilities - Reg/Fees - Train & Seminars	0.00	14.53	32.56	47.09	-47.09	0.00%
440-594-22-64-80	Equipment - Radios & Pagers (EMS)	2,000.00	0.00	0.00	0.00	2,000.00	100.00%
440-597-00-15-23	Interfund Transfer	325,000.00	0.00	0.00	0.00	325,000.00	100.00%
Totals:		-23,358.46	15,030.14	-58,225.82	-43,195.68	19,837.22	
Totals:		-23,358.46	15,030.14	-58,225.82	-43,195.68	19,837.22	
Totals:		-23,358.46	15,030.14	-58,225.82	-43,195.68	19,837.22	
440 - Ambulance Totals:		-23,358.46	15,030.14	-58,225.82	-43,195.68	19,837.22	
500 - Equipment Rental & Replacement							
500-348-65-00-01	INF - O & M	-690,000.00	-214,004.14	0.00	-214,004.14	-475,995.86	-68.98%
500-361-10-00-50	Unrealized Gain/Loss	0.00	397.30	334.86	732.16	-732.16	0.00%
500-361-11-00-50	Investment Interest	-1,500.00	-786.42	-295.87	-1,082.29	-417.71	-27.85%
500-361-30-00-50	Realized Gain/Loss On Investments	0.00	106.79	0.00	106.79	-106.79	0.00%
500-361-41-00-50	Investment Interest - Purchased	0.00	-40.53	0.00	-40.53	40.53	0.00%
500-362-00-00-00	Equip & Vehicle Rental	-3,000.00	-432.60	-151.41	-584.01	-2,415.99	-80.53%
500-397-00-00-50	Transfer From CE For Police Vehicle Purchase	0.00	-5,000.00	0.00	-5,000.00	5,000.00	0.00%
500-548-68-10-00	Wages & OT	123,175.64	31,678.25	10,363.34	42,041.59	81,134.05	65.87%
500-548-68-20-00	Benefits	65,661.93	20,443.73	6,753.17	27,196.90	38,465.03	58.58%
500-548-68-20-01	Benefits - Uniforms	1,000.00	303.63	174.17	477.80	522.20	52.22%
500-548-68-31-00	Operating Supplies - General	90,000.00	24,584.54	6,992.38	31,576.92	58,423.08	64.91%
500-548-68-32-00	Fuel Consumed	120,000.00	21,494.49	8,491.86	29,986.35	90,013.65	75.01%
500-548-68-35-00	Small Tools / Equipment	15,000.00	7,478.51	1,207.12	8,685.63	6,314.37	42.10%
500-548-68-44-00	External Taxes	700.00	0.00	38.65	38.65	661.35	94.48%
500-548-68-48-00	Repairs / Maintenance	90,000.00	6,938.50	9,421.00	16,359.50	73,640.50	81.82%
500-548-68-49-00	Miscellaneous	0.00	80.50	0.00	80.50	-80.50	0.00%
500-548-70-10-00	Wages & OT	19,274.08	4,644.42	1,565.28	6,209.70	13,064.38	67.78%
500-548-70-20-00	Personnel Benefits	6,881.45	2,163.51	721.60	2,885.11	3,996.34	58.07%
500-548-70-31-00	Operating Supplies - ER&R Administration	100.00	0.00	0.00	0.00	100.00	100.00%
500-548-70-31-01	Office Supplies - ER&R Administration	500.00	883.19	73.46	956.65	-456.65	-91.33%
500-548-70-35-00	Small Tools / Equipment	150.00	0.00	0.00	0.00	150.00	100.00%

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Account	Name	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
500-548-70-41-00	Professional Services	800.00	16.62	0.00	16.62	783.38	97.92%
500-548-70-42-00	Communication	600.00	84.93	40.42	125.35	474.65	79.11%
500-548-70-43-00	Travel	4,000.00	3.66	155.62	159.28	3,840.72	96.02%
500-548-70-44-01	Advertising	500.00	0.00	0.00	0.00	500.00	100.00%
500-548-70-46-00	Insurance	89,500.00	90,179.34	0.00	90,179.34	-679.34	-0.76%
500-548-70-47-00	Public Utility Services	7,000.00	3,019.50	579.92	3,599.42	3,400.58	48.58%
500-548-70-49-00	Miscellaneous	500.00	4.50	0.00	4.50	495.50	99.10%
500-548-70-49-01	Registrations/Fees - Training Classes & Seminars	4,000.00	0.00	12.90	12.90	3,987.10	99.68%
500-548-79-41-00	Professional Financial / Banking Costs	400.00	2.32	0.71	3.03	396.97	99.24%
500-594-22-64-76	Fire Mobilization Equipment	500.00	0.00	0.00	0.00	500.00	100.00%
500-594-48-64-00	Machinery / Equipment	6,875.94	0.00	0.00	0.00	6,875.94	100.00%
500-594-48-64-01	Machinery / Equipment	22,000.00	0.00	6,284.84	6,284.84	15,715.16	71.43%
500-594-48-64-02	Machinery / Equipment	20,000.00	0.00	0.00	0.00	20,000.00	100.00%
Totals:		-5,380.96	-5,755.46	52,764.02	47,008.56	-52,389.52	
Totals:		-5,380.96	-5,755.46	52,764.02	47,008.56	-52,389.52	
Totals:		-5,380.96	-5,755.46	52,764.02	47,008.56	-52,389.52	
500 - Equipment Rental & Replacement Totals:		-5,380.96	-5,755.46	52,764.02	47,008.56	-52,389.52	
625 - Flexible Benefits Plan Fund							
625-361-11-00-65	Investment Interest	0.00	-0.69	-0.91	-1.60	1.60	0.00%
625-389-40-00-73	Trust Contribs Employee	-12,000.00	-5,430.29	0.00	-5,430.29	-6,569.71	-54.75%
625-389-60-00-01	Investment Interest	0.00	-0.18	0.00	-0.18	0.18	0.00%
625-589-40-00-73	Unreimbursed Medical Pays	12,000.00	5,930.90	1,613.14	7,544.04	4,455.96	37.13%
Totals:		0.00	499.74	1,612.23	2,111.97	-2,111.97	
Totals:		0.00	499.74	1,612.23	2,111.97	-2,111.97	
Totals:		0.00	499.74	1,612.23	2,111.97	-2,111.97	
625 - Flexible Benefits Plan Fund Totals:		0.00	499.74	1,612.23	2,111.97	-2,111.97	
Report Total:		695,527.80	294,931.06	657,383.69	952,314.75	-256,786.95	

Detail vs Budget Report

Date Range: 04/01/2024 - 04/30/2024

Fund Summary

Fund	Fiscal Budget	Beginning Balance	Total Activity	Ending Balance	Budget Remaining	% Remaining
001 - Current Expense Fund	-2,602.59	1,013,961.71	189,802.59	1,203,764.30	-1,206,366.89	
005 - Current Expense Reserve Fund	-4,980.00	-1,612.84	651.48	-961.36	-4,018.64	
012 - Technology Reserve Fund	108,981.11	7,749.90	7,749.51	9,124.41	99,856.70	
061 - Employee Benefit Reserve Fund	58,475.00	9,679.79	15,950.88	25,630.67	32,844.33	
100 - Street Fund	85,348.82	74,848.14	54,052.58	128,900.72	-43,551.90	
120 - Criminal Justice Fund	228.00	17,585.51	1,289.31	18,874.82	-18,646.82	
121 - Forfeited Proceeds Fund	-20.00	-6.90	2.80	-4.10	-15.90	
130 - Hotel/Motel Tax	-2,097.00	-5,545.91	53.94	-5,491.97	3,394.97	
201 - ULTGO Bond Fund	-100.00	290.93	-29.06	261.87	-361.87	
301 - Street Capital Contribution Fund	-20,010.00	-1.31	-1.40	-2.71	-20,007.29	
305 - Capital Improvement Fund (REET)	555,445.15	-54,964.42	-10,362.83	-65,327.25	620,772.40	
306 - Capital Improvement Fund (REET 2)	996,809.22	3,383.09	59,686.97	63,070.06	933,739.16	
309 - CDBG Projects Fund	0.00	-0.06	782.27	782.21	-782.21	
311 - Street Improvement Fund	-80,846.84	-30,412.56	-61,423.26	-91,835.82	10,988.98	
315 - Facility Maintenance Reserve Fund (CE	74,802.00	15,242.57	13,228.53	28,471.10	46,330.90	
320 - Equipment Reserve Fund	483.00	-141,276.33	194,405.91	53,129.58	-52,646.58	
330 - Economic Development Fund	-375.00	48,821.04	-1,038.84	47,782.20	-48,157.20	0.00%
340 - Economic Development Reserve Fund	0.00	-0.25	-0.12	-0.37	0.37	
350 - Tax Benefit District Construction Fund	0.00	0.00	0.00	0.00	0.00	
360 - Tax Increment Financing Construction	0.00	0.00	0.00	0.00	0.00	
400 - Water Fund	29,847.73	107,964.24	11,485.26	119,449.50	-89,601.77	
401 - Wastewater Fund	-694,808.44	-41,368.91	64,696.34	23,327.43	-718,135.87	
402 - Stormwater Fund	8,285.83	-107.99	-5,184.49	-5,292.48	13,578.31	
403 - Stormwater Capital Reserve Fund	-8,076.05	7,102.60	10,839.39	17,941.99	-26,018.04	
410 - Water Capital Reserve Fund	-318,587.83	-371,353.57	197,827.24	-173,526.33	-145,061.50	
411 - Wastewater Capital Reserve Fund	110,572.67	-16,864.06	-21,794.68	-38,658.74	149,231.41	
412 - Wastewater Debt Service Fund	-3,071.61	-70,777.30	27,884.58	-42,892.72	39,821.11	
413 - Water Capital Improvement Reserve F	-137,338.15	-359,901.34	-89,674.63	-449,575.97	312,237.82	
425 - Water Revenue Bond Fund	-28,900.00	-3,738.31	-1,319.55	-5,057.86	-23,842.14	
426 - Water Bond Reserve Fund	-3,197.80	-1,525.45	-535.60	-2,061.05	-1,136.75	
431 - Water System Construction Fund	0.00	84,359.63	2,208.14	86,567.77	-86,567.77	
440 - Ambulance	-23,358.46	15,030.14	-58,225.82	-43,195.68	19,837.22	
500 - Equipment Rental & Replacement	-5,380.96	-5,755.46	52,764.02	47,008.56	-52,389.52	
625 - Flexible Benefits Plan Fund	0.00	499.74	1,612.23	2,111.97	-2,111.97	

Report Total:

695,527.80

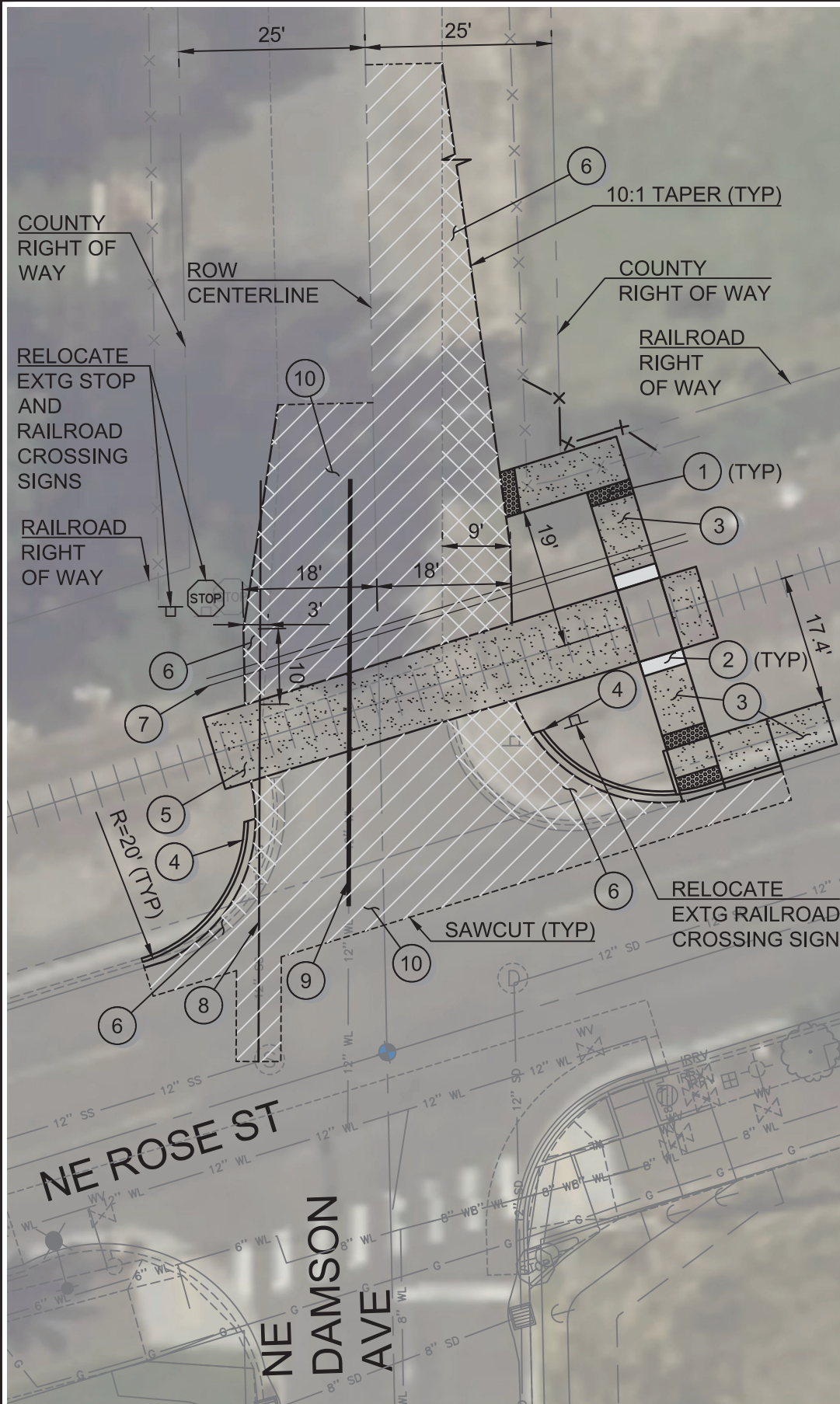
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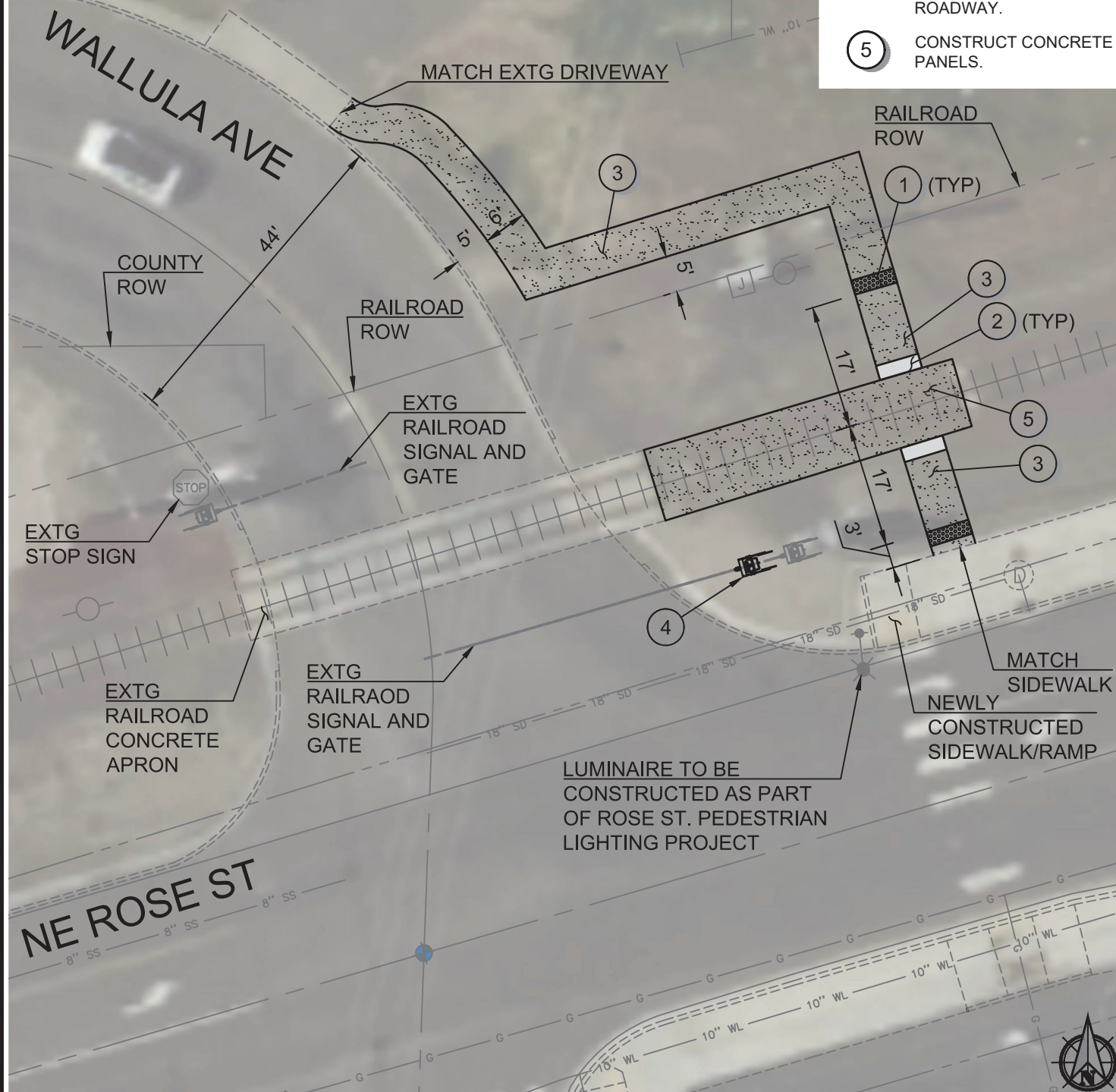


KEYNOTES:

- 1 INSTALL DETECTABLE WARNING STRIP.
- 2 CONSTRUCT 24" MIN. ASPHALT BUFFER.
- 3 CONSTRUCT 6' CONCRETE SIDEWALK.
- 4 CONSTRUCT CURB AND GUTTER.
- 5 CONSTRUCT CONCRETE PANELS.
- 6 CONSTRUCT ROADWAY WIDENING.
- 7 REPLACE EXTG CULVERT.
- 8 REPLACE EXTG 12" SANITARY LINE THROUGH RAILROAD ROW.
- 9 REPLACE EXTG 12" WATERLINE THROUGH RAILROAD ROW.
- 10 REMOVE AND CONSTRUCT ASPHALT PAVEMENT APPROACH.



1. INSTALL DETECTABLE WARNING STRIP.
2. CONSTRUCT 24" MIN. ASPHALT BUFFER.
3. CONSTRUCT 6' CONCRETE SIDEWALK.
4. RELOCATE EXTG RAILROAD SIGNAL AND GATE CLOSER TO ROADWAY.
5. CONSTRUCT CONCRETE PANELS.



WALLULA AVE RAILWAY CROSSING IMPROVEMENTS

JUNE 2024

68130.000

SCALE
1"=20'

SHEET ID

DESIGNED:
KSR

EX1

CHECKED:
JCW

SHEET **1** OF **1**

City of College Place

Damson Ave RR Crossing

Conceptual Cost Estimate

June 28, 2024

Estimate Prepared by PBS
Engineering and Environmental

Engineer's Estimate

Item No.	WSDOT Spec. No.	Description	Estimated Quantity	Unit	Unit Price	Total Price
1	1-05.4	Roadway Surveying	1	LS	\$ 7,000.00	\$ 7,000
2	1-09.7	Mobilization	1	LS	\$ 25,000.00	\$ 25,000
3	1-10	Project Temporary Traffic Control	1	LS	\$ 20,000.00	\$ 20,000
4	2-02*	Removal of Structures and Obstructions	1	LS	\$ 5,000.00	\$ 5,000
5	2-02*	Removal of Cement Conc. Curb & Gutter	85	LF	\$ 20.00	\$ 1,700
6	2-02*	Remove Pavement	297	SY	\$ 85.00	\$ 25,245
7	2-03	Roadway Excavation Incl Haul	159	CY	\$ 40.00	\$ 6,360
8	2-11	Trimming and Cleanup	1	LS	\$ 4,000.00	\$ 4,000
9	4-04	Crushed Surfacing Base Course	79	TON	\$ 55.00	\$ 4,345
10	5-04	HMA CL 1/2 In. PG 64-28	72	TON	\$ 160.00	\$ 11,520
11	7-04*	Corrugated Polyethylene Storm Sewer Pipe 15 In. Diam.	70	LF	\$ 250.00	\$ 17,500
12	7-05	Manhole 48 In. Diam. Type 3	1	EA	\$ 8,000.00	\$ 8,000
13	7-09	Ductile Iron Pipe for Water main 8 In. Diam	87	LF	\$ 225.00	\$ 19,575
14	7-17*	PVC Sanitary Sewer Pipe 12 In. Diam.	85	LF	\$ 180.00	\$ 15,300
15	8-04*	Cement Conc. Traffic Curb & Gutter	61	LF	\$ 55.00	\$ 3,355
16	8-14*	Cement Conc. Sidewalk	70	SY	\$ 85.00	\$ 5,950
17	8-14*	Cement Conc. Sidewalk Ramp	1	EA	\$ 4,000.00	\$ 4,000
18	8-21	Permanent Signing	1	LS	\$ 7,500.00	\$ 7,500
19	8-22	Painted RR Crossing	1	EA	\$ 800.00	\$ 800
20	Special*	RR Pannels and Track	69	LF	\$ 1,250.00	\$ 86,250

* Denotes Non-Standard Bid Item

CONSTRUCTION SUBTOTAL - SCHEDULE 1 \$278,400

CONTINGENCY @30% \$83,520

CONSTRUCTION TOTAL \$361,920

PRELIMINARY ENGINEERING @ 15% 54,000

CONSTRUCTION ENGINEERING @15% 54,000

TOTAL PROJECT ESTIMATED COST 469,920



JUNE 28, 2024



Highway Safety Improvement Program call for projects

Call for projects - 2024 Railway-Highway Crossings Program Section 130
Open - Applications due July 31, 2024

Available funding for 2024

\$20 million Federal Highway Administration Section 130 Program funds.

Program Purpose

The purpose of this program is to reduce the number of fatality and serious injury crashes at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings.

The program focus is on adding protection to projects that demonstrate a need for safety and efficiency, which may include the replacement of functionally obsolete warning devices and for projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings.

*To learn more visit: FHWA Section 130 program <https://safety.fhwa.dot.gov/hsip/xings/>

Typical uses for the Section 130 funds are listed below but are not limited to:

- Road closure at crossings.
- Install train-activated warning bells or horns.

- Flashing lights.
- Overhead cantilevers.
- Gates and constant warning time circuitry.

*** Note: Section 130 funds cannot be used for Pre-Paid Railroad Maintenance per RCW 81.53.295.**

****Section 130 funds cannot be used at private highway rail crossings.**

For railroad crossing and crash information obtained by the Federal Railroad Administration, visit the FRA link below. Once there, you can search a specific crossing for both crash history and inventory information.

<https://safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/Crossing.aspx> 

Eligibility

- The Section 130 program funds are eligible for projects at all public Rail-Highway grade crossings. The FAST Act extended eligibility to include projects at grade crossings to eliminate hazards posed by blocked crossings due to idling trains.

Typical projects funded by Section 130 are listed below but are not limited to:

- The closure of any public railroad crossing(s).
- Any public grade crossings that include roadways, bike trails, and pedestrian paths.
- Preliminary engineering/design, right-of-way, and construction phases of projects are eligible for funding.
- Safety improvements for pedestrians and bicyclists at crossings.
- Installation of new crossing protective devices.
- Upgrading existing crossing protective devices.

Identifying Projects

Projects are selected by Local Programs staff for inclusion into a funding list based on risk potential, practical solutions, and cost effectiveness. Examples used to identify projects are listed below, but are not limited to:

- Eliminating or consolidating crossings to help mitigate risk.
- Crash history and trends recorded at the location.
- High vehicle and train volumes at crossing.
- Pedestrian/bicyclist path crossing inadequate.
- Crossing geometry.
- Sight distance is inadequate.
- Other railroad items that address safety.

Local Programs staff will review each identified project. The review process determines which crossing improvement projects are considered for Section 130 Program funds. This review is based upon such factors as the federal program requirements, project eligibility criteria, and if there are improvements which can be made to reduce risks covered by the Section 130 Program funds.

Additional Considerations

- Agencies are encouraged to include equity-specific needs as part of the application development process. In many communities, traditionally disadvantaged populations are disproportionately impacted by fatal and serious injury crashes. For more information, please see [Target Zero, pp. 217-221 \(PDF 1.3MB\)](#) . Agencies can access equity-related data through the [Washington Tracking Network](#) .
- In 2023 WSDOT conducted a Vulnerable Road User assessment of all public roadways statewide. Agencies should consider this data in their application development process. Identified data can be shared by request. Agencies are encouraged to develop improvements that include considerations for Vulnerable Road User comfort and safety.

Other Requirements

- Projects must be fully funded between this funding and other funding sources, as applicable.
- There is no maximum funding that can be requested in each application.
- Projects must comply with all necessary federal and state requirements as detailed in the [Local Agency Guidelines Manual](#) and the FHWA Rail-Highway Crossing (Section 130) Program Manual.
- Once a project has been awarded funds, the agency shall complete the project as selected.

- Project recipients must report biannually on the status and expenditures of each project.
- Project recipients are required to submit monthly progress billings to ensure timely reimbursement of eligible federal expenditures.
- Project costs incurred prior to federal fund obligation are not eligible for reimbursement.
- Agencies that do not actively pursue the awarded project are at risk of the project being cancelled and the funds reprogrammed.

Selection process

All properly submitted applications will be reviewed to ensure they are complete and eligible for funding.

Each project submitted will be evaluated using a scoring matrix with points provided for, but are not limited to:

- Crossing closure or consolidation of crossings.
- Exposure factors.
- Crashes within the past five years.
- Roadway and railway items.
- Sight distance.
- Crossing angle.

All projects will be prioritized based on past and current delivery of federal projects by the applying agency.

WSDOT may conduct site visits with the applicant, as needed.

WSDOT's Local Programs Director will select final projects.

Application form

A completed [application form \(DOCX 63KB\)](#) is required. Only one application per location. Include all projects the agency is requesting to be funded at that crossing. Applications must include:

- General project information.
- A vicinity map showing the locations of all improvements/countermeasures/projects.

- A conceptual plan and cross section showing the existing and final configurations for infrastructure improvements/countermeasures.
- A detailed cost estimate for each phase (preliminary engineering, right-of-way, and construction). The cost estimate for construction must be determined assuming that the project is design-bid-build or design-build and not delivered by the agency's forces.

Application forms can be completed electronically or by hand but must be submitted electronically by email to HLPGrants@wsdot.wa.gov. Applications are due no later than 11:59 PM on Wednesday, July 31, 2024

***Note: Paper submittals will not be accepted. Applications received after the deadline will not be considered.**

****Note: If the call for projects application is needed in an alternative format, please make that request using the contact information above right.**

Related links

[Region Local Programs Engineer](#)

Contact information

Paul Snow

Technical Services Safety Analyst (Section 130 Rail Crossing)

paul.snow@wsdot.wa.gov

[360-402-1703](tel:360-402-1703)

Sections in [Support for local programs](#)

- [Contact
support](#)

[for local programs](#)

- [Delivering your project](#)
- [Find a local project](#)
- [Funding programs](#)
- [Technical assistance](#)

 [Website feedback: Tell us how we're doing.](#) 

Highlights from the Gray Notebook

166,800 electric vehicle

registrations in Washington in 2023, up from 114,600 in 2022.

87 wetland compensation sites

actively monitored on 918 acres in 2023.

25,000 safe animal crossings

in the Snoqualmie Pass East Project area since 2014.

Contact

Disability access concerns

Title VI

Site index

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WSDOT Traffic App

-  [WA.gov](#)
-  [Office of the Governor](#)
-  [Transportation Commission](#)
-  [Good To Go! Tolling](#)

-  Facebook
-  X
-  Instagram
-  TikTok
-  LinkedIn

-  YouTube
-  WSDOT Blog
-  WSDOT Flickr
-  RSS Feed

current
traffic
conditions,
mountain

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making





City of College Place
Wallula Ave RR Crossing
Conceptual Cost Estimate
June 28, 2024

Estimate Prepared by PBS
Engineering and Environmental

Engineer's Estimate

Item No.	WSDOT Spec. No.	Description	Estimated Quantity	Unit	Unit Price	Total Price
1	1-05.4	Roadway Surveying	1	LS	\$ 2,000.00	\$ 2,000
2	1-09.7	Mobilization	1	LS	\$ 8,000.00	\$ 8,000
3	1-10	Project Temporary Traffic Control	1	LS	\$ 5,000.00	\$ 5,000
4	2-02*	Removal of Structures and Obstructions	1	LS	\$ 5,000.00	\$ 5,000
5	2-03*	Excavation Incl Haul	35	CY	\$ 50.00	\$ 1,750
6	8-14*	Cement Conc. Sidewalk	19	SY	\$ 110.00	\$ 2,090
7	Special*	Relocate Gate Mechanism	1	EA	\$ 10,000.00	\$ 10,000
8	Special*	RR Pannels and Track	44	LF	\$ 1,250.00	\$ 55,000
* Denotes Non-Standard Bid Item						
CONSTRUCTION SUBTOTAL - SCHEDULE 1						\$88,840
CONTINGENCY @30%						\$26,652
CONSTRUCTION TOTAL						\$115,492
PRELIMINARY ENGINEERING @ 15%						17,000
CONSTRUCTION ENGINEERING @15%						17,000
TOTAL PROJECT ESTIMATED COST						149,492



JUNE 28, 2024

City of College Place, Washington
RESOLUTION NO. 24-050

**A RESOLUTION OF THE CITY OF COLLEGE PLACE, WASHINGTON, AUTHORIZING & SUPPORTING
A WASHINGTON STATE DEPARTMENT OF TRANSPORTATION HIGHWAY SAFETY
IMPROVEMENT RAILWAY-HIGHWAY CROSSINGS GRANT APPLICATION FOR NE DAMSON &
NE WALLULA CROSSINGS WITH UNION-PACIFIC/COLUMBIA RAILROAD**

WHEREAS, the City of College Place is a non-charter code city;

WHEREAS, NE Rose & NE Wallula at the Union Pacific Railroad crossing are city roadways;

WHEREAS, the City was originally going to fix the NE Damson roadway crossing at the Union Pacific/Columbia Railroad Crossing as part of the NE Damson reconstruction project but had to pull that element out due to demands by Union Pacific Railroad;

WHEREAS, Washington State Department of Transportation has a Railway-Highway Crossings grant that can pay for such improvements;

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) Highway Safety Improvement Program Grant Application to Fund Enhancement of the NE Damson & NE Wallula Avenue crossings north of NE Rose Street at the Union Pacific Railroad.

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 9th day of July, 2024.

Attest:

Norma L. Hernández, Mayor

Athen Reid, Deputy City Clerk

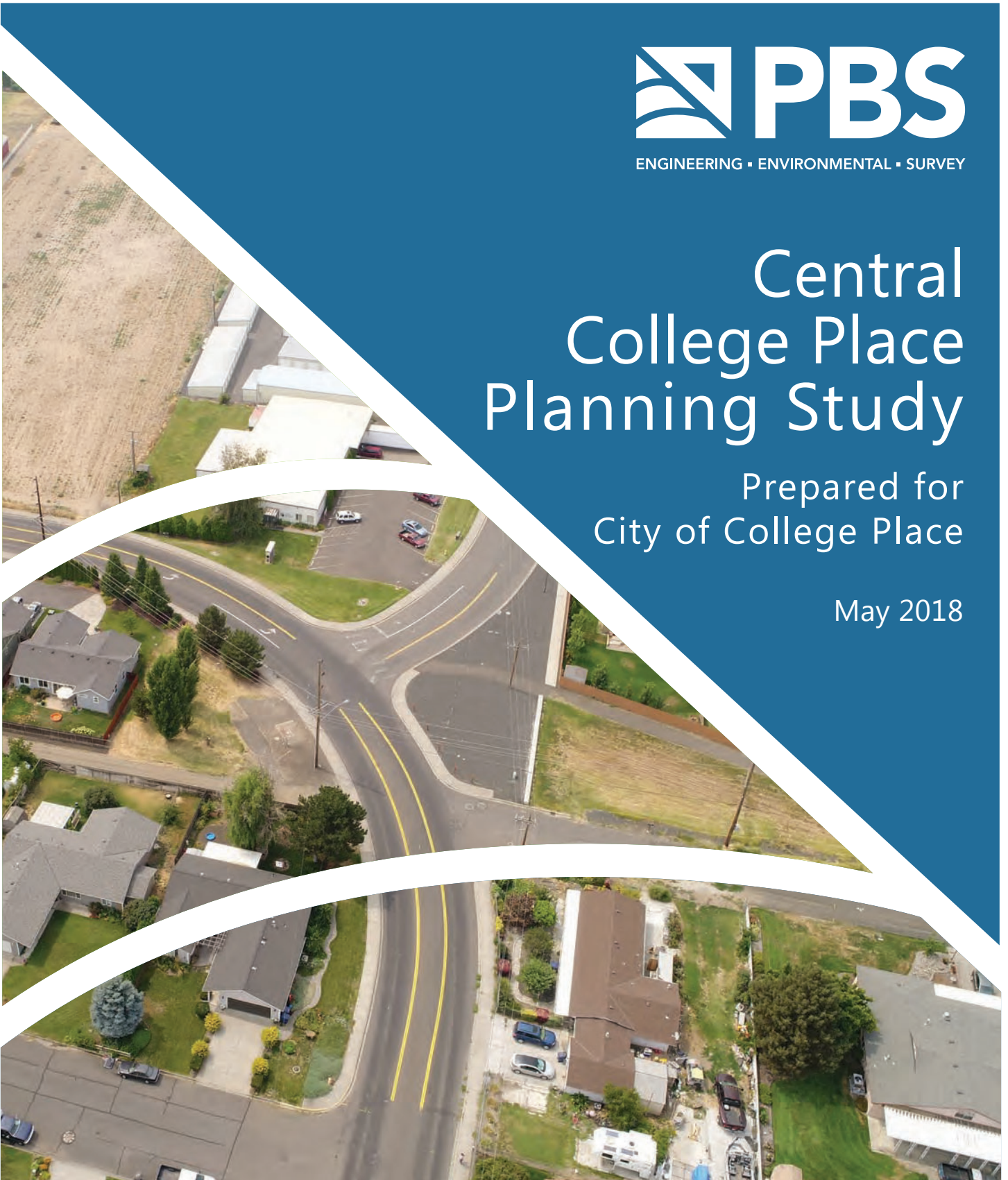


ENGINEERING • ENVIRONMENTAL • SURVEY

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

College Place Planning Study

College Place, Washington

Prepared for:

City of College Place

625 College Avenue

College Place, Washington 99324

May 11, 2018

PBS Project No. 67136.000



5 NORTH COLVILLE ST, STE 200

WALLA WALLA, WA 99362

509.956.3026 MAIN

866.727.0140 FAX

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1 INTRODUCTION

The City of College Place (City) received a Community Economic Revitalization Board (CERB) grant in 2017 to develop a Planning Study that will support private business growth and expansion along the Larch Avenue Corridor in College Place, Washington. Primary goals of this study include the following:

- Develop a preliminary engineering analysis for the Larch/C Street, Larch/Whitman, and Larch/12th Street intersections to determine how they can be improved to safely convey traffic flow.
- Identify methods to promote economic development opportunities within the City, particularly for the 10-acre site on the SE corner of Larch Avenue and C Street. Evaluate site zoning appropriateness, area infrastructure needs, market considerations, and estimate funding needed for public facility improvements.

This report documents the work performed by PBS Engineering and Environmental (PBS) in conjunction with the City of College Place and EcoNorthwest to meet these objectives and other requirements of the CERB grant.



Figure 1: Study Intersections for College Place Planning Study

2 BACKGROUND AND APPROACH

The City of College Place is home to 9,400 people and Walla Walla University. College Place

lies within the greater Walla Walla Valley which is home to about 70,000 residents, a hospital, Whitman College, and Walla Walla Community College. Target industries of the region include food processing, medical services, wine, and tourism. The City has only three acres of active light industrial land. About 10.45 acres of light industrial property exist near the southwest corner of C Street and Larch Street (see Figure 2). However, access to the area is challenging due to problematic transportation patterns along the Larch Street corridor at the C, Whitman, and 12th Street intersections due to residential and commercial growth.

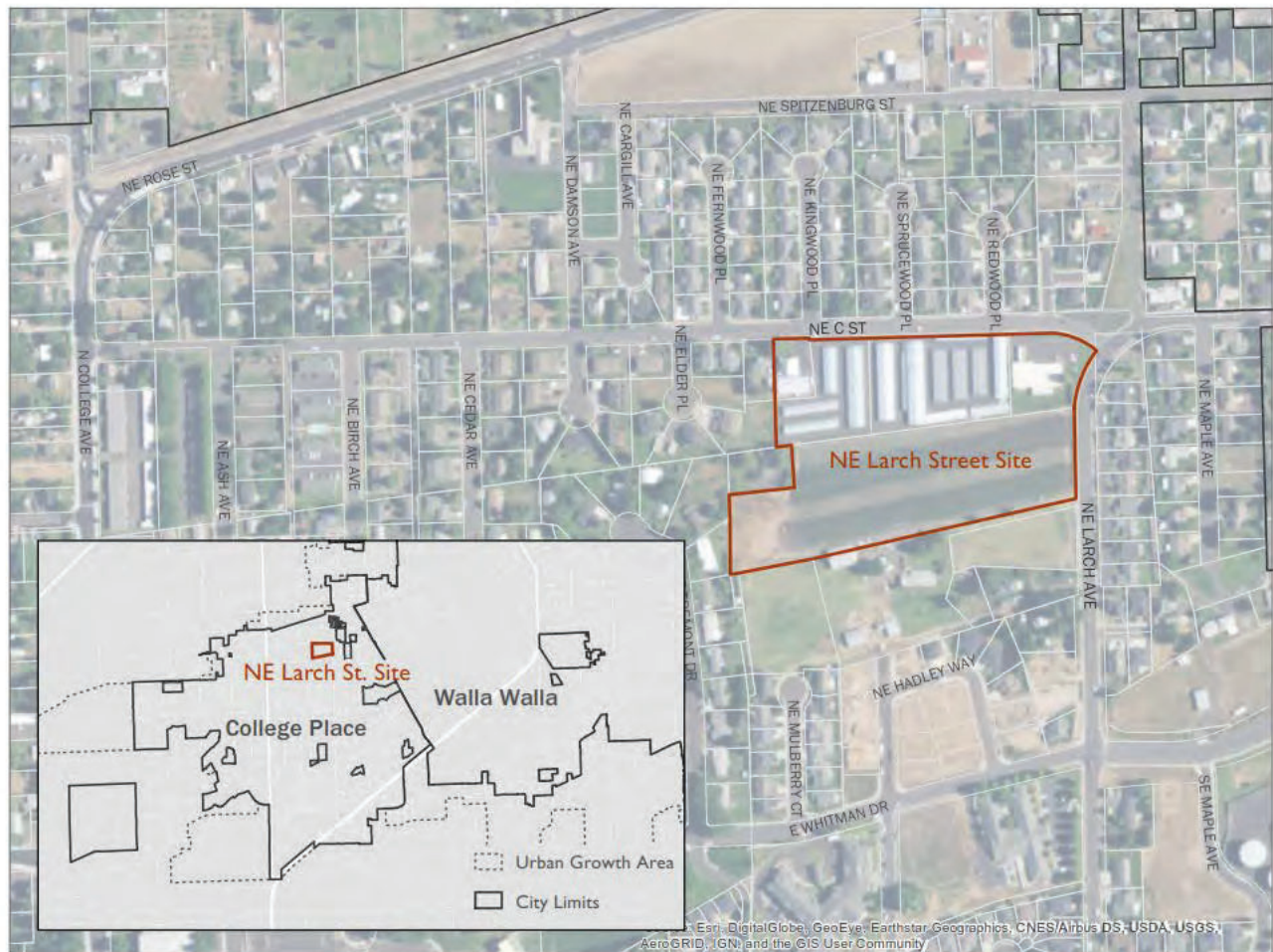


Figure 2. Study Site for College Place Planning Study (Source: ECONorthwest)

The design team's approach to the project included an analysis of the study intersections and Larch Avenue site from an engineering perspective as well as marketing and economic perspective. This approach provides a more complete picture of the opportunities and challenges associated with promoting development along the corridor. Results from the marketing and engineering analyses were coordinated throughout the study and used to inform design decisions for the project. For example, the potential zoning from the market analysis was used to develop future traffic counts for the traffic study.

The following sections of this report summarize the various deliverables that were developed as part of the planning study. Detailed reports and other information can be found in the appendices attached to this report.

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

Time Horizon	Recommended Improvement Type by Intersection			
	<i>Larch and C Street</i>	<i>Larch and Lambert</i>	<i>Larch and Whitman</i>	<i>Larch and 12th</i>
Existing Conditions	Do Nothing	Do Nothing	Install 4-way stop	Install 4-way stop
Near term (year 2023)			Compact roundabout or traffic signal*	Compact roundabout or traffic signal*
Long Term (year 2040)				

*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.

5 MARKET AND LOCATION ANALYSIS

A Market Analysis and Site Evaluation report was developed as part of the planning study by EcoNorthwest. The Final version of this report was completed in February 2018 and can be found in Appendix A. This report is intended to: identify the highest and best use of the site in light of the site's unique characteristics and recent market trends; and evaluate the site's competitive advantages versus other similar sites.

Based on the market data, competitive developments, and site suitability assessment, ECONorthwest determined that there are two land uses with long-term development potential at the site to further consider: multifamily housing and light industrial businesses.

5.1 Multifamily Considerations

Multifamily housing is a good prospect for the site. Given the size of the site, its location in a residential neighborhood, and the relatively modest demand for multifamily housing in region, a mix of housing types from single-unit homes to apartments may have the best prospects. A mixture of for-sale and rental homes may also differentiate the site from multifamily development at the Village at Fort Walla Walla.

5.2 Light Industrial Considerations

The industrial real estate market fundamentals in the Walla Walla region are stable, but they are not exceptionally strong. However, over the long-term, as the region continues to grow there will be a continued need for small to medium parcels to accommodate these primarily local serving businesses. Output and employment in goods-producing industries (who typically use industrial space) in the area have grown modestly over the last ten years. Continued growth in these sectors will generate a need for more industrial space in the area over the long-term. There are a number of industrial parks in the region that likely have more than enough land to accommodate new industrial development in the near future.

6 ECONOMIC IMPACTS

An economic impact memorandum was developed as part of the planning study by EcoNorthwest. This report was completed in April 2018 and can be found in Appendix B. It describes the economic impacts associated with the two zoning designations being considered for the 10-acre study property at the southwest corner of Larch Avenue and C Street. An understanding of the impacts associated with each zoning designation may help the City select a preferred zoning designation and marketing strategy for the property.

The development of both multifamily apartment and light-industrial buildings will have positive economic impacts for the City of College Place. The construction of both developments will support jobs and increased tax revenues in the City. The long-term impacts of development when complete will likely be different depending the type of development.

Multifamily development at the NE Larch Street site would have a larger direct investment. As a result, it would likely generate more tax revenue for the City over time. Multifamily residential uses would also support a population of between 76 and 605 residents. The City could expect to capture a large share of those residents' spending.

Light-industrial uses would support more long-term employment at the site with an estimated range of 88 to 140 full-time jobs. In contrast, multifamily residential uses would be unlikely to support any direct employment at the site. Multifamily development would, however, support indirect employment, such as landscaping and building maintenance over the long-term. Table 3 compares employment, total direct investment, and tax revenue potential for the two uses.

Table 3. Use Comparison

Type of Development	Multifamily Residential	Light Industrial
Population	76-605	0
Employment (non-construction)	0	88-140
Direct Investment	\$26.0 M	\$6.4 M
Tax Revenue Potential	Medium	Low

Source: ECONorthwest

In evaluating potential zoning changes at the NE Larch Street site, the City of College Place should also consider its broad economic development goals. For example, is adding jobs within city a higher priority than growing the tax base? It is also important to note that this analysis does not look at the net benefits of the two uses. Net benefits would factor in the additional service costs to the City from the increase in population and employment under each use. Multifamily housing would likely have more public service needs, given the projected larger number of people occupying the site, which would have more potential costs for the City.

7 MARKETING STRATEGY

7.1 Overview

The final component of this planning study consists of a marketing strategy for the Larch Avenue study site at the southwest corner of Larch Avenue and C Street. This marketing strategy is a required component of the CERB grant and includes a plan for inducing economic growth of the study property. The group currently responsible for implementing the marketing strategy is the City of College Place, with support from consultants and business groups when necessary. The City is well positioned to lead this effort given its stewardship role in the community as well as the tools available to City staff to promote growth.

7.2 Framework for City Action

Target Industries for the study property include multifamily or light-industrial development. The project team is currently pursuing the market readiness of each.

Further actions the City can take based on the development readiness of the use(s) include:

- Land use changes (re-zoning)
- Community outreach/advertising
- Property acquisition
- Development of incentives
- Coordinating partnerships

7.3 Site Development Profile

Table 4 provides a summary of the goals and marketing considerations for the two recommended uses of the site. Further consideration of these items may help inform the marketing strategy for the property.

Table 4. Considerations for Marketing Strategy

Consideration	Multifamily Residential	Light Industrial
Goals	Higher tax revenue Housing supply	Additional Jobs
Development Barriers	Ownership	Ownership Lower market demand Longer time horizon
Opportunities	Higher market demand Location	Location

7.4 Next Steps

Marketing of the study property to promote development will generally include several on-going efforts led by the City of College Place. Anticipated actions associated with these efforts are presented in Table 5, along with the roles, designed outcomes, timeline, and progress metrics. This table should be updated as progress is made toward development of the property.

Table 5. Marketing Strategy Summary Table

Action Items	Roles and Responsibilities	Desired Outcome	Timeline	Progress Metric
Develop Marketing Flyer	Consultant Team	Have a single page document that can be distributed to market the property	Spring, 2018	Completed—see appendix C
Market Readiness Outreach	City, Consultant Team	Evaluate interest in property and addition barriers to development	Spring, 2018	Memo summarizing outreach efforts and findings
Identify Partnership opportunities				List of opportunities
Discuss Incentives				

- **Actions and Roles:** The groups with responsibilities for the development approach and their role. Who has the lead and who is supporting?
- **Timeline:** Sequential phasing of actions to implement the development approach.
- **Desired Outcomes:** What outcomes would represent success? Include items like increased tax revenue, jobs, population, etc.
- **Monitor Progress:** What metrics should the City put in place to monitor progress toward the outcomes and the data source needed for those metrics.

APPENDIX A

Market Analysis Report

College Place

NE Larch Street Site

Market Analysis and

Site Evaluation

February 2018

Prepared for:

City of College Place

ECONorthwest
ECONOMICS • FINANCE • PLANNING

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Acknowledgments

For over 40 years ECONorthwest has helped its clients make sound decisions based on rigorous economic, planning, and financial analysis. For more information about ECONorthwest: www.econw.com.

ECONorthwest prepared this report for the City of College Place. It received substantial assistance from PBS, along with a number of College Place community members.

That assistance notwithstanding, ECONorthwest is responsible for the content of this report. The staff at ECONorthwest prepared this report based on their general knowledge of real estate markets and on information derived from government agencies, private statistical services, the reports of others, interviews of individuals, or other sources believed to be reliable. ECONorthwest has not independently verified the accuracy of all such information, and makes no representation regarding its accuracy or completeness. Any statements nonfactual in nature constitute the authors' current opinions, which may change as more information becomes available.

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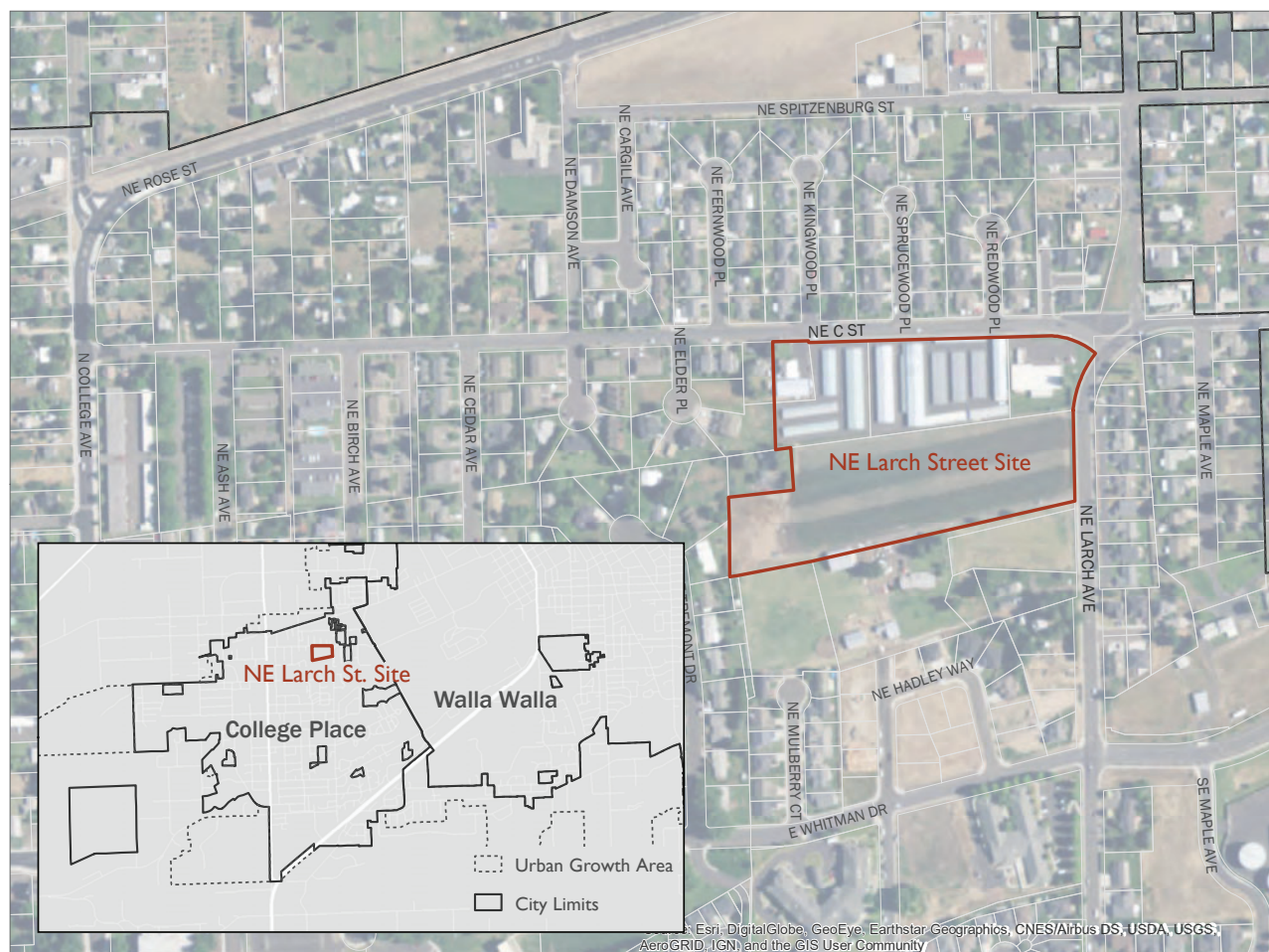
1 Introduction

1.1 Background

The City of College Place is seeking to promote economic development opportunities within the city. As part of this effort, the City is considering whether light-industrial uses are viable at a development opportunity site in northeast College Place, the Northeast Larch Street Site.

Exhibit 1 shows the location of the site relative to the rest of the region. The site is 10 total acres. Over half of the site (5.5 acres) is currently zoned Single-family Residential (R-60) and is currently vacant. The smaller portion of the site (4.5 acres) is zoned Light Industrial District (LI) and is occupied by a self-storage facility and several small office buildings.

Exhibit 1. Site Location



Source: City of College Place, ECONorthwest

In mid-2017, PBS Engineering and Environmental Inc. (PBS) was engaged by the City to assess site and infrastructure conditions and potential constraints for an opportunity development site within the community. PBS brought ECONorthwest onto the consultant team to assist with the real estate market analysis and to assess the potential for development at the subject site in the

near to mid-term. This market analysis is intended to; 1) identify the highest and best use of the site in light of the site's unique characteristics and recent market trends, and; 2) evaluate the site's competitive advantages versus other similar sites. Based on development potential identified, PBS will then conduct analyses of transportation and infrastructure needs to support these future uses. Combined, this work will be used by the City of College Place for policy evaluation, and economic development purposes.

1.2 Our Approach

The study has several components intended to provide a broad picture of the College Place real estate market and to help stakeholders understand the potential highest and best use of the NE Larch Street site. These components start with a high-level examination of the demographic and economic trends of the College Place market and then examine the development suitability of the subject site. Lastly, the report evaluates the competitiveness of the site for uses the market analysis identified as having the most development potential. The individual sections of this report are as follows:

- **Market Data and Trends – Key Findings** provides an overview of demographic, economic, and real estate trends in the region and College Place. An appendix provides a more detailed summary of the market data and trends.
- **Competitive Development Assessment** summarizes other large-scale developments and competitive properties in the local market area.
- **Site Suitability Assessment** evaluates the suitability of the site for different types of residential, commercial, and industrial uses.
- **Site Assessment Summary** compares the viability of a multifamily use and an industrial use at the site.

1.3 Methods and Data

In this study, we drew from a variety of data sources to compile an understanding of the College Place real estate market. Source citations can be found on each page with quantitative data. We also relied on stakeholder interviews to fill in the gaps between data and tell the local, qualitative story of what's going on in College Place. Mixing the qualitative input from locals with on-the-ground knowledge is essential to understand a modestly sized market like College Place.

2 Market Analysis

2.1 Market Data and Trends – Key Findings

The City of College Place is the second largest city in Walla Walla County after its larger sibling—the City of Walla Walla—located immediately to the east. College Place has kept pace with the County and the rest of the State in terms of population growth. Although, the College

Place population has grown at a slightly slower rate than the County and State, it has grown 15 percent over the past decade and half, indicating that it's a community that is growing year over year.

2.1.1 Economic Growth

From 2000 to 2016, College Place added 1,182 people, growing by a total of 15 percent, an annual average growth rate of 0.9 percent.

Walla Walla MSA added 8,600 people since 2000, growing by a total of 16 percent and slightly outpacing College Place with an annual average growth rate of 1.0 percent. The State of Washington had an annual average growth rate of 1.2 percent.

Exhibit 2. Population Growth, Areas of Comparison, 2000-2016

Source: Decennial Census 2000, ACS 2012-16 Total population, Washington Office of Financial Management

AAGR is Average Annual Growth Rate

	Population		Change (2000-2016)		
	2000	2016	Number	% Change	AAGR
College Place	7,814	9,245	1,431	18%	1.1%
Walla Walla MSA	55,180	63,780	8,600	16%	1.0%
Washington State	5,894,121	7,073,146	1,179,025	20%	1.1%

Incomes in College Place are modest. The median household income is around \$40,000, which is more than \$20,000 below than the median income for the entire State of Washington. Incomes in College Place have risen dramatically however. Since the turn of the millennium, the median income in College Place has grown by 38 percent. Lower income levels are likely related to the larger share of young adults in the City. The share of persons under 25 years of age is 39 percent, which is higher relative to the Walla Walla MSA (34 percent) and Washington State (32 percent).

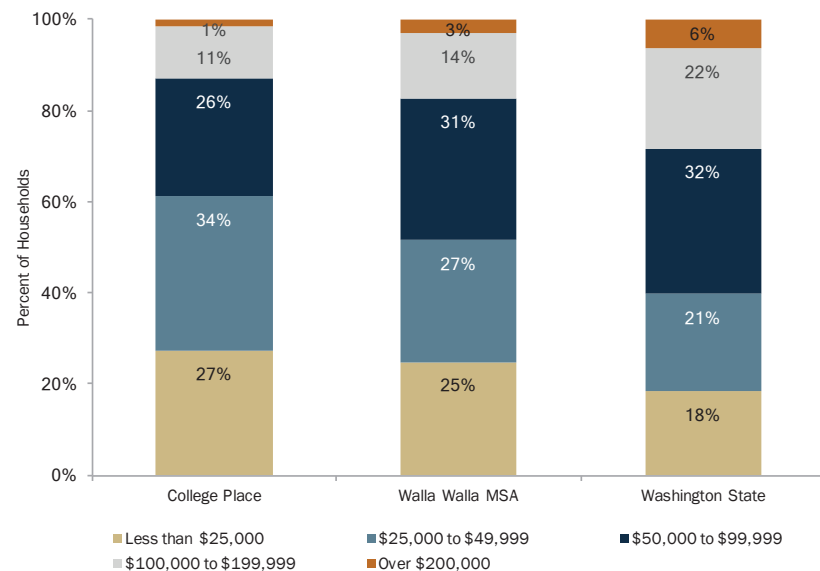
About 61 percent of College Place households earned median incomes below \$50,000. Approximately one-quarter earned \$50,000 to \$99,999.

About half of Walla Walla MSA households earned median incomes below \$50,000, compared to 39 percent across the State.

Exhibit 3. Household Income, Areas of Comparison, 2012-2016

Source: US Census Bureau, 2012-2016 ACS Table B19001

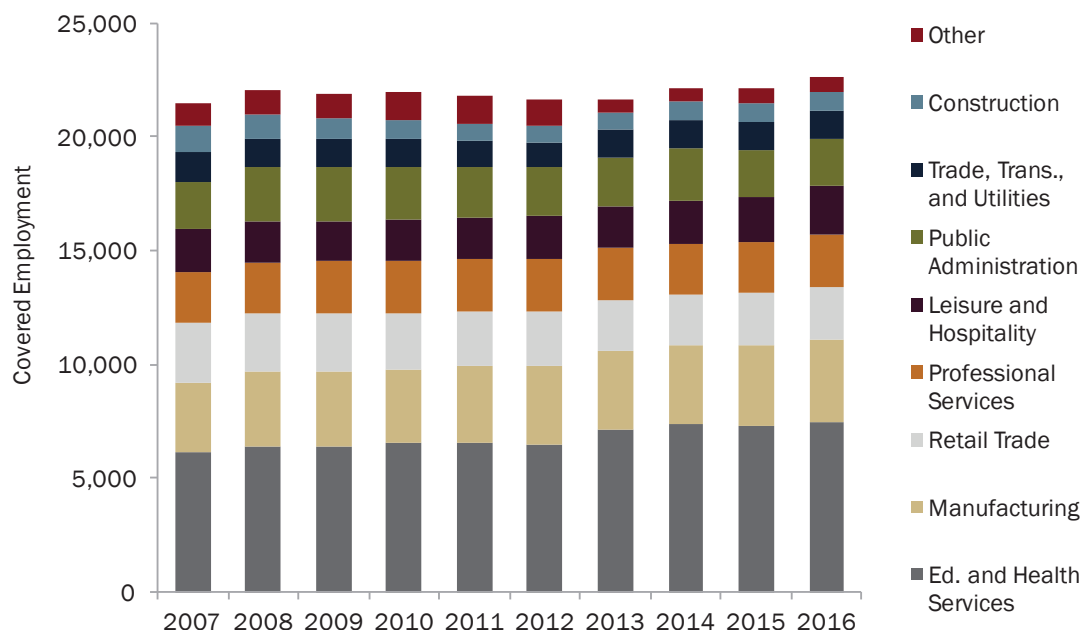
Data are in 2016 inflation-adjusted dollars



Walla Walla County has a diverse, primarily service-oriented economy, and employment has been stable over the last ten years. In 2016, covered employment totaled 22,652, which is almost 1,200 more jobs than in 2007. Education and health service sector jobs are one-third of these jobs. Manufacturing, retail, and other commercial services account for much of the remaining job base. Major employers in the county reflect that the regional economy is based on agriculture, education, health care, and manufacturing.

Exhibit 4. Covered Employment, Walla Walla County, 2017

Source: Bureau of Labor Statistics, 2017



The overall picture of College Place is one of a modestly sized community that is growing incrementally year over year. The City is one that is buoyed by local universities and a metro area that serves as a regional hub for the largely rural agricultural economy. Growth, both demographic and economic, is projected to continue through the mid-term and long-term.

2.1.2 Real Estate Trends

The City of College Place has a modest commercial real estate sector. To capture a more complete understanding of commercial real estate trends in the region, we examined commercial real estate trends across all of Walla Walla County.

Generally, Walla Walla County's commercial real estate sector has rebounded since the recent recession. Although the extent of recovery has been different from sector to sector, the retail sector has shown the strongest gains since the recession. Retail rents have jumped up considerably and retail vacancy has plummeted to one percent. Recently proposed retail projects reflect the positive swing in the market. Other real estate sectors—office, industrial, and multifamily—have had mixed trends in the past decade.

Office vacancy, which for a majority of the past ten years was over 12 percent, has dropped recently. And although office rents were trending upwards from 2012 to 2016, year-to-date figures for 2017 indicate a dip in recent office lease rates.

The industrial sector has maintained high levels of vacancy over the past decade with few deliveries to market. Industrial rents have been stable, averaging between \$3.00 and 5.00 per square foot.

The regional multifamily residential market improved since the recent recession, but it has not recovered to pre-recession levels of construction. Most additions to housing supply have been single-family homes, rather than multifamily buildings. Multifamily rents have increased slightly over the past ten years, but on average they remain below \$1.20 per square foot - a low rate that does not typically incent new development. Multifamily vacancy has steadily declined over the past four years. A proposed 180-unit apartment complex in College Place is an additional sign of an improving multifamily housing market.

2.1.3 Real Estate Demand Outlook

Overall, demographic, economic, and real estate market trends point to a community that is growing at a modest rate year over year. The local population has grown, job numbers have increased, incomes have gone up, and developers have proposed historically unrivaled new projects. A continuation of these trends signifies an increased demand for real estate. However, because of the modest size of the local market and incremental nature of growth in demand, new projects are likely to only succeed at desirable locations with above average qualities.

- **Retail Outlook.** The largest opportunity for real estate sector growth is in the retail sector, where rents have increased and vacancy is at an all-time low. Two proposed projects, to be discussed in the following section, will capture most demand for retail space in the near to mid-term. These large projects will drastically augment the existing retail market in and around College Place.
- **Multifamily Outlook.** While the fundamentals of the multifamily sector do not appear to be strong (low existing rental rates in particular) the sociodemographic trends of the community point to an increasing demand for multifamily units in the near- to mid-term. These trends include; small household sizes, a young population, and increasing incomes. These trends will shift the housing needs of the College Place population. The new College Place households that fit these demographics will seek smaller housing units that are proximate to retail, commercial, and community services.
- **Industrial Outlook.** The industrial sector has had variable performance in the past decade. The Walla Walla metro region has a number of vacant and development-ready industrial sites. For this reason, industrial users have several good options for locating new, existing, or expanding businesses.
- **Office Outlook.** The local office market is not robust, and has had little development activity as of late. The local office market is modestly sized and primarily contains locally focused services (e.g. accountants, lawyers, and real estate agents). Speculative office construction is unlikely. Build-to-suit developments, in which an existing business contracts a developer for a custom project, are possible. Although these developments can be few and far between.

Based on the economic and real estate trends, the uses with the most regional demand in the near- to mid-term are retail, multifamily, and industrial uses.

2.2 Competitive Development Assessment

Any development proposal for the NE Larch Street site will compete with other nearby sites for a limited amount of regional demand for retail space, office space, apartments, and industrial land. For these reasons, this section; 1) outlines new proposed development projects in the development pipeline that will add to the residential and commercial real estate supply in the near- and mid-term, and; 2) provides a list of existing industrial sites that the NE Larch Site would compete against, should an industrial use be pursued.

2.2.1 Proposed Multifamily Mixed-Use and Commercial

There are two proposed large-scale projects both less than one mile from the NE Larch Street Site. The Village at Fort Walla Walla is a mixed-use development in College Place, and Walla Walla Town Center is a retail centers in the City of Walla Walla on the boundary with College Place. Combined these two developments would add over 500,000 square feet of retail space and 180 apartments to the local real estate market.

The Village at Fort Walla Walla

The Village at Fort Walla Walla will include a commercial center, a medical district, and a housing district. The 32-acre site is located at the southwest corner of E Whitman Drive and SE Myra Road, 0.5 miles to the southeast of the subject site. College Place Land Development Partners, LLC is currently undertaking the project.

Exhibit 5. Village at Fort Walla Walla Concept Plan



Source: TD&H Engineering

The Village at Fort Walla Walla project is divided into five phases:

- Phase 1 – Residential Apartments
- Phase 2 – Grocery Store & Mixed-Use
- Phase 3 – Main Street Mixed-Use
- Phase 4 – Medical District
- Phase 5 – Unknown Future Development

The proposed development will feature six apartment buildings with 180 total multifamily units. On-site amenities for the residential units will include a pool, carports with storage units, and large landscaped areas. Also included in the project will be a series of commercial outlets, including a boutique grocery store and retail/restaurant pads. Two four-story medical facilities will also be onsite and include garage parking and medical office facilities. The developers have indicated that there is sufficient land for additional future development. These later phase uses have not been identified yet.

Walla Walla Town Center

The proposed Walla Walla Town Center is located at the site of the former Blue Mountain Mall at Rose Street, Myra Road, and Poplar Street, less than one mile to the east of the subject site. College Place currently lacks national and regional retail outlets; the Walla Walla Town Center will bring in some of the most recognizable brands retail brands to the community. Bed Bath & Beyond; Famous Footwear; Hobby Lobby; Marshall's; Ross; Ulta; ShopKo; and Sportsman's Warehouse will anchor the 370,000-square-foot retail development. When complete, the two-phase master-planned project proposed by Zelman Development Co. and Real Estate Affiliates Inc. will be the largest retail center within a 50-mile radius.

Exhibit 6. Walla Walla Town Center Site Plan



Source: Zelman Development Co.

2.2.2 Light Industrial

The following inventory of light industrial sites are available for future development in Walla Walla County. We have included them here, because they represent competitive locations for light industrial development for the subject site. Moreover, an industrial user looking for property in the College Place market may consider the subject site in comparison to those listed below. Cumulatively, these sites represent a sizable amount of industrial land in the region for development.

There are only a few properties currently zoned industrial in College Place. These properties are currently in use. The subject site is one of only three industrial locations within the city and the only site that is available for development. The other two locations are: (1) several properties at the intersection of Whitman Drive and NW Evans Avenue, and (2) another collection of properties located along Bade Avenue where it intersects with 8th Street. The properties on

Whitman Drive are currently occupied by a manufacturer. The properties along Bade Avenue are occupied by Walla Walla University's Physical Plant and Operations Department. Because of their current uses, neither of these industrial locations are good candidates for redevelopment. The list below is the comprehensive set of light industrial areas in the Walla Walla region.

West Whitman Drive Light-Industrial District (College Place)

One of the three light-industrial zoned areas in the City of College Place. This area consists of one 3.7-acre parcel that is currently developed with a large light-industrial building. The property is occupied by several smaller commercial and industrial businesses.

SW Bade Avenue Light-Industrial District (College Place)

This area is another light-industrial zoned area in the City. This area consists of five parcels totaling 7.5 acres. The parcels are occupied by one building and a large amount of associated yard and storage space.

The Avery Business Park – Phase 2 (Walla Walla)

Phase 2 consists of 12.3 development-ready acres of industrial light/commercially zoned land in the City of Walla Walla. The site is located at Rose Street, Blue Mountain Railroad, and Poplar Street near the Walla Walla Regional Airport. The site has access to light manufacturing, service-related, and commercial type industries, including rail access. The park is located between Key Technology's Corporate Headquarters and AmeriCold Logistics. The Port will sell and/or lease the development lots.

Burbank Industrial Park (Burbank)

The Burbank Industrial Park is located at the confluence of the Snake and Colombia Rivers about 35 miles west of the City of Walla Walla in Burbank, Washington. The industrially zoned 5-acre site would be well suited for importing and exporting products via barge or rail. The park is bound by South Second Street and the Snake River. Park lots are available for lease.

Burbank Business Park (Burbank)

Directly east of the Burbank Industrial Park, the adjacent Burbank Business Park is 112 acres of commercial (15 acres) and light industrially zoned land (97 acres) located near U.S. Highway 12. The park consists of 97 lots that range in size from 0.5 acres to 20 acres. Lots are available for sale and lease. Sales prices in the Burbank Business Park range from \$1.50 to \$6.00 per square foot.

Dodd Road Industrial Park – Parcel A (Walla Walla)

Parcel A of the Dodd Road Industrial Park is located in the western portion of Walla Walla County. The 54-acre lot is zoned heavy industrial and is currently leased by Boise White Paper. The site has both truck and rail access and can be subdivided to meet developer needs.

Melrose Industrial Park (Walla Walla)

The Melrose Business Park is nearly 33 acres of industrial zoned property located on Melrose Street in the City of Walla Walla and is currently owned by the Port of Walla Walla. The site has both truck and rail access and is located near the Walla Walla Regional Airport. The City has completed both Phase 1 and 2 environmental mitigation on the site.

Wallula Gap Business Park (Wallula)

The Wallula Gap Business Park is located in the western portion of Walla Walla County, directly east of the Dodd Road Industrial Park. It consists of 1400 acres of heavy and mixed industrial zoned land. The site is adjacent to U.S. Highway 12, the Union Pacific Railroad mainline. Currently, the site is used predominantly for industrial agriculture.

Waitsburg Business Park (Waitsburg)

The 9.61-acre Waitsburg Business Park is located in Northeast Waitsburg Washington at Mill Race Road and Garden Street. The park consists of seven industrially zoned lots ranging from one to two acres in size. The site has both truck and rail access, and lot sizes can be reconfigured to meet developer needs.

Walla Walla Regional Airport Business Park (Walla Walla)

The Walla Walla Regional Airport Business Park consists of approximately 832 acres of airport development (industrial and commercial) zoned land in Northeast Walla Walla. The Airport Business Park has existing buildings that range from 2,500 to 20,000 square feet, but the majority of the site remains undeveloped.

2.3 Site Suitability Assessment

This section considers the suitability of the site for different land uses based the existing conditions, such as site accessibility, visibility, and configuration. The subject site is located in northeast College Place and approximately two miles west of downtown Walla Walla. The site is bordered by NE C Street (to the North) and NE Larch Street (to the east). To the west and south of the site are existing residential properties. Exhibit 7 below shows and aerial image of the site.

Exhibit 7. Aerial Drone Image of the Subject Site Looking Southwest



Source: PBS Engineering

The table below considers the subject site's suitability for several proposed uses based on a list of suitability factors.

Exhibit 8. Site Suitability Assessment

Assessment Factors	Residential or Mix of Residential and Commercial Uses	Commercial Uses Only	Industrial Uses Only
Local and Regional Accessibility¹	The site has average accessibility by car. NE C Street to the north is a two-lane road with relatively little traffic. NE Larch Street has more traffic, but also features a middle turn lane. Planned road improvements to C Street – including bike lanes and on-street parking – will increase the attractiveness of the site for a residential use.	Commercial users would have to compete with existing local residential users. However, there is likely road capacity for some increased level of commercial use on the site.	Truck traffic for an industrial use at the site would have to compete for road space with local residential users. The site is a relative distance from a regional highway or collector street. These factors combined make for below average accessibility for most industrial users.
Site Configuration and Orientation	The site's irregular rectangular shape would be efficient for any number of residential, mixed-use, commercial, or industrial configurations.		
Visibility and Exposure	Residential uses alone do not rely on visibility and exposure to be successful developments. The commercial component of mixed-use developments do typically need exposure to be successful. The site has limited opportunities for visibility and exposure along NE Larch Street.	Due to low traffic volume along the site's adjacent roads, there is below average exposure for a commercial user at the site. That said, there are no geographic impediments that would obstruct site visibility.	Industrial uses tend to not rely on visibility and exposure as much as commercial uses. For this reason, there is average visibility and exposure for an industrial user.
Proximity to Complementary Uses	The subject site is completely surrounded by residential uses. Additional residential at the subject site would complement the surrounding neighborhood.	There are no commercial businesses immediately adjacent to the subject site. Further to the east and southeast are several commercial businesses. There are also plans for several large commercial developments in these areas. (The subject site does contain a few existing commercial businesses, including; a self-storage business, a carpet business, and a faith-based nonprofit organization)	Existing industrial uses are located further to the south and east of the subject site. There are no industrial uses in close proximity.
Character of Surrounding Uses	The surrounding neighborhood contains primarily single-family homes. The neighborhood has both attached and detached single family homes. Larger multifamily developments are located along NE C Street further to the west.		
Availability of Infrastructure and Utilities	The subject site is tied into the local infrastructure and utility network.		

¹ The City of College Place has plans to improve several roads near to the subject site. The City currently has plans to improve C Street (College to Larch) and Damson Avenue (C St. to Rose St). Improvements will include new utility infrastructure, new asphalt surfacing, a single lane in each direction, parking on one side of the street, and bike lanes.

Overall, the site is likely most suitable for residential uses, a mix of residential and commercial uses, or less intense industrial uses, such as warehousing or small-scale production. Commercial uses, particularly retail, are likely not as suitable because of lack of visibility. In addition, heavy industrial uses or warehouse and distribution facilities are less compatible with surrounding residential uses and may generate heavy truck traffic.

2.4 Site Assessment Summary

Based on the market data, competitive developments, and site suitability assessment, ECONorthwest determined that there are two land uses with long-term development potential at the site to further consider: multifamily housing and light industrial businesses.

- **Market Data and Trends** determined modest but increasing demand factors for multifamily apartments, retail space, light-industrial uses in the Walla Walla area.
- **The Competitive Development Assessment** identified a sizable amount of new retail uses in the development pipeline and quite a few development sites available for industrial uses within Walla Walla County.
- **The Site Suitability Assessment** determined that site accessibility, visibility, and surrounding uses make residential and lower intensity industrial uses the most suitable options for the site.

As a result of these factors, multifamily housing is likely the highest and best use of the site in the near-term. The surrounding neighborhood is already residential and NE Larch Street and C Street provide good accessibility without being formidable barriers for pedestrians to cross. However, for economic development purposes, the City of College Place may want to support light industrial development at the site. The potential for each of these uses at the site is in more detail below.

2.4.1 Multifamily

Multifamily housing includes a variety of housing types including apartment buildings, duplexes, triplexes, and attached townhomes. Based on average apartment rent levels, new apartment buildings would likely be two- to three-story woodframe construction with surface parking. These types of multifamily housing do not have many site requirements beyond typical water and sewer utilities connections, parking, and stormwater treatment facilities.

The market fundamentals for multifamily housing indicate growing demand for additional housing in the area with a limited supply of units. Since the recent recession, both Walla Walla County and the City of College Place have seen housing development increase. By 2016, housing production was at the average that has been built over the last 15 years. However, most of these units have been single-unit homes, and few multifamily units have been built in the last five years. For rental housing specifically, vacancies are at their lowest point in the last ten years at just under four percent, and apartment rents have been increasing for several years.

There are new multifamily units in the development pipeline in College Place. Phase 1 of the Village at Fort Walla Walla, which is just 0.5 miles from the site, is slated to build 180 multifamily units. As a result, much of the demand for apartments may be absorbed by this development in the near-term.

Overall, multifamily housing is a good prospect for the site. Given the size of the site, its location in a residential neighborhood, and the relatively modest demand for multifamily housing in region, a mix of housing types from single-unit homes to apartments may have the best prospects. A mixture of for-sale and rental homes may also differentiate the site from multifamily development at the Village at Fort Walla Walla.

The development potential of the site depends on the zoning. The 5.5-acre portion of the site currently zoned R-60, which allows single-family homes and duplexes. The minimum lot size is 6,000 square feet for single-family homes and 7,500 square feet for duplexes. To allow apartments, the site would have to be rezoned to RM – Multifamily Residential, which allows multifamily structures.

If the zoning remains R-60, the site could accommodate 35 to 40 units depending on the mix of single-family homes and duplexes. If the zoning was changed to RM, the site could accommodate approximately 250 units, assuming the full built-out of the 5.5 acres with three-story apartment buildings and surface parking. Based on this assumed buildout, PBS estimated that the site would generate 1,663 average weekday trips. For comparison, if the site remained zoned R-60 and developed as a single-family subdivision with 35 homes, the site would generate 334 average weekday trips. A development of this scale may require mitigation measure to account for the additional trips on the local road network.

Exhibit 9. Multifamily Development Capacity

Assessment Factors	
Assumed Density	45 Units per Acre
Estimated Number of Units	252 units
Estimated Number of Parking Spaces	378 parking spaces
Estimated Number of Average Weekday Trips	1,663 trips
Example Multifamily Housing in College Place	



2.4.2 Light-Industrial

Light-industrial uses include small-scale fabrication and light assembly businesses, contractors, commercial supply businesses, and even production spaces for food and beverage, such as wineries or coffee roasters, which may have a retail component. Many light-industrial users do not need large spaces, often are not large users of water and electricity, and do not require close proximity to major transportation facilities, such as ports, railroads, or highways. Some businesses may need outdoor yard space for storage or other purposes. These businesses are also somewhat price sensitive to the cost for building rent or land. As a result, new light-industrial developments will likely seek lower-cost vacant land.

The industrial real estate market fundamentals in the Walla Walla region are stable, but they are not exceptionally strong. Rents have increased to over \$5.00 per square foot in the last three years and vacancies are around 10 percent. However, based on CoStar's survey, more industrial space is being vacated than leased in 2017, resulting in an increase in vacancies.

Over the long-term, as the region continues to grow there will be a continued need for small to medium parcels to accommodate these primarily local serving businesses. Output and employment in goods-producing industries (who typically use industrial space) in the area have grown modestly over the last ten years. Continued growth in these sectors will generate a need for more industrial space in the area over the long-term. There are a number of industrial parks in the region that likely have more than enough land to accommodate new industrial development in the near future.

Accommodating industrial uses on the 5.5 acres would require the that the vacant lot currently zoned R-60 be rezoned to IL – Light Industrial. The IL zone allows a 100 percent lot coverage. However, due to parking and yard and storage needs this assessment assumes that only 33 percent of the lot area would be used for building area. Excluding area for right-of-way access, the site would likely accommodate approximately 71,000 square feet of light industrial building area. Assuming 500 square feet per employee, the site would support 142 jobs. Trip generation estimates for a light-industrial development of this scale would total an estimated 496 average weekday trips.

Exhibit 10. Light-Industrial Development Capacity

Assessment Factors	
Assumed Density	0.33 floor-to-area ratio
Estimated Building Area	71,000 square feet
Estimated Employment	142 employees
Estimated Number of Average Weekday Trips	496 trips

Example Light Industrial Uses in Walla Walla



3 Appendix – Market Data and Trends Detail

The following section examines College Place’s demographic and economic context. In the pages that follow, we identify demographic trends that will influence the demand for development at the subject site. We also explore economic demand drivers that will the type and viability of business location at the subject site.

3.1 Demographic Trends

Population Growth

College Place is a city of almost 9,000 and is the second largest city in the Walla Walla, Washington Metropolitan Statistical Area (MSA), which includes Walla Walla County and Columbia County. The local population has grown slightly slower than the State as a whole, but is on pace with the rest of the Walla Walla MSA.

From 2000 to 2016, College Place added 1,182 people, growing by a total of 15%, an annual average growth rate of 0.9%.

Walla Walla MSA added 8,600 people since 2000, growing by a total of 16% and slightly outpacing College Place with an annual average growth rate of 1.0%. The State of Washington had an annual average growth rate of 1.2%.

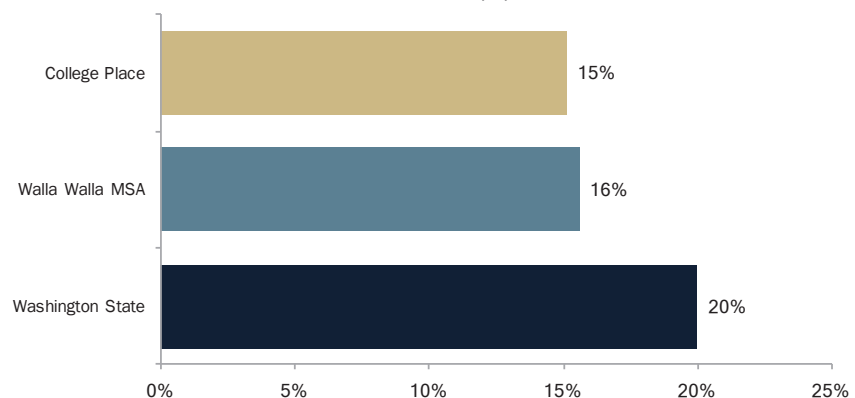
Exhibit 11. Population Growth, Areas of Comparison, 2000-2016

Source: Decennial Census 2000, ACS 2012-16 Total population
AAGR is Average Annual Growth Rate

	Population		Change (2000-2016)		
	2000	2012-16	Number	% Change	AAGR
College Place	7,814	9,245	1,431	18%	1.1%
Walla Walla MSA	55,180	63,780	8,600	16%	1.0%
Washington State	5,894,121	7,073,146	1,179,025	20%	1.1%

Exhibit 12. Comparative Population Change, 2000-2016

Source: Decennial Census 2000, ACS 2012-16 Total population



The Washington Office of Financial Management’s population forecasts for the Walla Walla MSA project that the area’s population will grow slower compared to the entire State of Washington through 2040. The Walla Walla MSA is projected to grow at an annual rate of just 0.4%, adding 5,766 people by 2040. This is slower population growth rate than the area experienced since 2000.

The forecasted population growth in Walla Walla MSA is approximately 5,800 people (or a 9% increase) over the next 23 years.

Exhibit 13. Total Population Forecast, 2017 – 2040

Source: Washington Office of Financial Management State Population Forecast, Nov. 2017, Washington State Growth Management Population Projections for Counties, May 2017.

Note: Population forecasts not available for College Place. Only five-year estimates available for Walla Walla County and Columbia County.

	Population		Change (2017-2040)		
	2017	2040	Number	% Change	AAGR
Walla Walla MSA	65,500	71,266	5,766	9%	0.4%
Washington State	7,310,300	9,242,022	1,931,722	26%	1.0%

Age Characteristics

The median age of the City’s population is 34, which is almost 4 years younger than the median age of Washington and Walla Walla MSA. College Place also has a larger share of persons under 25 years of age relative to Walla Walla MSA and Washington State.

The median age in College Place is 34 years old. The median age in Walla Walla MSA is higher at about 38 years. The median age for the entire State of Washington is also 38.

Exhibit 14. Median Age, Areas of Comparison, 2012-16

Source: US Census Bureau, 2012-16 ACS Table B01002

34	38	38
College Place	Walla Walla MSA	Washington State

The largest age cohort in College Place are those under 25 years of age. This is consistent with Walla Walla MSA.

College Place and Walla Walla MSA both have a large share of people aged 60 and older relative to the State.

Exhibit 15. Population Distribution by Age, Areas of Comparison, 2012-16

Source: US Census Bureau, 2012-2016 ACS Table S0101

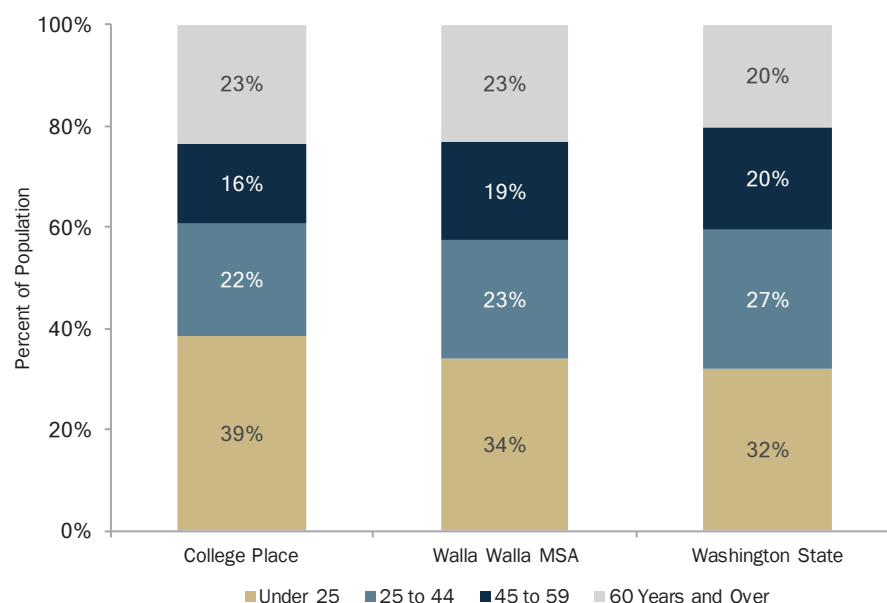


Exhibit 15 above shows a comparative distribution of populations by age. The distribution shows that College Place has quite a different population distribution than the State of Washington. Almost 40 percent of the City's population is under the age of 25, compared to 32 percent of the population statewide. College Place also has a higher share of those 60 years of age and older (23%) than the State (20%).

Walla Walla MSA's population aged 65 and over is expected to increase by about 32% by 2040.

This age cohort is expected to nearly double in size in Washington State over the same time period.

Exhibit 16. Population 65 and Over Forecast, 2015 - 2040

Source: Washington Office of Financial Management State Population Forecast, Nov. 2016, Washington State Growth Management Population Projections for Counties, May 2012.

	Population		Change (2015-2040)		
	2015	2040	Number	% Change	AAGR
Walla Walla MSA	10,580	14,005	3,425	32%	0.4%
Washington State	989,124	1,857,527	868,403	88%	1.0%

Household Characteristics

College Place has a larger average household size than the State. The most dramatic difference in household make up between College Place and the State of Washington is the fact that over 35 percent of College Place households are one-person households. The entire State of Washington has only 28 percent single-person households. One- and two-person households combine to make up 74 percent of all College Place households. This is likely due to a higher share of younger (under 25) and older (over 60) residents relative to the State.

The average household size is 2.3 persons per household in College Place and 2.5 persons in Walla Walla MSA.

Exhibit 17. Average Household Size, Number of Persons per Household, Areas of Comparison, 2012-16

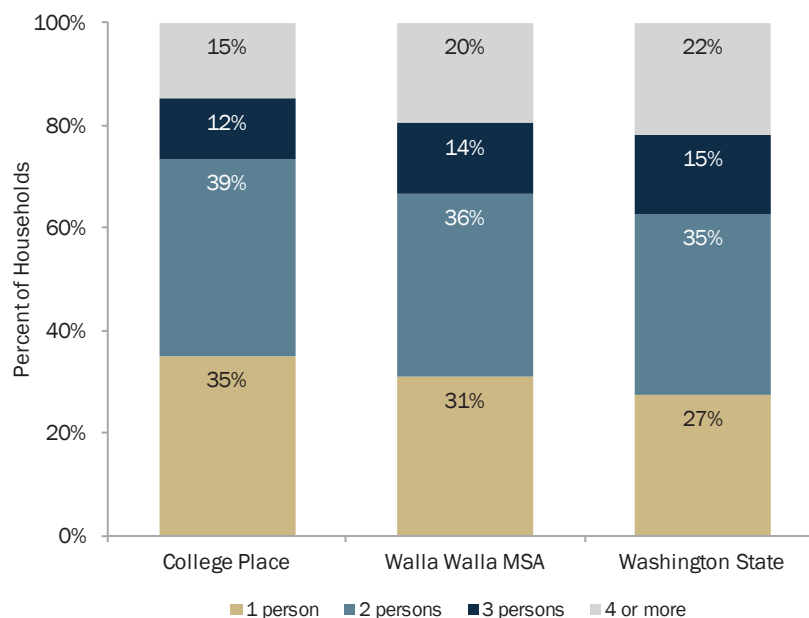
Source: US Census Bureau, 2012-2016 ACS Table B25010

2.3	2.5	2.6
College Place	Walla Walla MSA	Washington State

Two-person households account for the largest share (39%) of households in College Place. 35% of households are one-person households, 12% are three-person households, and 15% are four-person households or larger in College Place.

Exhibit 18. Household Size, Areas of Comparison, 2012-16

Source: US Census Bureau, 2012-16 ACS Table B25009



Income Characteristics

Median household income in College Place is less than that of Walla Walla MSA and the State. However, the median income in College Place have grown more than double the rate of Walla Walla MSA and is on par with the State's income growth over the last sixteen years.

The median household income for College Place is well below the median income for the State.

The median income for Walla Walla MSA is about \$7,300 above College Place's median household income.

Exhibit 19. Median Household Income, Areas of Comparison, 2012-16

Source: US Census Bureau, 2012-16 ACS Table B25119

\$40,747
College Place

\$48,015
Walla Walla MSA

\$62,848
Washington State

In addition, College Place experienced a growth in median household income comparable to the State over the 2000 to 2016 period.

Exhibit 20. Percent Increase in Median Household Income from 2000 to 2012-16, Areas of Comparison

Source: US Census Bureau, 2000 SF3 Table HCT012 and 2012-16 ACS Table B25119

38%
College Place

15%
Walla Walla MSA

38%
Washington State

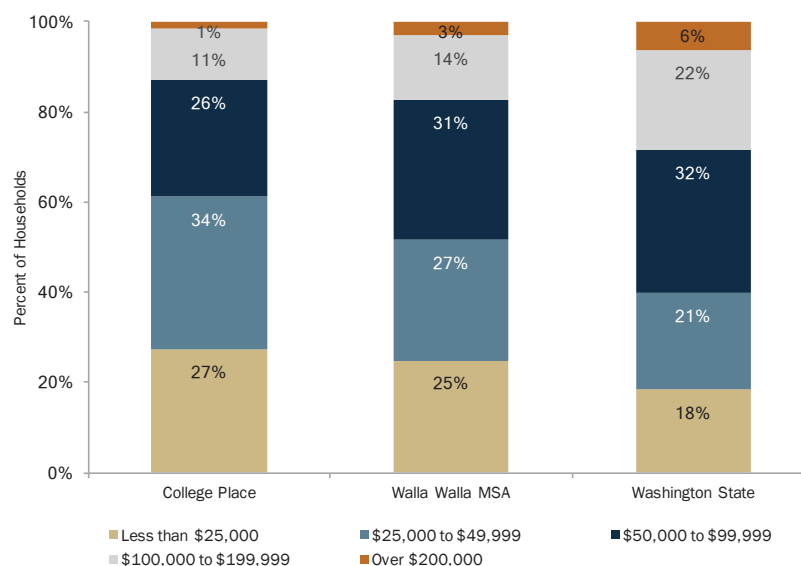
About 61% of College Place households earned median incomes below \$50,000. Approximately one-quarter earned \$50,000 to \$99,999.

About half of Walla Walla MSA households earned median incomes below \$50,000, compared to 39% across the State.

Exhibit 21. Household Income, Areas of Comparison, 2012-16

Source: US Census Bureau, 2012-16 ACS Table B19001

Data are in 2016 inflation-adjusted dollars



3.2 Regional Economic Trends

College Place is a part of the broader regional economy. As a result, the economic drivers in the region will generate demand in College Place for real estate development to accommodate the growth in jobs and employment. Economic drivers include regional changes in exports and technology that affect business growth and job creation. This section first reviews production and export trends and then employment composition and change.

Gross Domestic Product and Exports

The economy of the Walla Walla MSA is primarily a service-based economy. Service-providing sectors account for 63 percent gross domestic product (GDP) and goods-producing sectors (such as manufacturing) make up about 37 percent of the total economic output of the MSA. The region's economy was not noticeably affected by the recession in 2008, and GDP increase from 2007 to 2010. Total output has increased again since 2014, and in 2016 reach \$2.3 billion.

The manufacturing, food and beverage manufacturing, and agriculture sectors accounts for the large share of the Walla Walla MSA's exports from the region. Exports declined from 2012 to 2015, but increased sharply in 2016 from a doubling of exports in the manufacturing sector. Total exports in 2016 were \$483 million.

Exhibit 22. Real Gross Domestic Product, Walla Walla MSA, 2007-2016 (2016\$)

Source: Bureau of Economic Analysis, 2017

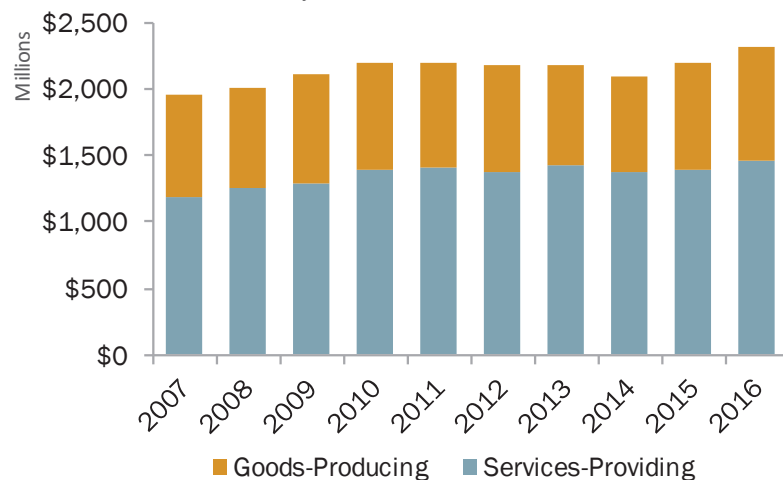
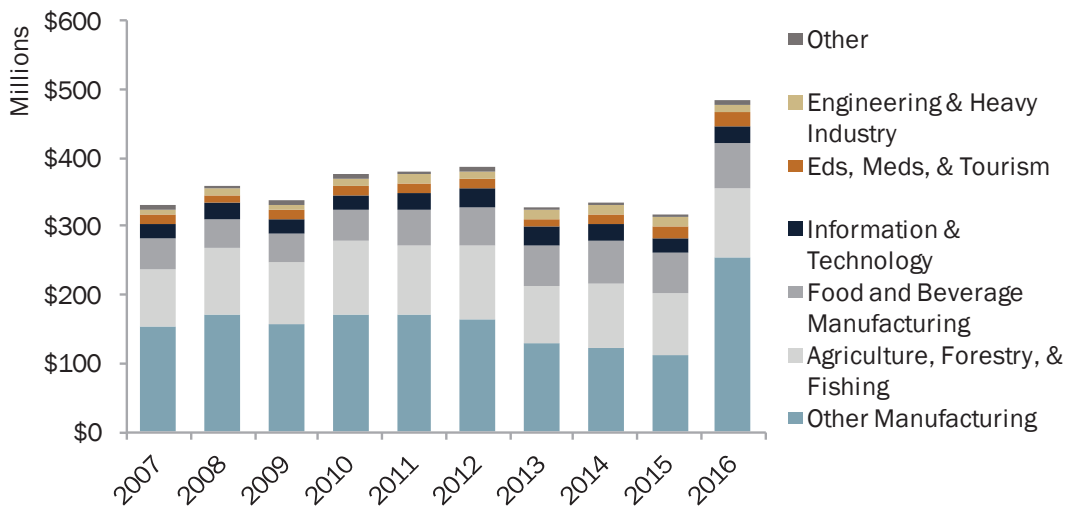


Exhibit 23. Exports by Sector, Walla Walla MSA, 2007-2016 (2016\$)

Source: Brookings Institute, Export Monitor, 2017

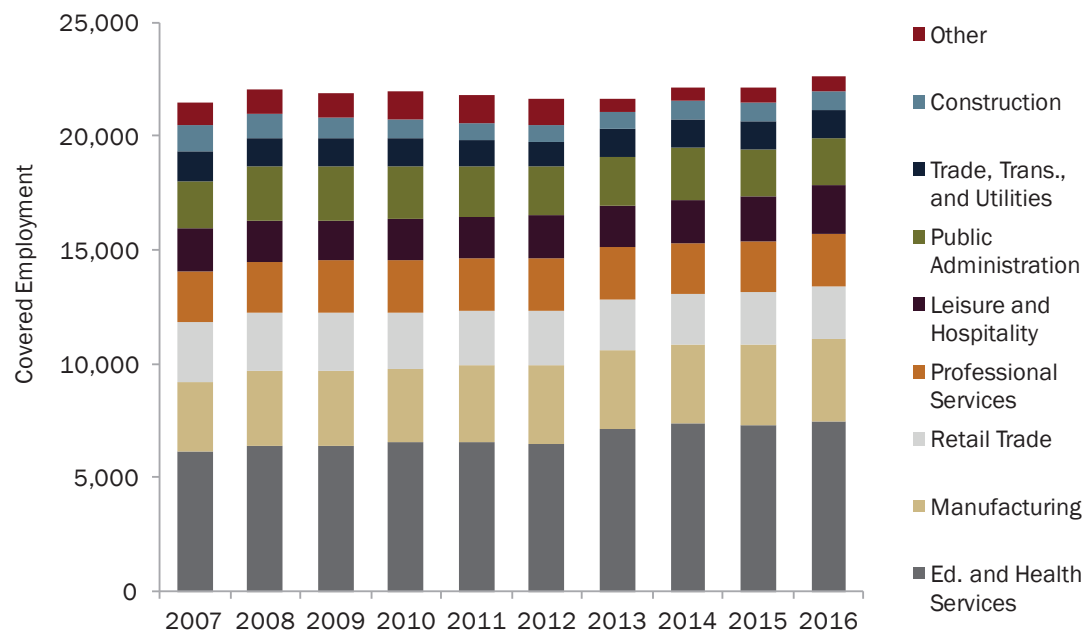


Employment by Sector

Walla Walla County has a diverse job base, and employment has been stable over the last ten years. In 2016, covered employment totaled 22,652, which is almost 1,200 more jobs than in 2007. Education and health service sector jobs are one-third of these jobs. Manufacturing, retail, and other commercial services account for much of the remaining job base.

Exhibit 24. Covered Employment, Walla Walla County, 2017

Source: Bureau of Labor Statistics, 2017



Major employers in the county reflect its economy based on agriculture, education, health care, and manufacturing. Agriculture based businesses are large employers, especially seasonal workers. Washington State Penitentiary was the County's third largest, employing 1,089 persons. Medical centers and education institutions make up many of the other large employers.

Major Employers

Walla Walla County's largest employer in 2016 was Broetje Orchards with the caveat that part-time workers are considered seasonal that work full-time from March to November.

Tyson Fresh Meats, Inc. was Walla Walla County's second largest employer with 1,380 persons employed full- or part-time.

Exhibit 25. Largest Individual Employers in Walla Walla County, 2016

Source: Port of Walla Walla, 2016

Note: A full-time employee is an employee that averages 40 hours per week. All other employees are counted as part-time. The only exception below is Wal-Mart, which considers 28 hours per week (or more) as full-time.

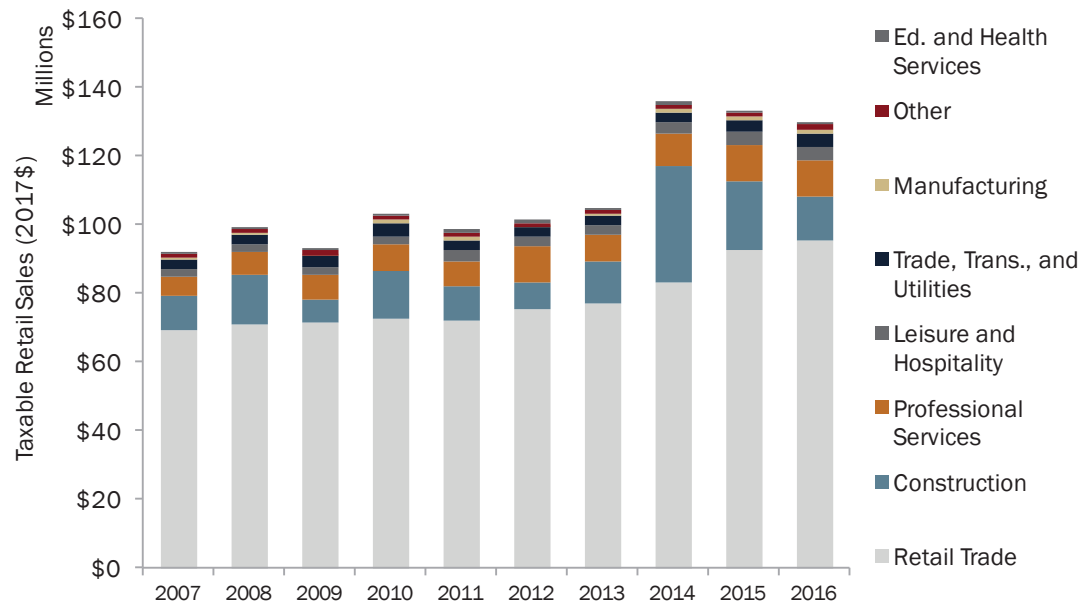
Company	FTE	PTE	Total Employment
Broetje Orchards	1,300	1,100	2,400
Tyson Fresh Meats, Inc.	1,380	0	1,380
Washington State Penitentiary	1,030	59	1,089
Providence St. Mary Medical Center	650	311	961
Walla Walla School District #140	570	244	814
Walla Walla Community College	322	292	614
Packing Corp. of America/Boise Paper	600	0	600
Whitman College	379	191	570
Walla Walla University	255	193	448
U.S. Dept. of Veterans Affairs	393	43	436
Key Technology, Inc.	431	3	434
Walla Walla General Hospital	298	112	410
U.S. Army Corps of Engineers	350	3	353
Walla Walla County	315	27	342
Wal-Mart	161	177	338

Taxable Retail Sales Trends by Sector

Taxable retail sales (TRS) are a major component of the local tax base and an indicator of economic activity. Retail sales reflect revenue from one-time expenditures on construction in a jurisdiction and on-going revenue from changes in spending. TRS within College Place has increased since 2007. In 2016, total TRS were \$130 million. The retail trade sector accounted for 73 percent of all TRS in the city. The retail trade sector also grew the most, increasing by \$26 million since 2007.

Exhibit 26. Taxable Retail Sales, College Place (2017\$)

Source: Washington Department of Revenue, 2017



3.3 Real Estate Trends

The City of College Place has a modest commercial real estate sector. To capture a more complete understanding of commercial real estate trends in the region, we examined commercial real estate trends across all of Walla Walla County.

Retail

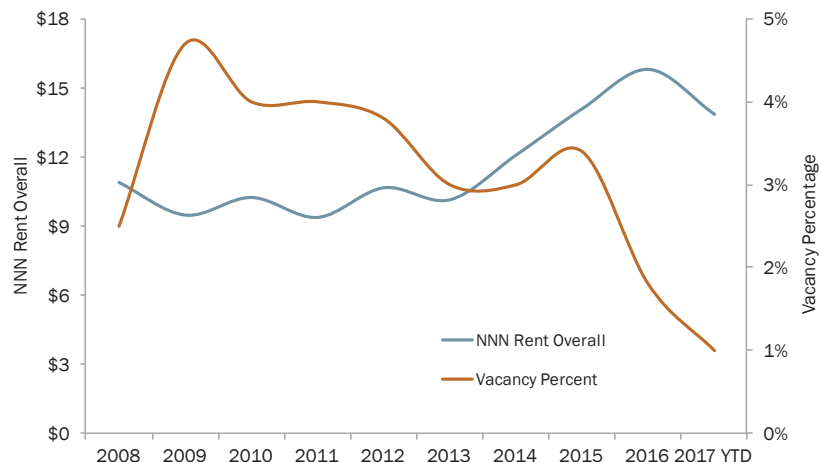
College Place has a modest retail sector with only a few retail outlets primarily clustered near Highway 125 to the south, and around the intersection of C Street and NE Myra Road. There are also several retail outlets along College Avenue near to Walla Walla University. Much larger concentrations of retail properties are located in and around downtown Walla Walla and to the east along Isaacs Avenue.

The County's retail market appears to be improving. Vacancy has been on the decline and rents have increased since the recent recession. Two upcoming multiphase developments will greatly increase the square footage of retail space in and around the City of College Place. The Village at Walla Walla will be the largest mixed-use development to ever be constructed in the city, and one of the largest developments the region has seen in years. Just outside of the city boundaries in the neighboring city of Walla Walla, the Walla Walla Town Center is proposed to emerge from the location of a former regional mall. More detail on these two developments is provided in the body of this report.

Retail vacancy has steadily declined over the past decade and is now at the lowest level in recent history. Retail rents have risen sharply since the end of the recent recession.

Exhibit 27. Retail Rent per Square Foot and Vacancy Rate, Walla Walla County

Source: CoStar



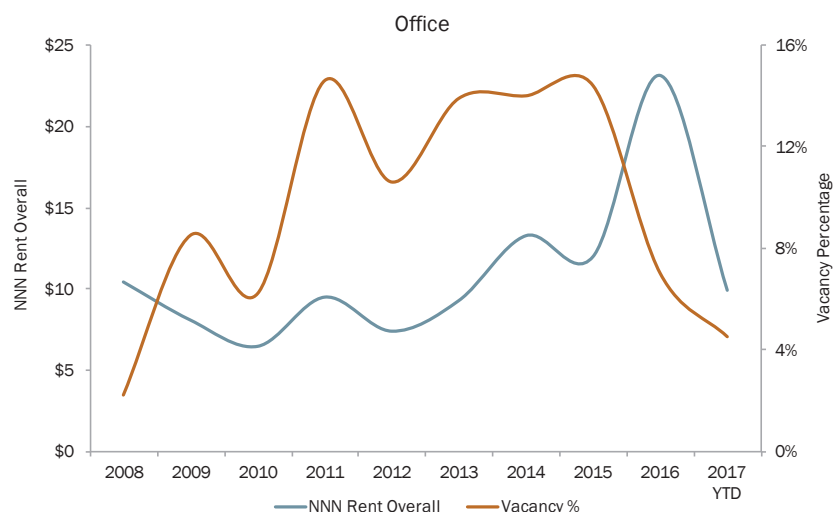
Office

Walla Walla County's office market is concentrated in the Walla Walla metro area. The office market appears to have improved in the past few years. The area vacancy rate has declined while rents are stable. Current average gross rent is around \$10 to 11 per square foot per year, a low rate for most markets. Although rents have fluctuated in the past few years. Average building size is a little more than 9,000 square feet, indicating a small, locally serving office market.

Office vacancy has tightened in recent years. Office rents are low, but have fluctuated recently.

Exhibit 28. Office Rent per Square Foot and Vacancy Rate, Walla Walla County

Source: CoStar



Industrial

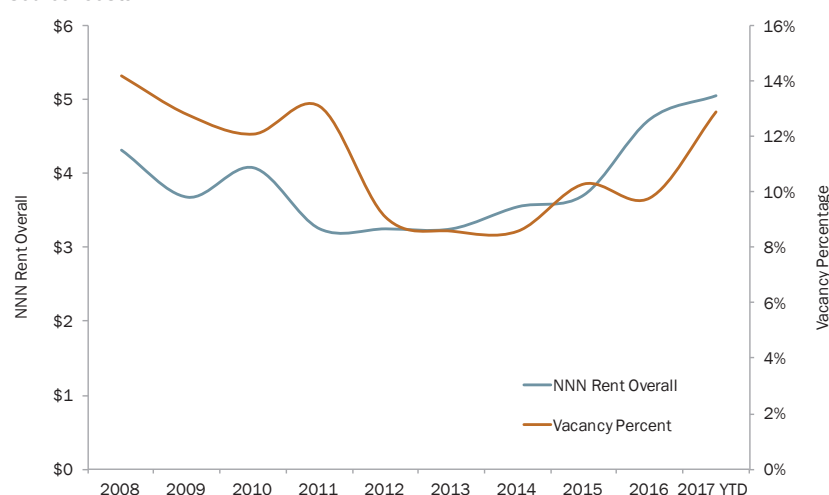
Walla Walla County's industrial sector contains a total of 48 buildings. The average building size is approximately 41,000 square feet. The current average industrial rent is around \$5.00 per square foot per year or about \$0.42 per square foot per month. There has only been one industrial property delivery in the past ten years, and recent absorption has been negative.

Industrial rents appear to be stable with the exception of a small increase in rents over the past couple years. Industrial vacancy dropped after the recent recession, but has been on the rise in the past few years.

Industrial rents have increased in recent years, while industrial vacancy has started to creep back upwards.

Exhibit 29. Industrial Rent per Square Foot and Vacancy Rate, Walla Walla County

Source: CoStar



Multifamily

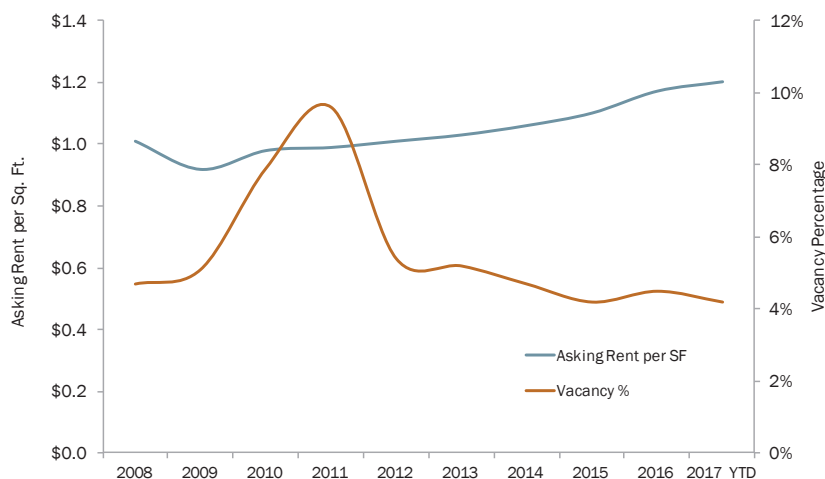
Walla Walla County's multifamily market is centered around the Walla Walla metro area. There are 1,265 multifamily units spread across 32 properties, resulting in an average of 39 units per property. There have been no deliveries to market since 2011. The Walla Walla metro area features two universities—Whitman College and Walla Walla University—resulting in more multifamily units than average for other cities of the same size.

Multifamily rents are relatively low and have remained steady over the past decade. The vacancy rate increased significantly during the recent recession, but has recovered and now sits at less than five percent.

Multifamily rents in Walla Walla County are stable. Vacancy has recovered to pre-recession levels.

Exhibit 30. Multifamily Rent per Square Foot and Vacancy Rate, Walla Walla County

Source: CoStar

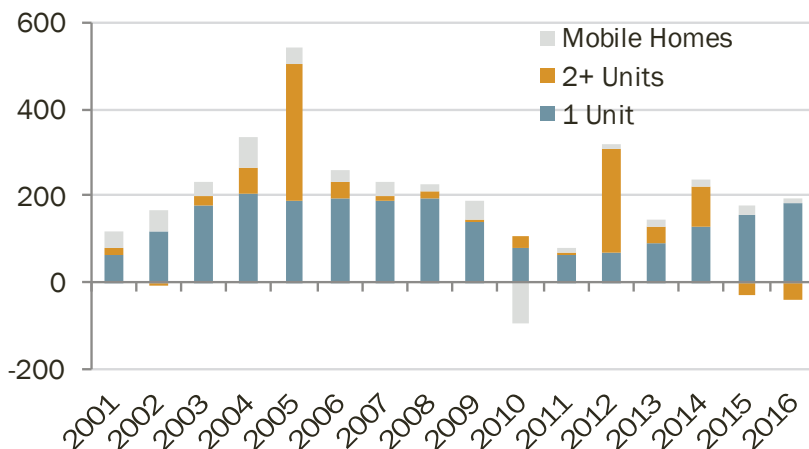


Walla Walla County has average about 200 units of housing built a year over the last 15 years.

Multifamily housing (those with two or more units) averaged just over 60 units built per year over the same period.

Exhibit 31. Housing Units Built, Walla Walla County

Source: Washington Office of Financial Management²



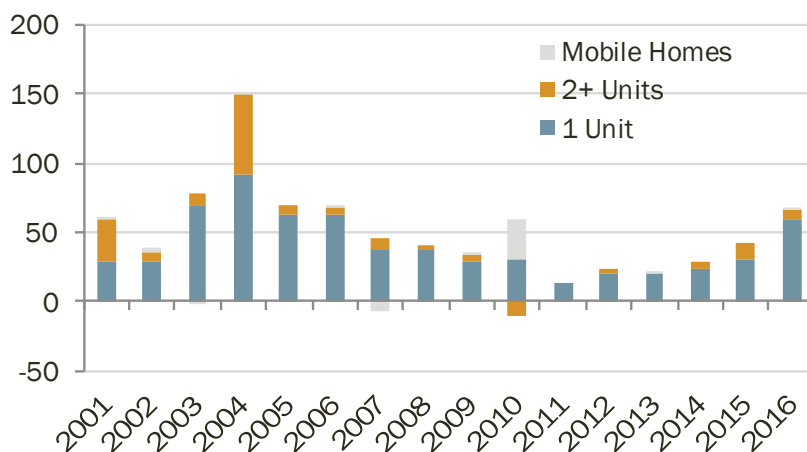
² Negative housing unit production is the result of housing demolitions. All numbers are net, built versus demolition.

The City of College Place has averaged a little over 50 units a year over the last 15 years.

77% of the units built in the last 15 years have been single-unit homes. Just 49 two plus units have been built in the last 10 years.

Exhibit 32. Housing Units Built, City of College Place

Source: Washington Office of Financial Management



APPENDIX B

Economic Memorandum

DATE: April 23, 2018
TO: Michael Melder, Ryan Billen - PBS
FROM: Matthew Craigie, Erik Rundell
SUBJECT: POTENTIAL COMMUNITY AND ECONOMIC IMPACTS FROM DEVELOPMENT OF THE NE LARCH STREET SITE

Background

Economic impacts are the changes in economic activity that result from an investment of dollars that create new demand for goods and services. They are often measured through changes in spending, jobs, incomes, tax revenues, and the like. Economic impacts also consider the “multiplier effect” of these changes: a new job added to the economy means more spending by businesses buying things down their supply chains, which in turn induces additional new jobs to support that new spending.

The City of College Place, through this project, seeks to identify potential and best-use opportunities for a site located on NE Larch Street. The development will generate new economic activity on the site, and in the local economy. This new economic activity will positively impact the local economy by bringing in new direct investment, more opportunities for local businesses to serve regional demand, and enhancing the productivity of existing retail and service businesses in the city.

Earlier in this NE Larch Street Project, we conducted a market analysis that explored potential future uses at the site. After assessing the College Place market, physical site characteristics, and the local regulatory environment, we concluded that the two most likely development types for the NE Larch Street site are: (1) multifamily residential or (2) an industrial use. This economic impact brief will explore the potential economic benefits that would result from development of either of the identified uses.

College Place Market Overview

The City of College Place is the second largest city in Walla Walla County. College Place has kept pace with the County and the rest of the State in terms of the rate of population growth over the last ten years. Since 2012, College Place has grown faster than Walla Walla County overall.

Exhibit 1. Population, 2012 and 2017

	2012	2017	5-Year Growth
College Place	8,845	9,440	6.7%
Walla Walla County	59,100	61,400	3.9%

Source: *Washington of Financial Management*

The average civilian labor force for Walla Walla County was 28,928 for 2016 based on the US Bureau of Labor Statistics. Total employment in Walla County in 2016 was 27,261, and the unemployment rate was at less than six percent. The unemployment is similar to the Washington State unemployment rate.

Exhibit 2. Total Covered Employment, 2014-2016

	2014	2015	2016	3-Year Unemployment Rate
Walla Walla County	26,667	26,382	27,261	5.9%
Washington State	3,276,706	3,345,835	3,445,880	5.7%

Source: Washington Employment Security Department, Quarterly Census of Employment and Wages

Incomes in College Place are modest. Based on the 2012-2016 ACS, the median household income is approximately \$40,000, which is more than \$20,000 below than the median income for the entire State of Washington of \$63,000. In addition, the hourly wages are lower in Walla Walla County than the average for the State as well.

Exhibit 3. Average Hourly Wage, 2016

	Wage
Walla Walla County	\$18.09
Washington State	\$20.68

Source: Washington Employment Security Department, Quarterly Census of Employment and Wages

Economic Impacts

Economic impacts are the changes in economic activity that result from an investment of dollars. This assessment considers just the positive outcomes from the development of the site with multifamily apartment or light-industrial businesses, which would include additional jobs, income, tax revenues, and the like. The assessment does not consider any costs associated with development. New development on the NE Larch Street site would have positive impact on the economy of College Place in a number of ways. However, the development of either multifamily residential or industrial will have different economic impacts on the local community.

Multifamily Residential Development

The primary impacts from multifamily development at the site include 1) one-time impacts from construction of the structures and 2) ongoing impacts from the completion and occupation of those unit by additional residents in the City.

Impacts from Construction

Construction of approximately 250 housing units, the likely maximum housing density for the site, would include a direct investment of \$26.0 million¹ in the City. A sizable portion of this investment would go to temporary construction jobs within the City. These workers, some of

¹ Assumes construction cost of \$115.00 per square foot for multifamily structure.

whom would likely live in the College Place vicinity, would bring additional spending to the city that would not have otherwise occurred.

In addition, sales tax would apply to the total construction cost, which would generate a one-time bump in sales tax revenues for those years for local jurisdictions, including College Place.

Impacts from Completed Development

After the development is complete, multifamily apartments would result in increased spending and tax revenues for the city. Multifamily residential would not necessarily lead to direct employment. However, additional housing would increase the population living within the city. The city would likely capture a larger share of those resident's spending than if they lived elsewhere in the region, which would support College Place businesses and associated employment. Depending on how the property would be rezoned, it could fit a few dozen or hundreds of new residents (Exhibit 4).

Exhibit 4. Population Increase due to Multifamily

Zone	# of Units	Additional Population
R-60 – Single Family and Duplex	35-40	76-87
RM – Multifamily Residential	250	605

Source: US Census Bureau, 2012-2016 ACS Table B25009

Multifamily development would also generate additional ongoing tax revenue for the city. Additional spending in the city from new residents would generate sales tax revenues that the city would not have otherwise received. New residents would also pay utility taxes based on their consumption of electricity, natural gas, solid waste services, cable service, and telephone service. Lastly, the increase in the assessed value of the property related to new construction would increase property tax revenues for the city.

Light-Industrial Development

The primary impacts from light-industrial development at the site include 1) one-time impacts from construction of the structures and 2) ongoing impacts from the completion and occupation of those buildings by businesses and employees. The actual ongoing impacts will vary based on the type of businesses that occupy the completed buildings.

Impacts from Construction

Construction of over 70,000 square feet of light-industrial buildings would include a direct investment of \$6.4 million² in the City. A sizable portion of this investment would go to temporary construction jobs within the City. These workers, some of whom would likely live in the College Place vicinity, would bring additional spending to the city that would not have otherwise occurred.

² Assumes construction cost of \$90.00 per square foot for warehouse type building.

In addition, sales tax would apply to the total construction cost, which would generate a one-time bump in sales tax revenues for those years for local jurisdictions, including College Place.

Impacts from Completed Development

After the development is complete, light-industrial uses would result in increased number of jobs, spending, and tax revenues for the city. Based on the potential types of businesses and planned square feet of building area, we estimated the potential number of jobs the development would support after it was built and occupied. Job estimates are based on the assumed number of square feet per employee for different types of businesses. The low-range estimates assume fewer employees per square foot by use, and the high-range estimates assume a higher density of employees per square foot. We assumed a range of 500 to 800 square feet per employee for typical light-industrial businesses. These assumptions result in 88 to 140 additional jobs in College Place.

Exhibit 5 shows the average annual wage for jobs in several sectors that would be likely to occupy a new industrial space at the NE Larch Street site. Wages range from the manufacturing sector of \$50,575 to wholesale traders at \$49,404 a year. The temporary jobs related to the construction of either of these development options average at \$32,249 a year.

Exhibit 5. Walla Walla County Annual Average Wages by Sector, 2016

Sector (NAICS 3-Digit)	Average Annual Wage
Manufacturing	\$50,575
Wholesale trade	\$49,404
Construction of buildings	\$32,249

Source: Washington Employment Security Department, Quarterly Census of Employment and Wages

The new industrial space would also generate additional spending through rent payments and spending by workers, some of whom would likely live in the College Place vicinity as well.

Light-industrial development, like a multifamily development, would generate additional ongoing tax revenue for the city. Businesses at the site would purchase goods and services from other businesses in the city, which would increase sales tax revenues. Depending on the type of business that would occupy the site, there may also be additional sales taxes revenues generated through the direct sale or export of goods and services. In addition, businesses would pay utility taxes based on their consumption of electricity, natural gas, solid waste services, cable service, and telephone service. Lastly, the increase in the assessed value of the property related to new construction would increase property tax revenues for the city.

Summary

The development of both multifamily apartment and light-industrial buildings will have positive economic impacts for the City of College Place. The construction of both developments will support jobs and increased tax revenues in the city. The long-term impacts of development when complete will likely be different depending the type of development.

Multifamily development at the NE Larch Street site would have a larger direct investment. As a result, it would likely generate more tax revenue for the City over time. Multifamily residential uses would also support a population of between 76 and 605 residents. The City could expect to capture a large share of those residents' spending.

Light-industrial uses would support more long-term employment at the site with an estimated range of 88 to 140 full-time jobs. In contrast, multifamily residential uses would be unlikely to support any direct employment at the site. Multifamily development would, however, support indirect employment, such as landscaping and building maintenance over the long-term. Exhibit 6 compares employment, total direct investment, and tax revenue potential for the two uses.

Exhibit 6. Use Comparison

Type of Development	Multifamily Residential	Light Industrial
Population	76-605	0
Employment (non-construction)	0	88-140
Direct Investment	\$26.0 M	\$6.4 M
Tax Revenue Potential	Medium	Low

Source: ECONorthwest

In evaluating potential zoning changes at the NE Larch Street site, the City of College Place should also consider its broad economic development goals. For example, is adding jobs within city a higher priority than growing the tax base? It is also important to note that this analysis does not look at the *net* benefits of the two uses. Net benefits would factor in the additional service costs to the City from the increase in population and employment under each use. Multifamily housing would likely have more public service needs, given the projected larger number of people occupying the site, which would have more potential costs for the city.

APPENDIX C

Marketing Flyer

NE Larch Street Site | 10 ACRES

NE LARCH AVENUE & C STREET, COLLEGE PLACE, WASHINGTON



1.5 MILES / 3 MINUTE DRIVE FROM MYRA ROAD EXIT - HIGHWAY 12



AERIAL VIEW



STREET VIEW

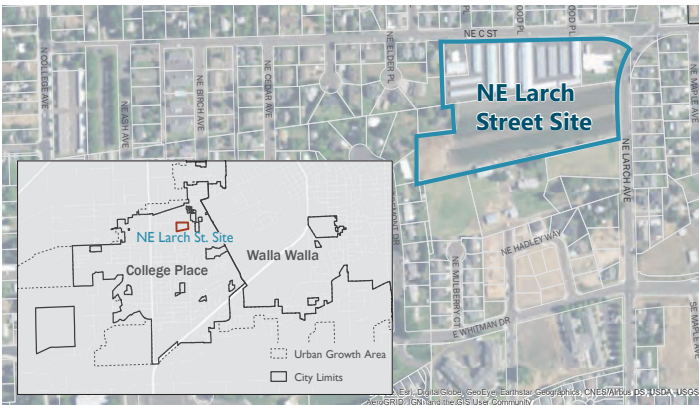
(Google)

ZONING POTENTIAL



Multifamily and Light Industrial

Currently zoned as Light Industrial and Single Family Residential (R-60).
City amenable to multifamily re-zoning.



DEMOGRAPHIC INFORMATION

MEDIAN
HOUSEHOLD INCOME
\$40,747*

POVERTY RATE
17.7%*

POPULATION WITHIN

- 20 MILES // 69,000
- 40 MILES // 192,000
- 60 MILES // 366,000

MARKETING RESOURCES

- Washington Department of Commerce: choosewashingtonstate.com
- Washington Business Hub: business.wa.gov
- City of College Place Economic Development: cpwa.us

* Source: US Census Bureau, 2012-2016 ACS Table B25119

CONTACT THE CITY

Mike Rizzitiello, City Administrator
City of College Place
625 College Avenue
College Place, WA 99324
(509) 394-8506

APPENDIX D
Meeting Minutes

PROJECT NAME:	PBS PROJECT NO.:	MEETING NO.:
College Place Planning Study	67136.000	01
MEETING DATE:	LOCATION:	
Thursday, October 19th, 2017	City Hall 625 South College Ave College Place, WA 99324	
MEETING SUBJECT:	PREPARED BY:	
Project Kickoff Meeting	Ryan Billen	
ATTENDED BY:		
Mike Rizzitiello, City Administrator, Project Manager	mrizzitiello@cpwa.us	(509)-394-8506
Robert Gordon, City Engineer	RGordon@cpwa.us	(509) 525-0510
Jon Rickard, City Planning Director	jrickard@cpwa.us	(509) 394-8524
Michael Melder, PBS Consultant Project Manager	michael.melder@pbsusa.com	(509) 394-4075
Ryan Billen, PBS Utilities and Project Coordinator	ryan.billen@pbsusa.com	(509) 416-5495
John Manix, PBS Traffic Engineer	john.manix@pbsusa.com	(360) 567-2117
Matt Craigie, ECONorthwest, Economic Analysis	craigie@econw.com	(503) 200-5090
Morgan Shook, ECONorthwest, Economic Analysis PM	shook@econw.com	(206) 388-0082
ATTACHMENTS:		
☐ Yes ☒ No To be sent separately:		

1. Project Introduction—Mike Melder

a. Overview and Background:

- i. CERB grant funded project to evaluate highest and best use for zoning of 11-acre parcel at southwest corner of 4th & Larch. General lack of light industrial zoning in the City.
- ii. Project will also evaluate traffic conditions and configurations at three intersections (Larch & C Street, Larch & Whitman, and Larch & 12th).
- iii. Project also includes drone survey, planning-level right of way mapping, evaluate utilities along corridor, perform an archaeological reconnaissance.

b. Progress to date

- i. Held internal team kickoff meeting
- ii. Drone flight completed, aerial imagery available. Still processing data for virtual tour and obtaining planning level right of way.
- iii. John Manix working on amendment for traffic evaluation of the Villages at Fort Walla Walla.

c. Look ahead activities

- i. Start archaeologist going on the cultural resources review
- ii. Begin traffic counts
- iii. Begin market/economic analysis

2. Economic Evaluation

a. ECONorthwest:

- i. Project understanding—the City is considering making regulatory/infrastructure changes to support higher intensity use on the site.
- ii. Will review market analysis and trends to help determine what market will bear light industrial zoning for 11 acre area.
- iii. Key Questions
 - 1. What are some higher intensity land uses of this commercial land that are potential viable in the College Place context?
 - 2. How does the site compete with other similar site comparables?
 - 3. What is the possible scale of development on the site?
- iv. This is a CERB funded grant and therefore needs to include an economic impacts component.

b. City Input:

- i. City currently has only a few acres of active light industrial property
- ii. would like to confirm whether market will support light industrial zoning for the 11 acre parcel southwest of Larch & C Street.
- iii. Current development around project area are primarily commercial, including Blue Mountain mall and Villages at Fort Walla Walla.
- iv. Villages at Fort Walla Walla also includes ~180 apartments

c. ECONorthwest Needs:

- i. Land Use & Zoning Standards, building permits, GIS data
- ii. Several (five or six) local stakeholders to interview for the market assessment (These can include: brokers, developers, contractors, or other stakeholders that understand the local project context)
- iii. Any other local market data—it would be great to have more details on the two major projects being developed near the site (Total square footages, number of residential units, etc.)

3. Traffic Evaluation

a. PBS—John Manix

- i. What traffic issues are known/existing in the project area?

b. City Input

- i. Traffic—City concerned about traffic congestion at the three intersections, especially considering the amount of traffic that will be generated by upcoming commercial projects on the east side of Larch
- ii. Bicycle Traffic—A number of “near miss” incidents have been reported along the corridor between vehicles and bicyclists

4. Utilities

a. PBS—Ryan Billen

- i. Are there any known capacity constraints or poor condition utilities along the corridor, or any specific problem areas or capital improvement projects planned in the area?

b. City Input

- i. No known capacity issues, condition problems, or CIP projects planned for utilities along the Larch corridor, other than:
 - 1. 4th getting new utilities with road project currently under design
 - 2. Future well #2 site on City property west of Maple
 - 3. Existing PRV station at 4th and Larch that would potentially need to be relocated to accommodate intersection revisions.
- ii. Impact fees assessed through lot frontage

5. Other

- a. City currently working on a comprehensive plan update**
- b. City would like to avoid/minimize property takings**
- c. Potential office use of Rose Street property by Pocket inet**
- d. Church at intersection of Larch & 12th open to impacts to their frontage to accommodate intersection improvements**

6. Action Items:

- a. Project team to move forward with traffic counts, market analysis, right of way determination**
- b. City to provide GIS data to support ECONorthwest analysis**
- c. City to provide Contact information regarding local stakeholders**

PROJECT NAME:	PBS PROJECT NO.:	MEETING NO.:
College Place Planning Study	67136.000	02
MEETING DATE:	LOCATION:	
Thursday, March 8th, 2018	City Hall 625 South College Ave College Place, WA 99324	
MEETING SUBJECT:	PREPARED BY:	
Traffic Meeting	Ryan Billen	
ATTENDED BY:		
Mike Rizzitiello, City Administrator, Project Manager	mrizzitiello@cpwa.us	(509)-394-8506
Robert Gordon, City Engineer	RGordon@cpwa.us	(509) 525-0510
Jon Rickard, City Planning Director	jrickard@cpwa.us	(509) 394-8524
Paul Hartwig, Public Works Director	phartwig@ci.college-place.wa.us	(509) 394-8526
Michael Melder, PBS Consultant Project Manager	michael.melder@pbsusa.com	(509) 394-4075
Ryan Billen, PBS Utilities and Project Coordinator	ryan.billen@pbsusa.com	(509) 416-5495
John Manix, PBS Traffic Engineer	john.manix@pbsusa.com	(360) 567-2117
ATTACHMENTS:		
☒ Yes ☐ No To be sent separately:		

1. Project Update—Mike Melder**a. Survey—Aerial and boundary**

- i. Completed

b. Market Analysis

- i. Completed

c. Archaeological Reconnaissance

- i. Completed

d. Preliminary Traffic Report

- i. Completed, will revise final report based on feedback from meeting

e. Look ahead activities

- i. Finalize Traffic Report and Layouts
- ii. Finalize economic analysis
- iii. Develop cost estimates for intersection improvement options

2. Traffic alternatives analysis summary—John Manix**a. Assumptions and vehicle trips for project study area (light industrial vs. multifamily)**

- i. Vehicle trips included project, as well as trips from upcoming Village at Fort Walla Walla
- ii. City concerned that all trips might not be accounted for. PBS to coordinate with city to verify/add trips from full development of Towncenter project, as well as other project such as the McKiernan/Christensen properties.

b. Intersection performance and recommended improvements for 2023 time horizon:

- i. Preliminary findings include:
 - 1. Larch and C Street: No Improvements
 - 2. Larch and Whitman: four-way stop
 - 3. Larch and 12th: four-way stop

c. Intersection performance and recommended improvements for 2040 time horizon:

- i. Preliminary findings include:
 - 1. Larch and C Street: No Improvements
 - 2. Larch and Whitman: Traffic signal or compact roundabout
 - 3. Larch and 12th: Traffic signal or compact roundabout

3. Traffic improvement layouts (Exhibits 1–3)

- i. Larch and C Street:
 - 1. Add short discussion of two-way traffic on Lambert to report
- ii. Larch and Whitman:
 - 1. Intersection currently configured with left turn lane, which lends the intersection to a future signalized intersection. Creek to the north will limit. Currently a bike route with multi-use path on north side of Whitman.
- iii. Larch and 12th:
 - 1. Roundabout a good fit for the intersection. Driveway at SE corner will have to be relocated for roundabout. Driveway constitutes a larger issue for a signalized intersection, potentially requiring acquisition of the property.
- iv. Provide the following additional exhibits
 - 1. Add four-way stop exhibit for Larch and Whitman
 - 2. Add roundabout exhibit for Larch and Whitman
 - 3. Shift roundabout at 12th and Larch to the northwest
 - 4. Add signal exhibit for Larch and 12th
 - 5. Add four-way stop exhibit for Larch and 12th

4. Additional concerns or considerations for traffic issues along project corridor

5. Other

a. City comprehensive plan update

- i. City has programmed preliminary cost for of \$500,000 for Larch and Whitman and Larch and 12th improvement. Budget numbers will be adjusted following cost estimate numbers developed by PBS.

b. Additional considerations for economic analysis and prospectus for property

- i. Developer fees collected to date for 12th and Larch and Whitman and Larch intersection improvements.

6. Action Items:

- a. **PBS: Move forward with revised exhibits and associated cost estimates.**
- b. **City of College Place: Identify additional traffic projects and information to be included in final traffic report. Research remaining funds allocated for 12th and Larch and Whitman and Larch intersection improvements.**

APPENDIX E

Cultural Resources Review

Author: Christopher Landreau, M.S.

Title of Report: College Place Washington, Larch Avenue Intersections, Cultural Resources Background Research, Walla Walla County, Washington

Date of Report: November 22, 2017

County: Walla Walla

Sections 25 and 36 Township 7N, Range 35E

Quads: College Place WA 7.5' Acres: N/A TBD

PDF of report submitted (REQUIRED) ☒ Yes

Historic Property Inventory Forms to be Approved Online? Yes ☒ No

Archaeological Site(s)/Isolate(s) Found or Amended? Yes ☒ No

TCP(s) found? ☐ Yes ☒ No

Replace a draft? Yes ☒ No

Satisfy a DAHP Archaeological Excavation Permit requirement? ☐ Yes # ☒ No

Were Human Remains Found? ☐ Yes DAHP Case # ☒ No

DAHP Archaeological Site #:

College Place Washington, Larch Avenue Intersections, Cultural Resources Background Research, Walla Walla County, Washington

November 22, 2017
RLR Report 2017-402-29

By
Christopher Landreau, M.S.
REISS-LANDREAU RESEARCH

PH (509) 952-5130 E-Mail: chris@reisslandreau.com



Consultation Provided to:
PBS Engineers Inc.
And the City of Walla Walla, Washington

Introduction

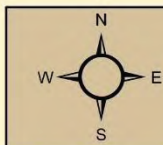
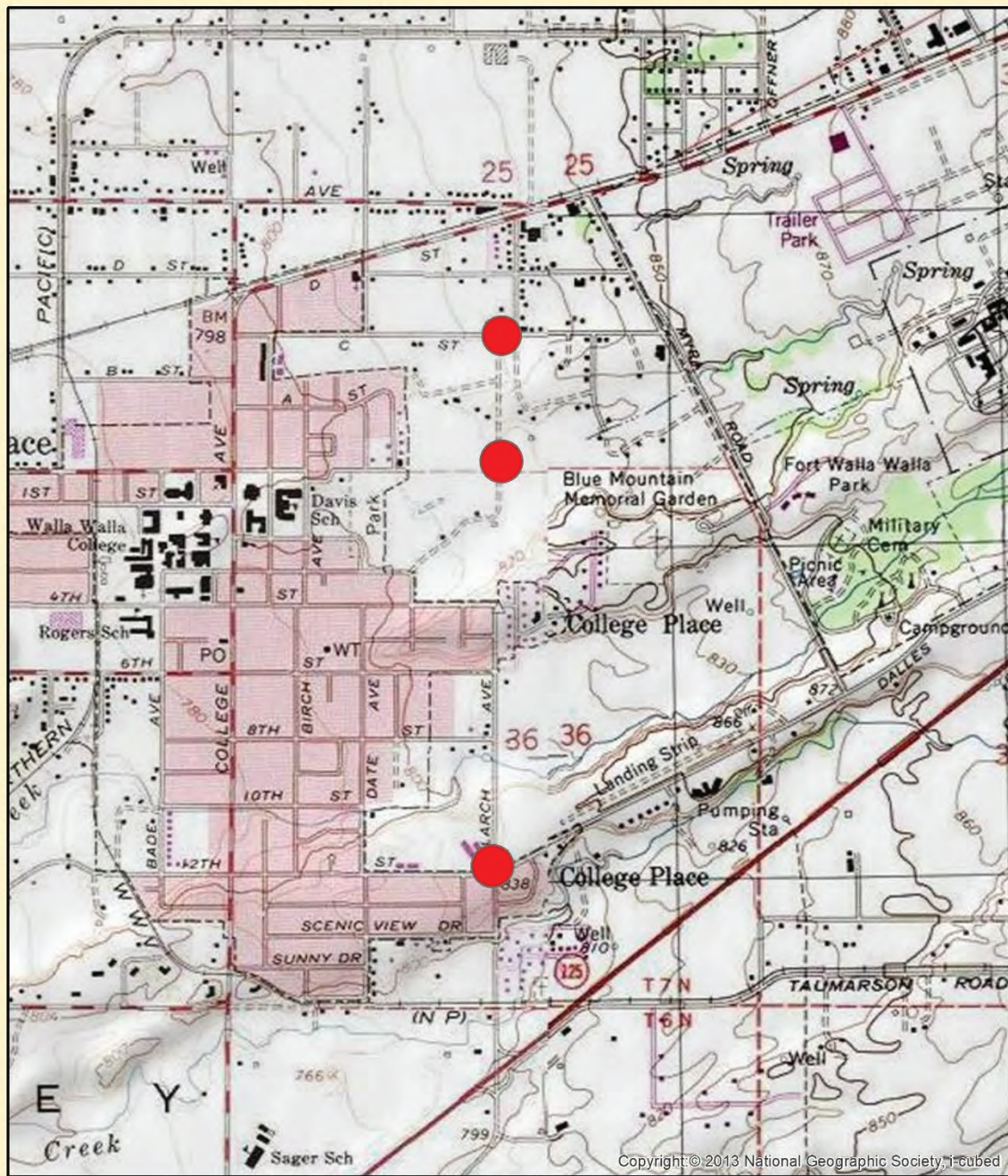
The City of College Place is planning to revise and improve three intersections along Larch Avenue. The project is geared toward improving the baseline infrastructure and safety along the corridor.

This report documents a cultural resources background research evaluation of the three intersections. The preliminary research conducted at the State of Washington Archaeological archives 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.

Legal Information:

Sections 25 and 36 Township 7N, Range 35E, College Place, WA 7.5' quadrangle

Larch Avenue Intersections



USGS 1:24,000
College Place WA
7.5' Topographic Quadrangle

0 0.075 0.15 0.3 0.45 0.6
Miles

FIGURE 1: PROJECT TOPOGRAPHIC MAP

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Research Analysis	22
Recommendations.....	22
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Project Description

A. Project Activities: The City of College Place is home to 9,400 people and Walla Walla University. College Place lies within the greater Walla Walla Valley which is home to about 70,000 residents, multiple hospitals, Whitman College, and Walla Walla Community College. Target industries of the region include food processing, medical service, wine, and tourism. The City of College Place has only three acres of active light industrial land, approximately 10.45 acres of light industrial property exist near the southwest corner of C Street and Larch Street. However, access to the area is challenging due to problematic transportation patterns along the Larch Avenue corridor at the C, Whitman, and 12th Street intersections due to residential and commercial growth.

The general premise of this study is to do a preliminary engineering analysis for the Larch/ C Street, Larch/Whitman, and Larch/12th Street intersections (Study Intersections will be improved to safely convey traffic flow). Additionally, site appropriateness, area infrastructure analysis, market analysis, and estimation of funding needed for public facility improvements needs to be identified.

B. Area of Potential Effect (APE): The City is considering the following options for each of the three intersections in question:

- Maintain the current stop controlled intersections
- Add a traffic signal with left turn lanes (would likely entail road widening to accommodate turn lanes)
- Replace the intersection with a compact urban roundabout.

C. Location and size (in acres) of the project: This project is located in College Place WA and will be over 5 acres of study area.

D. Research personnel: C. Landreau

E. What circumstances led to this survey: This project was a preliminary research study

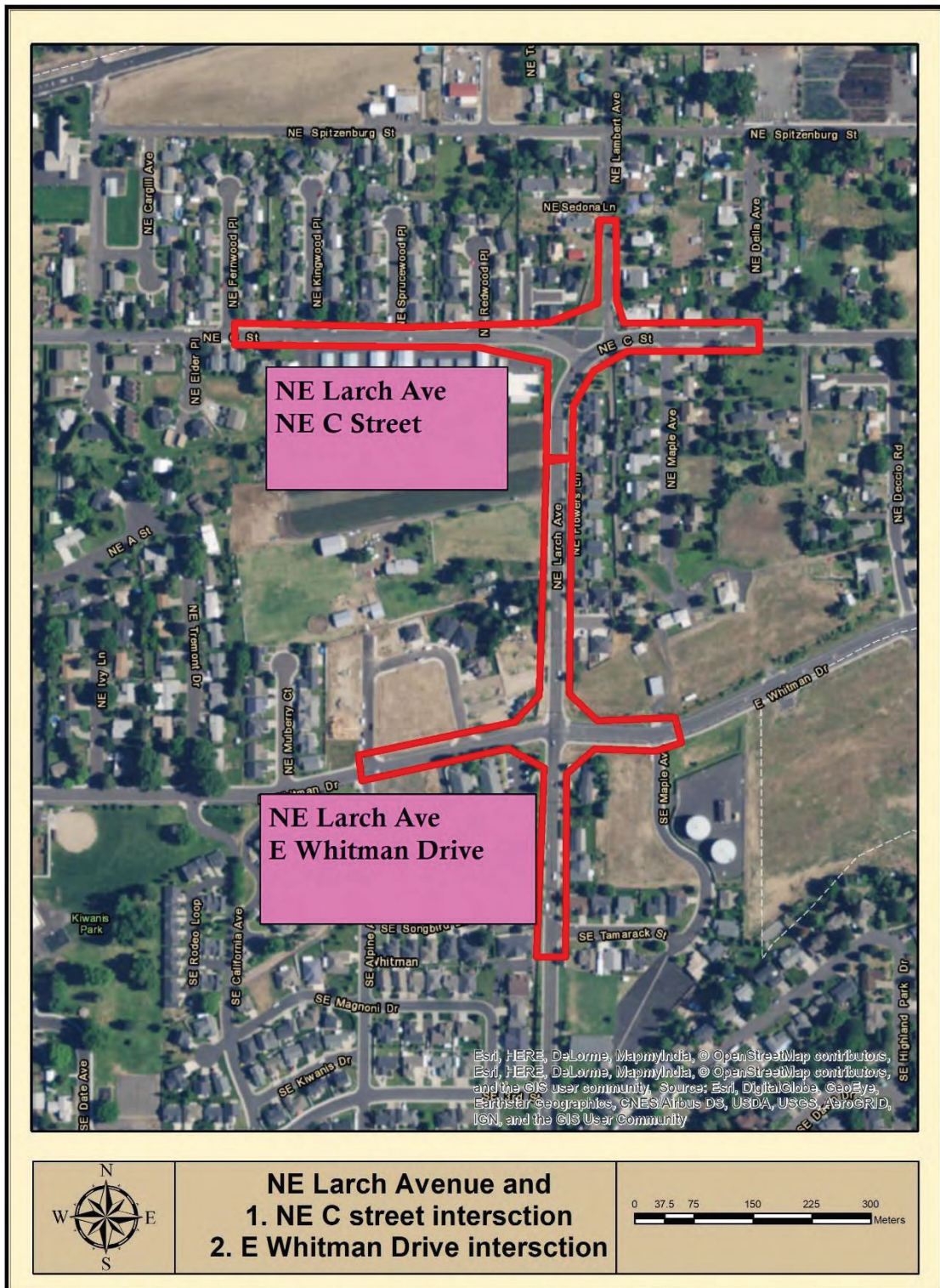


FIGURE 2 AREA 1

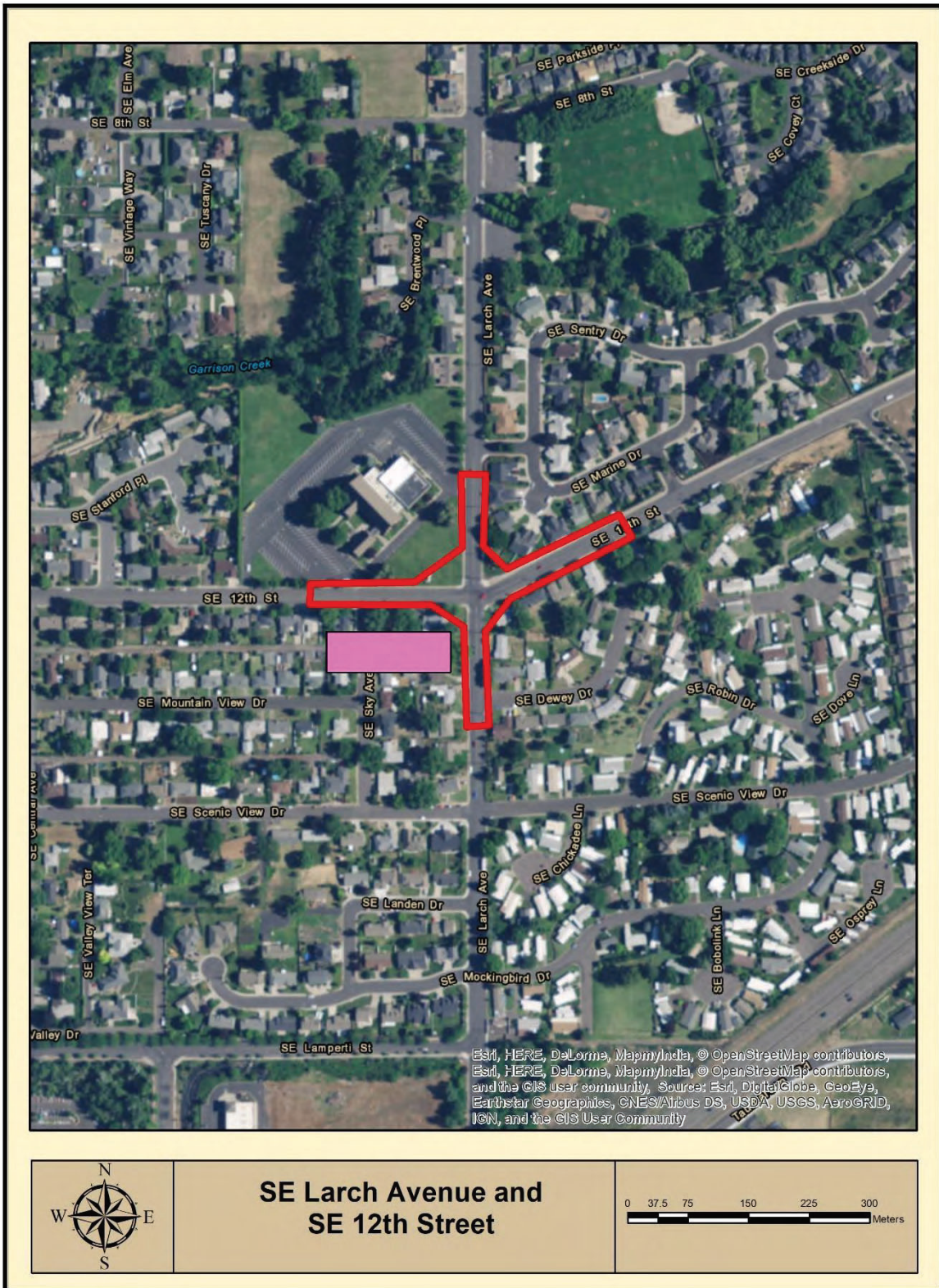


FIGURE 3: AREA 2

Environmental Setting

The College Place area is part of the Columbia Basin Physiographic region (Lasmanis, 1991, pg. 265; Walker, 1998), the Columbia Plateau (McKee, 1972), or the Great Plain of the Columbia (Meinig 1968). All three are apropos as the geophysical setting is a basin at an altitude above sea level, yet should be regarded strictly as a structural basin which formed before the Columbia River Basalt Group (CRBG) filled with successive basalt flows during the Miocene.

McKee (1971) outlines tectonic events beginning 40 Mya involving a massive crustal plate—the Farallon plate—which subducted under the North American plate causing pressure to build up and deformation of the crust. The project area is between a normal yet concealed fault—known more colloquially as the Horse Heaven Hills—and a concealed opposing thrust fault. Excessive pressure led to faulting and eventually flood-like eruptions of olivine-rich basalt. Subduction of the Farallon plate under the North American plate continued from 19 to 2 Mya, but at a slower rate. The Columbia River Basalt Group is the result of several sequential low-viscosity Miocene flood-basalt flows from approximately 17.5 to 2 Mya that covered an area of over 63,000 mi² and began in an unstable fault zone near the present borders of Washington, Idaho, and Oregon. Individual lava flows measure 27 to 100 ft. (8 to 30 m) thick, but when taken in aggregate—as one might at Vantage, Washington—a total thickness of 2,000 to 5,000 ft. (600 to 1,550 m) can be attributed to this formation (Franklin, Blinn, & Dyrness, 1988, p. 29). Columbia River Basalt Group (CRBG) flows were malleable enough that they folded under pressure instead of faulting, though there are numerous faults within the region.

The Columbia Basin Province is best defined by the areal extent of the Miocene CRBG flows. These basalts, which are present in the Blue Mountain uplift as well as in the Columbia Basin, cover 36% of the state of Washington. This group consists of four flood basalt formations, starting with the Imnaha Basalt at 17.5 Mya, followed by the Grande Ronde Basalt (16.5 to 15.6 Mya), the Wanapum Basalt (15.6 to 14.5 Mya), and lastly the Saddle Mountains Basalt (14.5 to 6 Mya).

On the basis of geophysical evidence, the basalts are known to reach a maximum total thickness of 16,000 ft. (4,545m) in the Pasco Basin. During the Pliocene and the Pleistocene, gravel, sand, silt, and clay were deposited in lakes or by aggrading streams and rivers in depressions such as the Pasco Basin, where in places 1,000 ft. (300m) of sediment lies on top of the basalt. Glacial outwash during the Pleistocene produced huge volumes of wind-blown silt called loess. Loess blankets much of the Columbia Basin and in places is up to 200 ft. (60m) thick. Indeed, much of the project area resides atop Missoula Flood deposits composed of gravels, silts, and aurally distributed loess (see Soils below) hence the development of the Columbia Basin Project in the 1930s and 1950s.

Surficial geology is dominated by Quaternary loessal deposits resultant from the Missoula Floods series of events and aerial redistribution thereof since the last flood event. Otherwise, Middle Miocene CRBG Umatilla Member is exposed in drainages e.g., Coyote Canyon and relatively low-relief outcrops. Middle Miocene CRBG Umatilla Member (map symbol Mvsu; Figure 5) is composed of two flows black in color but weathering to yellow-orange in color. They have a glassy to very fine grained crystalline structure with sparse plagioclase phenocrysts. These flows have well-developed entablature with hackly jointing and colonnades in places. These flows have normal magnetic polarity. The upper subunit is named Sillusi flow and the lower subunit is named Basalt of Umatilla. Basalt of Umatilla has lower P₂O₅ and higher TiO₂ than the Sillusi flow, though both are known to have mixed locally and may be difficult to distinguish (Reidel, Fecht, and Washington (State), 1994).

Middle Miocene Pomona Member (map unit Mvsp, Figure 5) is also represented along a Columbia River paleochannel exposure to the north of the project area. CRBG Pomona Member has two flows or flow units, each with small phenocrysts of plagioclase, clinopyroxene, and olivine. Pomona Member flows have reversed magnetic polarity and occurs in nearly sheet-like flows ca. 30-60m thick. The Upper flow is black to gray-black in color weathering to gray. The Lower flow is blue-black in color weathering to black-gray. Both exhibit fanning columns distinguish (Reidel, Fecht, and Washington (State), 1994).

Smith (1977) finds that the Columbia Basin is dominated by two major landform types: flood-scoured coulees and loess-mantled interfluvial uplands. Otherwise, the contrast between upland and "lowland" topography provides microclimate niches wherein different biotic, human, and ecologic communities have managed to eke out an existence since the last catastrophic flood event ca. 12,500 years before the present. Indeed, between CRBG flows in the steep canyon areas exposures of the Ringold Formation occasionally crop out, revealing or producing cryptocrystalline-silicate (CCS) groundmass materials early inhabitants of the region used for the manufacturing of stone tools such as projectile points, knives, scrapers, drills, burins, and other flake tools.

Further;

During the Pliocene and the Pleistocene, gravel, sand, silt, and clay were deposited in lakes or by aggrading streams and rivers in depressions such as the Pasco Basin, where 1,000 feet of sediment lies on top of the basalt. Glacial outwash during the Pleistocene produced huge volumes of wind-blown silt called loess. It blankets much of the Columbia Basin and in places is up to 200 feet thick. The loess-rich soils of the Palouse sub-province provide ideal conditions for growing wheat, making southeast Washington one of the major grain-producing regions of the world."(Lasmanis 1991:264).

Soils on the project area are comprised of relatively deep Ellisforde, Stanfield and Umapine silts (Figure 4), overlaying very deep 16-20 thousand year old Touchet formation beds:

In the valley of the Walla Walla River, the loess is underlain by stratified deposits of silt and fine sand, which, according to Rieger, contain minerals that are more characteristic of basalt than of loess. This stratified material appears to be the Touchet formation described by Flint (4). The Touchet formation consists of alternate layers of silt or of fine and very fine sand. The silt is compact and platy or laminated and is permeable to water and roots. In numerous places the laminated layer is covered with a thin film of calcium carbonate, and in these

places it is essentially impermeable. The sandy layers are massive, rapidly permeable, and often aquiferous. (Soil Survey of Walla Walla County Washington, USDA Soil Conservation Service)

Vegetation

Prior to Euro-American settlement, the project area was within undisturbed Palouse grassland with bunchgrass, and ryegrass (Franklin & Dyrness, 1973). The predominant vegetation in the valley bottom was Bluebunch wheatgrass (*Agropyron spicatum*) and Basin wild rye (*Elymus cinereus*). Willow (*Salix* spp.) along with species of fruit trees and cottonwood (*Populus trichocarpa*) outlined streams and wetted areas, while big sage (*Artemesia tridentata*), rabbitbrush (*Chrysothasmus nauseoseum*), and bitterbrush (*Purshia tridentata*) flourished in the drier areas (Franklin & Dyrness).

Cultural Setting

Prehistory Overview

Archaeological investigation of the Columbia Plateau now spans one hundred years. Early efforts concentrated on main-stem riverine settings, more often than not along the Columbia and Snake rivers, as a result of large-scale reclamation projects. The American Museum of Natural History sponsored perhaps the earliest formal inquiry into central Washington archaeology when Harlan Smith (1910) documented and excavated locations in the upper Yakima River Basin, from the Naches River to Lake Cle Elum. Smith recorded a variety of cultural resources, including private artifact collections, pictographs, petroglyphs, a tool stone quarry, house pit depressions and human internments.

The early period of conservation archaeology coincided with the Culture History period of Americanist archaeology and produced “characterizations of time and space in terms of archaeological content” for the region (Dunnell, 1979). Archaeological periods and phases represent, for the most part, spans of time during which settlement and/or subsistence is assumed to have changed very little (Bicchieri, 1976). Phase ranges are based on a combination of radiocarbon dates and chronologies largely based on projectile point forms.

Cultural history of this region begins with the Paleo-Indian period dating to 11,500 years ago. The Richey-Roberts Clovis Cache is the only known site to contain intact cultural deposits of this age and was found north of the proposed project area near Wenatchee, WA (Mierendorf, 1987). Numerous artifacts attributed to the Clovis period have been found across the landscape but are entirely limited to surface finds (Ames et al., 1998) where chronological placement is limited to artifact typology association. The climate at this period experienced major changes as the cooler Pleistocene environment transitioned into the warmer Holocene environment; this period also represents the last major retreat of the glaciers and a transformation into the landscape that we generally see today (Chatters, 1998).

Using the Cultural Chronology developed by Ames et al. (1998) the next major technological shift seen in the archaeological record dates to 11,000-5,000/4,400 years ago and is characterized by people who utilized a broad-spectrum hunter-gatherer subsistence economy. These people would have moved across the landscape according to seasonal changes in low population densities which were highly adaptable (Ames et al.). No evidence of pit houses or permanent structures has been found from this era. Technologies inferred from artifacts and features indicate that these people were highly mobile and likely had no use for a permanent structure. This period also predates the eruption of Mount Mazama in southern Oregon, a chronological marker used to date archaeological sites based on their position above or below the lens of ash.

After the eruption of Mount Mazama, Ames et al. (1998) identifies the next major technological shift at 5,000/4,400-1,900 years ago. This shift in technology is marked by the decline in frequency of projectile points and an increase in milling stone size and evidence of intensified natural resource exploitation including certain roots and salmon. This period also marks the first appearance of pit houses. The climate during this period was cooler relative to the climate observed during Period 1B. Timberlines descended in elevation and moisture increased (Chatters, 1998).

The next period of technological shift identified by Ames et al. (1998) spans from 1,900 years ago to A.D. 1720 (ca. 300 years ago). At the beginning of this period pit houses became widespread. Evidence of a heavy reliance on fishing, storage and intensive exploitation of camas can be found in the archaeological record from this period. Land use patterns observed by Euro-American explorers during their first arrivals corroborate archaeological findings. The period ends with the arrival of the horse and European explorers (i.e., Contact Period). Within this period the climate continued to cool until around 800 years ago when temperatures begin to warm and glaciers receded as a result (Chatters, 1998). This fluctuation in temperature is reflected in the observable tree lines in the archaeological record. Between A.D. 1400 and 1850 a “Little Ice Age” occurred, and while evident in the higher mountain ranges, this event had little effect on the flora of the Northwest (Chatters, 1998).

Early Euro-American History

At the time of Euro-American arrival to the project area the landscape was home to the Cayuse, Umatilla and Walla Walla groups (Stern 1998). The Cayuse spoke their own language while the Walla Walla and the Umatilla spoke dialects of Sahaptin. These people followed a highly mobile lifestyle based on fishing, hunting and plant resources that were obtained through a seasonal round of hunting and gathering. Winter villages were situated along river valleys at lower elevations such as Yellowhawk Creek.

Before Washington became a territory, in the autumn of 1805, Lewis and Clark were the first Euro Americans to explore the region when they canoed down the Snake River and then on to the Columbia River. On their way back east the expedition traveled one mile up the Walla Walla River and then traveled overland to the Touchet River (Moulton 1991).

Canadian explorer David Thompson (1770-1857) was the first to describe interactions with native groups in his historical narrative account (historylink.org, 2012; HistoryLink File #9009). Thompson embarked from Kettle Falls on July 3, 1811 on a historic voyage down the Columbia River to the Pacific Ocean. Thompson was also the fur agent in charge of the Columbia Department of the North West Company of Canada. He was sent on a mission to determine whether the Columbia was navigable to the sea and whether it could provide a viable trade route for the fur company. Thompson was the first white man to descend the river and make contact with tribes between Kettle Falls and the mouth of the Snake River. Thompson’s route intersected the route of Lewis and Clark from five years earlier.

Between 1818 and 1833, additional trading posts were established in the Northwest. Ross (1956, pg.125) notes the Yakama were trading at Fort Nez Percés near the mouth of the Walla Walla River after the North West Company established the post in 1818. Fort Vancouver was established by the London-based Hudson’s Bay Company (HBC) on the Lower Columbia River in 1825. Fort Nisqually, established by the HBC at the south end of Puget Sound, was established in 1833. By the late 1840s, the fur trade went into decline while a new era of intensive settlement primarily by Euro-Americans was just beginning. Instead of trading posts, military forts were constructed.

The arrival of Euro-Americans marked a new period in the landscape.

Walla Walla

With the establishment of the fur trade in the Washington and Oregon region missionaries began coming to the region with hopes of converting the native peoples to Christianity and use of agriculture. One of these groups was Marcus and Narcissa Whitman who chose Waiilatpu as the location for their Presbyterian mission in October of 1836 (Meinig 1968). A combination of failing to convert local native people to Christianity and the arrival of scarlet fever and measles, likely introduced by emigrant parties, created a precarious relationship between the Whitman's and the local peoples. Tribal frustrations reached a peak and the Whitman Mission was attacked by local peoples who killed Marcus and Narcissa Whitman along with 11 other people in 1847. The remaining personnel were ransomed after one month to representatives of the Hudson's Bay Company for five hundred dollars' worth of goods (Meinig 1968).

One of the by-products of early French trappers coming to the area in the 1820's-1830's is that they inter-married with Native women of the area. These mixed but mostly catholic French/Indian families were known locally as Metis, and must have been known to the Presbyterian Whitman Mission people, but were never mentioned in Whitman's diaries. The Metis were the longest inhabitants of Frenchtown, the earliest community on the west side of what would become Walla Walla, and descendants still celebrate their heritage today. Later they would relocate and become absorbed into the tribes:

In the 1880s, when reservation lands were allotted to individual Indians, a Métis group descended from former Hudson's Bay Company employees and their Indian wives moved from Frenchtown to the reservation (Historical Research Associates 2009: Appendix B-7)

Once the treaty with the Walla Walla's was signed in 1855, a group of Oregon Militia decided to confront the Native groups, led by Peopeomoxmox, chief of the Walla Walla tribe. Over 1000 Native Americans were involved against 350 well-armed militia men from Oregon.

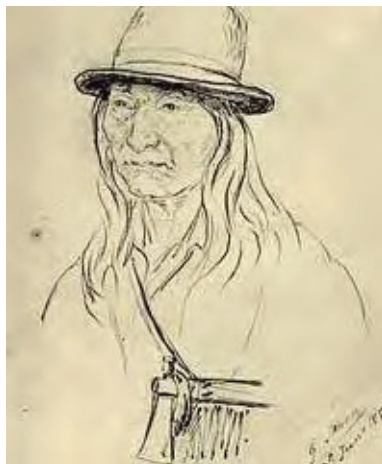


FIGURE 4: PEOPEOMOXMOX, COURTESY WASHINGTON SATATE HISTORICAL SOCIETY

In response to a call from U.S. Army Major Gabriel Rains, Oregon Mounted Volunteers marched from the Willamette Valley and established Fort Henrietta on the Umatilla River. After inspecting the abandoned Fort Walla Walla trading post, they marched towards the Touchet River to punish the Walla Wallas. Chief Peopeomoxmox met them under a white flag of truce and at their insistence became their hostage to prevent an immediate attack on his village. When the Volunteers returned to the Walla Walla River and started up the valley to establish a winter camp at the old Whitman Mission, the battle began. Peopeomoxmox and four other hostages were killed while in captivity by the Volunteers at the Larocque cabin during the first day of the battle. The Chief's body was mutilated and dismembered. (Frenchtown Historical Foundation:2016)

When the fighting subsided, and the Native Americans had retreated after four days, the military began to assert its control, and implemented martial law in the region. The precursor to modern Wala Walla: Steptoeville was established:

During 1856, the Walla Walla Valley was occupied with overwhelming force, including Federal troops commanded by two newcomers on the scene who would have a great influence on future conflict in the region: Colonel George Wright and Colonel Edward Steptoe. Kamiakin and many of his followers took refuge to the east, in the country of the Spokane Tribe, and would become involved in a final loose alliance against the intruding whites that also included the Coeur d'Alenes and Palouses. By 1858, Steptoe had established a new Fort Walla Walla near the current city of the name. In the spring of that year he led a doomed expedition into the Palouse Hills north of the Snake River. At the battle of Tohotonimme, near present day Rosalia, his command was overwhelmed by large numbers of Indian warriors, surrounded, and then expelled back across the Snake River. (Emmerson and Gaugh 2008:12)

After the Battle of Walla Walla, the region had been firmly rested from the control of tribal groups, and despite an uneasy coexistence, no more major conflicts occurred

The larger conflict known as the Yakama War finally ended in 1858 following an aggressive campaign by the U.S. Army under Colonel George Wright. In 1859, Congress ratified the three treaties signed in Walla Walla resulting in the Yakama, Nez Perce, and Umatilla reservations and officially opening the rest of the region to white settlement. (Frenchtown Historical Foundation:2016)

The discovery of Gold in Idaho, NE Washington and the Blue Mountains of Oregon created the next influx of Euro-Americans to the region. With the creation of the Washington territory in 1853 Isaac Stevens was appointed the territorial governor and decided that a reservation system in Washington would best serve the interests of the Indians and non-Indians. With a signed treaty Stevens immediately declared that ceded lands were open for settlement immediately. With this declaration miners began flowing through Indian lands creating tension between the local peoples and the incoming miners, most of whom were particularly unsavory to the local Indians (Meinig 1968). This tension erupted into violence and the local Indian agent, supported by the army, ordered all non-Indians out of the Walla Walla Valley in late 1855 or early 1856. During the summer of 1856 the army established Fort Walla Walla on Mill Creek 5 miles upriver from the former Whitman mission which allowed them to control movement through the valley by its near proximity to the trails used to access various regions within the valley.

Peace was declared in 1858 and the Walla Walla valley was opened to non-Indian settlement. The town of Walla Walla was created in 1859 and it supplied the incoming miners as well as Fort Walla Walla. Walla Walla was

officially incorporated on January 11, 1862. Following this period of rapid growth, agriculture became the city's primary industry.

College Place, although currently directly adjacent to Walla Walla, was originally 3 miles SW of the city. Its foundations as a city arise from the founding of Walla Walla College.

College Place was given its name in 1891, after Seventh-day Adventists in Washington and Oregon decided to establish a college in the area adjacent to Walla Walla's southwest border. Even before the first stones were laid for the college's first buildings, the land around the site was platted and Adventist families began buying lots.

Of those families that moved to College Place, "the overwhelming majority came because of the school - to work there, to enroll their children in school, or to attend as adults," writes Wilton H. Bunch, son of the first mayor of College Place. But the new town was not to be solely a haven for Adventists. "Despite this driving force for growth, College Place was not a Seventh-day Adventist ghetto; the Presbyterians built the first church building. The German church followed in 1911, and the college finally built an SDA church that opened in 1913" (Bunch, p. 9)

In anticipation of the growth of the town around the soon-to-be college, a post office was established in College Place in May 1892. Henry Carnahan was named the first postmaster and he opened for business using the front room of his residence. Before the establishment of the College Place post office, residents had to drive or walk three miles to Walla Walla for their mail. (Marshall, 2017).

Literature Review:

PREVIOUS ARCHAEOLOGICAL SURVEY AND KNOWN ARCHAEOLOGY

The literature review was conducted at the Washington Department of Archaeology and Historic Preservation (DAHP) website, WISAARD.

The file search revealed that 25 relevant archaeological surveys have been completed within 1 mile of the proposed project area.

NADB: 1689152

Title: A Cultural Resources Inventory of a Revised Location of the Briggs High Tunnel,
Contract No. 1616P

Report Date: March 24, 2017

Document Type: Survey Report

Author: Hoffmann, Tara

This NRCS project did not identify eligible cultural resources within the Area of potential effect.

NADB: 1688771

Title: A Cultural Resources Inventory of Two Seasonal High Tunnels (Contract Nos. 160B7 and 1606P)
Report Date: September 9, 2016
Document Type: Survey Report
Author: Hoffman, Tara

This NRCS project did not identify eligible cultural resources within the Area of potential effect.

NADB: 1688357
Title: Archaeological Survey of the City of College Place Kiwanis Park, College Place, Washington
Report Date: May 1, 2016
Document Type: Survey Report
Author: Morton, Ashley

This Fort Walla Walla Museum project did not identify eligible cultural resources within the Area of potential effect.

NADB: 1686340
Title: Cultural Resources Investigations for the Jonathan M. Wainwright Memorial VA Medical Center Site Utilities Project
Report Date: February 1, 2015
Document Type: Survey Report
Author: McKenney, Pamela

This Archaeological and Historical Services project Identified some scattered non-diagnostic historic remains, as well as a corner foundation for a Fort Walla Walla era building, and requested minor re-alignment of the project.

NADB: 1684825
Title: Final Report: Phase II Archaeological Survey for the Department of Veterans Affairs Enhanced-Use Lease Project: Jonathan M. Wainwright Memorial VAMC
Report Date: February 1, 2014
Document Type: Survey Report
Author: Cascella, Melissa

This report by ICF international detailed a phase II discovery of two known archaeological sites for a new veterans affairs project.

NADB: 1684806
Title: Cultural Resource Survey for the Taumarson Road Reconstruction Project
Report Date: January 1, 2014
Document Type: Survey Report
Author: Hannum, Michelle

This Plateau Archaeological Investigations project did not identify eligible cultural resources within the Area of potential effect.

NADB: 1684678

Title: Phase II/III Archaeological Investigations: Proposed Multi-Specialty Out-Patient Clinic and Residential Recovery Unit Projects, Jonathon M. Wainwright Memorial VA Medical Center

Report Date: January 1, 2014

Document Type: Survey Report

Author: Payne, James

This report by Fort Walla Walla Museum detailed a phase II/III discovery and mitigation of Fort era historic archaeological sites for a new veterans affairs project.

NADB: 1684559

Title: Cultural Resources Survey for the Davis Elementary School Project, City of College Place

Report Date: November 1, 2012

Document Type: Survey Report

Author: Hannum, Michelle

This Plateau Archaeological Investigations project identified the Davis Elementary School gymnasium as potentially eligible to the National Register.

NADB: 1683934

Title: College Place SP05WO313, 218 SE 4th St., College Place

Report Date: July 11, 2013

Document Type: Historic Structures Survey Report

Author: Buehner, Chanel

This cellular tower antennae project found no properties affected.

NADB: 1683931

Title: Cultural Resources Survey for the College Avenue and Rose Street Reconstruction Project, City of College Place, Walla Walla County, Washington

Report Date: January 1, 2013

Document Type: Survey Report

Author: Harder, David

This Plateau Archaeological Investigations project did not identify eligible cultural resources within the Area of potential effect.

NADB: 1683350

Title: Cultural Resources Survey for the John Sager Middle/High School Project, City of College Place

Report Date: January 1, 2013

Document Type: Survey Report

Author: Hannum, Michelle

This Plateau Archaeological Investigations project did not identify eligible cultural resources within the Area of potential effect.

NADB: 1683092

Title: Cultural Resource Survey of the Proposed Myra Road SR 125 to Garrison Creek Project

Report Date: May 17, 2012

Document Type: Survey Report

Author: Civay, Gregory

This Fort Walla Walla Investigation identified three previously identified historic sites potentially affected by the proposed project.

NADB: 1682374

Title: Archaeological Monitoring of Ground Disturbing Activities at the SSA Building Project

Location, College Place

Report Date: June 12, 2012

Document Type: Monitoring Report

Author: Harder, David

This Plateau Archaeological Investigations project did not identify eligible cultural resources within the Area of potential effect during monitoring.

NADB: 1354960

Title: Cultural Resources Survey Jonathan M. Wainwright VA Memorial Medical Center New Multi-Specialty Care Outpatient Clinic and Campus Realignment Project

Report Date: August 1, 2010

Document Type: Survey Report

Author: Hetzel, Christopher

This ICF International project identified many resources related to Fort Walla Walla and requested mitigation prior to proceeding on the Veterans affairs project.

NADB: 1354597

Title: Myra Road- SR 125 to Garrison Creek Project, Walla Walla and College Place, Washington

Report Date: August 11, 2010

Document Type: Survey Report

Author: Roberst, Stephen

This Fort Walla Walla Museum project did not identify eligible cultural resources within the Area of potential effect.

NADB: 1353752

Title: Cultural Resources Assessment, T-Mobile College Place WT Telecommunication Cell Tower Site

Report Date: November 1, 2009

Document Type: Survey Report

Author: Chidley, Michael
County: Walla Walla

This cellular tower antennae project by Bannerstone Archaeological Consulting found no adverse effect to a single historic structure.

NADB: 1352462
Title: Cultural Resource Survey for the Proposed Building Expansion and Parking Lot at Fort Walla Walla Museum
Report Date: February 10, 2009
Document Type: Survey Report
Author: Payne, James H.

This Fort Walla Walla Museum project did not identify eligible cultural resources within the Area of potential effect.

NADB: 1352306
Title: Archaeological Testing Report, Port of Walla Walla Key Technology Campus Expansion Project
Report Date: December 22, 2008
Document Type: Data Recovery Report
Author: Rust, Thomas C.

This project involved phase 2 testing at 45WW240. The site was previously recorded and involved the historic port of Walla Walla from the late 19th century.

NADB: 1350619
Title: Archaeological Survey for the 2007 Walla Walla Reconditioning Project
Report Date: November 15, 2007
Document Type: Survey Report
Author: Buchanan, Kelsey W.

This Archaeological Investigations Northwest project did not identify eligible cultural resources within the Area of potential effect.

NADB: 1350594
Title: Cultural Resource Survey for the Commercial Drive Road Construction Project, College Place
Report Date: November 1, 2007
Document Type: Survey Report
Author: Harder, David A.

This Plateau Archaeological Investigations project did not identify eligible cultural resources within the Area of potential effect during monitoring.

NADB: 1350453
Title: Eastside Water Development Project Cultural Resource Survey, College Place

Report Date: November 1, 2007
Document Type: Survey Report
Author: Harder, David

This Plateau Archaeological Investigations project identified a single archaeological site related to the historic Davin family of Walla Walla.

NADB: 1349605
Title: Cultural Resource Survey for the College Place South Cellular Tower #2839
Report Date: July 1, 2007
Document Type: Survey Report
Author: Harder, David A.

This Plateau Archaeological Investigations project did not identify eligible cultural resources within the Area of potential effect.

NADB: 1349442
Title: Cultural Resource Survey for Whitman Crossing Project, College Place
Report Date: March 1, 2007
Document Type: Survey Report
Author: Harder, David A.

This Plateau Archaeological Investigations project did not identify eligible cultural resources within the Area of potential effect but recommended monitoring.

NADB: 1349294
Title: Cultural Resource Survey for Myra Road Extension, College Place and Walla Walla
Report Date: April 1, 2007
Document Type: Survey Report
Author: Harder, David A.

This Plateau Archaeological Investigations project identified several cultural resources within the Area of potential effect but recommended monitoring.

NADB: 1348558
Title: Whitman Drive Extension Project Cultural Resources Survey, College Place
Report Date: October 1, 2006
Document Type: Survey Report
Author: Harder, David

This Plateau Archaeological Investigations project did not identify eligible cultural resources within the Area of potential effect.

Previously recorded National Register properties within 1 linear mile

Register Name: Saturno-Breen Truck Garden
Other Name(s): Breen Truck Garden
Listing Number: 82004301
Smithsonian Number: WW00071
Address: East of College Place on Route 5, College Place, WA
Construction Year(s): 1892
Listed Date: 1982-03-01
Register Status: National Register; Washington Heritage Register

Previously recorded archaeological sites within the project proposed Alignment APE

WW00389

Comments: Historic isolate, 9mm cartridge casing, ca. Early-twentieth century, March 1, 2016

WW00390

Comments: Historic isolate, corroded brass button, ca. Late-nineteenth century, March 1, 2016

WW00391

Comments: Historic isolate, crushed, white aluminum screw bottle cap embossed with "RB" within a wreath, ca. Late-nineteenth century to early-twentieth century, Field Temporary Number(s): ZBA Isolate 8

WW00397

Comments: Precontact lithic material, chert flake, Historic Military Properties, historic debris concentrations, red brick, mortar fragments, sawn mammal bones, metal fragments, cut nails, glass, historic component ca. late-nineteenth century to early-twentieth, September 23, 2015

WW00346

Comments: Historic Military Properties, Brick Foundation, Ceramic, Glass, Slate, Charcoal, Nails, Wood, 50 X 50 Ft, Ca. 1883 – 1921, April 3, 2013

WW00347

Comments: Fort Walla Walla Sewer System, Ceramic Sewer Tile, Bricks, Mortar, Manholes, 620 X 5 Ft, Ca. 1895 – 1921+ , April 3, 2013

WW00348

Comments: Historic Federal Properties, Ceramic, Glass, Metal, Square And Round Nails, Metal Wire, Coal, Slag, Wood, Charcoal, Concrete Blocks, 150 X 70 FT, CA. 1945 – 1980, Date Recorded: April 3, 2013

WW00333

Comments: Officers' Row, Brick, Nails, Mortar, Flat Glass, Wood, Concrete, Slate, Tile, Plaster, Roofing Shingles, Coal, Slag, Charcoal, Toy Marble, Button, Bullet, Safety Pin,

Textile, pre contact lithic isolate, 313 X 34M, CA. 1858 – 1910, Date Recorded: December 10, 2012

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WW00330

Comments: Fort Walla Walla Building 24, Historic Military Properties, Residential Structure Remains, Foundation, Refuse Debris, Coal, Faunal Remains, Brick, Round Nails, 98 X 79 Ft, Ca. 1875- 1930s, Date Recorded: September 6, 2012

WW00328

Comments: Historic Debris Scatter, 26 Artifacts Of Glass, Bone, Earthenware, Iron And Porcelain, Ca 1900, 213x 132 X 40cm, Date Recorded: April 13, 2012

WW00329

Comments: Historic Debris Scatter, Fort Walla Walla Refuse And Sewer Line, Domestic And Building Materials, Ca 1900, 194 X 146 X 40 Cm, Date Recorded: April 13, 2012

-

WW00332

Comments: Historic Debris Scatter/ Concentration, Unlined Privy Vault, Bottles, Kerosene Lamp Parts, Clay Pipes, Coins, Cans, 6 X 4ft, CA. 1873-1906, Date Recorded: April 13, 2012

WW00331

Comments: Fort Walla Walla Building 71, Historic Military Properties, Historic Residential Structure, Refuse Debris, Glass, Ceramic, Architectural Materials, Brick, Mortar, Round Nails, Screws, Pre Contact Lithics, 100 X 70ft, Historic Component Ca. 1906-1921, Date Recorded: December 30, 2011

WW00344

Comments: Fort Walla Hospital (1858-1889), 255 X 263 Feet, Mid 19th - Early 20th Century, Historic Artifacts: Architectural Materials, Faunal Remains, Metal Slag And Charcoal, Metal, Ceramic, And Glass Fragments; Prehistoric Components: Flake And Biface. Date Recorded: August 1, 2011.

WW00345

Comments: Wagon Shed (Building 66), Circa 1900 - 1925, Historic Artifacts: Wooden Planks, Medicine Bottle, Charcoal, Coal, And Brick Fragments. Date Recorded: July 26, 2011.

WW00342

Comments: Officer's Quarters (Building 7), 140 X 115 Feet, Circa 2nd Half Of 19th Century, Historic Artifact Cluster: Glass, Ceramic, Earthenware Floor Tiles, Tin Can, And Metal Bucket Handle. Date Recorded: April 22, 2011

WW00343

Comments: Coal Shed (Building 58), 23 X 125 Feet, Circa 1850 - 1925, Historic Artifacts: Glass, Ceramic, Bone, Metal, And Coal Chunks. Date Recorded: April 22, 2011.

WW00304

Comments: Historic Fort, Refuse Scatter, Metal Debris, 20 X 13m, Ca. 1880-1910. Date Recorded: July 12, 2010

WW00305

Comments: Historic Fort, Brick, Wire Strapping, 2 X 12m, Ca. 1880-1910. Date Recorded: July 12, 2010

WW00306

Comments: Pre Contact Isolate, Ccs Shatter, Date Recorded: July 10, 2010

WW00240

Comments: Key Technology Historic Debris Scatter And Pre-Contact Components Site, Historic Refuse, Glass, Ceramic, Concrete, Tile, Brick, Fiberboard, Wire, Pipes, Bolts, Round Head Nails, Pre-Contact Lithic Material, 181 X 172m, Ca. 1860s-1940s. Date Recorded: May 19, 2008.

WW00212

Comments: Historic Refuse Scatter, Ceramic, Glass, Metal, Brick, Shell, Mammal Bone, From Plow Zone -Lithic Debitage, 181 X 8m, Ca. 1909-2000. Date Recorded: October 31, 2007.

WW00033

Comments: Fort Walla Walla Military Site, Extensive Dump, 1 Sq. Mile, 1858, Date Recorded: December 5, 1977.

WW00105

Comments: LITHIC ITEMS INCLUDE 16 DOUBLE-NOTCHED NET SINKERS, Date Recorded: January 1, 1966.

General Land Office Cadastral map review

By 1860, roads in the area were well established. In the locale of the future Larch Avenue was open farmland. Cross territorial and inter-territorial roads were plentiful given the garrison at fort Walla Walla. In terms of the known infrastructure from the time, there is little to indicate any specific ownership other than a landholding of a *J. Mitchel (Figure 7, Cadastral)*.

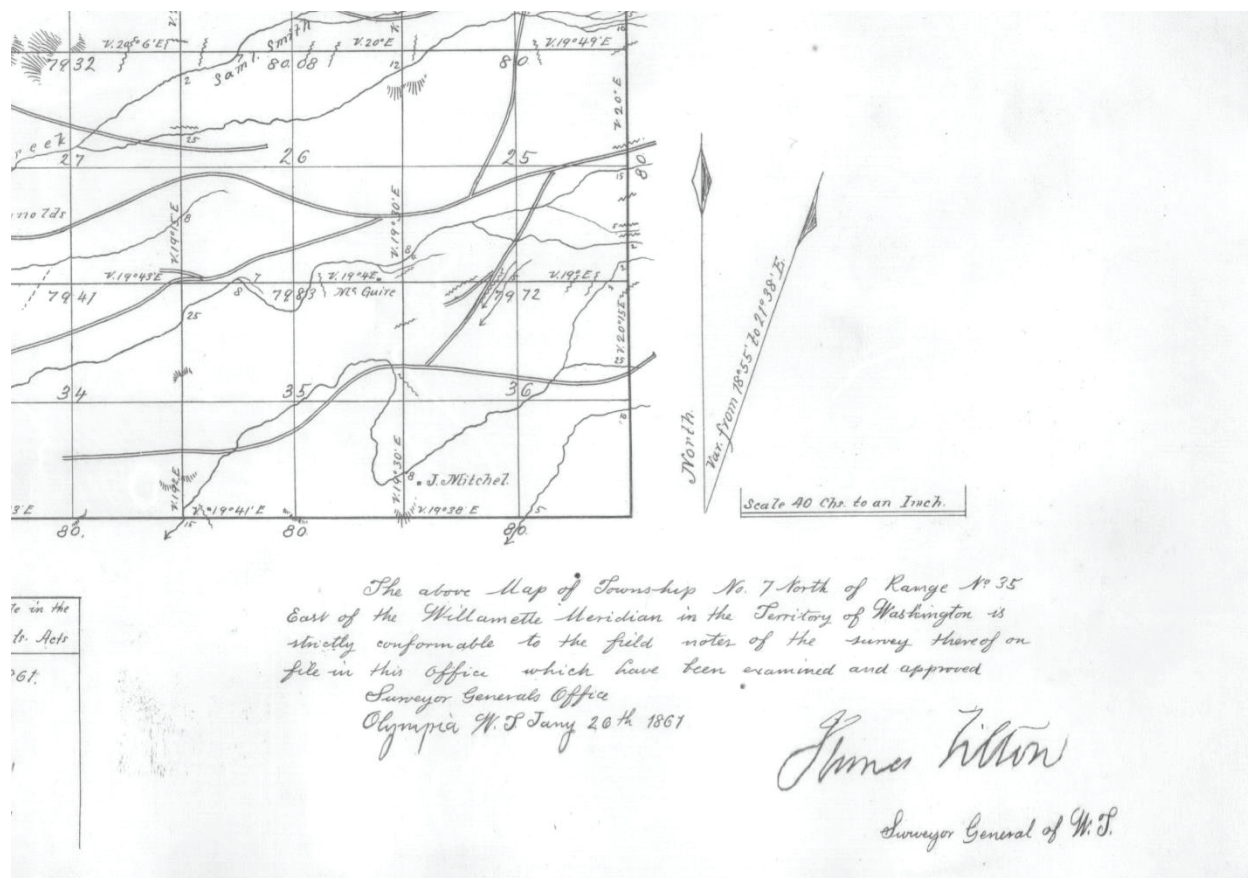


Figure 5: 1860 cadastral map by Hurd & Lodge, T07N, R35E

Research Analysis

Background research shows that although quite a number of archaeological research studies in the local area, particularly many associated with the remains of Fort Walla Walla. The 26 sites noted are of great indicative importance. What is imperative to recognize is that this area was occupied by the original Walla Walla College, and there remains potential for cultural sites related to the school, with potential for remains exceeding a century. There have been no listed studies in the direct area of potential effect for the project. Mitigating this somewhat is an unknown amount of infrastructural disturbance from modern transportation related construction.

Deep Aeolian silty soils and a dry sage steppe environment likely limited precontact land use in some areas, but local tribal groups would have focused settlement and resource acquisition in areas where water was readily available like local rivers and streams, two of which can be seen in the 1860 cadastral map of the sections in question.

All three intersections pose challenges in terms of cultural resources. There has been inadequate fieldwork within the direct proposed study area to make many assumptions. Challenges include the proximity to known historic settlements such as Fort Walla Walla and Walla Walla College as well as the general proximity to a well-known Native American habitation zone.

Recommendations

At this time, from a preservation perspective **we must recommend subsurface cultural resources study 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.** In terms of potential contact or precontact remains, given the known potential of this area, subsurface testing and monitoring should also be conducted. From a research perspective, for the purposes of this preliminary study, we do not have any material way of knowing the potential for intact soils or archaeologically positive layers. A survey research strategy must be developed at the next stage when alignments and construction engineering is determined.

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APPENDIX F
Traffic Report



May 2, 2018

Mike Rizzitiello
City Administrator
625 South College Avenue
College Place, Washington 99324

Via email: MRizzitiello@cpwa.us

Regarding: Alternative Traffic Control Analysis
Central College Place Planning Study
College Place, Washington
PBS Project 67136.000

Dear Mr. Rizzitiello:

As a component of the Central College Place Planning Study, PBS is submitting a revised and updated alternative traffic control analysis (ATCA) for intersections potentially impacted by the development of the NE Larch Avenue site. This letter updates the letter report dated February 28, 2018, based on comments from the March 8, 2018, phone conference, additional in-process project trips, updated collision data, and College Place City Council comments from the email dated March 29, 2018.

The analysis included four key intersections and evaluated the alternative traffic controls ranging from "do nothing" to a standard roundabout. The report format follows Washington State Department of Transportation's (WSDOT) *Design Manual* for Intersection Control Analysis.¹ This includes addressing the following:

- Project background and need. This builds on the marketing analysis prepared by ECONorthwest for the site.²
- Analysis. Level of service (LOS) analysis based on the City of College Place's (City) Transportation Impact Analysis Guidelines.³
- Cost-Benefit Analysis. Analysis of which alternative will provide the most benefit for cost based on operations and safety impacts.
- Feasibility. Addresses whether there are physical constraints that make some alternatives less or more feasible.
- Selection. Recommendations on the preferred traffic control devised for each intersection.

The scope of work for the analysis included the following intersections:

- C Street and Lambert Avenue
- Larch Avenue and C Street
- Larch Avenue and Whitman Drive

¹ Washington State Department of Transportation, *Design Manual*, July 2017.

² ECONorthwest, *College Place NE Larch Street Site Market Analysis and Site Evaluation*, December 2017.

³ City of College Place, *Transportation Impact Analysis Guidelines*, February 2013.

- Larch Avenue and 12th Street

The following findings and recommendations are based on the ATCA evaluation.

FINDINGS AND RECOMMENDATIONS

The findings of the alternatives analysis are listed below.

College Place has historically grown at about one percent per year. The growth rate has the potential to increase with development interest in large parcels in the conceptual stage of development. These and other conceptual developments are too preliminary to estimate the trip generation. Thus, the background growth is assumed to be two percent per year for 2023 and one percent for 2040. Several in-process projects contribute to the background growth at the study intersections and were applied to the background traffic volumes.

All these in-process projects report PM peak hour traffic trips but several had no data for the AM peak hour, such as Blue Mountain Mall, Homestead Village, and Stone Creek. The AM is not the peak traffic period but the lack of in-process trips from large projects significantly compromised AM LOS analysis and give faulty high LOS reports.

The updated in-process project trips and growth rate resulted in a substandard LOS in 2023 with or without the development of the Larch Avenue site at Larch Avenue/Whitman Drive and Larch Avenue/12th Street intersections. When the in-process developments are completed, these intersections will fail with LOS F operation on the critical approaches.

The analysis is based on the highest trip generation assuming 250 apartments are constructed on the site. This will generate 1,663 daily trips, with 155 trips in the PM and 128 trips in the AM peak hours.

Larch Avenue/Whitman Drive has a collision rate above critical rate. Additional traffic control should reduce the collisions at Larch Avenue/ Whitman Drive. Larch Avenue/12th Street intersection's collision rate is relatively high but below the critical rate.

Criteria from *Manual on Uniform Traffic Control Devices* (MUTCD) are currently met for a four-way stop at Larch Avenue/12th Street and Larch Avenue/Whitman Drive intersections.

None of the streets associated with the studied intersections had bike lanes or other bike route signs or markings. Whitman has a multi-use path on one side and SE 12th Street is intended to be signed as a bike route. Most streets had some or complete sidewalk systems.

All studied intersections currently operate at a LOS within City standards.

By the 2023 construction year, with or without the project trips, Larch Avenue/Whitman Drive and Larch Avenue/12th Street drop below City LOS standards in the PM peak hour.

The 2023 LOS with the project volumes for Larch Avenue/12th Street intersection is LOS C with four-way stop control but Larch Ave/Whitman Drive intersection operated at LOS E, with four-way stop control.

By the 2040 horizon year, with project trips, Larch Avenue/Whitman Drive and Larch Avenue/12th Street, the LOS drops below the City standard without installation of either a traffic signal or roundabout at both intersections.

The analysis did not find the need for additional turn lanes at the studied intersections. Left lanes should be considered with traffic signal installation at the east approach to Larch Avenue/Whitman Drive and all approaches to Larch Avenue/12th Street.

The MUTCD peak hour traffic signal warrants were met for both Larch Avenue/Whitman Drive and Larch Avenue/12th Street in the 2023 horizon year with project trips.

A compact/mini roundabout, with an inscribed circle of 90 feet, is feasible and desirable for the Larch Avenue/Whitman Drive and Larch Avenue/12th Street intersection. Roundabouts are more desirable based on context sensitivity/sustainability design considerations. However, a traffic signal appears to have a better cost-benefit value compared to a roundabout.

Based on the findings of the analysis, the following are the recommended traffic control alternatives for each intersection:

- C Street/Lambert Avenue and Larch Avenue/C Street: Do nothing.
- Larch Avenue/12th Street and Larch Avenue/Whitman Drive: Install a four-way stop now.
- Larch Avenue/12th Street and Larch Avenue/Whitman Drive: Collect development fees for a compact roundabout.
- Larch Avenue/12th Street and Larch Avenue/Whitman Drive: Install either roundabout or traffic signal based on community input and funding available. Assuming funding is available, a roundabout is the preferred alternative.

BACKGROUND AND PROJECT NEEDS

The ATCA is related to the development of the NE Larch Avenue site located at the southwest corner of the intersection of NE Larch Avenue and NE C Street. The 10-acre site is occupied by 4.5 acres of self-storage units. The remaining 5.5 acres is not occupied. The City is interested in increasing its tax base by exploring development opportunities for the NE Larch Avenue site. This report is intended to identify transportation impacts of development alternatives. See Figure 1, Vicinity Map, and Figure 2, Site Plan.

The NE Larch Avenue site is at the intersection of Larch Avenue/C Street. Nearby is the C Street/Lambert Avenue intersection. The Larch Avenue/Whitman Drive and Larch Avenue/12th Street intersections are of interest due to possible impacts. The existing conditions for each roadway is described below.

Larch Avenue is classified as a Minor Arterial, with one lane in each direction and a two-way left-turn lane from C Street to 4th Street. From 4th Street to Lamperti Street, it has only one lane in each direction. It has relatively complete sidewalks on both sides from C Street to 12th Street. It has no bike lanes. The posted speed limit is 30 miles per hour (mph).

C Street is classified as a Minor Arterial, with one lane in each direction and a two-way left-turn lane from Myra Road to Larch Avenue. From Larch Avenue to College Avenue, it is classified as Collector and has only one lane in each direction. It has complete sidewalks on both sides from Myra Road to Larch Avenue and intermittent sidewalks from C Street to College Avenue. It has no bike lanes. The posted speed limit is 25 mph.

Whitman Drive is classified as a Minor Arterial, with one lane in each direction and a two-way left-turn lane from Myra Road to Larch Avenue. From Larch Avenue to College Avenue, it has only one lane in each direction. It has

complete sidewalks from Myra Road to College Avenue. It has no bike lanes but the wide sidewalk on one side is intended as a multi-use path. The posted speed limit is 30 mph.

SE 12th Street is classified as a Minor Arterial, with one lane in each direction from Myra Road to College Avenue. It has intermittent sidewalks from Myra Road to College Avenue. It has no bike lanes but noted in the *2010 Regional Bicycle and Pedestrian Transportation Plan* calls for bike route signage on SE 12th Street. The posted speed limit is 35 mph.

Lambert Avenue is a one-lane roadway and is classified as a Collector, with one lane southbound from Rose Street to C Street. It has no sidewalks or bike lanes. The posted speed limit is 25 mph.

See Figure 3 for intersection lane configuration.

Traffic data was collected on studied intersections and roadways. See Figure 4 for existing peak hour turning movement volumes. The following table summarizes the 24-hour traffic count data in Appendix A.

Table 1. October 2017 Traffic Data

Location	Volume ^a	Speed ^b	Classification		
			PV ^c	Light ^d	Heavy ^e
Larch Avenue south of C Street	6,142	34 mph	5,546	332	12
Larch Avenue south of 6th Street	3,882	33 mph	3,498	236	10
Larch Avenue south of 12th Street	4,562	28 mph	4,137	264	6
C Street east of Larch Avenue	7,011	32 mph	6,276	445	22
C Street west of Larch Avenue	1,744	27 mph	1,543	94	3
Whitman Drive east of Larch Avenue	1,946	29 mph	1,797	101	1
12th Avenue east of Larch Avenue	6,245	34 mph	5,649	306	6

^a Vehicles per day based on 24-hour count

^b 85th percentile speed

^c Passenger vehicles, FHWA Classification 2 to 3

^d Light trucks, FHWA Classification 5 to 7

^e Heavy trucks, FHWA Classification 8 to 13

The current traffic controls at each intersection is stop sign control on the minor or lower volume leg(s) of the two streets. With additional traffic volume, the alternative traffic controls considered range from least restrictive and least expensive to implement to more restrictive and expensive. This includes the following:

- Maintain the existing stop control on the minor leg(s).
- Install additional stop signs to a multi-way stop sign.
- Install a traffic signal with and without additional turn lanes.
- Install roundabouts.

The market analysis report considered several land-use alternatives, and trip generation volumes were estimated for each. The multi-family home alternative was used as the worst-case alternative for trips generated from 250 apartment units.

ANALYSIS

The ATCA includes both LOS analysis and safety for the study intersections. For this ATCA, the “project” assumes the Larch Avenue site is built out with 250 apartment units by 2023. The ATCA considers the following alternatives:

- 2017 existing conditions
- 2023 without project trips
- 2023 with project trips
- 2023 with project trips and mitigation
- 2040 without project trips and existing traffic control
- 2040 with project trips and existing traffic control
- 2040 with project and mitigation
- 2040 with project and a roundabout

Methods and Assumptions

The existing level of service conditions are based on 2017 counts for AM and PM peak hours. The construction year is assumed in 2023. The 2023 and 2040 horizon year conditions are based on a growth rate of two percent in the short term (2023), one percent in the long term and in-process trips from approved land-use development. The in-process project trips were based on traffic impact analysis reports supplied by College Place and Walla Walla. The trips estimated from the reports were distributed to the study intersections.

The future traffic volumes with the project is based on the background growth and the trip generation for medium-density residential land-use as mentioned in the market analysis report. From the ITE Trip Generation Manual for apartments, Land Use Code 220 was used for the trip estimate from the conceptual development.⁴ See the trip generation memo in Appendix B for more information on the trip generation. The trip distribution was based on the existing turning movement volumes at the studied intersection and engineering judgement. See Figure 6 for the trip distribution and trip assignment.

The project area and the LOS analysis are limited to the study intersections. The LOS analysis is based on the City’s Transportation Impact Analysis Guidelines and an assumed peak hour factor of 0.92.

The traffic signal alternative was analyzed with Synchro, version 9.0, using Highway Capacity Manual (HCM) 2010 methodology for both the existing and future conditions. The existing and future LOS was based on an assumed 90-second cycle length in actuated, non-coordinated operation. Future conditions with a roundabout alternative were analyzed with SIDRA Intersection, version 7.0. WSDOT analysis protocol for SIDRA⁵ and Synchro⁶ were used for the analysis. A minor reduction in capacity (1.05 environmental factor) was applied to the proposed mini roundabouts with a 90-foot inscribed diameter due to uncertainty related to mini roundabout performance.

The safety analysis for the intersections reviewed the collision data supplied by WSDOT for the years 2012–October 2017. The collision rate is based on the 2017 turning movement counts. Collision severity—the number of collisions with fatal or severe injuries—is the primary consideration related to the cost-benefit analysis.

The measures of effectiveness are LOS grades, delay, volume-to-capacity ratio, queue length, collision rates, collision frequency, and cost-benefit ratio.

⁴ Institute of Transportation Engineers, *Trip Generation Manual*, 9th Edition, 2012.

⁵ Washington Department of Transportation, *WSDOT Sidra Policy Settings*, November 2015.

⁶ Washington Department of Transportation, *WSDOT SYNCHRO & SIMTRAFFIC Protocol*, April 2017, Synchro version 8.

Cost estimates for the alternatives are conceptual and only intended for comparison purposes in the cost-benefit section.

Existing LOS Analysis without the Project

The existing conditions, in 2017, were analyzed based on recent traffic counts. A peak hour factor of 0.90 was used for all intersections.

Table 2. Intersection LOS for Existing without Project

Intersection	AM Peak				PM Peak			
	LOS ^a	Delay ^b	V/C ^c	Queue ^d	LOS ^a	Delay ^b	V/C ^c	Queue ^d
C Street/Lambert Avenue	A	8	0.01 SB	0	A	8	0.01 SB	0
Larch Avenue/C Street	B	12	0.14 SB	<25	B	13	0.08 SB LT	<25
Larch Avenue/Whitman Drive	C	17	0.45 EB	50	C	20	0.38 EB LT	50
Larch Avenue/12th Street	C	16	0.31 SB	25	D	26	0.52 SB	75

^a Intersection level of service based on delay on critical approach/movement

^b Control delay (seconds) on critical approach/movement

^c Volume to capacity ratio for critical approach/movement

^d 95th percentile queue length in feet for critical approach/movement

The Larch Avenue/12th Street intersection currently is at the City of College Place's LOS threshold of at least D.

Future Background Traffic

The project is assumed to be constructed in 2023 and the trips were added to the 2023 background growth conditions. The future background growth was given consideration. Historically, College Place and the surrounding community has grown at rate of one percent. With the strengthening economy and interest in several large parcels within the area, the growth rate was increased to two percent. This is intended to address the large lots conceptual developments south of SR 125 at Myra Road and the McKiernan/Christensen properties the southwest quadrant of the Mojonier Road and College Avenue as well as several other developments. At this stage of these developments, it is not possible to accurately estimate the trip generation, distribution, and assignment to the studied intersections. A growth rate too high can result in reports with a faulty low level of service and recommendation of expensive transportation improvement that may be unnecessary. Thus, the 2040 forecasted traffic volumes used the historic one percent growth rate.

The analysis included traffic from several "in-process" projects. These are projects approved for construction that can be either incomplete or not started. Thus, their project trips were added to the studied intersections in either 2023 or 2040 based on phasing. The number of trips were taken from the traffic studied prepared for each and distributed to the studied intersections. In several cases, only PM trips were reported in the traffic studies. Thus, the AM analysis does not include many in-process project trips. If applicable, the in-process project's pass-by trip reduction was applied, and the net new trips were assigned to the studied intersection. Some were reported as partially complete, such as Homestead Acres, which has 144 homes of the total 321 homes complete and fully occupied. The following list are in-process projects contributing to the background traffic in 2023 and 2040:

- The Village at Fort Walla Walla – zero percent complete. Phase one applied to 2023 and phases two through five applied to 2040.

- Whitman Crossing 2 – zero percent complete, 2023 only.
- Blue Mountain Mall – zero percent complete 2023 only, PM trips only.
- Homestead Village – 45 percent complete, 2023 only, PM trips only.
- Locati Blalock – 90 percent complete, 2023 only.
- Stone Creek – 40 percent complete, 2023 only, PM trips only.

See Figure 5 for 2023 in-process trips assigned to the studied intersections. The trip distribution and assignment to the studied intersections is based on professional judgement and existing traffic volumes. The in-process trips were added to the existing traffic volume with the grown rate applied and used in the future year traffic analysis.

2023 LOS Analysis with and without the Project

See Figure 7 and 8 for 2023 turning movement counts, with and without the project.

Table 3. Intersection LOS for 2023 without Project

Intersection	AM Peak				PM Peak			
	LOS ^a	Delay ^b	V/C ^c	Queue ^d	LOS ^a	Delay ^b	V/C ^c	Queue ^d
C Street/Lambert Avenue	B	13	0.29 SB	25	A	8	0.01 SB	0
Larch Avenue/C Street	B	12	0.15 SB	<25	C	15	0.13 SB LT	<25
Larch Avenue/Whitman Drive	C	19	0.50 EB	75	F	63	0.84 EB LT	175
Larch Avenue/12th Street	C	16	0.30 SB	25	F	78	0.94 SB	225

^a Intersection level of service based on delay on critical approach/movement

^b Control delay (seconds) on critical approach/movement

^c Volume to capacity ratio for critical approach/movement

^d 95th percentile queue length in feet for critical approach/movement

The Larch Avenue/12th Street and Larch Avenue/12th Street intersections are estimated to fail (LOS F) in 2023 in the PM peak hour. This is due to several large in-process projects and expected developments. The expected development was addressed by increasing the background growth rate from one to two percent annually. The in-process trips were assigned to these two intersections based on professional judgement on the trip distribution. Thus, the level of confidence in the LOS estimate is only moderately high but it is a reasonable expectation based on the best information we have available. It is recommended that the City put each intersection on the six-year transportation improvement program and collect development fees to fund intersection improvements.

Table 4. Intersection LOS for 2023 with Project

Intersection	AM Peak				PM Peak			
	LOS ^a	Delay ^b	V/C ^c	Queue ^d	LOS ^a	Delay ^b	V/C ^c	Queue ^d
C Street/Lambert Avenue	A	8	0.01 SB	0	A	8	0.01 SB	0
Larch Avenue/C Street	B	12	0.15 SB	<25	C	16	0.13 SB LT	<25
Larch Avenue/Whitman Drive	C	24	0.59 EB	100	F	121	1.05 EB LT	250
Larch Avenue/12th Street	C	18	0.42 SB	50	F	300+	1.56 SB	475

^a Intersection level of service based on delay on critical approach/movement

^b Control delay (seconds) on critical approach/movement

^c Volume to capacity ratio for critical approach/movement
^d 95th percentile queue length in feet for critical approach/movement

The LOS is further impacted by the proposed Larch Avenue project. As it proceeds in the development approval process, conditions of approval should include contributions to intersection improvements that brings LOS with City standards, LOS D.

2023 PM Peak Hour Level of Service Analysis with Project and Mitigation

Only the PM peak hour drops below City LOS standards and only at the Larch Avenue/Whitman Drive and Larch Avenue/12th Street intersections. Four-way stop controls was evaluated as a low-cost mitigation.

Table 5. Intersection Level of Service for 2023 with Project and four-way stop Control

Intersection	PM Peak			
	LOS ^a	Delay ^b	V/C ^c	Queue ^d
Larch/Whitman	F	67	1.01 SB	375
Larch/12th	D	34	0.83 WB	225

^a Intersection level of service based on delay on critical approach/movement

^b Control delay (seconds) on critical approach/movement

^c Volume to capacity ratio for critical approach/movement

^d 95th percentile queue length in feet

The installation of all-way stop control at Larch Avenue/12th Street improves the LOS to within City standards (LOS D), but the Larch Avenue/Whitman Drive intersection remains well below City standards.

2040 Level of Service Analysis with and without the Project

The one percent annual growth rate and the full build out of the Village at Fort Walla Walla project trips were added to the existing traffic volumes for the 2040 horizon year without the project trips or the four-way stop control. See Figures 9 and 10 for 2040 turning movement counts, with and without the project.

Table 6. Intersection Level of Service for 2040 without Project

Intersection	AM Peak				PM Peak			
	LOS ^a	Delay ^b	V/C ^c	Queue ^d	LOS ^a	Delay ^b	V/C ^c	Queue ^d
C/Lambert	B	14	0.32 SB	25	A	8	0.01 SB	0
Larch/C	B	13	0.18 SB	<25	C	16	0.14 SB LT	<25
Larch/Whitman	F	54	0.90 EB	250	F	334	1.61 EB LT	550
Larch/12th	C	21	0.48 SB	75	F	505	1.98 SB	625

^a Intersection level of service based on delay on critical approach/movement

^b Control delay (seconds) on critical approach/movement

^c Volume to capacity ratio for critical approach/movement

^d 95th percentile queue length in feet for critical approach/movement

Both Larch Avenue/Whitman Drive and Larch Avenue/12th Street have LOS significantly below City standards.

The project trips were added to the 2040 traffic conditions.

Table 7. Intersection Level of Service for 2040 with Project

Intersection	AM Peak				PM Peak			
	LOS ^a	Delay ^b	V/C ^c	Queue ^d	LOS ^a	Delay ^b	V/C ^c	Queue ^d
C/Lambert	B	14	0.34 SB	50	A	8	0.007 SB	0
Larch/C	B	14	0.19 SB	25	C	17	0.15 SB LT	<25
Larch/Whitman	F	88	1.03 EB	325	F	504	1.98 EB LT	675
Larch/12th	C	23	0.55 SB	75	F	1034	3.12 SB	875

^a Intersection level of service based on delay on critical approach/movement

^b Control delay (seconds) on critical approach/movement

^c Volume to capacity ratio for critical approach/movement

^d 95th percentile queue length in feet for critical approach/movement

With project trips the delay increases, and the LOS falls further below City standards. The four-way stop mitigation was evaluated for the 2040 PM peak with project trips.

Table 8. Intersection Level of Service for 2040 PM Peak with Project and four-way stop Control

Intersection	PM Peak			
	LOS ^a	Delay ^b	V/C ^c	Queue ^d
Larch/Whitman	F	153	1.25 SB	575
Larch/12th	F	78	1.03 WB	375

^a Intersection level of service based on delay on critical approach/movement

^b Control delay (seconds) on critical approach/movement

^c Volume to capacity ratio for critical approach/movement

^d 95th percentile queue length in feet for critical approach/movement

The traffic volumes are too high for a four-way stop controlled intersections and additional traffic control is needed. The LOS was evaluated for 2040 PM peak hour with project trips and with two mitigation alternatives at Larch Avenue/Whitman Drive and Larch Avenue/12th Street:

- Traffic signal
- Roundabout

The traffic signal is assumed to be two-phase operation, 90-second cycle length, with striped left turn lanes and permitted left turn phasing. No widening is assumed for both intersections.

Table 9. Intersection Level of Service for 2040 PM Peak with Project and Traffic Signal

Intersection	PM Peak			
	LOS ^a	Delay ^b	V/C ^c	Queue ^d
Larch/Whitman	B	11	0.64 SB	288
Larch/12th	A	10	0.51 SB	100

^a Intersection level of service based intersection summary

^b Control delay (seconds) for intersection summary

^c Volume to capacity ratio for critical approach/movement

^d 95th percentile queue length in feet for critical approach/movement

The LOS service for the two intersections improved dramatically with a LOS significantly higher than City standards.

To complete the alternative traffic control analysis, roundabouts were evaluated at both Larch Avenue/Whitman Drive and Larch Avenue/12th Street as mitigation. Single-lane roundabouts are assumed with an inscribed circle of 90 feet, outside diameter of the circular intersection, which is approximately the diagonal distance from curb to curb in the existing intersection. At this diameter, the roundabout falls within a mini or compact roundabout category. A mini roundabout was proposed to minimize any necessary right-of-way, but the smaller diameter reduces capacity. Table 10 shows the LOS for both intersections.

Table 10. Intersection Level of Service for 2040 with Project and Roundabout

Intersection	PM Peak			
	LOS ^a	Delay ^b	V/C ^c	Queue ^d
Larch/Whitman	B	15	0.68 SB	225
Larch/12th	B	12	0.62 WB	175

^a Intersection level of service based on delay on critical approach/movement

^b Control delay (seconds) on critical approach/movement

^c Volume to capacity ratio for critical approach/movement

^d 95th percentile queue length in feet for critical approach/movement

The LOS for a compact mini roundabout at Larch Avenue/Whitman Drive and Larch Avenue/12th Street is approximately the same as the proposed traffic signals. Based on LOS, four-way stop control is the preferred traffic control in the short term, but roundabouts are the preferred alternative in the long term. Depending on the impact of in-process and conceptual development, intersection improvement may be needed as soon as 2023.

Safety Analysis

The safety evaluation included review of the collision history, calculating the collision rate, and preparing a collision diagram for locations with a collision rate above the critical rate. Over five years (January 1, 2012–October 2017) of collisions were reviewed for crash trends and rates. The collision rates were estimated for each intersection based on 2017, PM turning movement volumes. Table 11 summarizes the existing collision history.

Table 11. Intersection Collision History Analysis

Location	Number of Collisions	Number of Serious Injury or Fatal Collisions	Daily Traffic Entering Intersection	Critical Collision Rate	Intersection Crash Rate
C Street and Lambert Avenue	2	0	6,730	0.90	0.14
Larch Avenue and C Street	4	0	6,920	.90	0.27
Larch Avenue and Whitman Drive	17	0	7,900	0.88	1.01
Larch Avenue and 12th Street	11	0	8,510	0.89	0.61

Because the crash rate at the Larch Avenue/Whitman Drive intersection was above the critical rate, a collision diagram was prepared. A Larch Avenue/12th Street collision diagram was prepared as well. See Appendix D for collision diagrams. They show a significant number of right-angle collisions that are correctable by stop signs or other improvements.

Stop Sign Evaluation

The multi-way stop sign warrants were checked in the MUTCD for the intersection of Larch Avenue/12th Street and Larch Avenue/Whitman Drive under the current conditions.⁷ The warrants are:

- Collision History: In a 12-month period, five collisions susceptible to correction by a multi-stop (for example, right-angle collisions)
- Minimum Volume: At least 300 vehicles per hour for 8 hours on the major approach
At least 200 vehicles per hour for the same 8 hours on the minor approach
Average delay on the minor street of 30 seconds per vehicle

The Larch Avenue/12th Street intersection meets warrants for a four-way stop under existing conditions based on the minimum volume criteria. In a 12-month period between September 2015 and August 2016, five collisions were recorded, three of which were right-angle collisions. See collision diagram in Appendix D. The peak hour delay for the minor street approach is 46 seconds.

Table 12 shows the hours that meet the minimum volume criteria. warrant.

⁷ Federal Highway Administration, *Manual on Uniform Traffic Control Devices*, 2009 Edition.

Table 12 Minimum Volume Criteria

Highest Hour of Day ^a	Major Approach ^b 12th Street East of Larch Ave	Minor Approach ^b Larch Avenue South of 12th St
10 AM	378	279
12 Noon	528	426
1 PM	496	386
2 PM	460	340
3 PM	594	444
4 PM	568	412
5 PM	609	435
6 PM	442	330

^a Based on 24-hour count collected October 2017

^b Total of both directions

The Larch Avenue/Whitman Drive intersection meets warrants for a four-way stop under existing conditions based the collision history. In a 12-month period between November 2016 and October 2017, nine collisions were recorded, seven of which were right-angle collisions. See collision diagram in Appendix D.

Traffic Signal Evaluation

For future years, the peak hour warrant for a traffic signal was compared to the 2023 construction year with project trips for both Larch Avenue/Whitman Drive and Larch Avenue/12th Street. Best practice is to use a least-restrictive traffic control upgrade as necessary (four-way stop signs). Signals should be considered due to the drop in LOS.

The Larch Avenue/Whitman Drive intersection meets the peak hour warrant and Larch Avenue/12th Street is close to meeting the peak hour warrant in 2023 with project trips. See the peak hour warrant excerpt from the MUTCD in Appendix D.

In the future, prior to installing a signal, a more in-depth evaluation should confirm the need for a signal reviewing the eight-hour signal warrants, collision history and LOS.

Based on the LOS and safety evaluation, the following findings are based on comparison of the existing year, 2023 construction year and 2040 horizon year with and without the project:

- The C Street/Lambert Avenue and Larch Avenue/C Street intersections operate within City LOS standards with and without the project beyond the 2040 horizon year.
- The Larch Avenue/12th Street and Larch Avenue/Whitman Drive intersections meet warrants for a four-way stop that should be installed soon with or without the project.
- The Larch Avenue/Whitman Drive intersection will drop below City LOS standard in 2023 with the project trips but can be mitigated with a traffic signal or roundabout. Continue to monitor the performance to verify the need for intersection improvements. Collect development fees to fund future improvements.

- The Larch Avenue/12th Street intersection is estimated to be at City LOS standards in 2023 with a four-way stop sign and close to meeting signal warrants. Continue to monitor the performance to verify the need for intersection improvements. Collect development fees to fund future improvements.
- In the 2040 horizon year, both the Larch Avenue/Whitman Drive and Larch Avenue/12th Street intersections will need traffic control upgrades to traffic signal or roundabout.

The following analysis is related to which traffic control alternatives to recommend for the Larch Avenue/Whitman Drive and Larch Avenue/12th Street.

COST-BENEFIT ANALYSIS

Typically, cost-benefit analysis is based on collision reduction and operational cost reduction between alternatives. For the studied intersections, the existing two-way stop controls and the proposed four-way stop controls are by far the most cost effective. This is the case until the volumes increase to the point that the delay is excessive.

The cost of the roundabout is significantly higher than a traffic signal but typically operates safer and with higher LOS. In this case, the intersections are anticipated to operate safely due to the relatively low volumes and speeds. The proposed traffic signal will operate at a high LOS through the 2040 horizon year, thus roundabouts do not offer significant cost savings due to reduced delay.

A lower cost compact or mini roundabouts are proposed that appear to fit in the existing intersection footprint without the need for significant right-of-way. The intent is to reduce cost of the roundabout by reducing the diameter of the roundabout.

Roundabout maintenance costs are significantly lower than a traffic signal, but this would not pay off the significantly higher installation fees within the 2040 horizon year.

Roundabouts have other advantages that are discussed further in the feasibility section but are not recommended based on cost-benefit analysis.

FEASIBILITY

No physical constraint was found that deemed either alternative as infeasible. Funding is an important consideration related to the feasibility.

Funding can be a significant feasibility issue for the alternatives. Standard roundabouts are significantly more expensive than a typical traffic signal. A compact roundabout, sometimes referred to as mini roundabout, may provide a lower cost alternative to the standard roundabout. The recommendation is to collect development fees based on the cost of a mini roundabout.

The signal at mast arms appear to conflict with the overhead power lines on Larch Avenue at Whitman Drive and 12th Street.

The driveway at the southeast corner of Larch Avenue/12th Street conflicts with all alternatives.

Right-of-Way

The limits of the public right-of-way were confirmed at the intersections. Both a traffic signal and a roundabout appear to fit within the existing right-of-way.

Environmental

Neither alternative has a significantly greater environmental impact over the other.

Context Sensitive/Sustainable Design

This consideration is where the two alternatives differ in value and merit. The roundabout alternative has several advantages, which are discussed below:

- The roundabout appears to best meet the City's Comprehensive Plan's overall transportation goal TR-1B: *Strive to plan, construct and maintain transportation facilities in such a manner as to promote positive social, economic and environmental effects.*⁸
- The roundabout alternative should meet Comprehensive Policy TR-3N: *Recognize the "C" Street/Larch Avenue and 12th Street/Larch Avenues as significant intersections with potential for improved traffic flow.*
- Traffic signals are very familiar to the community as opposed to roundabouts. Public agencies often get comments from community members expressing a preference for traffic signals over roundabouts. The trucking industry has a history of opposing roundabouts, and this location has moderate truck volume. If it were the first installation of a roundabout in the area, opposition should be anticipated. However, the Myra Road corridor already has roundabouts that have allowed the community and trucking industry to gain familiarity.
- Roundabouts provide a higher level of service (less delay) during off-peak hours. This particularly true for these intersection with low levels of traffic during off peak periods with little or no delay at roundabouts
- Roundabouts are a safer alternative than a traffic signal. Intersections converted from a traffic signal to a roundabout experience approximately a 26 percent reduction in crashes for all crash types, including pedestrian and bicycles.⁹ Pedestrians and cyclists have shorter crossing distance and fewer conflict points. Traffic speeds through intersection with roundabouts are lower than those with traffic signals, and delays are much shorter at intersections with roundabouts. Thus, roundabouts have both fewer and less severe collisions. On Whitman Drive, with the multi-use trail, bicyclists would be anticipated to use the crosswalks, which is a safer alternative for less experienced cyclists than sharing the lane with either a traffic signal or roundabout.
- Gap acceptance is an issue at new roundabouts. This is more of an issue with compact or mini roundabouts because the larger the circle the longer the gap in circulating traffic. Drivers not familiar with roundabouts often need longer gaps to feel comfortable entering a roundabout. WSDOT has noted that most drivers learn to better judge available gaps, and the delay on the minor street is reduced as they gain experience. In the case of both roundabouts, LOS evaluation shows delay on the lower volume legs is due to adequate gaps in the circulating traffic.
- Roundabouts reducing the likelihood of speeding near the intersections and will be quieter.

Both alternatives are viable and should be considered. The traffic signal will typically be much lower in cost, but the roundabout has higher LOS and livability. Assuming funding is available, a roundabout is the preferred alternative.

⁸ City of College Place, *City of College Place Comprehensive Plan*, March 2008 (with 2014 amendment).

⁹ CMFClearinghouse.org, *CMF Comparison Conversion of signalized intersection to single or multi-lane roundabout*, October 15, 2017

SELECTION

Based on the findings of the analysis, the following are the recommended traffic control alternatives for each intersection:

- C Street/Lambert Avenue and Larch Avenue/C Street: Do nothing.
- Larch Avenue/12th Street and Larch Avenue/Whitman Drive: Install a four-way stop now.
- Larch Avenue/12th Street and Larch Avenue/Whitman Drive: Collect development fees for a compact roundabout.
- Larch Avenue/12th Street and Larch Avenue/Whitman Drive: Install either roundabout or traffic signal based on community input and funding available. Assuming funding is available, a roundabout is the preferred alternative.

Please feel free to contact me at 360.567.2117 or john.manix@pbsusa.com with any questions or comments.

Sincerely,

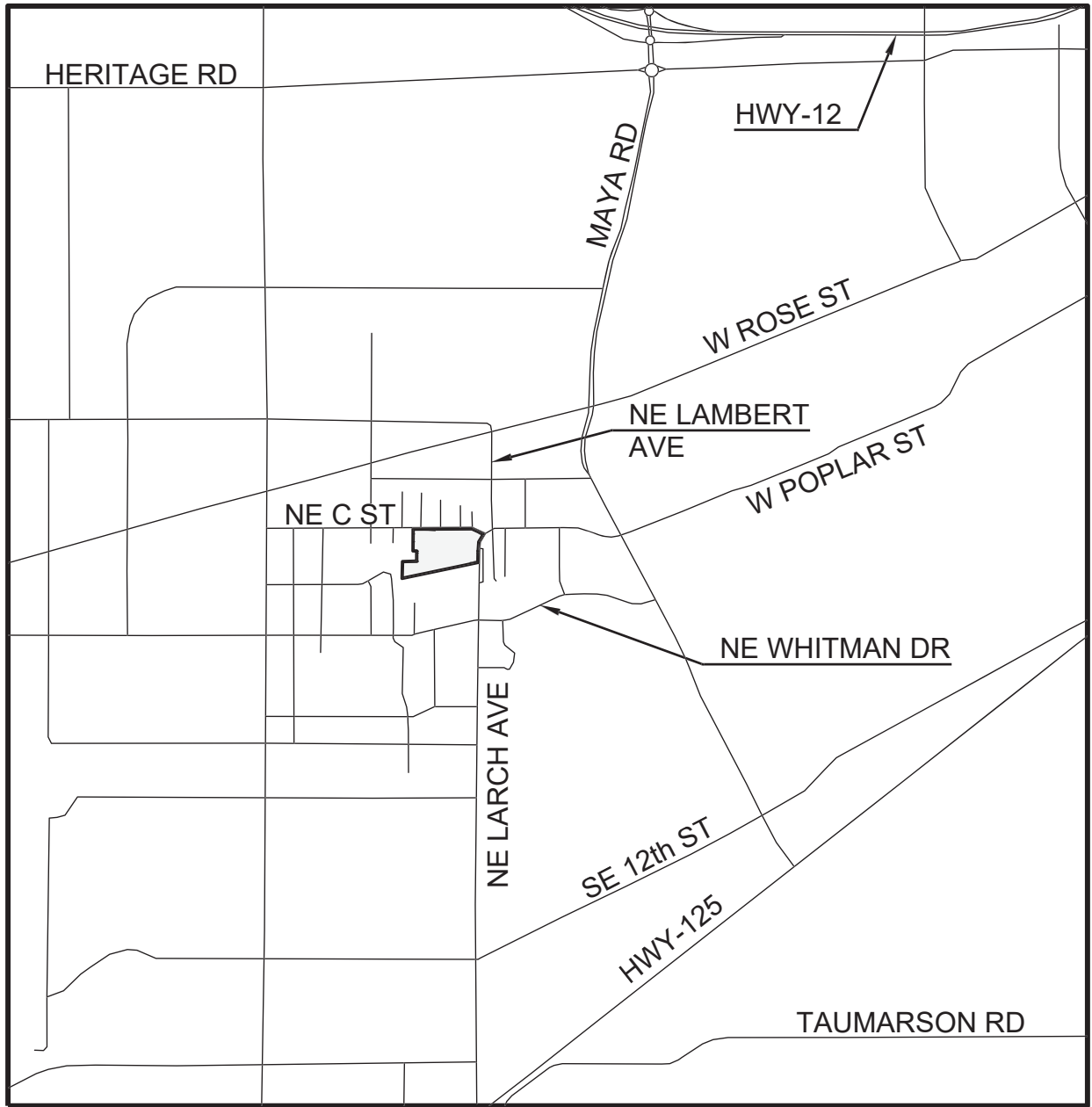
John Manix, PE
Senior Traffic Engineer

cc:

Attachments: Figures

Appendix A: Traffic count data
Appendix B: Trip Generation Memo
Appendix C: Level of service reports
Appendix D: Collision history, collision rates, collision diagram, and MUTCD peak hour warrant

JAM:mo

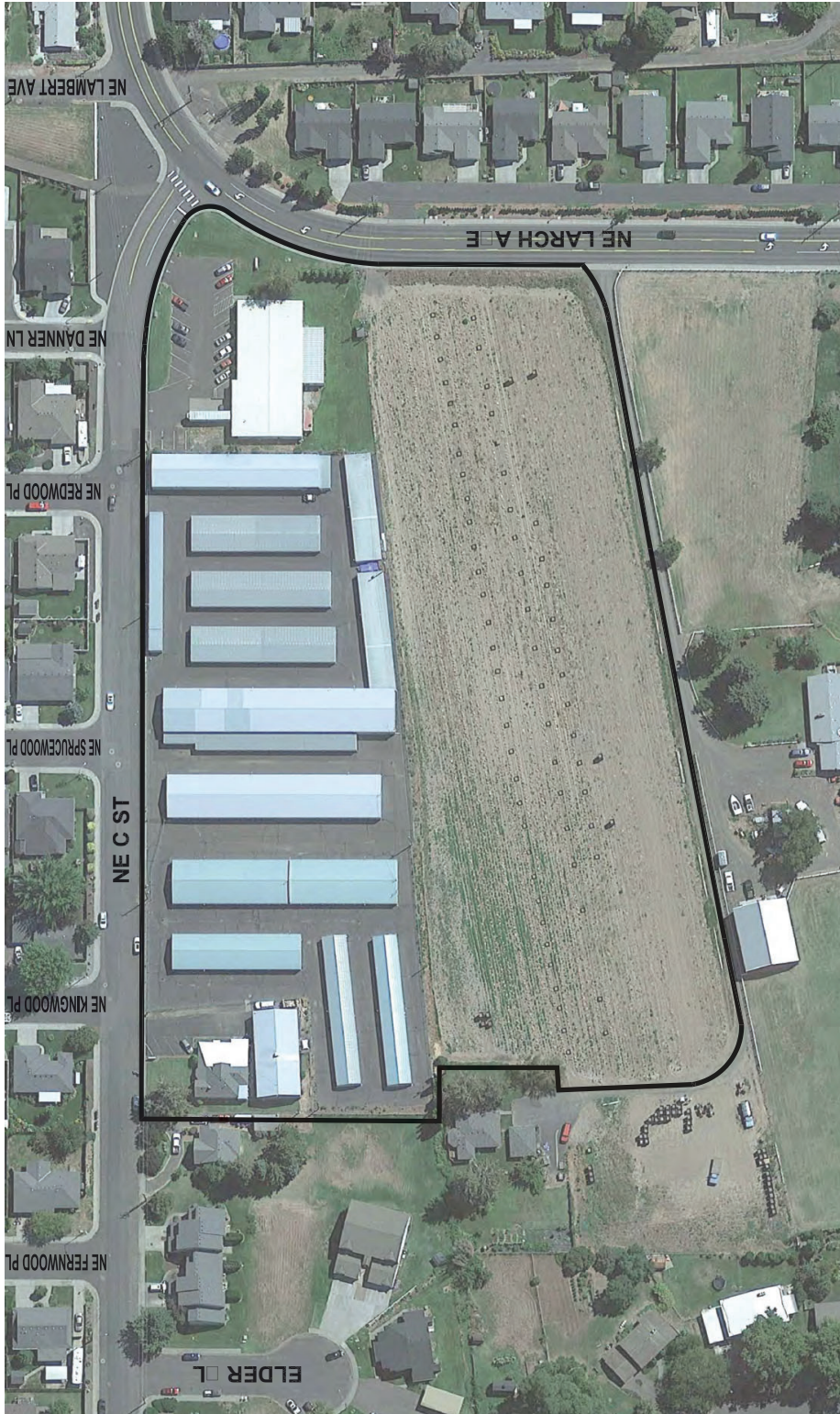


Central College Place Planning Study - Traffic Study

APRIL 2018
67136.000

FIGURE

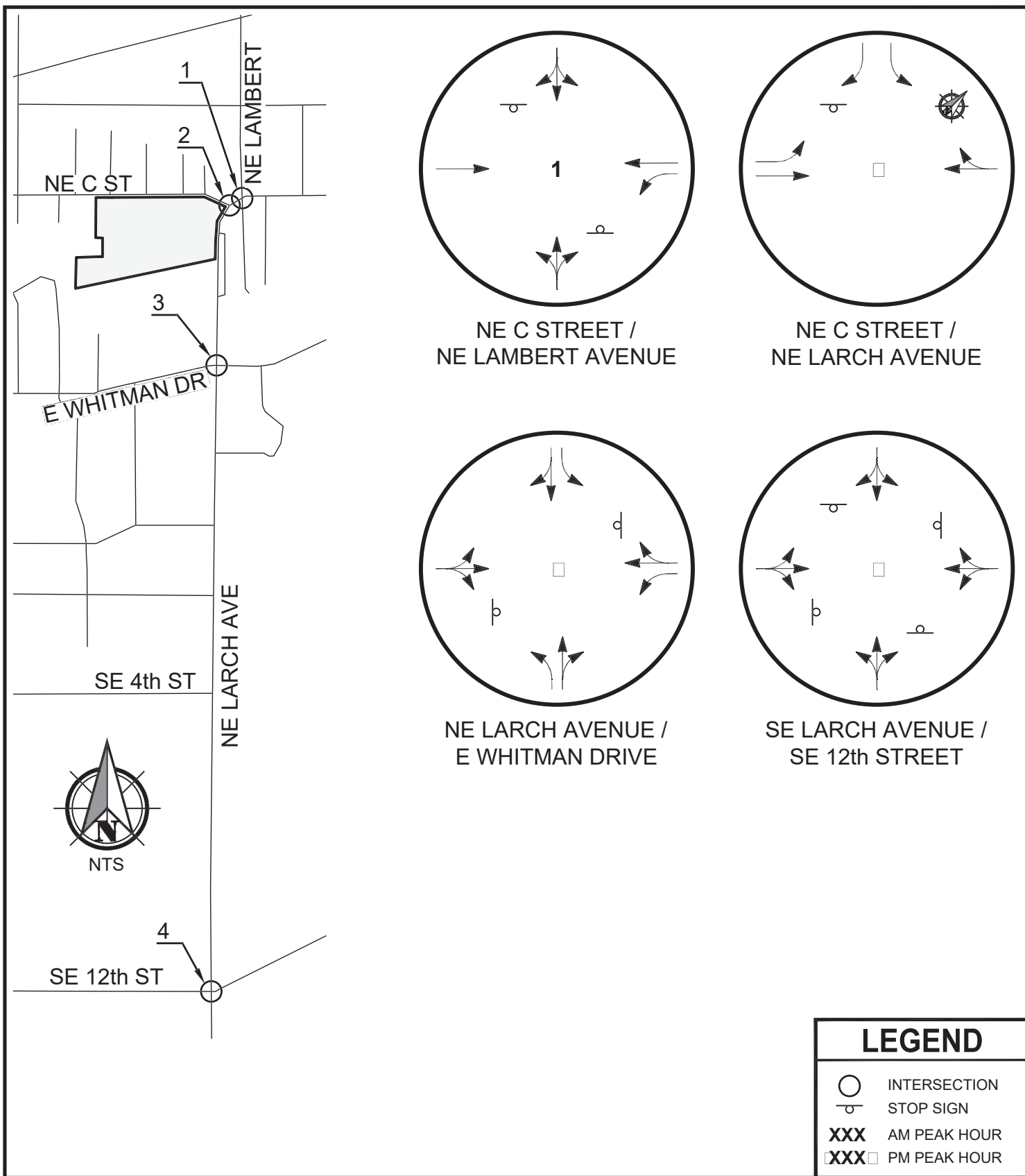
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PBS Engineering and Environmental Inc.
Project No. 67174.000

APRIL 2018	67174.000
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Traffic Study
April 2018

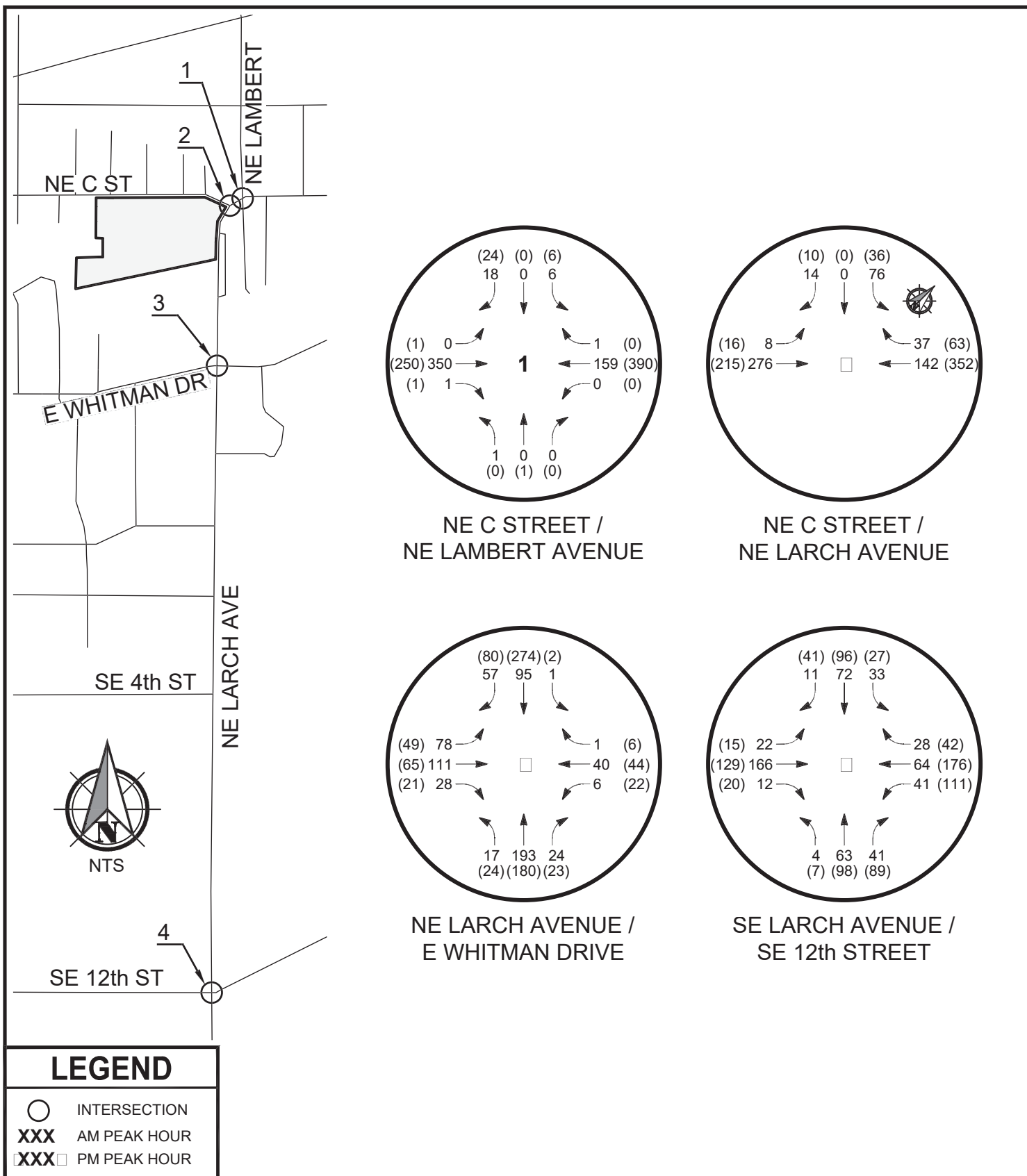


Existing Lane Configuration and Traffic Control Central College Place Planning Study - Traffic Study

APRIL 2018
67136.000

FIGURE





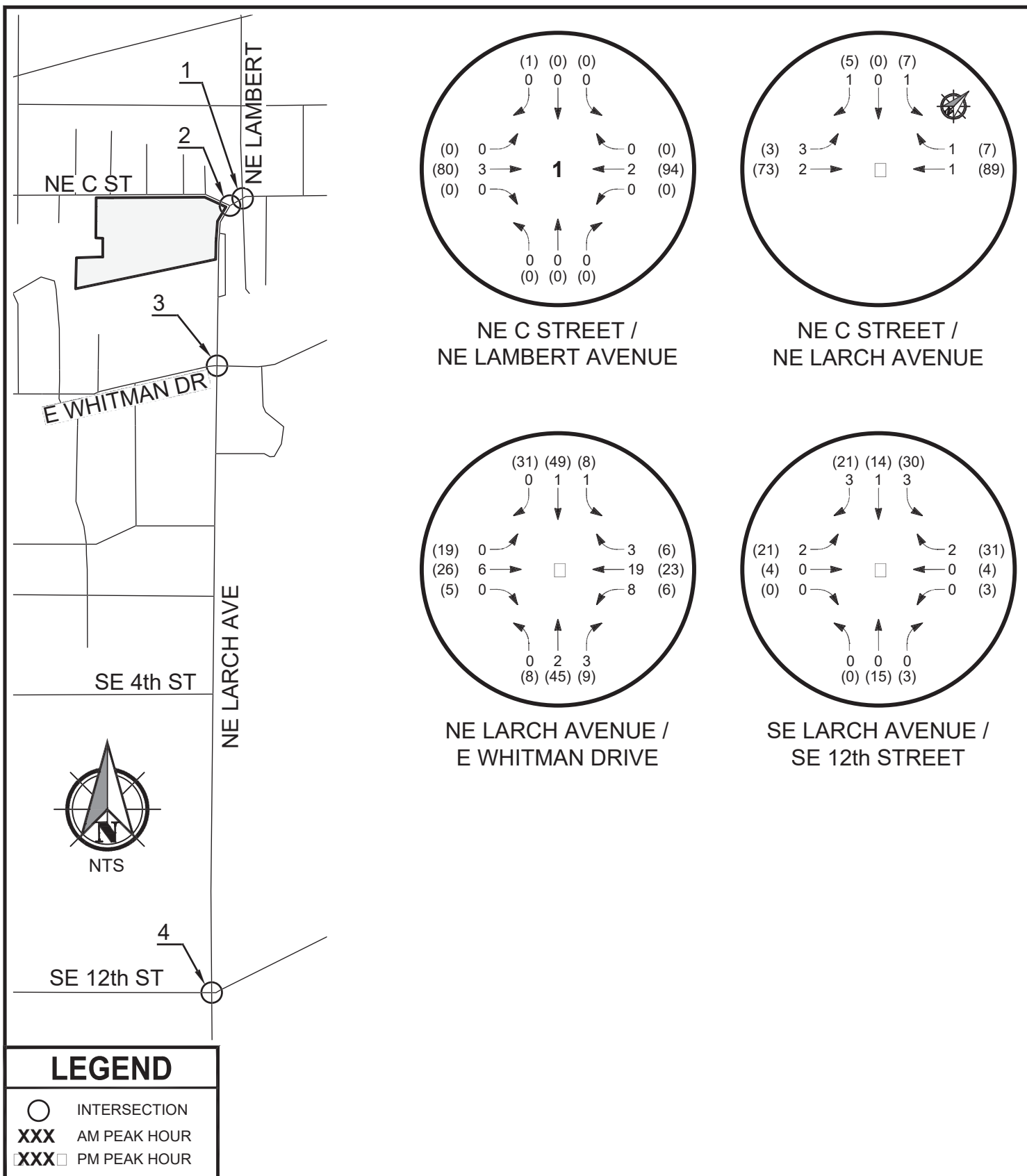
Existing Weekday Peak Hour Volumes

Central College Place Planning Study - Traffic Study

APRIL 2018
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FIGURE





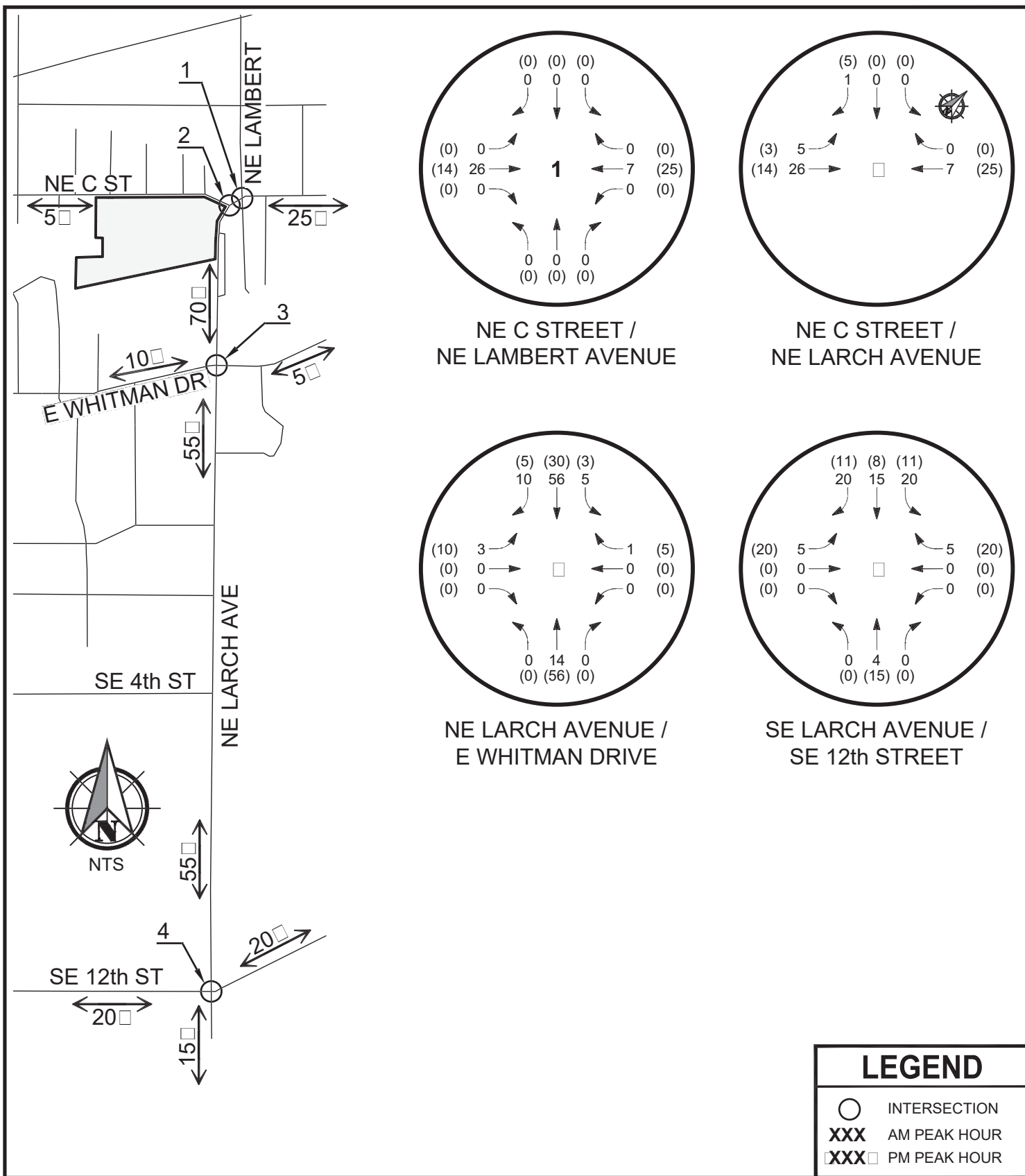
Peak Hour In-Process Trips for 2023

Central College Place Planning Study - Traffic Study

APRIL 2018
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FIGURE





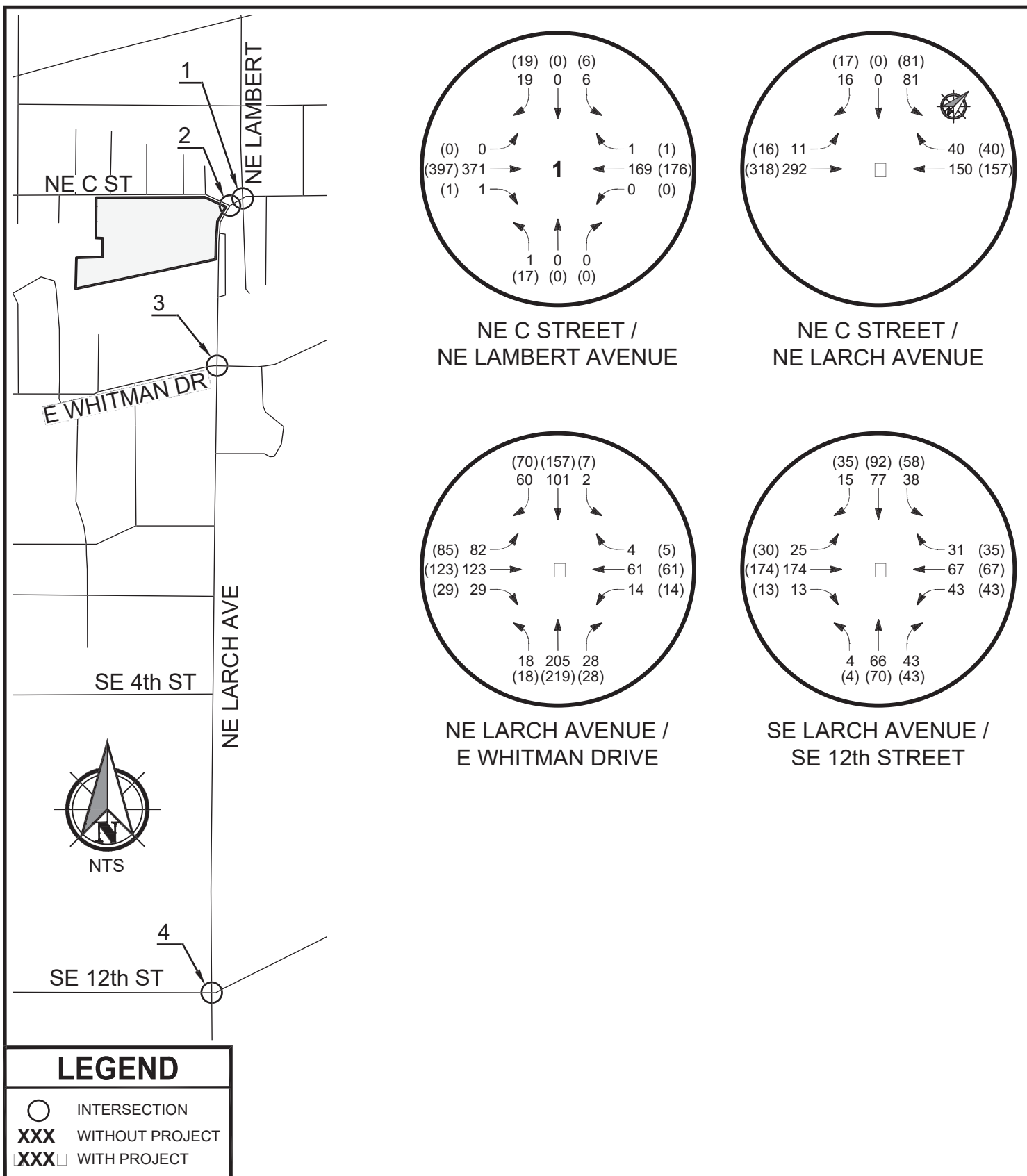
Project Trip Distribution and Trip Assignment

Central College Place Planning Study - Traffic Study

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FIGURE





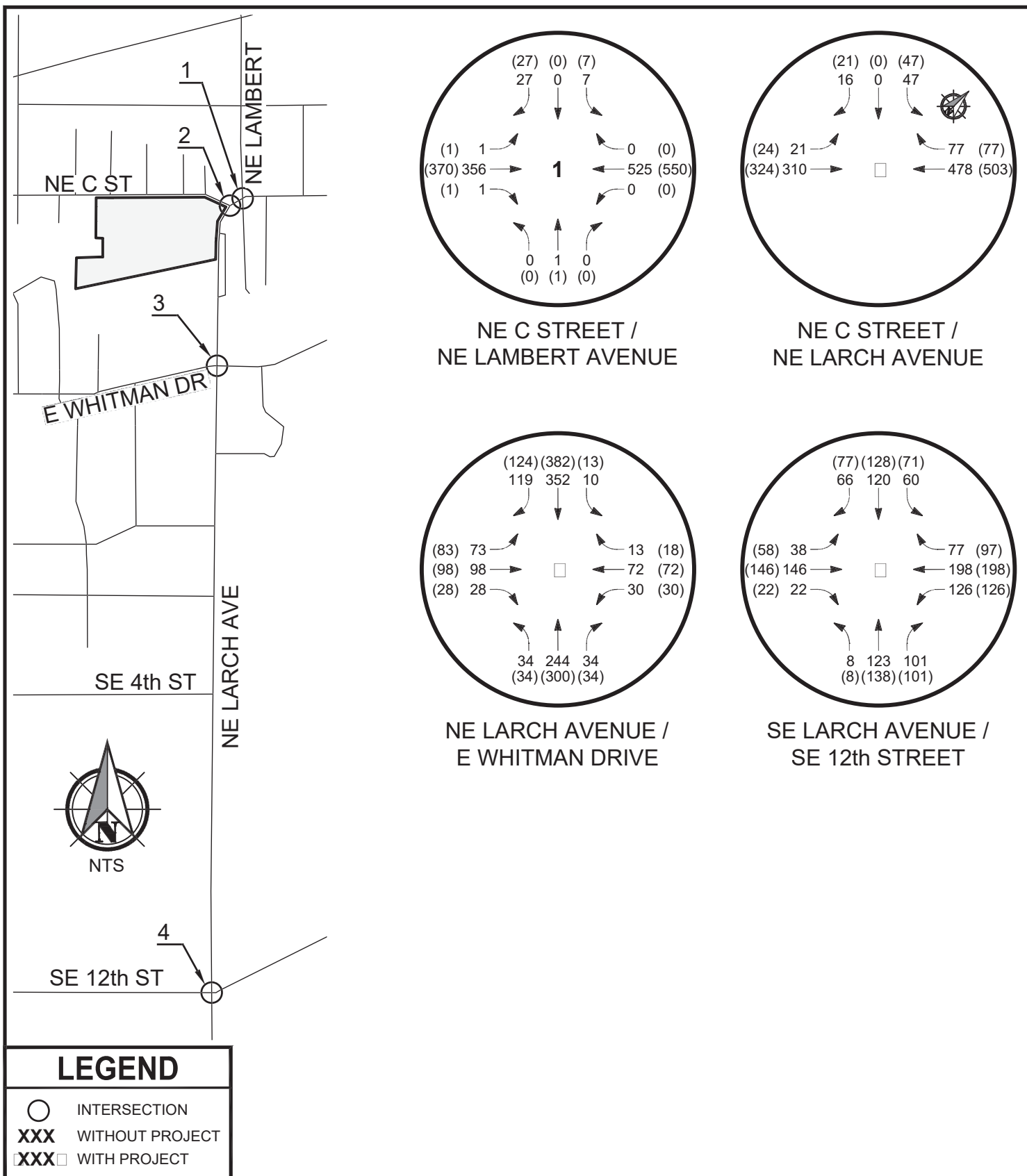
2023 AM Peak Hours Without and With Project

Central College Place Planning Study - Traffic Study

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FIGURE





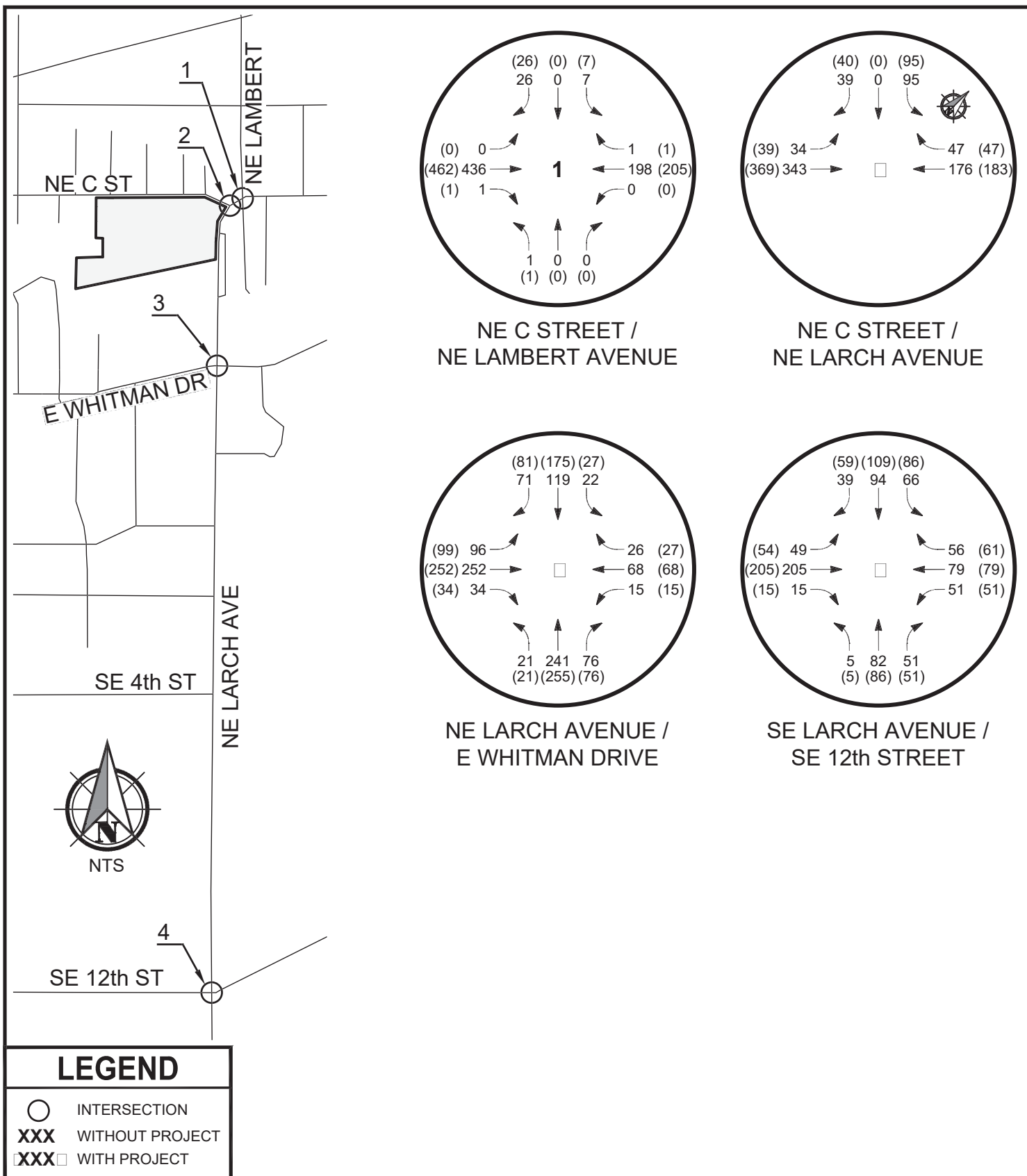
2023 PM Peak Hours Without and With Project

Central College Place Planning Study - Traffic Study

APRIL 2018
67136.000

FIGURE





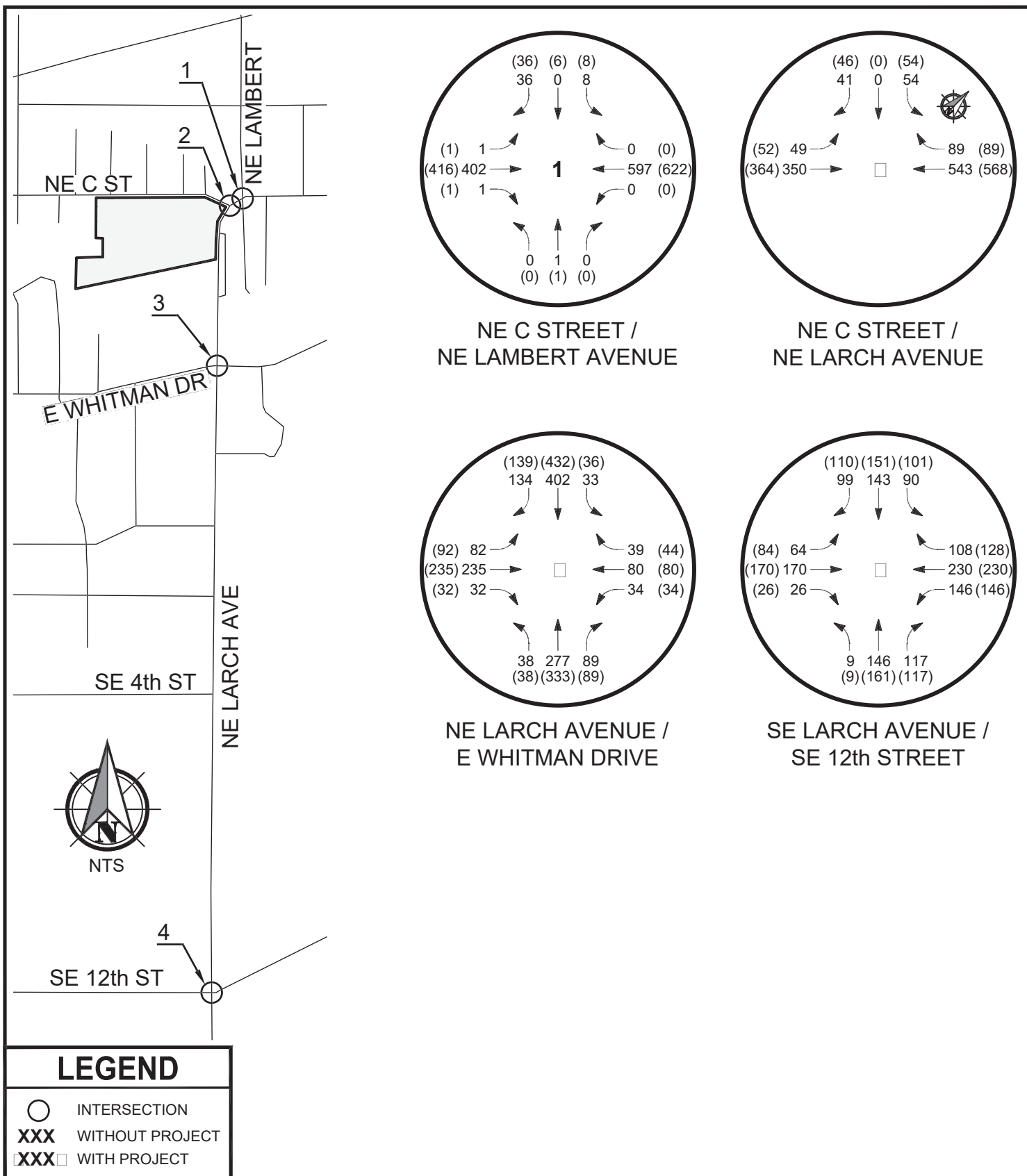
2040 AM Peak Hours Without and With Project

Central College Place Planning Study - Traffic Study

APRIL 2018
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FIGURE





2040 PM Peak Hours Without and With Project

Central College Place Planning Study - Traffic Study

APRIL 2018
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FIGURE

1

APPENDIX A

Total Vehicle Summary

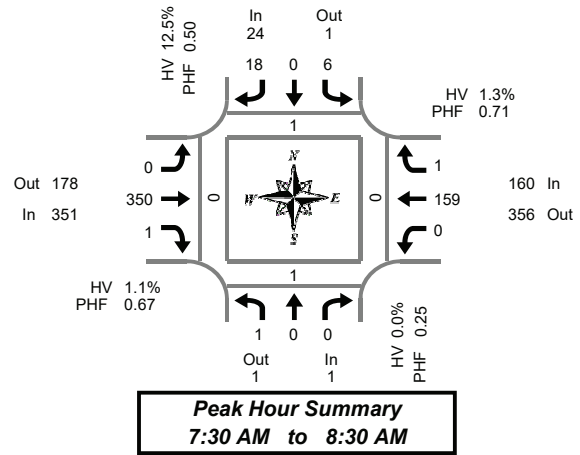


Clay Carney
(503) 833-2740

NE Lambert Ave & NE C St

Wednesday, October 25, 2017

7:00 AM to 9:00 AM



15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound NE Lambert Ave				Southbound NE Lambert Ave				Eastbound NE C St				Westbound NE C St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	0	0	0	2	0	2	0	1	50	0	0	0	14	0	0	69	0	0	0	0
7:15 AM	0	0	0	0	0	0	2	0	0	66	0	0	0	29	0	0	97	0	0	0	0
7:30 AM	1	0	0	0	3	0	3	1	0	79	0	0	0	38	0	0	124	1	0	0	0
7:45 AM	0	0	0	0	1	0	3	0	0	131	0	0	0	55	1	0	191	0	0	0	0
8:00 AM	0	0	0	0	0	0	2	0	0	71	1	0	0	45	0	0	119	0	1	0	0
8:15 AM	0	0	0	0	2	0	10	0	0	69	0	0	0	21	0	0	102	0	0	0	0
8:30 AM	0	0	0	0	4	0	2	0	0	50	0	0	0	37	0	0	93	0	0	0	0
8:45 AM	0	0	1	0	0	0	5	0	0	44	0	1	0	40	0	0	90	1	2	0	0
Total Survey	1	0	1	0	12	0	29	1	1	560	1	1	0	279	1	0	885	2	3	0	0

Peak Hour Summary

7:30 AM to 8:30 AM

By Approach	Northbound NE Lambert Ave				Southbound NE Lambert Ave				Eastbound NE C St				Westbound NE C St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	1	1	2	0	24	1	25	1	351	178	529	0	160	356	516	0	536	1	1	0	0
%HV	0.0%				12.5%				1.1%				1.3%				1.7%				
PHF	0.25				0.50				0.67				0.71				0.70				

By Movement	Northbound NE Lambert Ave				Southbound NE Lambert Ave				Eastbound NE C St				Westbound NE C St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	0	0	1	6	0	18	24	0	350	1	351	0	159	1	160	536
%HV	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	11.1%	12.5%	0.0%	1.1%	0.0%	1.1%	0.0%	1.3%	0.0%	1.3%	1.7%
PHF	0.25	0.00	0.00	0.25	0.50	0.00	0.45	0.50	0.00	0.67	0.25	0.67	0.00	0.72	0.25	0.71	0.70

Rolling Hour Summary

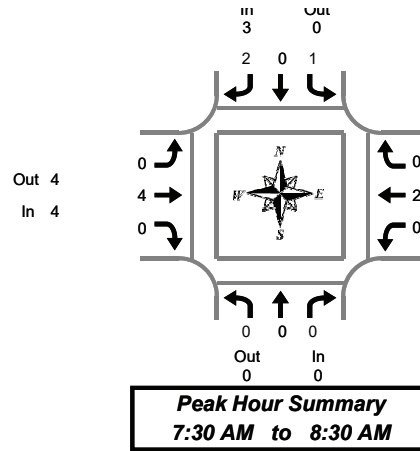
7:00 AM to 9:00 AM

Interval Start Time	Northbound NE Lambert Ave				Southbound NE Lambert Ave				Eastbound NE C St				Westbound NE C St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	1	0	0	0	6	0	10	1	1	326	0	0	0	136	1	0	481	1	0	0	0
7:15 AM	1	0	0	0	4	0	10	1	0	347	1	0	0	167	1	0	531	1	1	0	0
7:30 AM	1	0	0	0	6	0	18	1	0	350	1	0	0	159	1	0	536	1	1	0	0
7:45 AM	0	0	0	0	7	0	17	0	0	321	1	0	0	158	1	0	505	0	1	0	0
8:00 AM	0	0	1	0	6	0	19	0	0	234	1	1	0	143	0	0	404	1	3	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



NE Lambert Ave & NE C St

Wednesday, October 25, 2017

7:00 AM to 9:00 AM

Heavy Vehicle 15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound NE Lambert Ave				Southbound NE Lambert Ave				Eastbound NE C St				Westbound NE C St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	1	1	0	2	0	2	0	2	0	2	5
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3	5
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Survey	0	0	0	0	1	0	2	3	0	9	0	9	0	8	0	8	20

Heavy Vehicle Peak Hour Summary

7:30 AM to 8:30 AM

By Approach	Northbound NE Lambert Ave			Southbound NE Lambert Ave			Eastbound NE C St			Westbound NE C St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	3	0	3	4	4	8	2	5	7	9
PHF	0.00			0.38			0.17			0.10			0.19

By Movement	Northbound NE Lambert Ave				Southbound NE Lambert Ave				Eastbound NE C St				Westbound NE C St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	1	0	2	3	0	4	0	4	0	2	0	2	9
PHF	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.38	0.00	0.17	0.00	0.17	0.00	0.10	0.00	0.10	0.19

Heavy Vehicle Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound NE Lambert Ave				Southbound NE Lambert Ave				Eastbound NE C St				Westbound NE C St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	1	0	1	2	0	2	0	2	0	3	0	3	7
7:15 AM	0	0	0	0	1	0	1	2	0	3	0	3	0	0	0	0	5
7:30 AM	0	0	0	0	1	0	2	3	0	4	0	4	0	2	0	2	9
7:45 AM	0	0	0	0	0	0	2	2	0	5	0	5	0	5	0	5	12
8:00 AM	0	0	0	0	0	0	1	1	0	7	0	7	0	5	0	5	13

All Traffic Data
Services Inc.

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

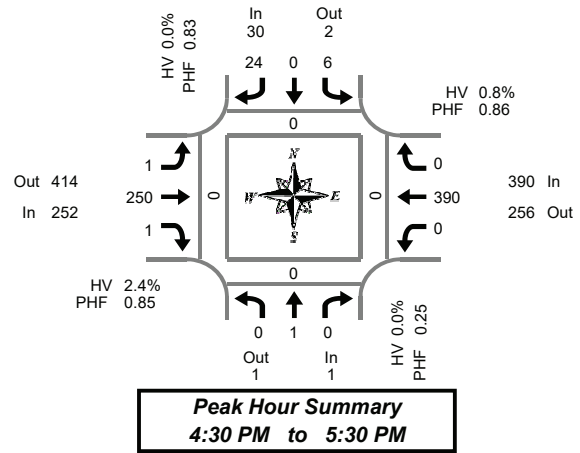


Clay Carney
(503) 833-2740

NE Lambert Ave & NE C St

Tuesday, October 24, 2017

4:00 PM to 6:00 PM



15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound NE Lambert Ave				Southbound NE Lambert Ave				Eastbound NE C St				Westbound NE C St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	0	0	0	1	0	5	0	0	61	0	0	0	82	0	0	149	3	0	0	0
4:15 PM	0	0	0	0	1	0	6	0	0	60	0	0	0	85	0	0	152	0	0	0	0
4:30 PM	0	0	0	0	2	0	2	0	1	59	0	0	0	88	0	0	152	0	0	0	0
4:45 PM	0	0	0	0	2	0	7	0	0	56	0	0	0	108	0	0	173	0	0	0	0
5:00 PM	0	0	0	0	1	0	8	0	0	61	1	0	0	114	0	0	185	0	0	0	0
5:15 PM	0	1	0	0	1	0	7	0	0	74	0	0	0	80	0	1	163	0	0	0	0
5:30 PM	0	0	1	0	4	0	5	0	0	44	0	0	0	80	0	0	134	0	0	0	0
5:45 PM	0	0	0	0	3	0	7	0	0	67	0	0	0	79	0	1	156	0	0	0	0
Total Survey	0	1	1	0	15	0	47	0	1	482	1	0	0	716	0	2	1,264	3	0	0	0

Peak Hour Summary

4:30 PM to 5:30 PM

By Approach	Northbound NE Lambert Ave				Southbound NE Lambert Ave				Eastbound NE C St				Westbound NE C St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	1	1	2	0	30	2	32	0	252	414	666	0	390	256	646	1	673	0	0	0	0
%HV	0.0%				0.0%				2.4%				0.8%				1.3%				
PHF	0.25				0.83				0.85				0.86				0.91				

By Movement	Northbound NE Lambert Ave				Southbound NE Lambert Ave				Eastbound NE C St				Westbound NE C St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	1	0	1	6	0	24	30	1	250	1	252	0	390	0	390	673
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	0.0%	2.4%	0.0%	0.8%	0.0%	0.8%	1.3%
PHF	0.00	0.25	0.00	0.25	0.75	0.00	0.75	0.83	0.25	0.84	0.25	0.85	0.00	0.86	0.00	0.86	0.91

Rolling Hour Summary

4:00 PM to 6:00 PM

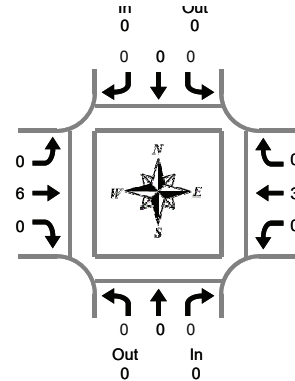
Interval Start Time	Northbound NE Lambert Ave				Southbound NE Lambert Ave				Eastbound NE C St				Westbound NE C St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	0	0	0	6	0	20	0	1	236	0	0	0	363	0	0	626	3	0	0	0
4:15 PM	0	0	0	0	6	0	23	0	1	236	1	0	0	395	0	0	662	0	0	0	0
4:30 PM	0	1	0	0	6	0	24	0	1	250	1	0	0	390	0	1	673	0	0	0	0
4:45 PM	0	1	1	0	8	0	27	0	0	235	1	0	0	382	0	1	655	0	0	0	0
5:00 PM	0	1	1	0	9	0	27	0	0	246	1	0	0	353	0	2	638	0	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740

Out 3
In 6



NE Lambert Ave & NE C St

Tuesday, October 24, 2017

4:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound NE Lambert Ave				Southbound NE Lambert Ave				Eastbound NE C St				Westbound NE C St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	2	0	2	5
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
4:45 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	0	0	0	0	1	1	0	12	0	12	0	6	0	6	19

Heavy Vehicle Peak Hour Summary

4:30 PM to 5:30 PM

By Approach	Northbound NE Lambert Ave				Southbound NE Lambert Ave				Eastbound NE C St				Westbound NE C St				Total
	In	Out	Total		In	Out	Total		In	Out	Total		In	Out	Total		
Volume	0	0	0		0	0	0		6	3	9		3	6	9		9
PHF	0.00				0.00				0.21				0.19				0.23

By Movement	Northbound NE Lambert Ave				Southbound NE Lambert Ave				Eastbound NE C St				Westbound NE C St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	0	0	0	6	0	6	0	3	0	3	9
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.19	0.00	0.19	0.23

Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound NE Lambert Ave				Southbound NE Lambert Ave				Eastbound NE C St				Westbound NE C St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	1	1	0	9	0	9	0	4	0	4	14
4:15 PM	0	0	0	0	0	0	0	0	0	7	0	7	0	3	0	3	10
4:30 PM	0	0	0	0	0	0	0	0	0	6	0	6	0	3	0	3	9
4:45 PM	0	0	0	0	0	0	0	0	0	7	0	7	0	2	0	2	9
5:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	2	5

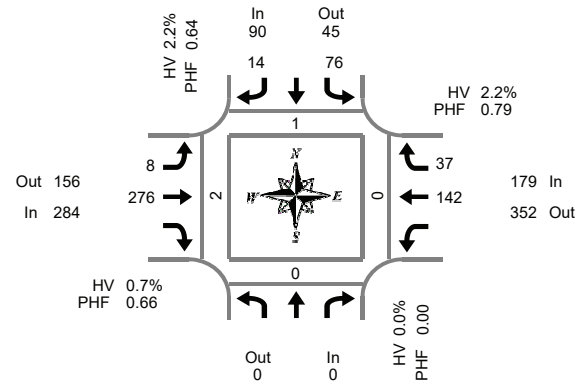
All Traffic Data
Services Inc.

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary



Clay Carney
(503) 833-2740



NE C St & NE Larch Ave

Wednesday, October 25, 2017

7:00 AM to 9:00 AM

Peak Hour Summary
7:30 AM to 8:30 AM

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound NE C St				Southbound NE C St				Eastbound NE Larch Ave				Westbound NE Larch Ave				Interval Total	Pedestrians Crosswalk			
	In	Out	Bikes		L	R	Bikes		L	T	Bikes		T	R	Bikes			North	South	East	West
7:00 AM			0		6	0	0		3	45	0		7	8	0		69	1	0	0	0
7:15 AM			0		16	2	0		3	50	0		27	4	0		102	0	0	0	0
7:30 AM			0		18	4	0		2	61	0		35	7	0		127	0	0	0	0
7:45 AM			0		28	7	0		1	106	1		44	13	0		199	0	0	0	0
8:00 AM			0		19	1	0		3	53	0		37	11	0		124	0	0	0	2
8:15 AM			0		11	2	0		2	56	0		26	6	0		103	1	0	0	0
8:30 AM			0		15	1	0		5	35	0		28	10	0		94	1	0	0	0
8:45 AM			0		5	2	0		2	38	0		36	10	0		93	1	0	2	0
Total Survey			0		118	19	0		21	444	1		240	69	0		911	4	0	2	2

Peak Hour Summary

7:30 AM to 8:30 AM

By Approach	Northbound NE C St				Southbound NE C St				Eastbound NE Larch Ave				Westbound NE Larch Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	90	45	135	0	284	156	440	1	179	352	531	0	553	1	0	0	2
%HV	0.0%				2.2%				0.7%				2.2%				1.4%				
PHF	0.00				0.64				0.66				0.79				0.69				

By Movement	Northbound NE C St				Southbound NE C St				Eastbound NE Larch Ave				Westbound NE Larch Ave				Total
	In	Out	Total	Bikes	L	R	Total	Bikes	L	T	Total	Bikes	T	R	Total	Bikes	
Volume	0	0	0	0	76	14	90	0	8	276	284	0	142	37	179	0	553
%HV	NA	NA	NA	0.0%	2.6%	NA	0.0%	2.2%	0.0%	0.7%	NA	0.7%	NA	2.8%	0.0%	2.2%	1.4%
PHF				0.00	0.68	0.50	0.64	0.67	0.65	0.66			0.81	0.71	0.79	0.69	

Rolling Hour Summary

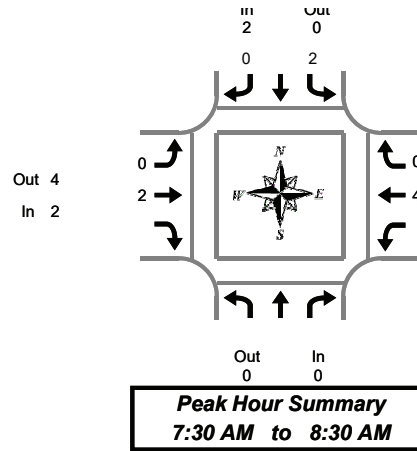
7:00 AM to 9:00 AM

Interval Start Time	Northbound NE C St				Southbound NE C St				Eastbound NE Larch Ave				Westbound NE Larch Ave				Interval Total	Pedestrians Crosswalk			
	In	Out	Bikes		L	R	Bikes		L	T	Bikes		T	R	Bikes			North	South	East	West
7:00 AM			0		68	13	0		9	262	1		113	32	0		497	1	0	0	0
7:15 AM			0		81	14	0		9	270	1		143	35	0		552	0	0	0	2
7:30 AM			0		76	14	0		8	276	1		142	37	0		553	1	0	0	2
7:45 AM			0		73	11	0		11	250	1		135	40	0		520	2	0	0	2
8:00 AM			0		50	6	0		12	182	0		127	37	0		414	3	0	2	2

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



NE C St & NE Larch Ave

Wednesday, October 25, 2017

7:00 AM to 9:00 AM

Heavy Vehicle 15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound NE C St			Southbound NE C St			Eastbound NE Larch Ave			Westbound NE Larch Ave			Interval Total		
			Total	L		R	Total	L	T	Total		T		R	Total
7:00 AM			0	0		0	0	0	0	0		0	3	3	3
7:15 AM			0	0		0	0	0	1	1		0	0	0	1
7:30 AM			0	1		0	1	0	0	0		0	0	0	1
7:45 AM			0	0		0	0	0	0	0		1	0	1	1
8:00 AM			0	0		0	0	0	1	1		0	0	0	1
8:15 AM			0	1		0	1	0	1	1		3	0	3	5
8:30 AM			0	0		0	0	0	2	2		2	0	2	4
8:45 AM			0	0		0	0	0	2	2		0	0	0	2
Total Survey			0	2		0	2	0	7	7		6	3	9	18

Heavy Vehicle Peak Hour Summary

7:30 AM to 8:30 AM

By Approach	Northbound NE C St			Southbound NE C St			Eastbound NE Larch Ave			Westbound NE Larch Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	2	0	2	2	4	6	4	4	8	8
PHF	0.00			0.50			0.10			0.20			0.18

By Movement	Northbound NE C St			Southbound NE C St			Eastbound NE Larch Ave				Westbound NE Larch Ave				Total	
			Total	L		R	Total	L	T		Total		T	R		Total
Volume			0	2		0	2	0	2		2		4	0	4	8
PHF			0.00	0.50		0.00	0.50	0.00	0.10		0.10		0.20	0.00	0.20	0.18

Heavy Vehicle Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound NE C St			Southbound NE C St			Eastbound NE Larch Ave			Westbound NE Larch Ave			Interval Total		
			Total	L		R	Total	L	T	Total	T	R		Total	
7:00 AM			0	1		0	1	0	1	1		1	3	4	6
7:15 AM			0	1		0	1	0	2	2		1	0	1	4
7:30 AM			0	2		0	2	0	2	2		4	0	4	8
7:45 AM			0	1		0	1	0	4	4		6	0	6	11
8:00 AM			0	1		0	1	0	6	6		5	0	5	12

Peak Hour Summary

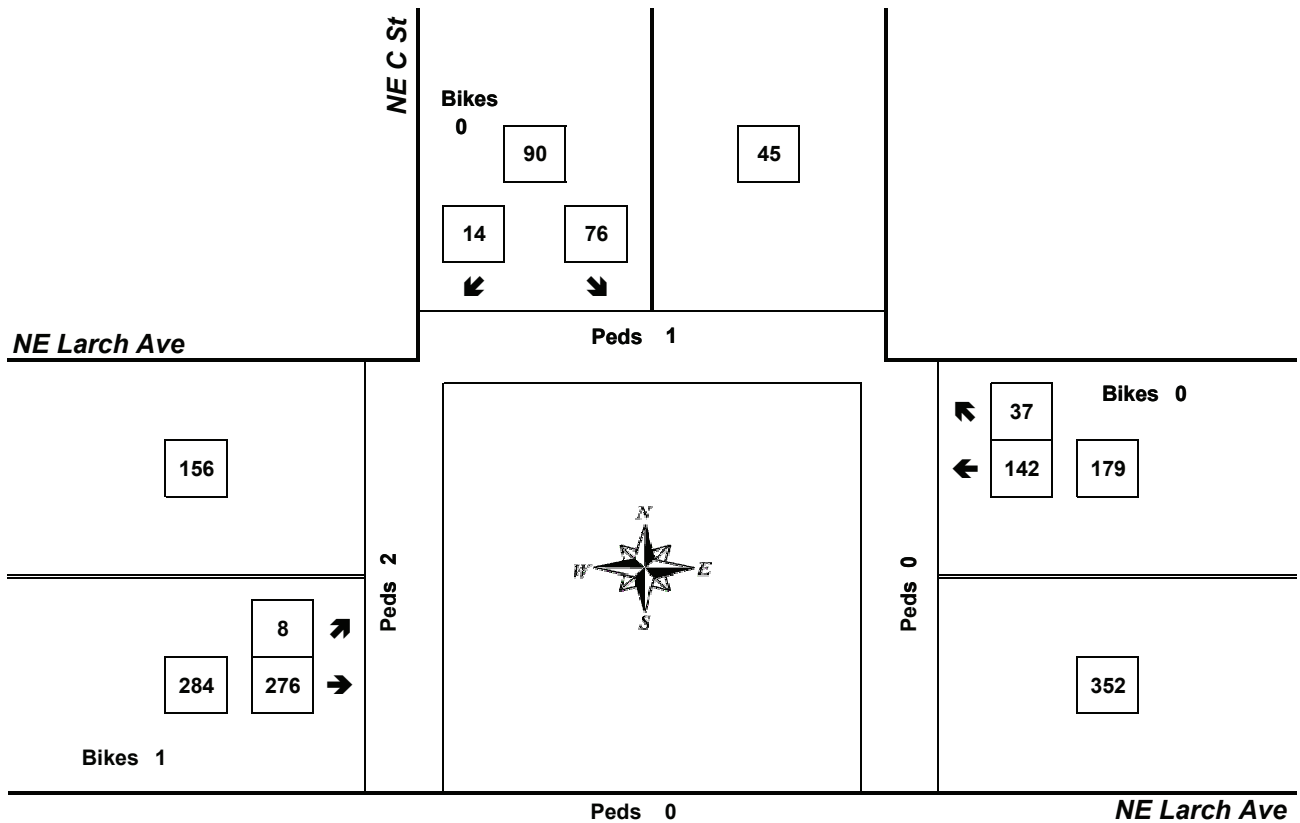


Clay Carney
(503) 833-2740

NE C St & NE Larch Ave

7:30 AM to 8:30 AM

Wednesday, October 25, 2017



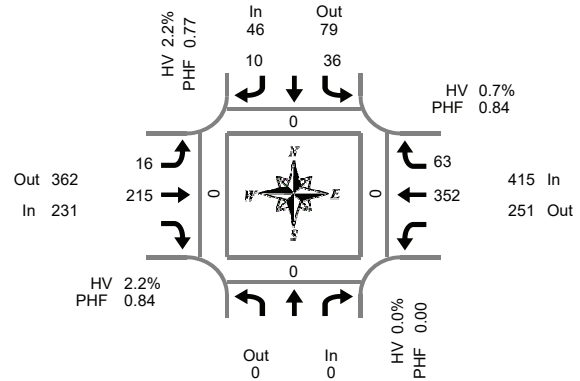
Approach	PHF	HV%	Volume
EB	0.66	0.7%	284
WB	0.79	2.2%	179
NB	0.00	0.0%	0
SB	0.64	2.2%	90
Intersection	0.69	1.4%	553

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



Clay Carney
(503) 833-2740



NE C St & NE Larch Ave

Tuesday, October 24, 2017

4:00 PM to 6:00 PM

Peak Hour Summary
4:30 PM to 5:30 PM

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound NE C St				Southbound NE C St				Eastbound NE Larch Ave				Westbound NE Larch Ave				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
4:00 PM				0	12		2	0	4	48		0		68	18	0	152	2	0	0	0
4:15 PM				0	15		2	0	4	45		0		70	21	0	157	0	0	0	0
4:30 PM				0	9		1	0	2	51		0		74	16	0	153	0	0	0	0
4:45 PM				0	7		1	0	6	47		0		100	15	0	176	0	0	0	0
5:00 PM				0	11		4	0	5	51		0		109	14	0	194	0	0	0	0
5:15 PM				0	9		4	0	3	66		0		69	18	1	169	0	0	0	0
5:30 PM				0	6		3	0	1	36		0		66	19	0	131	0	0	0	0
5:45 PM				0	8		3	0	4	59		0		66	20	1	160	0	0	0	0
Total Survey				0	77		20	0	29	403		0		622	141	2	1,292	2	0	0	0

Peak Hour Summary

4:30 PM to 5:30 PM

By Approach	Northbound NE C St				Southbound NE C St				Eastbound NE Larch Ave				Westbound NE Larch Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	0	0	0	0	46	79	125	0	231	362	593	0	415	251	666	1	692	0	0	0	0
%HV	0.0%				2.2%				2.2%				0.7%				1.3%				
PHF	0.00				0.77				0.84				0.84				0.89				

By Movement	Northbound NE C St				Southbound NE C St				Eastbound NE Larch Ave				Westbound NE Larch Ave				Total
				Total	L		R	Total	L	T		Total		T	R	Total	
Volume				0	36		10	46	16	215		231		352	63	415	692
%HV	NA	NA	NA	0.0%	0.0%	NA	10.0%	2.2%	0.0%	2.3%	NA	2.2%	NA	0.9%	0.0%	0.7%	1.3%
PHF				0.00	0.82		0.63	0.77	0.67	0.81		0.84		0.81	0.88	0.84	0.89

Rolling Hour Summary

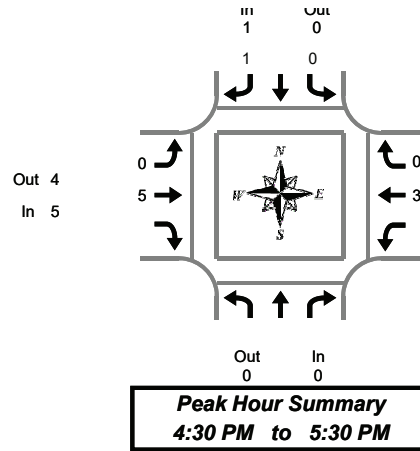
4:00 PM to 6:00 PM

Interval Start Time	Northbound NE C St				Southbound NE C St				Eastbound NE Larch Ave				Westbound NE Larch Ave				Interval Total	Pedestrians Crosswalk			
				Bikes	L		R	Bikes	L	T		Bikes		T	R	Bikes		North	South	East	West
4:00 PM				0	43		6	0	16	191		0		312	70	0	638	2	0	0	0
4:15 PM				0	42		8	0	17	194		0		353	66	0	680	0	0	0	0
4:30 PM				0	36		10	0	16	215		0		352	63	1	692	0	0	0	0
4:45 PM				0	33		12	0	15	200		0		344	66	1	670	0	0	0	0
5:00 PM				0	34		14	0	13	212		0		310	71	2	654	0	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



NE C St & NE Larch Ave

Tuesday, October 24, 2017

4:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound NE C St			Southbound NE C St			Eastbound NE Larch Ave			Westbound NE Larch Ave			Interval Total
			Total	L	R	Total	L	T	Total	T	R	Total	
4:00 PM			0	1		1	0	1	1	3	0	3	5
4:15 PM			0	0		0	0	2	2	0	0	0	2
4:30 PM			0	0		0	0	1	1	2	0	2	3
4:45 PM			0	0		1	0	4	4	0	0	0	5
5:00 PM			0	0		0	0	0	0	1	0	1	1
5:15 PM			0	0		0	0	0	0	0	0	0	0
5:30 PM			0	0		0	0	1	1	1	0	1	2
5:45 PM			0	0		0	0	0	0	0	0	0	0
Total Survey			0	1		1	0	9	9	7	0	7	18

Heavy Vehicle Peak Hour Summary

4:30 PM to 5:30 PM

By Approach	Northbound NE C St			Southbound NE C St			Eastbound NE Larch Ave			Westbound NE Larch Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	1	0	1	5	4	9	3	5	8	9
PHF	0.00			0.25			0.18			0.15			0.23

By Movement	Northbound NE C St			Southbound NE C St			Eastbound NE Larch Ave			Westbound NE Larch Ave			Total
			Total	L	R	Total	L	T	Total	T	R	Total	
Volume			0	0		1	0	5	5	3	0	3	9
PHF			0.00	0.00		0.25	0.00	0.18	0.18	0.15	0.00	0.15	0.23

Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound NE C St			Southbound NE C St			Eastbound NE Larch Ave			Westbound NE Larch Ave			Interval Total
			Total	L	R	Total	L	T	Total	T	R	Total	
4:00 PM			0	1		1	0	8	8	5	0	5	15
4:15 PM			0	0		1	0	7	7	3	0	3	11
4:30 PM			0	0		1	0	5	5	3	0	3	9
4:45 PM			0	0		1	0	5	5	2	0	2	8
5:00 PM			0	0		0	0	1	1	2	0	2	3

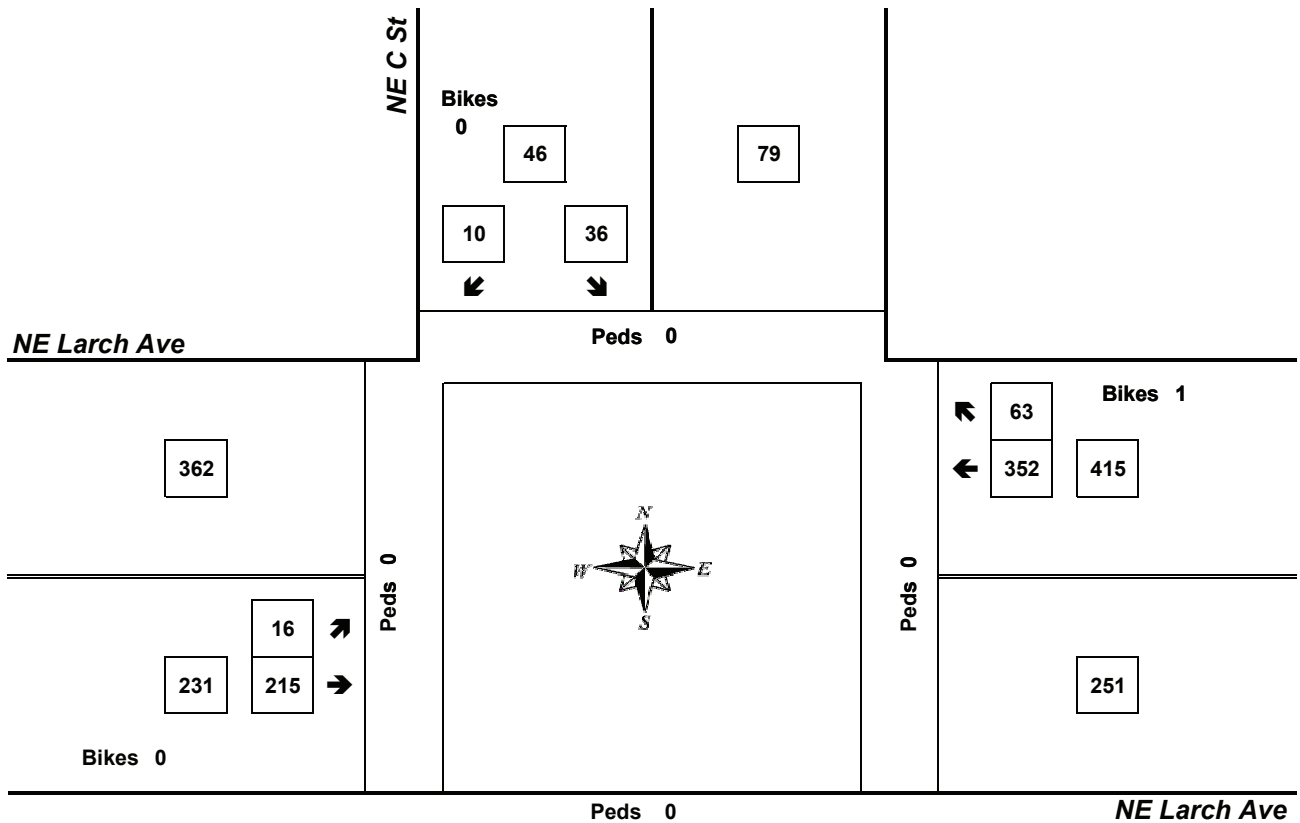
Peak Hour Summary



Clay Carney
(503) 833-2740

NE C St & NE Larch Ave

4:30 PM to 5:30 PM
Tuesday, October 24, 2017



Approach	PHF	HV%	Volume
EB	0.84	2.2%	231
WB	0.84	0.7%	415
NB	0.00	0.0%	0
SB	0.77	2.2%	46
Intersection	0.89	1.3%	692

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

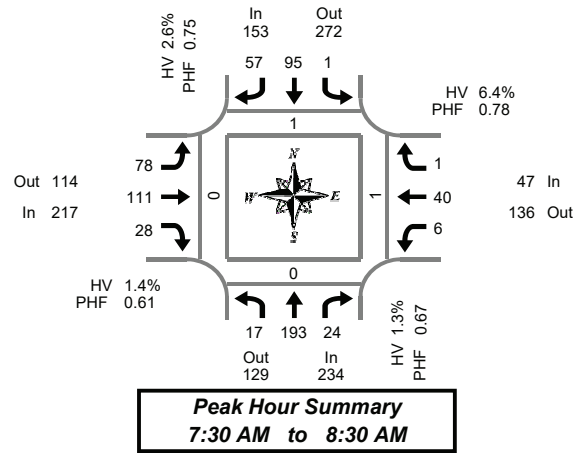


Clay Carney
(503) 833-2740

NE Larch Ave & NE Whitman Dr

Wednesday, October 25, 2017

7:00 AM to 9:00 AM



15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound NE Larch Ave				Southbound NE Larch Ave				Eastbound NE Whitman Dr				Westbound NE Whitman Dr				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	1	40	3	0	0	3	5	0	6	16	3	0	2	4	1	0	84	0	0	0	1
7:15 AM	2	42	6	0	0	18	9	0	9	10	2	0	0	3	1	0	102	0	0	0	1
7:30 AM	4	45	4	0	0	26	13	0	15	16	2	0	2	12	0	0	139	1	0	0	0
7:45 AM	8	68	11	0	0	27	24	0	31	45	13	0	1	8	0	0	236	0	0	0	0
8:00 AM	3	39	4	0	0	24	13	0	18	36	12	0	1	13	1	0	164	0	0	1	0
8:15 AM	2	41	5	0	1	18	7	0	14	14	1	0	2	7	0	0	112	0	0	0	0
8:30 AM	5	36	6	0	2	15	11	0	3	17	0	0	2	7	0	0	104	0	0	0	0
8:45 AM	2	30	3	0	1	27	13	0	10	15	2	0	1	3	0	0	107	0	0	0	0
Total Survey	27	341	42	0	4	158	95	0	106	169	35	0	11	57	3	0	1,048	1	0	1	2

Peak Hour Summary

7:30 AM to 8:30 AM

By Approach	Northbound NE Larch Ave				Southbound NE Larch Ave				Eastbound NE Whitman Dr				Westbound NE Whitman Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	234	129	363	0	153	272	425	0	217	114	331	0	47	136	183	0	651	1	0	1	0
%HV	1.3%				2.6%				1.4%				6.4%				2.0%				
PHF	0.67				0.75				0.61				0.78				0.69				

By Movement	Northbound NE Larch Ave				Southbound NE Larch Ave				Eastbound NE Whitman Dr				Westbound NE Whitman Dr				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	17	193	24	234	1	95	57	153	78	111	28	217	6	40	1	47	651
%HV	5.9%	1.0%	0.0%	1.3%	0.0%	2.1%	3.5%	2.6%	0.0%	0.9%	7.1%	1.4%	16.7%	5.0%	0.0%	6.4%	2.0%
PHF	0.53	0.71	0.55	0.67	0.25	0.88	0.59	0.75	0.63	0.62	0.54	0.61	0.75	0.77	0.25	0.78	0.69

Rolling Hour Summary

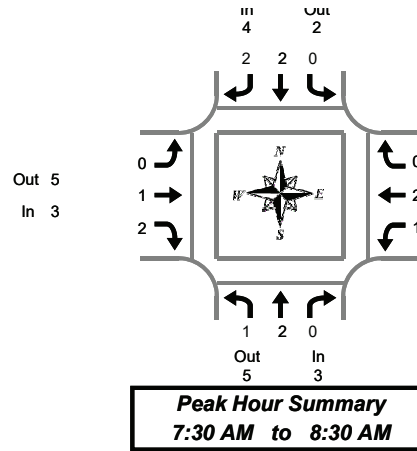
7:00 AM to 9:00 AM

Interval Start Time	Northbound NE Larch Ave				Southbound NE Larch Ave				Eastbound NE Whitman Dr				Westbound NE Whitman Dr				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	15	195	24	0	0	74	51	0	61	87	20	0	5	27	2	0	561	1	0	0	2
7:15 AM	17	194	25	0	0	95	59	0	73	107	29	0	4	36	2	0	641	1	0	1	1
7:30 AM	17	193	24	0	1	95	57	0	78	111	28	0	6	40	1	0	651	1	0	1	0
7:45 AM	18	184	26	0	3	84	55	0	66	112	26	0	6	35	1	0	616	0	0	1	0
8:00 AM	12	146	18	0	4	84	44	0	45	82	15	0	6	30	1	0	487	0	0	1	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



NE Larch Ave & NE Whitman Dr

Wednesday, October 25, 2017

7:00 AM to 9:00 AM

Heavy Vehicle 15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound NE Larch Ave				Southbound NE Larch Ave				Eastbound NE Whitman Dr				Westbound NE Whitman Dr				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
7:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
7:45 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
8:00 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	1	0	1	3
8:15 AM	1	1	0	2	0	2	1	3	0	1	0	1	0	0	0	0	6
8:30 AM	0	1	0	1	1	1	1	3	1	2	0	3	0	0	0	0	7
8:45 AM	0	2	0	2	0	0	1	1	0	1	1	2	0	0	0	0	5
Total Survey	1	6	0	7	1	3	4	8	1	5	4	10	1	3	0	4	29

Heavy Vehicle Peak Hour Summary

7:30 AM to 8:30 AM

By Approach	Northbound NE Larch Ave				Southbound NE Larch Ave				Eastbound NE Whitman Dr				Westbound NE Whitman Dr				Total
	In	Out	Total		In	Out	Total		In	Out	Total		In	Out	Total		
Volume	3	5	8		4	2	6		3	5	8		3	1	4		13
PHF	0.15				0.14				0.13				0.25				0.18

By Movement	Northbound NE Larch Ave				Southbound NE Larch Ave				Eastbound NE Whitman Dr				Westbound NE Whitman Dr				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	1	2	0	3	0	2	2	4	0	1	2	3	1	2	0	3	13
PHF	0.25	0.13	0.00	0.15	0.00	0.17	0.17	0.14	0.00	0.06	0.25	0.13	0.25	0.25	0.00	0.25	0.18

Heavy Vehicle Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound NE Larch Ave				Southbound NE Larch Ave				Eastbound NE Whitman Dr				Westbound NE Whitman Dr				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	1	0	1	0	0	1	1	0	1	2	3	1	2	0	3	8
7:15 AM	0	2	0	2	0	0	1	1	0	1	2	3	1	3	0	4	10
7:30 AM	1	2	0	3	0	2	2	4	0	1	2	3	1	2	0	3	13
7:45 AM	1	3	0	4	1	3	3	7	1	3	2	6	0	1	0	1	18
8:00 AM	1	5	0	6	1	3	3	7	1	4	2	7	0	1	0	1	21

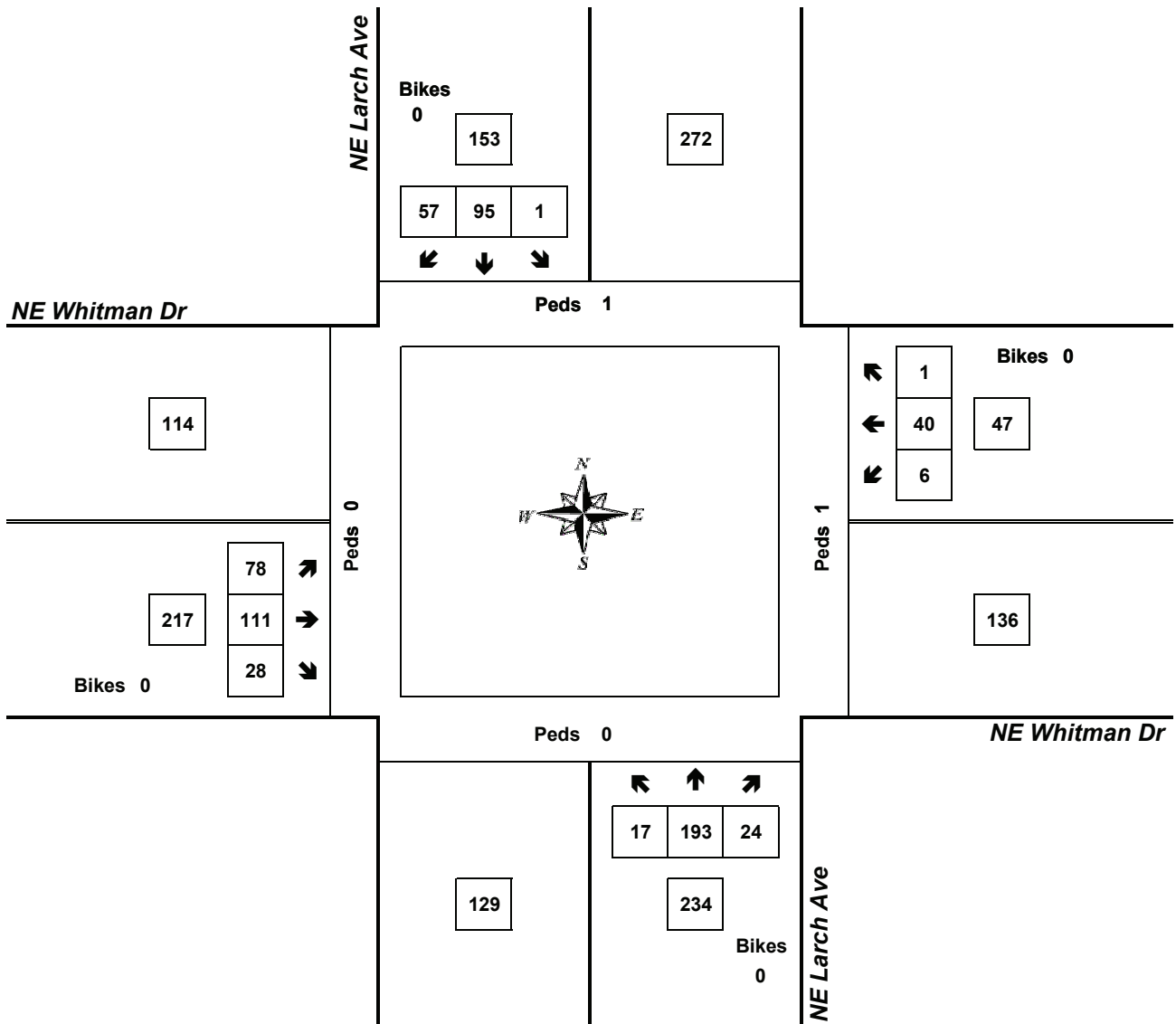
Peak Hour Summary



Clay Carney
(503) 833-2740

NE Larch Ave & NE Whitman Dr

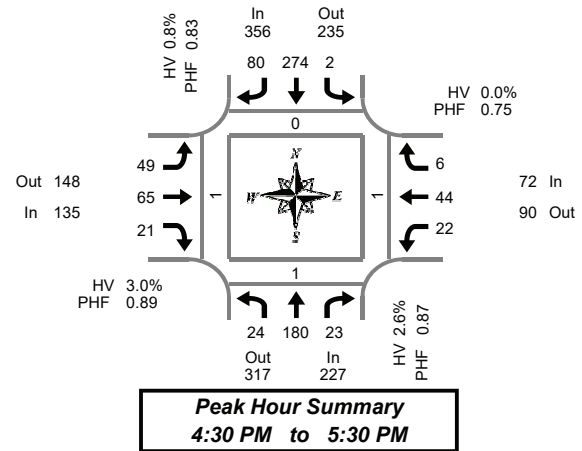
7:30 AM to 8:30 AM
Wednesday, October 25, 2017



Approach	PHF	HV%	Volume
EB	0.61	1.4%	217
WB	0.78	6.4%	47
NB	0.67	1.3%	234
SB	0.75	2.6%	153
Intersection	0.69	2.0%	651

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary



NE Larch Ave & NE Whitman Dr

Tuesday, October 24, 2017

4:00 PM to 6:00 PM

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound NE Larch Ave				Southbound NE Larch Ave				Eastbound NE Whitman Dr				Westbound NE Whitman Dr				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	40	5	0	1	62	12	0	9	16	8	0	4	12	0	0	169	0	0	0	0
4:15 PM	5	41	7	0	1	50	18	0	5	20	7	0	5	15	1	0	175	0	0	0	1
4:30 PM	5	40	6	0	2	50	19	0	11	18	5	0	2	15	2	0	175	0	0	0	0
4:45 PM	8	42	5	0	0	77	28	1	14	20	4	0	2	4	1	0	205	0	0	1	0
5:00 PM	4	47	5	0	0	86	21	0	10	13	6	0	9	14	1	0	216	0	0	0	1
5:15 PM	7	51	7	0	0	61	12	0	14	14	6	0	9	11	2	0	194	0	1	0	0
5:30 PM	3	35	11	0	1	60	10	0	4	15	5	0	4	11	0	0	159	0	1	0	0
5:45 PM	8	49	7	0	0	51	16	0	13	14	4	0	1	9	2	0	174	0	0	0	0
Total Survey	40	345	53	0	5	497	136	1	80	130	45	0	36	91	9	0	1,467	0	2	1	2

Peak Hour Summary

4:30 PM to 5:30 PM

By Approach	Northbound NE Larch Ave				Southbound NE Larch Ave				Eastbound NE Whitman Dr				Westbound NE Whitman Dr				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	227	317	544	0	356	235	591	1	135	148	283	0	72	90	162	0	790	0	1	1	1
%HV	2.6%				0.8%				3.0%				0.0%				1.6%				
PHF	0.87				0.83				0.89				0.75				0.91				

By Movement	Northbound NE Larch Ave				Southbound NE Larch Ave				Eastbound NE Whitman Dr				Westbound NE Whitman Dr				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	24	180	23	227	2	274	80	356	49	65	21	135	22	44	6	72	790
%HV	8.3%	1.7%	4.3%	2.6%	50.0%	0.0%	2.5%	0.8%	4.1%	0.0%	9.5%	3.0%	0.0%	0.0%	0.0%	0.0%	1.6%
PHF	0.75	0.88	0.82	0.87	0.25	0.80	0.71	0.83	0.88	0.81	0.88	0.89	0.61	0.73	0.75	0.75	0.91

Rolling Hour Summary

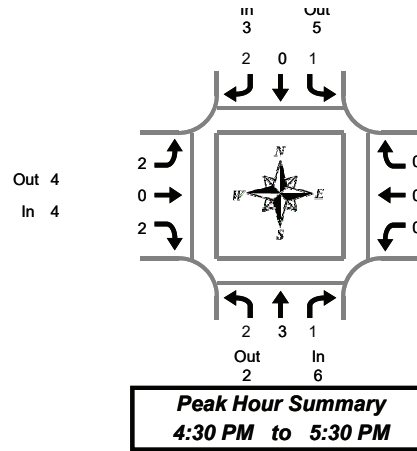
4:00 PM to 6:00 PM

Interval Start Time	Northbound NE Larch Ave				Southbound NE Larch Ave				Eastbound NE Whitman Dr				Westbound NE Whitman Dr				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	18	163	23	0	4	239	77	1	39	74	24	0	13	46	4	0	724	0	0	1	1
4:15 PM	22	170	23	0	3	263	86	1	40	71	22	0	18	48	5	0	771	0	0	1	2
4:30 PM	24	180	23	0	2	274	80	1	49	65	21	0	22	44	6	0	790	0	1	1	1
4:45 PM	22	175	28	0	1	284	71	1	42	62	21	0	24	40	4	0	774	0	2	1	1
5:00 PM	22	182	30	0	1	258	59	0	41	56	21	0	23	45	5	0	743	0	2	0	1

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



NE Larch Ave & NE Whitman Dr

Tuesday, October 24, 2017

4:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound NE Larch Ave				Southbound NE Larch Ave				Eastbound NE Whitman Dr				Westbound NE Whitman Dr				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	1	0	1	5
4:15 PM	0	2	1	3	0	0	0	0	0	2	2	4	0	0	0	0	7
4:30 PM	0	1	0	1	1	0	1	2	0	0	0	0	0	0	0	0	3
4:45 PM	2	2	0	4	0	0	1	1	2	0	1	3	0	0	0	0	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
5:30 PM	0	1	1	2	0	2	0	2	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	2	7	3	12	1	5	2	8	2	2	4	8	0	1	0	1	29

Heavy Vehicle Peak Hour Summary

4:30 PM to 5:30 PM

By Approach	Northbound NE Larch Ave				Southbound NE Larch Ave				Eastbound NE Whitman Dr				Westbound NE Whitman Dr				Total
	In	Out	Total		In	Out	Total		In	Out	Total		In	Out	Total		
Volume	6	2	8		3	5	8		4	4	8		0	2	2		13
PHF	0.19				0.15				0.14				0.00				0.18

By Movement	Northbound NE Larch Ave				Southbound NE Larch Ave				Eastbound NE Whitman Dr				Westbound NE Whitman Dr				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	3	1	6	1	0	2	3	2	0	2	4	0	0	0	0	13
PHF	0.25	0.15	0.13	0.19	0.25	0.00	0.25	0.15	0.25	0.00	0.17	0.14	0.00	0.00	0.00	0.00	0.18

Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound NE Larch Ave				Southbound NE Larch Ave				Eastbound NE Whitman Dr				Westbound NE Whitman Dr				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	2	6	1	9	1	3	2	6	2	2	3	7	0	1	0	1	23
4:15 PM	2	5	1	8	1	0	2	3	2	2	3	7	0	0	0	0	18
4:30 PM	2	3	1	6	1	0	2	3	2	0	2	4	0	0	0	0	13
4:45 PM	2	3	2	7	0	2	1	3	2	0	2	4	0	0	0	0	14
5:00 PM	0	1	2	3	0	2	0	2	0	0	1	1	0	0	0	0	6

All Traffic Data
Services Inc.

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

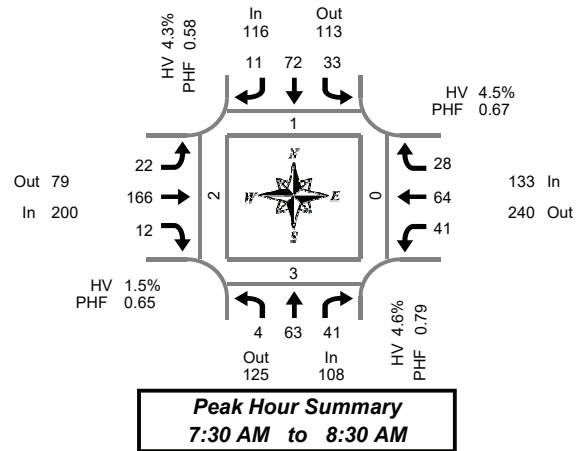


Clay Carney
(503) 833-2740

SE Larch Ave & SE 12th St

Wednesday, October 25, 2017

7:00 AM to 9:00 AM



15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SE Larch Ave				Southbound SE Larch Ave				Eastbound SE 12th St				Westbound SE 12th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	11	11	0	4	9	1	0	1	19	3	0	8	11	2	0	80	0	0	0	0
7:15 AM	1	8	9	0	5	13	2	0	1	27	1	0	5	16	5	1	93	0	0	0	0
7:30 AM	1	16	8	0	6	13	2	0	4	43	3	0	5	16	5	1	122	0	1	0	0
7:45 AM	0	18	16	0	18	28	4	0	6	65	6	0	16	23	11	0	211	0	2	0	2
8:00 AM	1	15	9	0	6	22	1	0	9	38	2	0	10	10	6	0	129	1	0	0	0
8:15 AM	2	14	8	0	3	9	4	0	3	20	1	0	10	15	6	0	95	0	0	0	0
8:30 AM	2	13	11	0	7	10	3	0	1	30	5	0	11	18	2	0	113	0	0	0	0
8:45 AM	2	11	11	0	4	9	2	0	3	28	2	0	11	12	9	0	104	1	0	0	0
Total Survey	9	106	83	0	53	113	19	0	28	270	23	0	76	121	46	2	947	2	3	0	2

Peak Hour Summary

7:30 AM to 8:30 AM

By Approach	Northbound SE Larch Ave				Southbound SE Larch Ave				Eastbound SE 12th St				Westbound SE 12th St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	108	125	233	0	116	113	229	0	200	79	279	0	133	240	373	1	557	1	3	0	2
%HV	4.6%				4.3%				1.5%				4.5%				3.4%				
PHF	0.79				0.58				0.65				0.67				0.66				

By Movement	Northbound SE Larch Ave				Southbound SE Larch Ave				Eastbound SE 12th St				Westbound SE 12th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	4	63	41	108	33	72	11	116	22	166	12	200	41	64	28	133	557
%HV	0.0%	7.9%	0.0%	4.6%	6.1%	2.8%	9.1%	4.3%	9.1%	0.6%	0.0%	1.5%	7.3%	3.1%	3.6%	4.5%	3.4%
PHF	0.50	0.88	0.64	0.79	0.46	0.64	0.69	0.58	0.61	0.64	0.50	0.65	0.64	0.70	0.64	0.67	0.66

Rolling Hour Summary

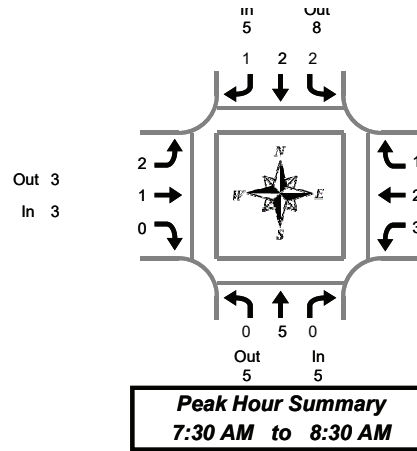
7:00 AM to 9:00 AM

Interval Start Time	Northbound SE Larch Ave				Southbound SE Larch Ave				Eastbound SE 12th St				Westbound SE 12th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	2	53	44	0	33	63	9	0	12	154	13	0	34	66	23	2	506	0	3	0	2
7:15 AM	3	57	42	0	35	76	9	0	20	173	12	0	36	65	27	2	555	1	3	0	2
7:30 AM	4	63	41	0	33	72	11	0	22	166	12	0	41	64	28	1	557	1	3	0	2
7:45 AM	5	60	44	0	34	69	12	0	19	153	14	0	47	66	25	0	548	1	2	0	2
8:00 AM	7	53	39	0	20	50	10	0	16	116	10	0	42	55	23	0	441	2	0	0	0

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



SE Larch Ave & SE 12th St

Wednesday, October 25, 2017

7:00 AM to 9:00 AM

Heavy Vehicle 15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SE Larch Ave				Southbound SE Larch Ave				Eastbound SE 12th St				Westbound SE 12th St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	1	1	0	2	4
7:15 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
7:30 AM	0	2	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
7:45 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
8:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	3	1	1	5	6
8:15 AM	0	2	0	2	1	1	1	3	1	0	0	1	0	1	0	1	7
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
8:45 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	0	1	1	4
Total Survey	0	5	0	5	2	7	1	10	3	2	1	6	4	5	2	11	32

Heavy Vehicle Peak Hour Summary

7:30 AM to 8:30 AM

By Approach	Northbound SE Larch Ave				Southbound SE Larch Ave				Eastbound SE 12th St				Westbound SE 12th St				Total
	In	Out	Total		In	Out	Total		In	Out	Total		In	Out	Total		
Volume	5	5	10		5	8	13		3	3	6		6	3	9		19
PHF	0.42				0.21				0.25				0.21				0.30

By Movement	Northbound SE Larch Ave				Southbound SE Larch Ave				Eastbound SE 12th St				Westbound SE 12th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	5	0	5	2	2	1	5	2	1	0	3	3	2	1	6	19
PHF	0.00	0.42	0.00	0.42	0.25	0.13	0.25	0.21	0.25	0.13	0.00	0.25	0.25	0.17	0.25	0.21	0.30

Heavy Vehicle Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound SE Larch Ave				Southbound SE Larch Ave				Eastbound SE 12th St				Westbound SE 12th St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	3	0	3	0	3	0	3	1	2	1	4	1	2	0	3	13
7:15 AM	0	3	0	3	1	2	0	3	1	2	0	3	3	2	1	6	15
7:30 AM	0	5	0	5	2	2	1	5	2	1	0	3	3	2	1	6	19
7:45 AM	0	3	0	3	2	3	1	6	1	1	0	2	3	3	1	7	18
8:00 AM	0	2	0	2	2	4	1	7	2	0	0	2	3	3	2	8	19

Peak Hour Summary

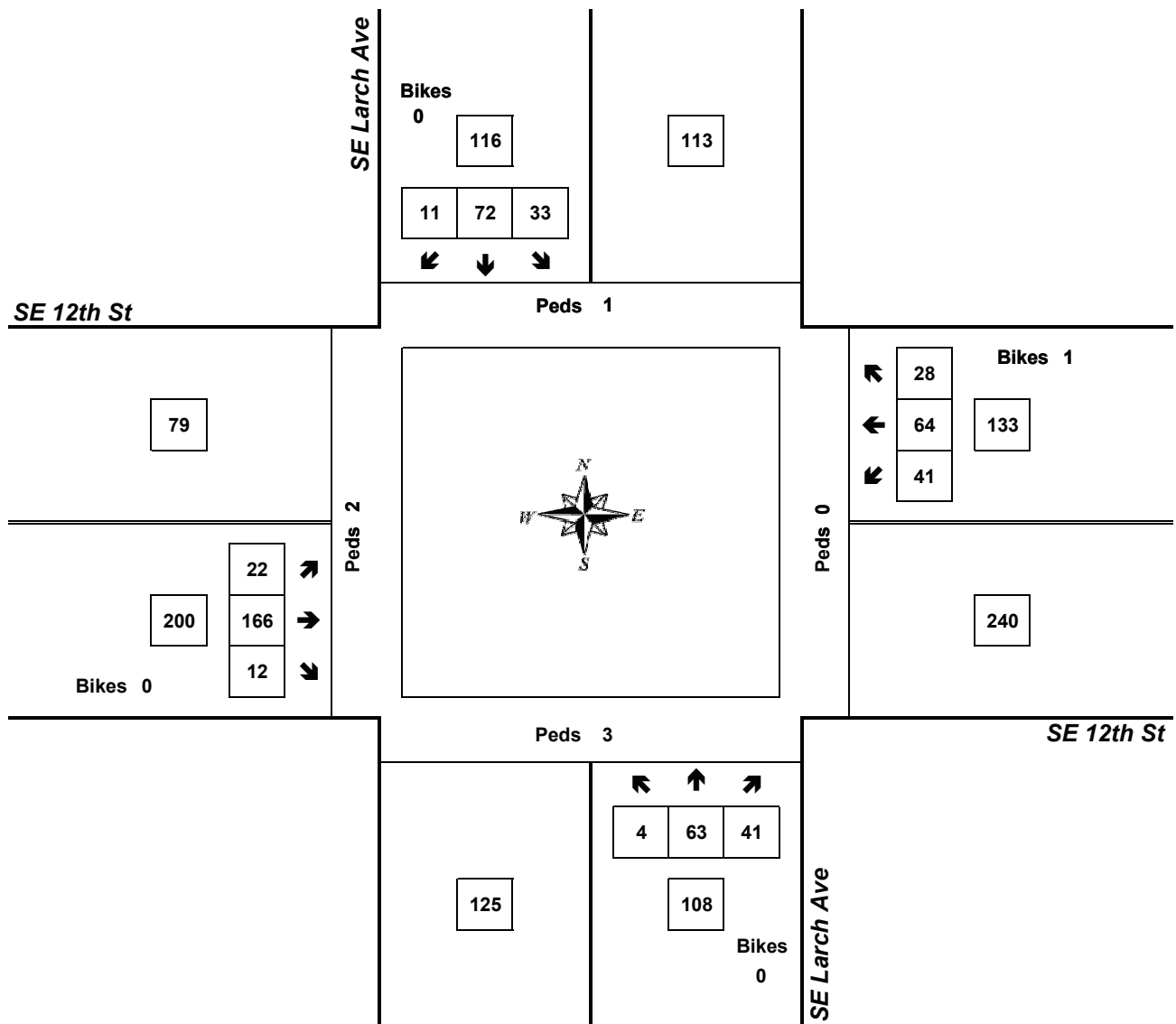


Clay Carney
(503) 833-2740

SE Larch Ave & SE 12th St

7:30 AM to 8:30 AM

Wednesday, October 25, 2017



Approach	PHF	HV%	Volume
EB	0.65	1.5%	200
WB	0.67	4.5%	133
NB	0.79	4.6%	108
SB	0.58	4.3%	116
Intersection	0.66	3.4%	557

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

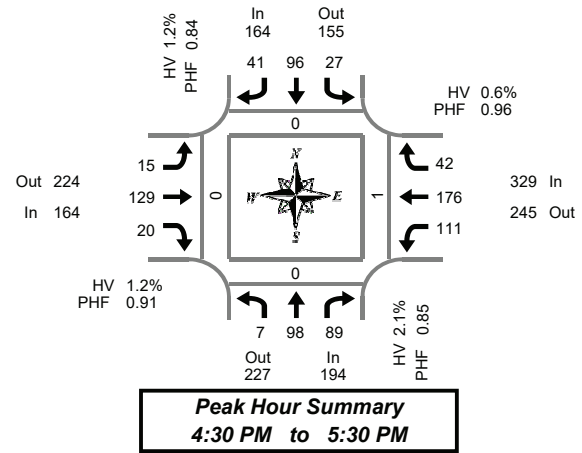


Clay Carney
(503) 833-2740

SE Larch Ave & SE 12th St

Tuesday, October 24, 2017

4:00 PM to 6:00 PM



15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SE Larch Ave				Southbound SE Larch Ave				Eastbound SE 12th St				Westbound SE 12th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	1	22	23	0	7	25	10	0	4	24	14	0	25	55	10	0	220	0	0	0	1
4:15 PM	3	28	25	0	8	14	9	0	4	33	7	0	32	36	10	0	209	0	0	0	0
4:30 PM	1	22	21	0	13	23	13	0	4	29	3	0	24	53	9	0	215	0	0	0	0
4:45 PM	1	22	21	0	4	17	9	0	3	32	4	0	34	29	9	0	185	0	0	0	0
5:00 PM	3	28	26	0	7	25	12	0	3	36	6	1	24	50	12	0	232	0	0	1	0
5:15 PM	2	26	21	0	3	31	7	0	5	32	7	0	29	44	12	0	219	0	0	0	0
5:30 PM	1	20	29	0	7	15	3	0	2	32	5	1	33	43	7	0	197	0	0	0	1
5:45 PM	2	26	19	1	8	18	6	0	4	22	5	0	35	33	7	0	185	0	0	0	1
Total Survey	14	194	185	1	57	168	69	0	29	240	51	2	236	343	76	0	1,662	0	0	1	3

Peak Hour Summary

4:30 PM to 5:30 PM

By Approach	Northbound SE Larch Ave				Southbound SE Larch Ave				Eastbound SE 12th St				Westbound SE 12th St				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	194	227	421	0	164	155	319	0	164	224	388	1	329	245	574	0	851	0	0	1	0
%HV	2.1%				1.2%				1.2%				0.6%				1.2%				
PHF	0.85				0.84				0.91				0.96				0.92				

By Movement	Northbound SE Larch Ave				Southbound SE Larch Ave				Eastbound SE 12th St				Westbound SE 12th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	7	98	89	194	27	96	41	164	15	129	20	164	111	176	42	329	851
%HV	0.0%	3.1%	1.1%	2.1%	0.0%	2.1%	0.0%	1.2%	0.0%	0.8%	5.0%	1.2%	0.0%	0.0%	4.8%	0.6%	1.2%
PHF	0.58	0.88	0.86	0.85	0.52	0.77	0.79	0.84	0.75	0.90	0.71	0.91	0.82	0.83	0.88	0.96	0.92

Rolling Hour Summary

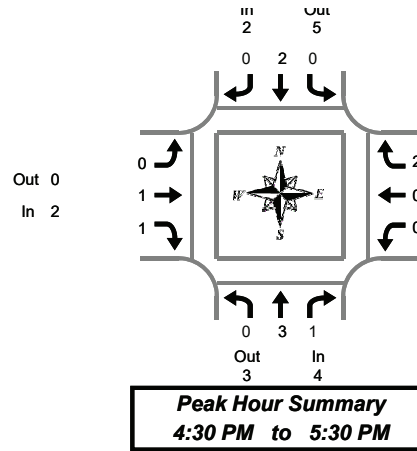
4:00 PM to 6:00 PM

Interval Start Time	Northbound SE Larch Ave				Southbound SE Larch Ave				Eastbound SE 12th St				Westbound SE 12th St				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	6	94	90	0	32	79	41	0	15	118	28	0	115	173	38	0	829	0	0	0	1
4:15 PM	8	100	93	0	32	79	43	0	14	130	20	1	114	168	40	0	841	0	0	1	0
4:30 PM	7	98	89	0	27	96	41	0	15	129	20	1	111	176	42	0	851	0	0	1	0
4:45 PM	7	96	97	0	21	88	31	0	13	132	22	2	120	166	40	0	833	0	0	1	1
5:00 PM	8	100	95	1	25	89	28	0	14	122	23	2	121	170	38	0	833	0	0	1	2

Heavy Vehicle Summary



Clay Carney
(503) 833-2740



SE Larch Ave & SE 12th St

Tuesday, October 24, 2017

4:00 PM to 6:00 PM

Heavy Vehicle 15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SE Larch Ave				Southbound SE Larch Ave				Eastbound SE 12th St				Westbound SE 12th St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	1	0	0	1	1	1	0	2	0	0	0	0	0	0	0	0	3
4:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
4:45 PM	0	1	1	2	0	1	0	1	0	0	0	0	0	0	1	1	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
5:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	1	1	3
5:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Survey	1	4	2	7	2	3	0	5	0	1	1	2	0	1	2	3	17

Heavy Vehicle Peak Hour Summary

4:30 PM to 5:30 PM

By Approach	Northbound SE Larch Ave			Southbound SE Larch Ave			Eastbound SE 12th St			Westbound SE 12th St			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	4	3	7	2	5	7	2	0	2	2	2	4	10
PHF	0.25			0.17			0.25			0.25			0.28

By Movement	Northbound SE Larch Ave				Southbound SE Larch Ave				Eastbound SE 12th St				Westbound SE 12th St				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	3	1	4	0	2	0	2	0	1	1	2	0	0	2	2	10
PHF	0.00	0.38	0.25	0.25	0.00	0.25	0.00	0.17	0.00	0.25	0.25	0.25	0.00	0.00	0.25	0.25	0.28

Heavy Vehicle Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound SE Larch Ave				Southbound SE Larch Ave				Eastbound SE 12th St				Westbound SE 12th St				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	1	3	1	5	1	2	0	3	0	1	0	1	0	0	1	1	10
4:15 PM	1	2	1	4	1	2	0	3	0	1	1	2	0	0	1	1	10
4:30 PM	0	3	1	4	0	2	0	2	0	1	1	2	0	0	2	2	10
4:45 PM	0	2	2	4	0	2	0	2	0	0	1	1	0	0	2	2	9
5:00 PM	0	1	1	2	1	1	0	2	0	0	1	1	0	1	1	2	7

All Traffic Data
Services Inc.

Count Period: 4:00 PM to 6:00 PM

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
NE C St E-O NE Larch Ave

EB		Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
		10/24/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		12 PM	5	185	56	0	17	2	0	1	0	0	0	0	0	8	274
		13:00	4	175	48	0	18	1	0	0	0	0	0	0	0	11	257
		14:00	6	156	55	0	16	0	0	0	0	0	0	0	0	5	238
		15:00	0	155	40	2	17	0	0	1	0	0	0	0	0	6	221
		16:00	5	164	42	1	25	0	0	2	0	0	0	0	0	5	244
		17:00	3	171	44	0	25	0	0	2	0	0	0	0	0	11	256
		18:00	2	153	37	0	11	0	0	0	0	0	0	0	0	6	209
		19:00	1	74	20	0	4	0	0	0	0	0	0	0	0	5	104
		20:00	0	83	15	0	4	0	0	0	0	0	0	0	0	2	104
		21:00	1	52	13	0	3	0	0	0	0	0	0	0	0	2	71
		22:00	0	28	3	0	1	0	0	0	0	0	0	0	0	0	32
		23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
		Total	27	1406	373	3	141	3	0	6	0	0	0	0	0	61	2020
		Percent	1.3%	69.6%	18.5%	0.1%	7.0%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	
		AM Peak															
		Vol.															
		PM Peak	14:00	12:00	12:00	15:00	16:00	12:00	16:00	16:00	2					13:00	
		Vol.	6	185	56	2	25	2	2	2						11	

***All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740***

Site Code: 1
NE C St E-O NE Larch Ave

[illegible]

Grand Total	36	2379	656	6	243	4	0	7	0	0	0	95	3426
Percent	1.1%	69.4%	19.1%	0.2%	7.1%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	2.8%	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
NE C St E-O NE Larch Ave

WB		Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
		10/24/17	Bikes														*
		01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		12 PM	3	234	31	0	19	3	0	1	0	0	0	0	14	305	
		13:00	8	167	48	0	16	1	0	1	0	0	0	0	8	249	
		14:00	4	203	45	1	16	2	0	1	0	0	0	0	8	280	
		15:00	2	219	46	2	19	0	0	0	0	0	0	0	4	292	
		16:00	1	310	48	1	13	0	0	4	0	0	0	0	6	383	
		17:00	4	307	41	0	17	1	0	0	0	0	0	0	10	380	
		18:00	0	219	25	0	13	0	0	2	0	0	0	0	6	265	
		19:00	0	135	22	0	6	0	0	0	0	0	0	0	4	167	
		20:00	0	139	15	0	3	0	0	0	0	0	0	0	2	159	
		21:00	0	67	10	0	4	0	0	0	0	0	0	0	1	82	
		22:00	0	35	3	0	0	0	0	0	0	0	0	0	0	38	
		23:00	1	37	0	0	1	0	0	0	0	0	0	0	0	39	
		Total	23	2072	334	4	127	7	0	9	0	0	0	0	63	2639	
		Percent	0.9%	78.5%	12.7%	0.2%	4.8%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	2.4%		
		AM Peak															
		Vol.															
		PM Peak	13:00	16:00	13:00	15:00	12:00	12:00	16:00						12:00		
		Vol.	8	310	48	2	19	3	4						14		

***All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740***

Site Code: 1
NE C St E-O NE Larch Ave

[illegible]

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
NE C St E-O NE Larch Ave

WB Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
	15	20	25	30	35	40	45	50	55	60	65	70	75	99	*	*	*
10/24/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	14	5	35	166	75	10	0	0	0	0	0	0	0	0	305	32	34
13:00	9	4	32	131	70	3	0	0	0	0	0	0	0	0	249	32	34
14:00	8	3	25	168	73	3	0	0	0	0	0	0	0	0	280	32	34
15:00	4	5	28	151	87	16	0	0	1	0	0	0	0	0	292	33	35
16:00	6	11	38	214	112	2	0	0	0	0	0	0	0	0	383	32	34
17:00	11	3	59	219	85	3	0	0	0	0	0	0	0	0	380	31	34
18:00	6	8	50	150	46	5	0	0	0	0	0	0	0	0	265	31	34
19:00	4	0	25	91	41	4	2	0	0	0	0	0	0	0	167	32	34
20:00	2	0	25	102	26	3	1	0	0	0	0	0	0	0	159	31	34
21:00	2	1	16	41	19	3	0	0	0	0	0	0	0	0	82	32	34
22:00	0	0	7	16	12	2	1	0	0	0	0	0	0	0	38	33	37
23:00	0	0	0	24	13	2	0	0	0	0	0	0	0	0	39	33	35
Total	66	40	340	1473	659	56	4	0	1	0	0	0	0	0	2639		
Percent	2.5%	1.5%	12.9%	55.8%	25.0%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	12:00 14	16:00 11	17:00 59	17:00 219	16:00 112	15:00 16	19:00 2		15:00 1					16:00 383			

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
NE C St W-O NE Larch Ave

EB		Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
		10/24/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		12 PM	2	44	9	0	8	0	0	0	0	0	0	0	0	0	63
		13:00	1	36	8	0	1	0	0	0	0	0	0	0	0	0	47
		14:00	0	36	10	0	7	0	0	0	0	0	0	0	0	0	54
		15:00	1	43	7	0	4	0	1	0	0	0	0	0	0	1	57
		16:00	1	40	5	0	2	0	0	0	0	0	0	0	0	2	50
		17:00	0	33	12	0	1	0	0	0	0	0	0	0	0	1	47
		18:00	3	35	5	0	2	0	0	0	0	0	0	0	0	2	47
		19:00	0	18	6	0	0	0	0	0	0	0	0	0	0	0	24
		20:00	1	18	4	0	0	0	0	0	0	0	0	0	0	0	23
		21:00	0	16	1	0	1	0	0	0	0	0	0	0	0	0	18
		22:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
		23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
		Total	9	329	68	0	26	1	1	0	0	0	0	0	0	7	441
		Percent	2.0%	74.6%	15.4%	0.0%	5.9%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	
		AM Peak															
		Vol.															
		PM Peak	18:00	12:00	17:00		12:00	13:00	15:00							16:00	
		Vol.	3	44	12	8	1	1	1							2	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
 NE C St W-O NE Larch Ave

EB	Start Time	Cars & Trailers		Bikes	2 Axle Long		Buses		2 Axle 6 Tire		3 Axle Single		4 Axle Single		<5 Axle Double		5 Axle Double		>6 Axle Double		<6 Axle Multi		6 Axle Multi		>6 Axle Multi		Not Classed		Total
	10/25/17	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	01:00	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	02:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	03:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	04:00	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	05:00	14	2	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
	06:00	25	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	
	07:00	66	9	0	9	1	1	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	80	1	
	08:00	42	11	1	11	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	58	1	
	09:00	31	7	0	7	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	44	1	
	10:00	26	11	0	11	1	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	44	1	
	11:00	32	12	0	12	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	1	
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	Total	1	251	0.3%	58	17.3%	2	15	4.5%	1	0.3%	0	0.0%	0	0	0.0%	0	0.0%	0	0.0%	0	0	0	0	0	7	335	7	
	Percent	0.3%	74.9%				0.6%																			2.1%			
	AM Peak	08:00	07:00		11:00		07:00	10:00		07:00																	09:00		
	PM Peak	1	66		12		1	4		1																	3		
	Vol.																												
	Vol.																												

Grand Total	10	580	126	2	41	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	776
Percent	1.3%	74.7%	16.2%	0.3%	5.3%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%		

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
NE C St W-O NE Larch Ave

WB		Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
		10/24/17	Bikes														*
		01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		12 PM	3	54	16	0	2	0	0	0	0	0	0	0	0	2	77
		13:00	2	37	19	0	2	1	0	0	0	0	0	0	0	5	66
		14:00	4	48	9	0	5	0	1	0	0	0	0	0	0	1	68
		15:00	2	55	15	2	5	0	0	0	0	0	0	0	0	1	80
		16:00	0	72	10	0	2	0	0	0	0	0	0	0	0	1	85
		17:00	1	62	15	0	4	0	0	0	0	0	0	0	0	3	85
		18:00	2	53	7	0	2	1	0	0	0	0	0	0	0	5	70
		19:00	0	34	4	0	1	0	0	0	0	0	0	0	0	0	39
		20:00	1	42	5	0	2	0	0	0	0	0	0	0	0	2	52
		21:00	0	19	5	0	1	0	0	0	0	0	0	0	0	0	25
		22:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
		23:00	1	8	1	0	2	0	0	0	0	0	0	0	0	1	13
		Total	16	492	107	2	28	2	1	0	0	0	0	0	0	21	669
		Percent	2.4%	73.5%	16.0%	0.3%	4.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		3.1%	
		AM Peak															
		Vol.															
		PM Peak	14:00	16:00	13:00	15:00	14:00	13:00	14:00							13:00	
		Vol.	4	72	19	2	5	1	1							5	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
NE C St W-O NE Larch Ave

EB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
		15	20	25	30	35	40	45	50	55	60	65	70	75	99			
	10/24/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	5	8	34	16	0	0	0	0	0	0	0	0	0	0	63	27	29
	13:00	1	8	28	9	1	0	0	0	0	0	0	0	0	0	47	26	29
	14:00	3	10	22	19	0	0	0	0	0	0	0	0	0	0	54	27	29
	15:00	2	19	26	10	0	0	0	0	0	0	0	0	0	0	57	25	28
	16:00	5	10	20	14	1	0	0	0	0	0	0	0	0	0	50	27	29
	17:00	3	10	26	7	1	0	0	0	0	0	0	0	0	0	47	25	29
	18:00	7	9	18	13	0	0	0	0	0	0	0	0	0	0	47	27	29
	19:00	1	6	13	4	0	0	0	0	0	0	0	0	0	0	24	25	28
	20:00	1	7	15	0	0	0	0	0	0	0	0	0	0	0	23	23	24
	21:00	1	3	6	7	1	0	0	0	0	0	0	0	0	0	18	28	30
	22:00	0	2	8	0	0	0	0	0	0	0	0	0	0	0	10	24	24
	23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	24	24
	Total	29	92	217	99	4	0	0	0	0	0	0	0	0	0	441		
	Percent	6.6%	20.9%	49.2%	22.4%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak																		
Vol.																		
PM Peak	18:00	7	19	34	19	1										12:00		
Vol.																63		

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
NE C St W-O NE Larch Ave

EB	Start Time	1		16		21		26		31		36		41		46		51		56		61		66		71		76		85th		95th		
		15	20	25	30	35	40	45	50	55	60	65	70	75	99	Total	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent	Percent		
	10/25/17	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	27	28			
	01:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	28	29			
	02:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	28	29			
	03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	24	24			
	04:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	27	28			
	05:00	1	2	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	24	25			
	06:00	0	11	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	27	29			
	07:00	2	15	42	19	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	27	29			
	08:00	1	11	25	18	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	28	30			
	09:00	4	7	22	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	27	29			
	10:00	2	10	18	12	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	28	29			
	11:00	1	8	22	12	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	28	29			
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
	Total	11	66	163	86	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	335					
	Percent	3.3%	19.7%	48.7%	25.7%	2.7%	0.0%	0.0%	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%						
	AM Peak	09:00	07:00	07:00	07:00	08:00																												
	Vol.	4	15	42	19	3																							07:00					
	PM Peak																													80				
	Vol.																																	

Grand Total Percent	40	158	380	185	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	776
	5.2%	20.4%	49.0%	23.8%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	15th Percentile :					17 MPH																								
	50th Percentile :					22 MPH																								
	85th Percentile :					27 MPH																								
Statistics	95th Percentile :					29 MPH																								
	10 MPH Pace Speed :					21-30 MPH																								
	Number in Pace :					565																								
	Percent in Pace :					72.8%																								
	Number of Vehicles > 55 MPH :					0																								
Percent of Vehicles > 55 MPH :					0.0%																									
Mean Speed(Average) :					23 MPH																									

***All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740***

Site Code: 1
NE C St W-O NE Larch Ave

[illegible]

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
E Whitman Dr E-O NE Larch Ave

EB		Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
		10/24/17	Bikes														*
		01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		12 PM	0	65	8	0	2	0	1	0	0	0	0	0	0	0	76
		13:00	2	60	18	1	7	0	0	0	0	0	0	0	0	1	89
		14:00	1	85	17	0	6	0	0	0	0	0	0	0	0	2	111
		15:00	0	67	13	0	6	0	0	0	0	0	0	0	0	0	86
		16:00	0	85	9	2	3	0	0	0	0	0	0	0	0	0	99
		17:00	2	64	13	0	5	0	0	0	0	0	0	0	0	2	86
		18:00	0	61	10	0	4	0	0	0	0	0	0	0	0	1	76
		19:00	1	31	6	0	2	0	0	0	0	0	0	0	0	2	42
		20:00	0	31	5	0	1	0	0	0	0	0	0	0	0	0	37
		21:00	2	24	3	0	1	0	0	0	0	0	0	0	0	0	30
		22:00	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
		23:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
		Total	8	597	103	3	37	0	1	0	0	0	0	0	0	8	757
		Percent	1.1%	78.9%	13.6%	0.4%	4.9%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%		
		AM Peak															
		Vol.															
		PM Peak	13:00	14:00	13:00	16:00	13:00		12:00							14:00	
		Vol.	2	85	18	2	7		1							2	

***All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740***

Site Code: 1
E Whitman Dr E-O NE Larch Ave

[illegible]

Grand Total	12	942	185	3	68	1	0	1	0	0	0	0	10	1222
Percent	1.0%	77.1%	15.1%	0.2%	5.6%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.8%	

***All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740***

Site Code: 1
E Whitman Dr E-O NE Larch Ave

[illegible]

***All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740***

Site Code: 29694
E Whitman Dr E-O NE Larch Ave

[illegible]

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 29694
 E Whitman Dr E-O NE Larch Ave

WB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total		85th Percent		95th Percent	
																*	*	*	*	*	*
10/24/17		*	*	*	*	*	*	*	*	*	*	*	*	*	*						
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	5	18	42	7	0	0	0	0	0	0	0	0	0	0	72	29	32	29	32	32
13:00	1	2	16	19	4	0	0	0	0	0	0	0	0	0	0	42	29	32	29	32	32
14:00	6	1	26	19	5	0	0	0	0	0	0	0	0	0	0	57	29	32	29	32	32
15:00	0	4	15	19	3	1	0	0	0	0	0	0	0	0	0	42	29	33	29	32	33
16:00	2	6	22	34	6	0	0	0	0	0	0	0	0	0	0	70	29	32	29	32	32
17:00	5	8	31	23	1	0	0	1	0	0	0	0	0	0	0	69	28	29	28	29	29
18:00	1	7	25	17	3	0	0	0	0	0	0	0	0	0	0	53	28	30	28	29	30
19:00	3	6	19	18	1	0	0	0	0	0	0	0	0	0	0	47	28	29	28	29	29
20:00	0	0	12	14	0	0	0	0	0	0	0	0	0	0	0	26	28	29	28	29	29
21:00	0	1	8	9	2	0	0	0	0	0	0	0	0	0	0	20	29	32	29	32	32
22:00	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	7	29	33	29	33	33
23:00	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5	28	29	28	29	29
Total	18	42	195	220	33	1	1	1	0	0	0	0	0	0	0	510					
Percent	3.5%	8.2%	38.2%	43.1%	6.5%	0.2%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%						
AM Peak																					
Vol.																					
PM Peak	14:00	6	8	31	42	7	1	1								12:00					
Vol.																72					

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
NE Larch Ave S-O NE C St

NB															
Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not Classed	Total
10/24/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	1	147	44	0	10	1	0	0	0	0	0	0	14	217	
13:00	1	153	39	0	12	0	0	0	0	0	0	0	8	213	
14:00	2	129	44	0	5	1	0	0	0	0	0	0	10	191	
15:00	0	136	33	3	11	0	0	0	0	0	0	0	8	191	
16:00	2	142	37	1	20	0	1	0	0	0	0	0	9	212	
17:00	6	145	38	0	18	0	2	0	0	0	0	0	13	222	
18:00	1	143	19	0	7	0	0	0	0	0	0	0	18	188	
19:00	0	84	11	0	3	0	0	0	0	0	0	0	1	99	
20:00	0	81	11	0	4	0	0	0	0	0	0	0	1	97	
21:00	0	53	10	0	2	0	0	0	0	0	0	0	0	65	
22:00	0	20	2	0	1	0	0	0	0	0	0	0	0	23	
23:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9	
Total	13	1241	288	4	94	2	3	0	0	0	0	0	82	1727	
Percent	0.8%	71.9%	16.7%	0.2%	5.4%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%		
AM Peak															
Vol.															
PM Peak	17:00	13:00	12:00	15:00	16:00	12:00	17:00						18:00		
Vol.	6	153	44	3	20	1	2						18		

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	17	2066	510	6	153	3	0	3	0	0	0	0	117	2875
Grand Total														
Percent	0.6%	71.9%	17.7%	0.2%	5.3%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	4.1%	

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NE Larch Ave S-O NE C St

SB	Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
	10/24/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	2	31	0	19	1	0	0	0	0	0	0	0	0	8	287
	13:00	4	37	0	14	0	0	1	0	0	0	0	0	0	6	233
	14:00	2	39	1	15	1	0	1	0	0	0	0	0	0	6	255
	15:00	3	42	2	13	0	0	1	0	0	0	0	0	0	5	262
	16:00	2	49	1	13	0	0	1	0	0	0	0	0	0	2	321
	17:00	3	42	0	17	1	0	1	0	0	0	0	0	0	9	321
	18:00	0	24	0	14	0	0	0	0	0	0	0	0	0	9	259
	19:00	0	24	0	7	0	0	0	0	0	0	0	0	0	1	164
	20:00	0	13	0	5	0	0	0	0	0	0	0	0	0	1	142
	21:00	0	7	0	3	0	0	0	0	0	0	0	0	0	0	81
	22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	39
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29
	Total	16	311	4	120	3	0	5	0	0	0	0	0	0	47	2393
	Percent	0.7%	13.0%	0.2%	5.0%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	
AM Peak																
Vol.																
	PM Peak	13:00	16:00	15:00	12:00	12:00	13:00	1							17:00	
	Vol.	4	253	2	19	1	1	1							9	

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Site Code: 1
NE Larch Ave S-O NEC St

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Site Code: 1
NE Larch Ave S-O NE C St

SB	Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 99	Total	85th Percent	95th Percent
	10/25/17	0	0	2	6	3	2	0	0	0	0	0	0	0	0	13	35	38
	01:00	0	0	0	6	2	0	0	0	0	0	0	0	0	0	8	32	33
	02:00	0	0	1	7	2	0	0	0	0	0	0	0	0	0	10	31	33
	03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	39	39
	04:00	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4	37	38
	05:00	0	0	2	11	4	1	0	0	0	0	0	0	0	0	18	32	35
	06:00	4	0	13	29	16	0	1	0	0	0	0	0	0	0	63	32	34
	07:00	3	1	18	75	36	1	0	0	0	0	0	0	0	0	134	32	34
	08:00	3	1	10	80	37	3	0	0	0	0	0	0	0	0	134	32	34
	09:00	1	0	13	72	60	7	0	0	0	0	0	0	0	0	153	33	34
	10:00	5	1	21	74	46	6	0	1	0	0	0	0	0	0	154	33	34
	11:00	7	2	15	103	51	4	0	0	0	0	0	0	0	0	182	32	34
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	23	5	95	465	258	26	1	1	0	0	0	0	0	0	874		
	Percent	2.6%	0.6%	10.9%	53.2%	29.5%	3.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	11:00	11:00	10:00	11:00	09:00	09:00	06:00	10:00							11:00		
	PM Peak Vol.	7	2	21	103	60	7	1	1							182		

Grand Total	75	20	294	1819	958	95	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3267
Percent	2.3%	0.6%	9.0%	55.7%	29.3%	2.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
15th Percentile :																25 MPH													
50th Percentile :																28 MPH													
85th Percentile :																32 MPH													
95th Percentile :																34 MPH													

Statistics	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	2777
	Percent in Pace :	85.0%
	Number of Vehicles > 55 MPH :	0
	Percent of Vehicles > 55 MPH :	0.0%
	Mean Speed(Average) :	29 MPH

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Site Code: 1
SE Larch Ave S-O SE 6th St

NB															
Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
10/24/17	Bikes														*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	1	125	28	0	7	0	0	0	0	0	0	0	0	3	164
13:00	2	121	16	0	11	2	0	0	0	0	0	0	0	1	153
14:00	2	107	15	1	5	0	0	0	0	0	0	0	0	4	135
15:00	2	118	14	2	12	1	0	0	0	0	0	0	0	2	152
16:00	1	123	17	4	11	0	0	0	0	0	0	0	0	4	161
17:00	6	126	26	0	10	0	0	0	0	0	0	0	0	4	172
18:00	3	106	16	0	8	0	0	0	0	0	0	0	0	7	140
19:00	0	81	14	0	4	1	0	0	0	0	0	0	0	0	100
20:00	0	61	6	0	4	0	0	0	0	0	0	0	0	0	71
21:00	0	50	2	0	3	0	0	0	0	0	0	0	0	0	55
22:00	1	15	2	0	2	0	0	0	0	0	0	0	0	0	20
23:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
Total	18	1045	157	7	77	4	3	0	0	0	0	0	0	25	1336
Percent	1.3%	78.2%	11.8%	0.5%	5.8%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	
AM Peak															
Vol.															
PM Peak	17:00	17:00	12:00	16:00	15:00	13:00	14:00							18:00	
Vol.	6	126	28	4	12	2	1							7	

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NB															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Classed	Total
10/25/17	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
05:00	0	7	4	0	2	0	0	0	0	0	0	0	0	0	13
06:00	0	39	11	0	3	0	0	0	0	0	0	0	0	0	53
07:00	0	109	23	3	8	0	0	0	0	0	0	0	0	0	147
08:00	0	85	20	0	5	0	0	0	0	0	0	0	0	2	112
09:00	2	76	7	0	9	0	0	0	0	0	0	0	0	2	96
10:00	0	78	13	0	9	0	0	1	0	0	0	0	0	1	102
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	421	81	3	36	0	0	1	0	0	0	0	0	10	554
Percent	0.4%	76.0%	14.6%	0.5%	6.5%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	
AM Peak	09:00	07:00	07:00	07:00	09:00			10:00						07:00	
Vol.	2	109	23	3	9			1						4	
PM Peak Vol.															

Grand Total	20	1466	238	10	113	4	0	4	0	0	0	0	0	35	1890
Percent	1.1%	77.6%	12.6%	0.5%	6.0%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	

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Site Code: 1
SE Larch Ave S-O SE 6th St

SB		Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
		10/24/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		12 PM	1	134	21	0	0	0	0	0	0	0	0	0	0	3	169
		13:00	1	108	25	0	0	0	1	0	0	0	0	0	0	5	149
		14:00	0	94	23	0	0	0	1	0	0	0	0	0	0	13	140
		15:00	2	144	31	1	0	0	0	0	0	0	0	0	0	12	199
		16:00	0	153	27	0	0	0	1	0	0	0	0	0	0	2	195
		17:00	1	143	23	0	0	0	0	0	0	0	0	0	0	4	179
		18:00	1	124	16	0	0	0	1	0	0	0	0	0	0	4	152
		19:00	0	64	15	0	0	0	0	0	0	0	0	0	0	1	84
		20:00	0	61	10	0	0	0	0	0	0	0	0	0	0	0	75
		21:00	0	30	3	0	0	0	0	0	0	0	0	0	0	0	33
		22:00	1	18	3	0	0	0	0	0	0	0	0	0	0	0	23
		23:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
		Total	7	1084	197	1	0	0	4	0	0	0	0	0	0	44	1409
		Percent	0.5%	76.9%	14.0%	0.1%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		3.1%	
		AM Peak															
		Vol.															
		PM Peak	15:00	16:00	15:00	15:00	15:00	15:00	13:00							14:00	
		Vol.	2	153	31	1	1	1	1							13	

***All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740***

Site Code: 1
SE Larch Ave S-O SE 6th St

NB	Start Time	1		16		21		26		31		36		41		46		51		56		61		66		71		76		85th		95th	
		15	*	20	*	25	*	30	*	35	*	40	*	45	*	50	*	55	*	60	*	65	*	70	*	75	*	80	*	85th	*	95th	*
	10/24/17	*		*		*		*		*		*		*		*		*		*		*		*		*		*		*		*	
	01:00	*		*		*		*		*		*		*		*		*		*		*		*		*		*		*		*	
	02:00	*		*		*		*		*		*		*		*		*		*		*		*		*		*		*		*	
	03:00	*		*		*		*		*		*		*		*		*		*		*		*		*		*		*		*	
	04:00	*		*		*		*		*		*		*		*		*		*		*		*		*		*		*		*	
	05:00	*		*		*		*		*		*		*		*		*		*		*		*		*		*		*		*	
	06:00	*		*		*		*		*		*		*		*		*		*		*		*		*		*		*		*	
	07:00	*		*		*		*		*		*		*		*		*		*		*		*		*		*		*		*	
	08:00	*		*		*		*		*		*		*		*		*		*		*		*		*		*		*		*	
	09:00	*		*		*		*		*		*		*		*		*		*		*		*		*		*		*		*	
	10:00	*		*		*		*		*		*		*		*		*		*		*		*		*		*		*		*	
	11:00	*		*		*		*		*		*		*		*		*		*		*		*		*		*		*		*	
	12 PM	3		5		20		51		71		13		1		0		0		0		0		0		0		0		164		34	
	13:00	3		9		22		51		58		9		1		0		0		0		0		0		0		0		153		33	
	14:00	4		3		20		53		51		4		0		0		0		0		0		0		0		0		135		33	
	15:00	5		6		27		58		48		8		0		0		0		0		0		0		0		0		152		33	
	16:00	8		16		25		47		53		8		4		0		0		0		0		0		0		0		161		33	
	17:00	5		9		29		52		69		7		1		0		0		0		0		0		0		0		172		33	
	18:00	7		4		18		56		41		14		0		0		0		0		0		0		0		0		140		34	
	19:00	0		2		18		49		26		3		2		0		0		0		0		0		0		0		100		33	
	20:00	0		2		12		40		16		0		1		0		0		0		0		0		0		0		71		31	
	21:00	0		1		10		27		14		2		1		0		0		0		0		0		0		0		55		33	
	22:00	0		0		6		9		4		1		0		0		0		0		0		0		0		0		20		32	
	23:00	0		1		1		9		1		0		1		0		0		0		0		0		0		0		13		30	
	Total	35		58		208		502		452		69		12		0		0		0		0		0		0		0		1336		41	
	Percent	2.6%		4.3%		15.6%		37.6%		33.8%		5.2%		0.9%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%					
AM Peak																																	
Vol.																																	
PM Peak		16:00	8	16	16:00	17:00	15:00	18:00	16:00	12:00	18:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Vol.		8	16	16	16:00	17:00	15:00	18:00	16:00	12:00	18:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
SE Larch Ave S-O SE 6th St

NB		1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	99	99			
10/25/17	0	2	0	5	1	0	0	0	0	0	0	0	0	0	0	8	29	32
01:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	32	33
02:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	28	29
03:00	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4	29	29
04:00	0	0	1	5	3	2	0	0	0	0	0	0	0	0	0	11	35	38
05:00	0	0	3	3	5	2	0	0	0	0	0	0	0	0	0	13	35	38
06:00	1	4	8	18	18	3	1	0	0	0	0	0	0	0	0	53	33	37
07:00	5	11	19	59	45	8	0	0	0	0	0	0	0	0	0	147	33	35
08:00	2	4	17	47	36	4	2	0	0	0	0	0	0	0	0	112	33	35
09:00	4	2	13	39	31	6	1	0	0	0	0	0	0	0	0	96	33	36
10:00	1	1	18	52	25	5	0	0	0	0	0	0	0	0	0	102	32	34
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	13	24	81	236	165	30	4	0	0	0	0	0	0	0	0	553		
Percent	2.4%	4.3%	14.6%	42.7%	29.8%	5.4%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	08:00									07:00		
Vol.	5	11	19	59	45	8	2									147		
PM Peak																		
Vol.																		

***All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740***

Site Code: 1
SE Larch Ave S-O SE 6th St

SB		Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 99	Total	85th Percent	95th Percent
		10/24/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		12 PM	4	6	16	52	73	18	0	0	0	0	0	0	0	0	169	34	37
		13:00	5	1	12	36	80	15	0	0	0	0	0	0	0	0	149	34	37
		14:00	13	5	18	55	41	6	2	0	0	0	0	0	0	0	140	33	35
		15:00	16	7	24	69	72	11	0	0	0	0	0	0	0	0	199	33	35
		16:00	2	8	19	73	83	10	0	0	0	0	0	0	0	0	195	33	35
		17:00	4	5	19	75	64	10	2	0	0	0	0	0	0	0	179	33	36
		18:00	5	7	19	60	57	4	0	0	0	0	0	0	0	0	152	33	34
		19:00	1	3	11	41	24	4	0	0	0	0	0	0	0	0	84	33	34
		20:00	0	7	9	36	22	1	0	0	0	0	0	0	0	0	75	32	34
		21:00	0	1	2	14	16	0	0	0	0	0	0	0	0	0	33	33	34
		22:00	0	1	2	12	4	2	0	0	0	2	0	0	0	0	23	36	57
		23:00	0	0	1	4	5	1	0	0	0	0	0	0	0	0	11	34	37
		Total	50	51	152	527	541	82	4	0	0	2	0	0	0	0	1409		
		Percent	3.5%	3.6%	10.8%	37.4%	38.4%	5.8%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%			
		AM Peak																	
		Vol.																	
		PM Peak	15:00	16:00	15:00	17:00	16:00	12:00	14:00			22:00					15:00		
		Vol.	16	8	24	75	83	18	2			2					199		

***All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740***

Site Code: 1
SE 12th St E-O SE Larch Ave

[illegible][illegible]

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
SE 12th St E-O SE Larch Ave

WB	Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
	10/24/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	3	199	0	6	1	0	0	0	0	0	0	0	0	7	268
	13:00	1	189	0	12	1	0	1	0	0	0	0	0	0	9	256
	14:00	2	179	0	9	0	0	0	0	0	0	0	0	0	17	242
	15:00	3	227	1	26	0	0	0	0	0	0	0	0	0	15	316
	16:00	2	246	0	13	1	0	0	0	0	0	0	0	0	22	333
	17:00	6	251	0	7	0	0	0	0	0	0	0	0	0	34	338
	18:00	5	166	0	19	0	0	0	0	0	0	0	0	0	18	236
	19:00	0	110	0	2	0	0	0	0	0	0	0	0	0	6	134
	20:00	0	96	0	5	0	0	0	0	0	0	0	0	0	3	120
	21:00	0	63	0	3	0	0	1	0	0	0	0	0	0	1	83
	22:00	1	33	0	3	0	0	0	0	0	0	0	0	0	1	40
	23:00	0	24	0	0	0	0	0	0	0	0	0	0	0	0	28
	Total	23	1783	1	105	3	0	2	0	0	0	0	0	0	133	2394
	Percent	1.0%	74.5%	0.0%	4.4%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		5.6%	
AM Peak																
Vol.																
	PM Peak	17:00	17:00	12:00	15:00	12:00		13:00							17:00	
	Vol.	6	251	52	1	1		1							34	

***All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740***

SE 12th St E-O SE Larch Ave
Site Code: 1

[illegible]

Grand Total	35	2395	483	5	157	4	0	5	0	0	0	0	161	3245
Percent	1.1%	73.8%	14.9%	0.2%	4.8%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	5.0%	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
SE 12th St E-O SE Larch Ave

EB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th Percent	95th Percent
		15	20	25	30	35	40	45	50	55	60	65	70	75	99			
	10/24/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	8	1	10	102	127	12	0	0	0	0	0	0	0	0	260	33	34
	13:00	8	0	7	83	130	10	2	0	0	0	0	0	0	0	240	34	34
	14:00	10	1	5	94	104	3	0	1	0	0	0	0	0	0	218	33	34
	15:00	10	1	7	110	131	17	2	0	0	0	0	0	0	0	278	34	36
	16:00	14	1	9	89	106	15	1	0	0	0	0	0	0	0	235	34	36
	17:00	38	2	16	100	100	15	0	0	0	0	0	0	0	0	271	33	35
	18:00	12	2	26	108	54	4	0	0	0	0	0	0	0	0	206	32	34
	19:00	5	1	8	57	37	6	0	0	0	0	0	0	0	0	114	33	35
	20:00	1	0	6	58	33	5	0	0	0	0	0	0	0	0	103	33	34
	21:00	3	1	4	20	19	4	0	0	0	0	0	0	0	0	51	34	36
	22:00	0	0	6	13	10	4	0	0	0	0	0	0	0	0	33	34	37
	23:00	0	0	4	6	8	0	0	0	0	0	0	0	0	0	18	33	34
	Total	109	10	108	840	859	95	5	1	0	0	0	0	0	0	2027		
	Percent	5.4%	0.5%	5.3%	41.4%	42.4%	4.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
	AM Peak																	
	Vol.																	

15:00
278

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
SE 12th St E-O SE Larch Ave

EB	Start		1	16	21	26	31	36	41	46	51	56	61	66	71	76	85th		95th	
	Time		15	20	25	30	35	40	45	50	55	60	65	70	75	99	Total	Percent	Percent	Percent
10/25/17																				
	01:00	0	0	1	5	2	1	1	0	0	0	0	0	0	0	0	9	34	37	44
	02:00	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	3	42	42	44
	03:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	2	33	33	33
	04:00	0	0	2	6	8	0	0	0	0	0	0	0	0	0	0	4	32	33	33
	05:00	0	0	2	15	16	7	0	0	0	0	0	0	0	0	0	16	33	34	38
	06:00	0	0	5	23	34	8	0	0	0	0	0	0	0	0	0	70	34	37	37
	07:00	3	3	2	65	126	15	1	0	0	0	0	0	0	0	0	215	34	36	36
	08:00	2	0	7	62	100	18	1	0	0	0	0	0	0	0	0	190	34	37	37
	09:00	8	3	6	57	92	12	1	0	0	0	0	0	0	0	0	179	34	36	36
	10:00	3	2	14	76	67	8	2	0	0	0	0	0	0	0	0	172	33	35	35
	11:00	0	0	0	0	73	0	0	0	0	0	0	0	0	0	0	73	34	34	34
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total		16	8	39	314	520	70	6	0	0	0	0	0	0	0	0	973			
Percent		1.6%	0.8%	4.0%	32.3%	53.4%	7.2%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak		09:00	07:00	10:00	10:00	07:00	08:00	10:00									07:00			
Vol.		8	3	14	76	126	18	2									215			
PM Peak																				
Vol.																				

Grand Total Percent	125	18	147	1154	1379	165	11	1	0	0	0	0	0	0	3000
	4.2%	0.6%	4.9%	38.5%	46.0%	5.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
15th Percentile : 25 MPH															
50th Percentile : 30 MPH															
85th Percentile : 34 MPH															
95th Percentile : 35 MPH															

Statistics	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	2533
Number of Vehicles > 55 MPH :	Percent in Pace :	84.4%
	Percent of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	Mean Speed(Average) :	0.0%
		30 MPH

***All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740***

Site Code: 1
SE 12th St E-O SE Larch Ave

WB	Start Time	1		16		21		26		31		36		41		46		51		56		61		66		71		76		Total		85th		95th	
		15	*	20	*	25	*	30	*	35	*	40	*	45	*	50	*	55	*	60	*	65	*	70	*	75	*	99	*	*	Percent	*	Percent		
	10/24/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	7	0	0	6	6	95	97	143	15	15	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	268	34	36	34	36		
	13:00	9	1	1	13	6	97	120	120	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	256	34	37	34	37		
	14:00	17	1	1	3	3	80	115	115	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	242	34	37	34	37		
	15:00	18	2	2	9	9	115	155	155	16	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	316	34	35	34	35		
	16:00	22	0	0	7	7	102	160	160	40	40	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	333	34	38	34	38		
	17:00	36	0	0	15	15	108	156	156	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	338	34	36	34	36		
	18:00	23	2	2	9	9	100	99	99	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	236	33	34	33	34		
	19:00	5	0	0	12	12	72	43	43	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134	32	34	32	34		
	20:00	3	0	0	7	7	61	46	46	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	33	34	33	34		
	21:00	1	1	1	5	5	51	21	21	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	32	34	32	34		
	22:00	1	1	1	3	3	13	19	19	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	34	36	34	36		
	23:00	0	0	0	1	1	13	12	12	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	34	38	34	38		
	Total	142	8	8	83	83	907	1089	1089	159	159	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2394						
	Percent	5.9%	0.3%	0.3%	3.5%	3.5%	37.9%	45.5%	45.5%	6.6%	6.6%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%							
AM Peak																																			
Vol.																																			
PM Peak																																			
Vol.		17:00	36	2	15	15	115	160	160	40	40	2	2	12:00	17:00	338																			

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
SE 12th St E-O SE Larch Ave

WB	Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
	10/25/17	0	0	0	13	1	0	0	0	0	0	0	0	0	0	14	29	31
	01:00	0	0	0	3	1	2	0	0	0	0	0	0	0	0	6	37	39
	02:00	0	0	0	2	3	0	0	0	0	0	0	0	0	0	5	33	34
	03:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	28	29
	04:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4	32	33
	05:00	0	0	4	8	4	0	0	0	0	0	0	0	0	0	16	32	34
	06:00	2	0	2	20	10	2	0	0	0	0	0	0	0	0	36	33	35
	07:00	6	0	4	45	64	6	0	0	0	0	0	0	0	0	125	34	34
	08:00	2	1	6	53	53	8	0	0	0	0	0	0	0	0	123	34	36
	09:00	8	0	4	60	66	8	1	0	0	0	0	0	0	0	147	34	36
	10:00	7	3	6	60	118	11	1	0	0	0	0	0	0	0	206	34	35
	11:00	6	2	4	61	84	9	0	0	0	0	0	0	0	0	166	34	35
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	31	6	33	328	405	46	2	0	0	0	0	0	0	0	851		
	Percent	3.6%	0.7%	3.9%	38.5%	47.6%	5.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	09:00	10:00	08:00	11:00	10:00	10:00	09:00								10:00		
	Vol.	8	3	6	61	118	11	1								206		
	PM Peak																	
	Vol.																	

Grand Total	173	14	116	1235	1494	205	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3245	
Percent	5.3%	0.4%	3.6%	38.1%	46.0%	6.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
		15th Percentile :		25 MPH																											
		50th Percentile :		30 MPH																											
		85th Percentile :		34 MPH																											
		95th Percentile :		36 MPH																											

Statistics	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	2729
	Percent in Pace :	84.1%
	Number of Vehicles > 55 MPH :	0
	Percent of Vehicles > 55 MPH :	0.0%
	Mean Speed(Average) :	30 MPH

***All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740***

Site Code: 1
SE Larch Ave S-O SE 12th St

[illegible]

***All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740***

Site Code: 1
SE Larch Ave S-O SE 12th St

[illegible][illegible]

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
SE Larch Ave S-O SE 12th St

SB	Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
	10/24/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	4	35	2	10	0	0	1	0	0	0	0	0	0	9	221
	13:00	1	36	0	14	0	0	2	0	0	0	0	0	0	5	205
	14:00	0	31	0	14	0	0	0	0	0	0	0	0	0	4	168
	15:00	2	40	2	15	0	0	0	0	0	0	0	0	0	8	240
	16:00	1	32	0	16	0	0	1	0	0	0	0	0	0	7	223
	17:00	3	30	0	11	1	0	1	0	0	0	0	0	0	8	231
	18:00	2	18	0	10	0	0	0	0	0	0	0	0	0	1	151
	19:00	0	13	0	6	0	0	0	0	0	0	0	0	0	0	90
	20:00	0	11	0	4	0	0	0	0	0	0	0	0	0	0	80
	21:00	1	6	0	1	0	0	0	0	0	0	0	0	0	2	61
	22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	26
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	Total	14	256	4	101	1	0	5	0	0	0	0	0	0	44	1712
	Percent	0.8%	15.0%	0.2%	5.9%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	
AM Peak																
Vol.																
	PM Peak	12:00	17:00	12:00	16:00	17:00		13:00							12:00	
	Vol.	4	177	2	16	1		2							9	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
 SE Larch Ave S-O SE 12th St

SB	Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
	10/25/17	10	0	0	1	0	0	0	0	0	0	0	0	0	0	11
	01:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	04:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	05:00	6	3	0	3	0	0	0	0	0	0	0	0	0	0	13
	06:00	38	6	0	5	1	0	0	0	0	0	0	0	0	0	50
	07:00	82	19	1	10	0	0	0	0	0	0	0	0	0	1	113
	08:00	65	27	0	6	1	0	0	0	0	0	0	0	0	1	101
	09:00	98	12	0	10	1	0	0	0	0	0	0	0	0	0	124
	10:00	106	29	1	16	0	0	0	0	0	0	0	0	0	4	160
	11:00	95	20	0	12	0	0	0	0	0	0	0	0	0	0	128
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	514	118	2	63	3	0	0	0	0	0	0	0	0	6	716
	Percent	71.8%	16.5%	0.3%	8.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.8%	
	AM Peak	10:00	10:00	07:00	10:00	06:00								10:00		
	Vol.	4	29	1	16	1								4		
	PM Peak															
	Vol.															
	Grand Total	24	374	6	164	4	0	5	0	0	0	0	0	0	50	2428
	Percent	1.0%	15.4%	0.2%	6.8%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	2.1%	

***All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740***

Site Code: 1
SE Larch Ave S-O SE 12th St

[illegible]

***All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740***

Site Code: 1
SE Larch Ave S-O SE 12th St

[illegible]

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
SE Larch Ave S-O SE 12th St

SB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	85th	95th
		15	20	25	30	35	40	45	50	55	60	65	70	75	99		Percent	Percent
	10/25/17	0	3	5	3	0	0	0	0	0	0	0	0	0	0	11	27	29
	01:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	28	29
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	29	29
	03:00	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	24	24
	04:00	0	0	3	4	0	0	0	0	0	0	0	0	0	0	7	28	29
	05:00	0	4	6	3	0	0	0	0	0	0	0	0	0	0	13	26	28
	06:00	0	4	28	16	2	0	0	0	0	0	0	0	0	0	50	28	29
	07:00	1	5	54	50	3	0	0	0	0	0	0	0	0	0	113	28	29
	08:00	2	3	45	49	2	0	0	0	0	0	0	0	0	0	101	28	29
	09:00	1	11	60	49	3	0	0	0	0	0	0	0	0	0	124	28	29
	10:00	4	10	83	60	3	0	0	0	0	0	0	0	0	0	160	28	29
	11:00	2	9	75	42	0	0	0	0	0	0	0	0	0	0	128	27	29
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	10	49	365	279	13	0	0	0	0	0	0	0	0	0	716		
	Percent	1.4%	6.8%	51.0%	39.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	10:00	09:00	10:00	10:00	07:00										10:00		
	Vol.	4	11	83	60	3										160		
	PM Peak																	
	Vol.																	

Statistics	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	2146
	Percent in Pace :	88.4%
	Number of Vehicles > 55 MPH :	0
	Percent of Vehicles > 55 MPH :	0.0%
	Mean Speed(Average) :	25 MPH

APPENDIX B

MEMORANDUM

DATE: January 30, 2018

TO: Ryan Billen, PE

FROM: John Manix, PE

PROJECT: 67136.000, Phase 0004, Task 004

REGARDING: Central College Place Planning Study, TIA, Trip Generation of Three Alternative Land Uses

The following trip generation tables show the range of new trips generated from the site based on the market analysis.¹ Please distribute it to the project team members for their information. If they have any concerns, comments, or questions, please let me know. We plan to move forward with the TIA based on alternative 2, the highest trip alternative. If the analysis shows the need for traffic mitigation, we will follow up with the project team before completing the report. The three alternatives include the following:

1. Existing zoning with the lowest density of residential land use: single-family homes.
2. Proposed RM zoning using 250 apartment units based on the market reports analysis.
3. Proposed 72,000 square feet of light industrial land use based on the market analysis

PBS Engineering and Environmental Inc. (PBS) will be preparing a traffic impact analysis (TIA) report to evaluate the change in zoning. To prepare the TIA report, a land use alternative and size are needed. The market analysis provided the two alternatives to the existing zoning that include build-out of the vacant 5.5 acres.

Table 1. Alternative 1: Single-Family Homes with Existing Zoning

Land Use (ITE Code)	Single-family detached (210)	
Independent Variable	Units	
Size	35	
Average Weekday Trips (ADT)	334	
Peak Hour Trips	AM Peak Hour (7:00–9:00 AM)	PM Peak Hour (4:00–6:00 PM)
In	7	22
Out	20	13
Total Trips	27	35

¹ College Place NE Larch Street Site Market Analysis and Site Evaluation, ECONorthwest, December 2017.

Table 2. Alternative 2: Apartments with RM Zoning

Land Use (ITE Code)	Apartments (220)	
Independent Variable	Units	
Size	250	
Average Weekday Trips (ADT)	1,663	
Peak Hour Trips	AM Peak Hour (7:00–9:00 AM)	PM Peak Hour (4:00–6:00 PM)
In	26	101
Out	102	54
Total Trips	128	155

Table 3. Alternative 3: Light Industrial Zoning

Land Use (ITE Code)	General Light Industrial (110)	
Independent Variable	1,000 square feet	
Size	71	
Average Weekday Trips (ADT)	496	
Peak Hour Trips	AM Peak Hour (7:00–9:00 AM)	PM Peak Hour (4:00–6:00 PM)
In	57	8
Out	8	61
Total Trips	65	69

Trip Generation Findings and Recommendation

The range of trips generation varies significantly depending on the land use and the size. Assuming the number of trips from the proposed apartments does not necessitate expensive traffic mitigation, then we know that light industrial land use will likely not trigger mitigation. It is interesting to note that light industrial trip generation is in the opposite direction of the residential. Thus, it should have even less traffic impacts than residential land use alternatives because the existing surrounding land use is mostly residential. Alternative 2, proposed RM zoning, is the recommended land use for the TIA report as a worst-case scenario.

Attachment: Trip generation calculations

JAM:REVIEWER:lc

APPENDIX C

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	368	167	0	6	19
Future Vol, veh/h	0	368	167	0	6	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	409	186	0	7	21

Major/Minor	Major1	Minor1	Major2
Conflicting Flow All	-	0 443	- 409 -
Stage 1	-	- 409	- - -
Stage 2	-	- 34	- - -
Critical Hdwy	-	- 6.52	- 4.12 -
Critical Hdwy Stg 1	-	- 5.52	- - -
Critical Hdwy Stg 2	-	- -	- - -
Follow-up Hdwy	-	- 4.018	- 2.218 -
Pot Cap-1 Maneuver	0	- 509	0 1150 -
Stage 1	0	- 596	0 - -
Stage 2	0	- -	0 - -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	- 0	- 1150 -
Mov Cap-2 Maneuver	-	- 0	- - -
Stage 1	-	- 0	- - -
Stage 2	-	- 0	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0		2
HCM LOS		-	

Minor Lane/Major Mvmt	EBTWBLn1	SBL	SBR
Capacity (veh/h)	- - 1150	-	-
HCM Lane V/C Ratio	- - 0.006	-	-
HCM Control Delay (s)	- - 8.1	-	-
HCM Lane LOS	- - A	-	-
HCM 95th %tile Q(veh)	- - 0	-	-

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	291	149	39	80	16
Future Vol, veh/h	11	291	149	39	80	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	323	166	43	89	18

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	209	0	0 535 187
Stage 1	-	-	- 187 -
Stage 2	-	-	- 348 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1362	-	- 506 855
Stage 1	-	-	- 845 -
Stage 2	-	-	- 715 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1362	-	- 502 855
Mov Cap-2 Maneuver	-	-	- 576 -
Stage 1	-	-	- 845 -
Stage 2	-	-	- 709 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1362	-	-	-	576	855
HCM Lane V/C Ratio	0.009	-	-	-	0.154	0.021
HCM Control Delay (s)	7.7	-	-	-	12.4	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0.1

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	82	123	29	14	61	4	18	203	28	2	100	60
Future Vol, veh/h	82	123	29	14	61	4	18	203	28	2	100	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	91	137	32	16	68	4	20	226	31	2	111	67

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	466	446	144	514	463	241	178	0	0	257	0	0
Stage 1	149	149	-	281	281	-	-	-	-	-	-	-
Stage 2	317	297	-	233	182	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	507	507	903	471	496	798	1398	-	-	1308	-	-
Stage 1	854	774	-	726	678	-	-	-	-	-	-	-
Stage 2	694	668	-	770	749	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	445	499	903	354	488	798	1398	-	-	1308	-	-
Mov Cap-2 Maneuver	445	499	-	354	488	-	-	-	-	-	-	-
Stage 1	842	773	-	716	668	-	-	-	-	-	-	-
Stage 2	611	658	-	610	748	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19.4		13.8		0.6		0.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1398	-	-	506 354 500	1308	-	-
HCM Lane V/C Ratio	0.014	-	-	0.514 0.044 0.144	0.002	-	-
HCM Control Delay (s)	7.6	-	-	19.4 15.6 13.4	7.8	-	-
HCM Lane LOS	A	-	-	C C B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2.9 0.1 0.5	0	-	-

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	174	13	43	67	30	4	66	43	38	77	15
Future Vol, veh/h	24	174	13	43	67	30	4	66	43	38	77	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	193	14	48	74	33	4	73	48	42	86	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	208	0	0	492	457	201	501	448	91
Stage 1	-	-	-	-	-	-	254	254	-	187	187	-
Stage 2	-	-	-	-	-	-	238	203	-	314	261	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1483	-	-	1363	-	-	487	500	840	480	506	967
Stage 1	-	-	-	-	-	-	750	697	-	815	745	-
Stage 2	-	-	-	-	-	-	765	733	-	697	692	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1483	-	-	1363	-	-	395	471	840	381	477	967
Mov Cap-2 Maneuver	-	-	-	-	-	-	395	471	-	381	477	-
Stage 1	-	-	-	-	-	-	734	682	-	798	717	-
Stage 2	-	-	-	-	-	-	637	705	-	574	677	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			2.4			13.3			16		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	561	1483	-	-	1363	-	-	470
HCM Lane V/C Ratio	0.224	0.018	-	-	0.035	-	-	0.307
HCM Control Delay (s)	13.3	7.5	0	-	7.7	0	-	16
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-	-	1.3

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	252	390	0	6	24
Future Vol, veh/h	0	252	390	0	6	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	280	433	0	7	27

Major/Minor	Major1	Minor1	Major2
Conflicting Flow All	-	0	320
Stage 1	-	-	280
Stage 2	-	-	40
Critical Hdwy	-	-	6.52
Critical Hdwy Stg 1	-	-	5.52
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	4.018
Pot Cap-1 Maneuver	0	-	597
Stage 1	0	-	679
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	0
Mov Cap-2 Maneuver	-	-	0
Stage 1	-	-	0
Stage 2	-	-	0

Approach	EB	WB	SB
HCM Control Delay, s	0		1.6
HCM LOS		-	

Minor Lane/Major Mvmt	EBTWBLn1	SBL	SBR
Capacity (veh/h)	-	-	1283
HCM Lane V/C Ratio	-	-	0.005
HCM Control Delay (s)	-	-	7.8
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	215	352	63	36	10
Future Vol, veh/h	16	215	352	63	36	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	239	391	70	40	11

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	461	0	0 700 426
Stage 1	-	-	- 426 -
Stage 2	-	-	- 274 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1100	-	- 405 628
Stage 1	-	-	- 659 -
Stage 2	-	-	- 772 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1100	-	- 398 628
Mov Cap-2 Maneuver	-	-	- 502 -
Stage 1	-	-	- 659 -
Stage 2	-	-	- 759 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1100	-	-	-	502	628
HCM Lane V/C Ratio	0.016	-	-	-	0.08	0.018
HCM Control Delay (s)	8.3	-	-	-	12.8	10.8
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.1

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔		↔	↔	
Traffic Vol, veh/h	49	65	21	22	44	6	24	180	23	2	274	80
Future Vol, veh/h	49	65	21	22	44	6	24	180	23	2	274	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	72	23	24	49	7	27	200	26	2	304	89

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	647	632	349	667	664	213	393	0	0	226	0	0
Stage 1	353	353	-	266	266	-	-	-	-	-	-	-
Stage 2	294	279	-	401	398	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	384	398	694	372	381	827	1166	-	-	1342	-	-
Stage 1	664	631	-	739	689	-	-	-	-	-	-	-
Stage 2	714	680	-	626	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	336	388	694	302	372	827	1166	-	-	1342	-	-
Mov Cap-2 Maneuver	336	388	-	302	372	-	-	-	-	-	-	-
Stage 1	649	630	-	722	673	-	-	-	-	-	-	-
Stage 2	642	664	-	535	602	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19.7		16.3		0.9		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1166	-	-	393	302	398	1342
HCM Lane V/C Ratio	0.023	-	-	0.382	0.081	0.14	0.002
HCM Control Delay (s)	8.2	-	-	19.7	18	15.5	7.7
HCM Lane LOS	A	-	-	C	C	C	A
HCM 95th %tile Q(veh)	0.1	-	-	1.8	0.3	0.5	0

Intersection												
Int Delay, s/veh	10.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	129	20	111	176	42	7	98	89	27	96	41
Future Vol, veh/h	15	129	20	111	176	42	7	98	89	27	96	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	143	22	123	196	47	8	109	99	30	107	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	242	0	0	166	0	0	730	677	154	758	665	219
Stage 1	-	-	-	-	-	-	188	188	-	466	466	-
Stage 2	-	-	-	-	-	-	542	489	-	292	199	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1324	-	-	1412	-	-	338	375	892	324	381	821
Stage 1	-	-	-	-	-	-	814	745	-	577	562	-
Stage 2	-	-	-	-	-	-	525	549	-	716	736	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1324	-	-	1412	-	-	221	332	892	197	338	821
Mov Cap-2 Maneuver	-	-	-	-	-	-	221	332	-	197	338	-
Stage 1	-	-	-	-	-	-	803	735	-	569	505	-
Stage 2	-	-	-	-	-	-	352	494	-	535	726	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.6			19.8			26.2		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	455	1324	-	-	1412	-	-	348
HCM Lane V/C Ratio	0.474	0.013	-	-	0.087	-	-	0.524
HCM Control Delay (s)	19.8	7.8	0	-	7.8	0	-	26.2
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	2.5	0	-	-	0.3	-	-	2.9

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	372	169	1	6	19
Future Vol, veh/h	0	372	169	1	6	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	404	184	1	7	21

Major/Minor	Major1	Minor1	Major2	Minor2	Major3	Minor3
Conflicting Flow All	-	0	438	404	404	-
Stage 1	-	-	404	-	-	-
Stage 2	-	-	34	-	-	-
Critical Hdwy	-	-	6.52	6.22	4.12	-
Critical Hdwy Stg 1	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	0	-	512	647	1155	-
Stage 1	0	-	599	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	0	647	1155	-
Mov Cap-2 Maneuver	-	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	-	-	0	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	12.8	2
HCM LOS		B	

Minor Lane/Major Mvmt	EBTWBLn1	SBL	SBR
Capacity (veh/h)	-	647	1155
HCM Lane V/C Ratio	-	0.286	0.006
HCM Control Delay (s)	-	12.8	8.1
HCM Lane LOS	-	B	A
HCM 95th %tile Q(veh)	-	1.2	0

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	293	150	40	81	16
Future Vol, veh/h	11	293	150	40	81	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	318	163	43	88	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	207	0	0 527 185
Stage 1	-	-	- 185 -
Stage 2	-	-	- 342 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1364	-	- 512 857
Stage 1	-	-	- 847 -
Stage 2	-	-	- 719 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1364	-	- 507 857
Mov Cap-2 Maneuver	-	-	- 580 -
Stage 1	-	-	- 847 -
Stage 2	-	-	- 713 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1364	-	-	-	580	857
HCM Lane V/C Ratio	0.009	-	-	-	0.152	0.02
HCM Control Delay (s)	7.7	-	-	-	12.3	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0.1

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔		↔	↔	
Traffic Vol, veh/h	83	123	30	14	61	4	18	205	28	2	101	60
Future Vol, veh/h	83	123	30	14	61	4	18	205	28	2	101	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	90	134	33	15	66	4	20	223	30	2	110	65

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	460	439	142	507	456	238	175	0	0	253	0	0
Stage 1	147	147	-	277	277	-	-	-	-	-	-	-
Stage 2	313	292	-	230	179	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	512	512	906	476	501	801	1401	-	-	1312	-	-
Stage 1	856	775	-	729	681	-	-	-	-	-	-	-
Stage 2	698	671	-	773	751	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	451	504	906	361	493	801	1401	-	-	1312	-	-
Mov Cap-2 Maneuver	451	504	-	361	493	-	-	-	-	-	-	-
Stage 1	844	774	-	719	671	-	-	-	-	-	-	-
Stage 2	617	661	-	616	750	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.9		13.7		0.5		0.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1401	-	-	512 361 505 1312	-	-	-
HCM Lane V/C Ratio	0.014	-	-	0.501 0.042 0.14 0.002	-	-	-
HCM Control Delay (s)	7.6	-	-	18.9 15.4 13.3 7.7	-	-	-
HCM Lane LOS	A	-	-	C C B A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	2.8 0.1 0.5 0	-	-	-

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	174	13	43	67	31	4	66	43	39	77	16
Future Vol, veh/h	25	174	13	43	67	31	4	66	43	39	77	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	189	14	47	73	34	4	72	47	42	84	17
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	107	0	0	203	0	0	485	451	196	493	441	90
Stage 1	-	-	-	-	-	-	251	251	-	183	183	-
Stage 2	-	-	-	-	-	-	234	200	-	310	258	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1484	-	-	1369	-	-	492	504	845	486	510	968
Stage 1	-	-	-	-	-	-	753	699	-	819	748	-
Stage 2	-	-	-	-	-	-	769	736	-	700	694	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1484	-	-	1369	-	-	401	475	845	389	481	968
Mov Cap-2 Maneuver	-	-	-	-	-	-	401	475	-	389	481	-
Stage 1	-	-	-	-	-	-	737	684	-	802	720	-
Stage 2	-	-	-	-	-	-	643	709	-	579	679	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			2.4			13.1			15.8		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	566	1484	-	-	1369	-	-	477				
HCM Lane V/C Ratio	0.217	0.018	-	-	0.034	-	-	0.301				
HCM Control Delay (s)	13.1	7.5	0	-	7.7	0	-	15.8				
HCM Lane LOS	B	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-	1.3				

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	1	356	525	0	7	27
Future Vol, veh/h	1	356	525	0	7	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	387	571	0	8	29

Major/Minor	Major1	Minor1	Major2
Conflicting Flow All	29	0 434	- 387 -
Stage 1	-	- 389	- - -
Stage 2	-	- 45	- - -
Critical Hdwy	4.12	- 6.52	- 4.12 -
Critical Hdwy Stg 1	-	- 5.52	- - -
Critical Hdwy Stg 2	-	- -	- - -
Follow-up Hdwy	2.218	- 4.018	- 2.218 -
Pot Cap-1 Maneuver	1584	- ~ 515	0 1171 -
Stage 1	-	- 608	0 - -
Stage 2	-	- -	0 - -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1584	- 0	- 1171 -
Mov Cap-2 Maneuver	-	- 0	- - -
Stage 1	-	- 0	- - -
Stage 2	-	- 0	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0		1.7
HCM LOS		-	

Minor Lane/Major Mvmt	EBL	EBTWBLn1	SBL	SBR
Capacity (veh/h)	1584	-	- 1171	-
HCM Lane V/C Ratio	0.001	-	- 0.006	-
HCM Control Delay (s)	7.3	-	- 8.1	-
HCM Lane LOS	A	-	- A	-
HCM 95th %tile Q(veh)	0	-	- 0	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	310	478	77	47	16
Future Vol, veh/h	21	310	478	77	47	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	337	520	84	51	17
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	603	0	-	0	944	561
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	383	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	975	-	-	-	291	527
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	689	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	975	-	-	-	284	527
Mov Cap-2 Maneuver	-	-	-	-	410	-
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	673	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		14.3		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	975	-	-	-	410	527
HCM Lane V/C Ratio	0.023	-	-	-	0.125	0.033
HCM Control Delay (s)	8.8	-	-	-	15	12.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	0.1

Intersection												
Int Delay, s/veh	14											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	73	98	28	13	72	30	34	244	34	10	352	119
Future Vol, veh/h	73	98	28	13	72	30	34	244	34	10	352	119
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	107	30	14	78	33	37	265	37	11	383	129

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	882	845	447	896	892	284	512	0	0	302	0	0
Stage 1	469	469	-	358	358	-	-	-	-	-	-	-
Stage 2	413	376	-	538	534	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	267	300	612	261	281	755	1053	-	-	1259	-	-
Stage 1	575	561	-	660	628	-	-	-	-	-	-	-
Stage 2	616	616	-	527	524	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	192	287	612	171	269	755	1053	-	-	1259	-	-
Mov Cap-2 Maneuver	192	287	-	171	269	-	-	-	-	-	-	-
Stage 1	555	556	-	637	606	-	-	-	-	-	-	-
Stage 2	495	594	-	401	519	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	63	22	0.9	0.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1053	-	-	259	171	332	1259
HCM Lane V/C Ratio	0.035	-	-	0.835	0.083	0.334	0.009
HCM Control Delay (s)	8.5	-	-	63	27.9	21.2	7.9
HCM Lane LOS	A	-	-	F	D	C	A
HCM 95th %tile Q(veh)	0.1	-	-	6.7	0.3	1.4	0

Intersection												
Int Delay, s/veh	24.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	146	22	77	198	126	8	123	101	60	120	66
Future Vol, veh/h	38	146	22	77	198	126	8	123	101	60	120	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	159	24	84	215	137	9	134	110	65	130	72
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	352	0	0	183	0	0	805	773	171	826	716	284
Stage 1	-	-	-	-	-	-	253	253	-	451	451	-
Stage 2	-	-	-	-	-	-	552	520	-	375	265	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1207	-	-	1392	-	-	301	330	873	291	356	755
Stage 1	-	-	-	-	-	-	751	698	-	588	571	-
Stage 2	-	-	-	-	-	-	518	532	-	646	689	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1207	-	-	1392	-	-	170	293	873	151	316	755
Mov Cap-2 Maneuver	-	-	-	-	-	-	170	293	-	151	316	-
Stage 1	-	-	-	-	-	-	722	671	-	566	528	-
Stage 2	-	-	-	-	-	-	326	492	-	435	663	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			1.5			28.4			78.1		
HCM LOS							D			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	398	1207	-	-	1392	-	-	285				
HCM Lane V/C Ratio	0.634	0.034	-	-	0.06	-	-	0.938				
HCM Control Delay (s)	28.4	8.1	0	-	7.8	0	-	78.1				
HCM Lane LOS	D	A	A	-	A	A	-	F				
HCM 95th %tile Q(veh)	4.2	0.1	-	-	0.2	-	-	9				

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	1	372	169	1	6	19
Future Vol, veh/h	1	372	169	1	6	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	404	184	1	7	21

Major/Minor	Major1	Minor1	Major2	Minor2	Major3	Minor3
Conflicting Flow All	21	0	441	404	404	-
Stage 1	-	-	407	-	-	-
Stage 2	-	-	34	-	-	-
Critical Hdwy	4.12	-	6.52	6.22	4.12	-
Critical Hdwy Stg 1	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	1595	-	510	647	1155	-
Stage 1	-	-	597	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1595	-	0	647	1155	-
Mov Cap-2 Maneuver	-	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	-	-	0	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	12.8	2
HCM LOS		B	

Minor Lane/Major Mvmt	EBL	EBTWBLn1	SBL	SBR
Capacity (veh/h)	1595	-	647	1155
HCM Lane V/C Ratio	0.001	-	0.286	0.006
HCM Control Delay (s)	7.3	-	12.8	8.1
HCM Lane LOS	A	-	B	A
HCM 95th %tile Q(veh)	0	-	1.2	0

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	293	150	40	81	16
Future Vol, veh/h	11	293	150	40	81	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	318	163	43	88	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	207	0	0 527 185
Stage 1	-	-	- 185 -
Stage 2	-	-	- 342 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1364	-	- 512 857
Stage 1	-	-	- 847 -
Stage 2	-	-	- 719 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1364	-	- 507 857
Mov Cap-2 Maneuver	-	-	- 580 -
Stage 1	-	-	- 847 -
Stage 2	-	-	- 713 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1364	-	-	-	580	857
HCM Lane V/C Ratio	0.009	-	-	-	0.152	0.02
HCM Control Delay (s)	7.7	-	-	-	12.3	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0.1

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	86	123	30	14	61	5	18	219	28	7	157	70
Future Vol, veh/h	86	123	30	14	61	5	18	219	28	7	157	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	93	134	33	15	66	5	20	238	30	8	171	76

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	552	532	209	599	554	253	247	0	0	268	0	0
Stage 1	224	224	-	292	292	-	-	-	-	-	-	-
Stage 2	328	308	-	307	262	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	444	453	831	413	440	786	1319	-	-	1296	-	-
Stage 1	779	718	-	716	671	-	-	-	-	-	-	-
Stage 2	685	660	-	703	691	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	383	443	831	299	431	786	1319	-	-	1296	-	-
Mov Cap-2 Maneuver	383	443	-	299	431	-	-	-	-	-	-	-
Stage 1	767	714	-	705	661	-	-	-	-	-	-	-
Stage 2	603	650	-	546	687	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	23.9		15.1		0.5		0.2	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1319	-	-	444	299	446	1296	-	-
HCM Lane V/C Ratio	0.015	-	-	0.585	0.051	0.161	0.006	-	-
HCM Control Delay (s)	7.8	-	-	23.9	17.7	14.6	7.8	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	3.7	0.2	0.6	0	-	-

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	174	13	43	67	36	4	70	43	59	92	36
Future Vol, veh/h	30	174	13	43	67	36	4	70	43	59	92	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	189	14	47	73	39	4	76	47	64	100	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	112	0	0	203	0	0	516	466	196	509	454	92
Stage 1	-	-	-	-	-	-	261	261	-	186	186	-
Stage 2	-	-	-	-	-	-	255	205	-	323	268	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1478	-	-	1369	-	-	470	494	845	475	502	965
Stage 1	-	-	-	-	-	-	744	692	-	816	746	-
Stage 2	-	-	-	-	-	-	749	732	-	689	687	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1478	-	-	1369	-	-	360	464	845	374	471	965
Mov Cap-2 Maneuver	-	-	-	-	-	-	360	464	-	374	471	-
Stage 1	-	-	-	-	-	-	725	675	-	796	718	-
Stage 2	-	-	-	-	-	-	596	705	-	563	670	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	2.3	13.5	17.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	550	1478	-	-	1369	-	-	479
HCM Lane V/C Ratio	0.231	0.022	-	-	0.034	-	-	0.424
HCM Control Delay (s)	13.5	7.5	0	-	7.7	0	-	17.9
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-	-	2.1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	1	370	550	0	7	27
Future Vol, veh/h	1	370	550	0	7	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	402	598	0	8	29
Major/Minor	Major1	Minor1		Major2		
Conflicting Flow All	29	0	449	-	402	-
Stage 1	-	-	404	-	-	-
Stage 2	-	-	45	-	-	-
Critical Hdwy	4.12	-	6.52	-	4.12	-
Critical Hdwy Stg 1	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	4.018	-	2.218	-
Pot Cap-1 Maneuver	1584	-	~ 505	0	1157	-
Stage 1	-	-	599	0	-	-
Stage 2	-	-	-	0	-	-
Platoon blocked, %		-				-
Mov Cap-1 Maneuver	1584	-	0	-	1157	-
Mov Cap-2 Maneuver	-	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	-	-	0	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0			1.7		
HCM LOS		-				
Minor Lane/Major Mvmt	EBL	EBTWBLn1	SBL		SBR	
Capacity (veh/h)	1584	-	-	1157	-	
HCM Lane V/C Ratio	0.001	-	-	0.007	-	
HCM Control Delay (s)	7.3	-	-	8.1	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	324	503	77	47	21
Future Vol, veh/h	24	324	503	77	47	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	352	547	84	51	23
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	630	0	-	0	993	589
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	404	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	952	-	-	-	272	508
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	674	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	952	-	-	-	265	508
Mov Cap-2 Maneuver	-	-	-	-	394	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	656	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		14.5		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	952	-	-	-	394	508
HCM Lane V/C Ratio	0.027	-	-	-	0.13	0.045
HCM Control Delay (s)	8.9	-	-	-	15.5	12.4
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	0.1

Intersection												
Int Delay, s/veh	24.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔		↔	↔	
Traffic Vol, veh/h	83	98	28	30	72	18	34	300	34	13	382	124
Future Vol, veh/h	83	98	28	30	72	18	34	300	34	13	382	124
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	90	107	30	33	78	20	37	326	37	14	415	135

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	978	948	483	997	996	345	550	0	0	363	0	0
Stage 1	511	511	-	418	418	-	-	-	-	-	-	-
Stage 2	467	437	-	579	578	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	230	261	584	223	244	698	1020	-	-	1196	-	-
Stage 1	545	537	-	612	591	-	-	-	-	-	-	-
Stage 2	576	579	-	501	501	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	159	249	584	136	232	698	1020	-	-	1196	-	-
Mov Cap-2 Maneuver	159	249	-	136	232	-	-	-	-	-	-	-
Stage 1	525	531	-	590	570	-	-	-	-	-	-	-
Stage 2	465	558	-	375	495	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	121.2		29.4		0.8		0.2	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1020	-	-	217	136	268	1196
HCM Lane V/C Ratio	0.036	-	-	1.047	0.24	0.365	0.012
HCM Control Delay (s)	8.7	-	-	121.2	39.6	26	8
HCM Lane LOS	A	-	-	F	E	D	A
HCM 95th %tile Q(veh)	0.1	-	-	9.9	0.9	1.6	0

Intersection												
Int Delay, s/veh	89.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	146	22	126	198	97	8	138	101	71	128	77
Future Vol, veh/h	58	146	22	126	198	97	8	138	101	71	128	77
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	159	24	137	215	105	9	150	110	77	139	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	321	0	0	183	0	0	950	892	171	969	851	268
Stage 1	-	-	-	-	-	-	297	297	-	542	542	-
Stage 2	-	-	-	-	-	-	653	595	-	427	309	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1239	-	-	1392	-	-	240	281	873	233	297	771
Stage 1	-	-	-	-	-	-	712	668	-	525	520	-
Stage 2	-	-	-	-	-	-	456	492	-	606	660	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1239	-	-	1392	-	-	104	233	873	87	246	771
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	233	-	87	246	-
Stage 1	-	-	-	-	-	-	671	630	-	495	457	-
Stage 2	-	-	-	-	-	-	249	432	-	381	622	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	2.4	57.3	\$ 321.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	315	1239	-	-	1392	-	-	192
HCM Lane V/C Ratio	0.852	0.051	-	-	0.098	-	-	1.563
HCM Control Delay (s)	57.3	8.1	0	-	7.9	0	-	\$ 321.2
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	7.5	0.2	-	-	0.3	-	-	19.3

Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Intersection

Int Delay, s/veh 4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	437	198	1	7	26
Future Vol, veh/h	0	437	198	1	7	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	437	198	1	7	26

Major/Minor	Major1	Minor1	Major2	Minor2	Major3	Minor3
Conflicting Flow All	-	0	477	437	437	-
Stage 1	-	-	437	-	-	-
Stage 2	-	-	40	-	-	-
Critical Hdwy	-	-	6.52	6.22	4.12	-
Critical Hdwy Stg 1	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	0	-	487	620	1123	-
Stage 1	0	-	579	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	0	620	1123	-
Mov Cap-2 Maneuver	-	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	-	-	0	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	13.5	1.7
HCM LOS		B	

Minor Lane/Major Mvmt	EBTWBLn1	SBL	SBR
Capacity (veh/h)	-	620	1123
HCM Lane V/C Ratio	-	0.321	0.006
HCM Control Delay (s)	-	13.5	8.2
HCM Lane LOS	-	B	A
HCM 95th %tile Q(veh)	-	1.4	0

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	344	176	47	95	39
Future Vol, veh/h	34	344	176	47	95	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	344	176	47	95	39

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	223	0	0 612 200
Stage 1	-	-	- 200 -
Stage 2	-	-	- 412 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1346	-	- 456 841
Stage 1	-	-	- 834 -
Stage 2	-	-	- 669 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1346	-	- 444 841
Mov Cap-2 Maneuver	-	-	- 529 -
Stage 1	-	-	- 834 -
Stage 2	-	-	- 652 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1346	-	-	-	529	841
HCM Lane V/C Ratio	0.025	-	-	-	0.18	0.046
HCM Control Delay (s)	7.7	-	-	-	13.3	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	0.1

Intersection												
Int Delay, s/veh	22											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	97	252	35	15	68	26	21	241	76	22	119	71
Future Vol, veh/h	97	252	35	15	68	26	21	241	76	22	119	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	252	35	15	68	26	21	241	76	22	119	71

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	567	558	155	663	555	279	190	0	0	317	0	0
Stage 1	199	199	-	321	321	-	-	-	-	-	-	-
Stage 2	368	359	-	342	234	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	434	438	891	375	440	760	1384	-	-	1243	-	-
Stage 1	803	736	-	691	652	-	-	-	-	-	-	-
Stage 2	652	627	-	673	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	359	424	891	186	426	760	1384	-	-	1243	-	-
Mov Cap-2 Maneuver	359	424	-	186	426	-	-	-	-	-	-	-
Stage 1	791	723	-	681	642	-	-	-	-	-	-	-
Stage 2	554	617	-	414	698	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	54.3		15.8		0.5		0.8	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1384	-	-	425	186	485	1243
HCM Lane V/C Ratio	0.015	-	-	0.904	0.081	0.194	0.018
HCM Control Delay (s)	7.6	-	-	54.3	26	14.2	7.9
HCM Lane LOS	A	-	-	F	D	B	A
HCM 95th %tile Q(veh)	0	-	-	9.7	0.3	0.7	0.1

Intersection												
Int Delay, s/veh	8.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	49	205	15	51	79	56	5	82	51	67	94	40
Future Vol, veh/h	49	205	15	51	79	56	5	82	51	67	94	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	205	15	51	79	56	5	82	51	67	94	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	135	0	0	220	0	0	587	548	213	586	527	107
Stage 1	-	-	-	-	-	-	311	311	-	209	209	-
Stage 2	-	-	-	-	-	-	276	237	-	377	318	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1449	-	-	1349	-	-	421	444	827	422	456	947
Stage 1	-	-	-	-	-	-	699	658	-	793	729	-
Stage 2	-	-	-	-	-	-	730	709	-	644	654	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1449	-	-	1349	-	-	314	409	827	316	420	947
Mov Cap-2 Maneuver	-	-	-	-	-	-	314	409	-	316	420	-
Stage 1	-	-	-	-	-	-	672	632	-	762	699	-
Stage 2	-	-	-	-	-	-	580	680	-	505	628	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	2.1	15	21.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	496	1449	-	-	1349	-	-	420
HCM Lane V/C Ratio	0.278	0.034	-	-	0.038	-	-	0.479
HCM Control Delay (s)	15	7.6	0	-	7.8	0	-	21.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0.1	-	-	2.5

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	1	402	597	0	8	36
Future Vol, veh/h	1	402	597	0	8	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	402	597	0	8	36

Major/Minor	Major1	Minor1	Major2
Conflicting Flow All	36	0	456
Stage 1	-	-	404
Stage 2	-	-	52
Critical Hdwy	4.12	-	6.52
Critical Hdwy Stg 1	-	-	5.52
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	4.018
Pot Cap-1 Maneuver	1575	- ~ 501	0 1157
Stage 1	-	-	599
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1575	-	0
Mov Cap-2 Maneuver	-	-	0
Stage 1	-	-	0
Stage 2	-	-	0

Approach	EB	WB	SB
HCM Control Delay, s	0		1.5
HCM LOS		-	

Minor Lane/Major Mvmt	EBL	EBTWBLn1	SBL	SBR
Capacity (veh/h)	1575	-	-	1157
HCM Lane V/C Ratio	0.001	-	-	0.007
HCM Control Delay (s)	7.3	-	-	8.1
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	49	350	543	89	54	41
Future Vol, veh/h	49	350	543	89	54	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	350	543	89	54	41
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	632	0	-	0	1036	588
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	448	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	951	-	-	-	256	509
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	644	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	951	-	-	-	243	509
Mov Cap-2 Maneuver	-	-	-	-	376	-
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	611	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.1	0		14.7		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	951	-	-	-	376	509
HCM Lane V/C Ratio	0.052	-	-	-	0.144	0.081
HCM Control Delay (s)	9	-	-	-	16.2	12.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	0.3

Intersection												
Int Delay, s/veh	79.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	82	235	32	34	80	39	38	277	89	33	402	134
Future Vol, veh/h	82	235	32	34	80	39	38	277	89	33	402	134
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	235	32	34	80	39	38	277	89	33	402	134

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	992	977	469	1067	1000	322	536	0	0	366	0	0
Stage 1	535	535	-	398	398	-	-	-	-	-	-	-
Stage 2	457	442	-	669	602	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	225	251	594	200	243	719	1032	-	-	1193	-	-
Stage 1	529	524	-	628	603	-	-	-	-	-	-	-
Stage 2	583	576	-	447	489	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	148	235	594	-	228	719	1032	-	-	1193	-	-
Mov Cap-2 Maneuver	148	235	-	-	228	-	-	-	-	-	-	-
Stage 1	510	510	-	605	581	-	-	-	-	-	-	-
Stage 2	458	555	-	222	475	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, \$	333.8		0.8	0.5
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1032	-	-	217	294	1193	-
HCM Lane V/C Ratio	0.037	-	-	1.608	0.405	0.028	-
HCM Control Delay (s)	8.6	-	-	\$ 333.8	25.3	8.1	-
HCM Lane LOS	A	-	-	F	D	A	-
HCM 95th %tile Q(veh)	0.1	-	-	22.4	1.9	0.1	-

Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

Intersection												
Int Delay, s/veh	140.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	64	170	26	146	230	108	9	146	117	90	143	99
Future Vol, veh/h	64	170	26	146	230	108	9	146	117	90	143	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	170	26	146	230	108	9	146	117	90	143	99

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	338	0	0	196	0	0	1008	941	183	1019	900	284
Stage 1	-	-	-	-	-	-	311	311	-	576	576	-
Stage 2	-	-	-	-	-	-	697	630	-	443	324	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1221	-	-	1377	-	-	219	263	859	215	278	755
Stage 1	-	-	-	-	-	-	699	658	-	503	502	-
Stage 2	-	-	-	-	-	-	431	475	-	594	650	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1221	-	-	1377	-	-	83	215	859	~ 74	227	755
Mov Cap-2 Maneuver	-	-	-	-	-	-	83	215	-	~ 74	227	-
Stage 1	-	-	-	-	-	-	658	619	-	473	436	-
Stage 2	-	-	-	-	-	-	218	412	-	369	612	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	2.4	73.8	\$ 505.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	294	1221	-	-	1377	-	-	168
HCM Lane V/C Ratio	0.925	0.052	-	-	0.106	-	-	1.976
HCM Control Delay (s)	73.8	8.1	0	-	7.9	0	-	\$ 505.5
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	8.8	0.2	-	-	0.4	-	-	25.4

Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	1	463	205	1	7	26
Future Vol, veh/h	1	463	205	1	7	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	463	205	1	7	26
Major/Minor	Major1	Minor1		Major2		
Conflicting Flow All	26	0	505	463	463	-
Stage 1	-	-	465	-	-	-
Stage 2	-	-	40	-	-	-
Critical Hdwy	4.12	-	6.52	6.22	4.12	-
Critical Hdwy Stg 1	-	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	1588	-	470	599	1098	-
Stage 1	-	-	563	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-				-
Mov Cap-1 Maneuver	1588	-	0	599	1098	-
Mov Cap-2 Maneuver	-	-	0	-	-	-
Stage 1	-	-	0	-	-	-
Stage 2	-	-	0	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	14.1		1.8		
HCM LOS		B				
Minor Lane/Major Mvmt	EBL	EBTWBLn1		SBL	SBR	
Capacity (veh/h)	1588	-	599	1098	-	
HCM Lane V/C Ratio	0.001	-	0.344	0.006	-	
HCM Control Delay (s)	7.3	-	14.1	8.3	-	
HCM Lane LOS	A	-	B	A	-	
HCM 95th %tile Q(veh)	0	-	1.5	0	-	

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	370	183	47	95	40
Future Vol, veh/h	39	370	183	47	95	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	370	183	47	95	40

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	230	0	0 655 207
Stage 1	-	-	- 207 -
Stage 2	-	-	- 448 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1338	-	- 431 833
Stage 1	-	-	- 828 -
Stage 2	-	-	- 644 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1338	-	- 418 833
Mov Cap-2 Maneuver	-	-	- 507 -
Stage 1	-	-	- 828 -
Stage 2	-	-	- 625 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1338	-	-	-	507	833
HCM Lane V/C Ratio	0.029	-	-	-	0.187	0.048
HCM Control Delay (s)	7.8	-	-	-	13.7	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	0.2

Intersection												
Int Delay, s/veh	32.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔		↔	↔	
Traffic Vol, veh/h	100	252	35	27	68	15	21	255	76	27	175	81
Future Vol, veh/h	100	252	35	27	68	15	21	255	76	27	175	81
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	100	252	35	27	68	15	21	255	76	27	175	81

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	647	643	216	748	645	293	256	0	0	331	0	0
Stage 1	270	270	-	335	335	-	-	-	-	-	-	-
Stage 2	377	373	-	413	310	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	384	392	824	329	391	746	1309	-	-	1228	-	-
Stage 1	736	686	-	679	643	-	-	-	-	-	-	-
Stage 2	644	618	-	616	659	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	315	377	824	142	376	746	1309	-	-	1228	-	-
Mov Cap-2 Maneuver	315	377	-	142	376	-	-	-	-	-	-	-
Stage 1	724	671	-	668	633	-	-	-	-	-	-	-
Stage 2	554	608	-	360	645	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	88.1		20.9		0.5		0.8	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1309	-	-	376	142	413	1228
HCM Lane V/C Ratio	0.016	-	-	1.029	0.19	0.201	0.022
HCM Control Delay (s)	7.8	-	-	88.1	36.2	15.9	8
HCM Lane LOS	A	-	-	F	E	C	A
HCM 95th %tile Q(veh)	0	-	-	12.8	0.7	0.7	0.1

Intersection												
Int Delay, s/veh	10.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	46	205	15	51	79	53	5	85	51	77	108	50
Future Vol, veh/h	46	205	15	51	79	53	5	85	51	77	108	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	205	15	51	79	53	5	85	51	77	108	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	132	0	0	220	0	0	592	539	213	581	520	106
Stage 1	-	-	-	-	-	-	305	305	-	208	208	-
Stage 2	-	-	-	-	-	-	287	234	-	373	312	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1453	-	-	1349	-	-	418	449	827	425	461	948
Stage 1	-	-	-	-	-	-	705	662	-	794	730	-
Stage 2	-	-	-	-	-	-	720	711	-	648	658	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1453	-	-	1349	-	-	301	415	827	317	426	948
Mov Cap-2 Maneuver	-	-	-	-	-	-	301	415	-	317	426	-
Stage 1	-	-	-	-	-	-	680	638	-	765	700	-
Stage 2	-	-	-	-	-	-	553	682	-	508	634	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	2.2	15.1	23.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	498	1453	-	-	1349	-	-	428
HCM Lane V/C Ratio	0.283	0.032	-	-	0.038	-	-	0.549
HCM Control Delay (s)	15.1	7.6	0	-	7.8	0	-	23.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0.1	-	-	3.2

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	1	416	622	0	8	36
Future Vol, veh/h	1	416	622	0	8	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	416	622	0	8	36

Major/Minor	Major1	Minor1	Major2
Conflicting Flow All	36	0	470
Stage 1	-	-	418
Stage 2	-	-	52
Critical Hdwy	4.12	-	6.52
Critical Hdwy Stg 1	-	-	5.52
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	4.018
Pot Cap-1 Maneuver	1575	- ~ 492	0 1143
Stage 1	-	- ~ 591	0 -
Stage 2	-	-	0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1575	- 0	- 1143
Mov Cap-2 Maneuver	-	- 0	- -
Stage 1	-	- 0	- -
Stage 2	-	- 0	- -

Approach	EB	WB	SB
HCM Control Delay, s	0		1.5
HCM LOS		-	

Minor Lane/Major Mvmt	EBL	EBTWBLn1	SBL	SBR
Capacity (veh/h)	1575	-	- 1143	-
HCM Lane V/C Ratio	0.001	-	- 0.007	-
HCM Control Delay (s)	7.3	-	- 8.2	-
HCM Lane LOS	A	-	- A	-
HCM 95th %tile Q(veh)	0	-	- 0	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	364	568	89	54	46
Future Vol, veh/h	52	364	568	89	54	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	364	568	89	54	46

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	657	0	0 1081 613
Stage 1	-	-	- 613 -
Stage 2	-	-	- 468 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	931	-	- 241 492
Stage 1	-	-	- 541 -
Stage 2	-	-	- 630 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	931	-	- 228 492
Mov Cap-2 Maneuver	-	-	- 362 -
Stage 1	-	-	- 541 -
Stage 2	-	-	- 595 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	931	-	-	-	362	492
HCM Lane V/C Ratio	0.056	-	-	-	0.149	0.093
HCM Control Delay (s)	9.1	-	-	-	16.7	13.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	0.3

Intersection												
Int Delay, s/veh	114.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔		↔	↔		↔	↔	
Traffic Vol, veh/h	92	235	32	34	80	44	38	333	89	36	432	139
Future Vol, veh/h	92	235	32	34	80	44	38	333	89	36	432	139
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	200	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	92	235	32	34	80	44	38	333	89	36	432	139

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1090	1072	502	1161	1097	378	571	0	0	422	0	0
Stage 1	574	574	-	454	454	-	-	-	-	-	-	-
Stage 2	516	498	-	707	643	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	193	~ 220	569	172	213	669	1002	-	-	1137	-	-
Stage 1	504	503	-	586	569	-	-	-	-	-	-	-
Stage 2	542	544	-	426	468	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	118	~ 205	569	-	198	669	1002	-	-	1137	-	-
Mov Cap-2 Maneuver	118	~ 205	-	-	198	-	-	-	-	-	-	-
Stage 1	485	487	-	564	547	-	-	-	-	-	-	-
Stage 2	416	523	-	201	453	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	504.4		0.7	0.5
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1002	-	-	181	264	1137	-
HCM Lane V/C Ratio	0.038	-	-	1.983	0.47	0.032	-
HCM Control Delay (s)	8.7	-	-	504.4	30.2	8.3	-
HCM Lane LOS	A	-	-	F	D	A	-
HCM 95th %tile Q(veh)	0.1	-	-	27.2	2.3	0.1	-

Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

Intersection												
Int Delay, s/veh	289.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	84	170	26	146	230	128	9	161	117	101	151	110
Future Vol, veh/h	84	170	26	146	230	128	9	161	117	101	151	110
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	84	170	26	146	230	128	9	161	117	101	151	110

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	358	0	0	196	0	0	1068	1001	183	1076	950	294
Stage 1	-	-	-	-	-	-	351	351	-	586	586	-
Stage 2	-	-	-	-	-	-	717	650	-	490	364	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1201	-	-	1377	-	-	199	243	859	197	260	745
Stage 1	-	-	-	-	-	-	666	632	-	496	497	-
Stage 2	-	-	-	-	-	-	421	465	-	560	624	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1201	-	-	1377	-	-	60	194	859	~ 45	207	745
Mov Cap-2 Maneuver	-	-	-	-	-	-	60	194	-	~ 45	207	-
Stage 1	-	-	-	-	-	-	613	582	-	457	430	-
Stage 2	-	-	-	-	-	-	201	402	-	322	575	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.5	2.3	133.2	\$ 1034
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	257	1201	-	-	1377	-	-	116
HCM Lane V/C Ratio	1.117	0.07	-	-	0.106	-	-	3.121
HCM Control Delay (s)	133.2	8.2	0	-	7.9	0	-	\$ 1034
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	12.4	0.2	-	-	0.4	-	-	34.7

Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	1	370	550	0	7	27
Future Vol, veh/h	1	370	550	0	7	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	402	598	0	8	29

Major/Minor	Major1	Minor1	Major2
Conflicting Flow All	29	0	449
Stage 1	-	-	404
Stage 2	-	-	45
Critical Hdwy	4.12	-	6.52
Critical Hdwy Stg 1	-	-	5.52
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	4.018
Pot Cap-1 Maneuver	1584	- ~	505
Stage 1	-	-	599
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1584	-	0
Mov Cap-2 Maneuver	-	-	0
Stage 1	-	-	0
Stage 2	-	-	0

Approach	EB	WB	SB
HCM Control Delay, s	0		1.7
HCM LOS		-	

Minor Lane/Major Mvmt	EBL	EBTWBLn1	SBL	SBR
Capacity (veh/h)	1584	-	-	1157
HCM Lane V/C Ratio	0.001	-	-	0.007
HCM Control Delay (s)	7.3	-	-	8.1
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	0

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	324	503	77	47	21
Future Vol, veh/h	24	324	503	77	47	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	352	547	84	51	23
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	630	0	-	0	993	589
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	404	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	952	-	-	-	272	508
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	674	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	952	-	-	-	265	508
Mov Cap-2 Maneuver	-	-	-	-	394	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	656	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		14.5		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	952	-	-	-	394	508
HCM Lane V/C Ratio	0.027	-	-	-	0.13	0.045
HCM Control Delay (s)	8.9	-	-	-	15.5	12.4
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	0.1

Intersection												
Intersection Delay, s/veh	39.9											
Intersection LOS	E											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	83	98	28	30	72	18	34	300	34	13	382	124
Future Vol, veh/h	83	98	28	30	72	18	34	300	34	13	382	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	90	107	30	33	78	20	37	326	37	14	415	135
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	19.1	13.2	23.9	65.7
HCM LOS	C	B	C	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	40%	100%	0%	100%	0%
Vol Thru, %	0%	90%	47%	0%	80%	0%	75%
Vol Right, %	0%	10%	13%	0%	20%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	334	209	30	90	13	506
LT Vol	34	0	83	30	0	13	0
Through Vol	0	300	98	0	72	0	382
RT Vol	0	34	28	0	18	0	124
Lane Flow Rate	37	363	227	33	98	14	550
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.078	0.708	0.505	0.079	0.223	0.029	1.011
Departure Headway (Hd)	7.604	7.018	8.006	8.956	8.195	7.305	6.618
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	469	512	448	402	435	488	545
Service Time	5.382	4.795	6.092	6.656	5.993	5.073	4.385
HCM Lane V/C Ratio	0.079	0.709	0.507	0.082	0.225	0.029	1.009
HCM Control Delay	11	25.2	19.1	12.4	13.4	10.3	67.1
HCM Lane LOS	B	D	C	B	B	B	F
HCM 95th-tile Q	0.3	5.6	2.8	0.3	0.8	0.1	14.7

Intersection

Intersection Delay, s/veh23.8

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	146	22	126	198	97	8	138	101	71	128	77
Future Vol, veh/h	58	146	22	126	198	97	8	138	101	71	128	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	159	24	137	215	105	9	150	110	77	139	84
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach RightNB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16.9	34.1	17.4	19.4
HCM LOS	C	D	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	26%	30%	26%
Vol Thru, %	56%	65%	47%	46%
Vol Right, %	41%	10%	23%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	247	226	421	276
LT Vol	8	58	126	71
Through Vol	138	146	198	128
RT Vol	101	22	97	77
Lane Flow Rate	268	246	458	300
Geometry Grp	1	1	1	1
Degree of Util (X)	0.52	0.488	0.831	0.583
Departure Headway (Hd)	6.979	7.152	6.541	6.996
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	515	504	554	516
Service Time	5.042	5.214	4.59	5.055
HCM Lane V/C Ratio	0.52	0.488	0.827	0.581
HCM Control Delay	17.4	16.9	34.1	19.4
HCM Lane LOS	C	C	D	C
HCM 95th-tile Q	3	2.6	8.5	3.7

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	1	416	622	0	8	36
Future Vol, veh/h	1	416	622	0	8	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	416	622	0	8	36

Major/Minor	Major1	Minor1	Major2
Conflicting Flow All	36	0 470	- 416 -
Stage 1	-	- 418	- - -
Stage 2	-	- 52	- - -
Critical Hdwy	4.12	- 6.52	- 4.12 -
Critical Hdwy Stg 1	-	- 5.52	- - -
Critical Hdwy Stg 2	-	- -	- - -
Follow-up Hdwy	2.218	- 4.018	- 2.218 -
Pot Cap-1 Maneuver	1575	- ~ 492	0 1143 -
Stage 1	-	- ~ 591	0 - -
Stage 2	-	- -	0 - -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1575	- 0	- 1143 -
Mov Cap-2 Maneuver	-	- 0	- - -
Stage 1	-	- 0	- - -
Stage 2	-	- 0	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0		1.5
HCM LOS		-	

Minor Lane/Major Mvmt	EBL	EBTWBLn1	SBL	SBR
Capacity (veh/h)	1575	- -	1143	-
HCM Lane V/C Ratio	0.001	- -	0.007	-
HCM Control Delay (s)	7.3	- -	8.2	-
HCM Lane LOS	A	- -	A	-
HCM 95th %tile Q(veh)	0	- -	0	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	364	568	89	54	46
Future Vol, veh/h	52	364	568	89	54	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	364	568	89	54	46

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	657	0	0 1081 613
Stage 1	-	-	- 613 -
Stage 2	-	-	- 468 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	931	-	- 241 492
Stage 1	-	-	- 541 -
Stage 2	-	-	- 630 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	931	-	- 228 492
Mov Cap-2 Maneuver	-	-	- 362 -
Stage 1	-	-	- 541 -
Stage 2	-	-	- 595 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	931	-	-	-	362	492
HCM Lane V/C Ratio	0.056	-	-	-	0.149	0.093
HCM Control Delay (s)	9.1	-	-	-	16.7	13.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	0.3

Intersection	
Intersection Delay, s/veh	81.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	92	235	32	34	80	44	38	333	89	36	432	139
Future Vol, veh/h	92	235	32	34	80	44	38	333	89	36	432	139
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	92	235	32	34	80	44	38	333	89	36	432	139
Number of Lanes	0	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	44.3	16.1	51.5	144.4
HCM LOS	E	C	F	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	26%	100%	0%	100%	0%
Vol Thru, %	0%	79%	65%	0%	65%	0%	76%
Vol Right, %	0%	21%	9%	0%	35%	0%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	422	359	34	124	36	571
LT Vol	38	0	92	34	0	36	0
Through Vol	0	333	235	0	80	0	432
RT Vol	0	89	32	0	44	0	139
Lane Flow Rate	38	422	359	34	124	36	571
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.09	0.921	0.837	0.092	0.308	0.086	1.246
Departure Headway (Hd)	9.084	8.408	9.049	10.473	9.686	8.55	7.855
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	397	435	402	344	373	418	463
Service Time	6.784	6.108	7.049	8.173	7.386	6.331	5.635
HCM Lane V/C Ratio	0.096	0.97	0.893	0.099	0.332	0.086	1.233
HCM Control Delay	12.7	55	44.3	14.2	16.6	12.1	152.7
HCM Lane LOS	B	F	E	B	C	B	F
HCM 95th-tile Q	0.3	10.2	7.8	0.3	1.3	0.3	23.1

Intersection

Intersection Delay, s/veh45.6

Intersection LOS E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	84	170	26	146	230	128	9	161	117	101	151	110
Future Vol, veh/h	84	170	26	146	230	128	9	161	117	101	151	110
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	84	170	26	146	230	128	9	161	117	101	151	110
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	24.5	78.1	24.2	33.7
HCM LOS	C	F	C	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	30%	29%	28%
Vol Thru, %	56%	61%	46%	42%
Vol Right, %	41%	9%	25%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	287	280	504	362
LT Vol	9	84	146	101
Through Vol	161	170	230	151
RT Vol	117	26	128	110
Lane Flow Rate	287	280	504	362
Geometry Grp	1	1	1	1
Degree of Util (X)	0.632	0.629	1.036	0.777
Departure Headway (Hd)	8.197	8.349	7.4	7.997
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	445	434	489	456
Service Time	6.197	6.349	5.466	5.997
HCM Lane V/C Ratio	0.645	0.645	1.031	0.794
HCM Control Delay	24.2	24.5	78.1	33.7
HCM Lane LOS	C	C	F	D
HCM 95th-tile Q	4.3	4.2	14.8	6.8

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	1	416	622	0	8	36
Future Vol, veh/h	1	416	622	0	8	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	416	622	0	8	36

Major/Minor	Major1	Minor1	Major2
Conflicting Flow All	36	0	470
Stage 1	-	-	418
Stage 2	-	-	52
Critical Hdwy	4.12	-	6.52
Critical Hdwy Stg 1	-	-	5.52
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	4.018
Pot Cap-1 Maneuver	1575	- ~ 492	0 1143
Stage 1	-	- ~ 591	0 -
Stage 2	-	-	0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1575	- 0	- 1143
Mov Cap-2 Maneuver	-	- 0	- -
Stage 1	-	- 0	- -
Stage 2	-	- 0	- -

Approach	EB	WB	SB
HCM Control Delay, s	0		1.5
HCM LOS		-	

Minor Lane/Major Mvmt	EBL	EBTWBLn1	SBL	SBR
Capacity (veh/h)	1575	-	- 1143	-
HCM Lane V/C Ratio	0.001	-	- 0.007	-
HCM Control Delay (s)	7.3	-	- 8.2	-
HCM Lane LOS	A	-	- A	-
HCM 95th %tile Q(veh)	0	-	- 0	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	364	568	89	54	46
Future Vol, veh/h	52	364	568	89	54	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	364	568	89	54	46

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	657	0	0 1081 613
Stage 1	-	-	- 613 -
Stage 2	-	-	- 468 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	931	-	- 241 492
Stage 1	-	-	- 541 -
Stage 2	-	-	- 630 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	931	-	- 228 492
Mov Cap-2 Maneuver	-	-	- 362 -
Stage 1	-	-	- 541 -
Stage 2	-	-	- 595 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	931	-	-	-	362	492
HCM Lane V/C Ratio	0.056	-	-	-	0.149	0.093
HCM Control Delay (s)	9.1	-	-	-	16.7	13.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	0.3

Queues

3: Whitman Dr & Larch St

04/25/2018



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	359	34	124	38	422	36	571
v/c Ratio	0.63	0.10	0.19	0.15	0.51	0.10	0.69
Control Delay	20.6	14.5	11.0	11.0	12.2	9.8	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	14.5	11.0	11.0	12.2	9.8	15.9
Queue Length 50th (ft)	75	6	16	5	68	5	105
Queue Length 95th (ft)	221	29	62	27	192	24	288
Internal Link Dist (ft)	712		866		1700		1025
Turn Bay Length (ft)		200		100		100	
Base Capacity (vph)	1200	697	1304	484	1589	711	1581
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.05	0.10	0.08	0.27	0.05	0.36
Intersection Summary							

HCM 2010 Signalized Intersection Summary

3: Whitman Dr & Larch St

04/25/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	235	32	34	80	44	38	333	89	36	432	139
Future Volume (veh/h)	92	235	32	34	80	44	38	333	89	36	432	139
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	92	235	32	34	80	44	38	333	89	36	432	139
Adj No. of Lanes	0	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	366	45	463	340	187	382	710	190	493	677	218
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	318	1217	150	1108	1131	622	838	1417	379	961	1351	435
Grp Volume(v), veh/h	359	0	0	34	0	124	38	0	422	36	0	571
Grp Sat Flow(s),veh/h/ln	1685	0	0	1108	0	1753	838	0	1796	961	0	1786
Q Serve(g_s), s	5.1	0.0	0.0	0.0	0.0	2.4	1.6	0.0	7.0	1.2	0.0	10.7
Cycle Q Clear(g_c), s	8.4	0.0	0.0	1.2	0.0	2.4	12.2	0.0	7.0	8.1	0.0	10.7
Prop In Lane	0.26		0.09	1.00		0.35	1.00		0.21	1.00		0.24
Lane Grp Cap(c), veh/h	606	0	0	463	0	527	382	0	900	493	0	895
V/C Ratio(X)	0.59	0.00	0.00	0.07	0.00	0.24	0.10	0.00	0.47	0.07	0.00	0.64
Avail Cap(c_a), veh/h	1357	0	0	971	0	1331	819	0	1838	995	0	1827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.0	0.0	0.0	11.5	0.0	12.0	12.8	0.0	7.4	10.0	0.0	8.3
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.1	0.0	0.2	0.1	0.0	0.4	0.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	0.0	0.3	0.0	1.2	0.4	0.0	3.5	0.3	0.0	5.3
LnGrp Delay(d),s/veh	14.9	0.0	0.0	11.6	0.0	12.2	12.9	0.0	7.8	10.1	0.0	9.1
LnGrp LOS	B			B		B	B		A	B		A
Approach Vol, veh/h		359			158			460			607	
Approach Delay, s/veh		14.9			12.1			8.2			9.1	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.3		18.2		27.3		18.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		46.5		34.5		46.5		34.5				
Max Q Clear Time (g_c+l1), s		14.2		10.4		12.7		4.4				
Green Ext Time (p_c), s		8.5		3.3		8.6		3.4				
Intersection Summary												
HCM 2010 Ctrl Delay			10.5									
HCM 2010 LOS			B									

Queues

4: Larch Ave & 12th St

04/25/2018



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	84	196	146	358	9	278	101	261
v/c Ratio	0.22	0.28	0.32	0.51	0.03	0.47	0.29	0.44
Control Delay	8.8	7.9	9.7	9.9	8.9	10.6	11.6	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.8	7.9	9.7	9.9	8.9	10.6	11.6	10.2
Queue Length 50th (ft)	8	18	15	34	1	28	12	25
Queue Length 95th (ft)	32	57	51	101	8	88	44	82
Internal Link Dist (ft)		805		550		641		922
Turn Bay Length (ft)								
Base Capacity (vph)	991	1818	1177	1756	1080	1693	1063	1693
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.11	0.12	0.20	0.01	0.16	0.10	0.15

Intersection Summary

HCM 2010 Signalized Intersection Summary

4: Larch Ave & 12th St

04/25/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	170	26	146	230	128	9	161	117	101	151	110
Future Volume (veh/h)	84	170	26	146	230	128	9	161	117	101	151	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	84	170	26	146	230	128	9	161	117	101	151	110
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	636	97	580	453	252	465	362	263	451	362	264
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1019	1579	241	1182	1126	626	1114	1004	730	1097	1003	731
Grp Volume(v), veh/h	84	0	196	146	0	358	9	0	278	101	0	261
Grp Sat Flow(s),veh/h/ln	1019	0	1820	1182	0	1752	1114	0	1734	1097	0	1734
Q Serve(g_s), s	2.6	0.0	2.7	3.6	0.0	5.8	0.2	0.0	4.6	2.9	0.0	4.3
Cycle Q Clear(g_c), s	8.4	0.0	2.7	6.3	0.0	5.8	4.5	0.0	4.6	7.6	0.0	4.3
Prop In Lane	1.00		0.13	1.00		0.36	1.00		0.42	1.00		0.42
Lane Grp Cap(c), veh/h	443	0	733	580	0	706	465	0	626	451	0	626
V/C Ratio(X)	0.19	0.00	0.27	0.25	0.00	0.51	0.02	0.00	0.44	0.22	0.00	0.42
Avail Cap(c_a), veh/h	1197	0	2079	1454	0	2001	1160	0	1707	1135	0	1707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.7	0.0	7.6	9.7	0.0	8.5	10.9	0.0	9.3	12.2	0.0	9.2
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.2	0.0	0.6	0.0	0.0	0.5	0.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.4	1.2	0.0	2.9	0.1	0.0	2.2	0.9	0.0	2.1
LnGrp Delay(d),s/veh	11.9	0.0	7.8	10.0	0.0	9.1	10.9	0.0	9.8	12.4	0.0	9.6
LnGrp LOS	B		A	A		A	B		A	B		A
Approach Vol, veh/h	280		504				287		362			
Approach Delay, s/veh	9.0		9.3				9.8		10.4			
Approach LOS	A		A				A		B			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	18.2		19.8		18.2		19.8					
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	37.5		43.5		37.5		43.5					
Max Q Clear Time (g_c+l1), s	6.6		10.4		9.6		8.3					
Green Ext Time (p_c), s	4.2		4.9		4.2		5.0					
Intersection Summary												
HCM 2010 Ctrl Delay			9.6									
HCM 2010 LOS			A									

APPENDIX D

OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN WALLA WALLA COUNTY

01/01/2012 - available 2017

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	DATE	TIME
City Street	Walla Walla	College Place	E WHITMAN DR	500	NE LARCH AVE					05/19/2012	11:57
City Street	Walla Walla	College Place	E WHITMAN DR	0	SE LARCH AVE					02/07/2017	12:36
City Street	Walla Walla	College Place	E WHITMAN DR	500		50	F	W	SE LARCH AVE	03/08/2014	14:05
City Street	Walla Walla	College Place	NE C ST	800	NE LAMBERT AVE					01/24/2016	16:28
City Street	Walla Walla	College Place	NE C ST	0	NE LAMBERT AVE					12/13/2016	21:16
City Street	Walla Walla	College Place	NE C ST	0	NE LARCH AVE					02/04/2017	16:18
City Street	Walla Walla	College Place	NE LARCH AVE	200	E WHITMAN DR					11/24/2013	19:09
City Street	Walla Walla	College Place	NE LARCH AVE	200	E WHITMAN DR					04/07/2015	12:31
City Street	Walla Walla	College Place	NE LARCH AVE	0	E WHITMAN DR					01/23/2017	08:48
City Street	Walla Walla	College Place	NE LARCH AVE	0	E WHITMAN DR					02/07/2017	13:55
City Street	Walla Walla	College Place	NE LARCH AVE	0	E WHITMAN DR					04/28/2017	19:25
City Street	Walla Walla	College Place	NE LARCH AVE	0	E WHITMAN DR					07/28/2017	13:18
City Street	Walla Walla	College Place	NE LARCH AVE	0	E WHITMAN DR					08/26/2017	19:17
City Street	Walla Walla	College Place	NE LARCH AVE	200	NE C ST					05/11/2014	09:58
City Street	Walla Walla	College Place	NE LARCH AVE	200	NE C ST					11/29/2015	03:30
City Street	Walla Walla	College Place	NE LARCH AVE	200	NE C ST					10/02/2016	09:54
City Street	Walla Walla	College Place	SE 12TH ST	1100	SE LARCH					08/19/2012	13:13
City Street	Walla Walla	College Place	SE 12TH ST	1100	SE LARCH AVE					01/05/2012	15:25
City Street	Walla Walla	College Place	SE 12TH ST	700	SE LARCH AVE					07/09/2013	17:31
City Street	Walla Walla	College Place	SE 12TH ST	700	SE LARCH AVE					02/03/2015	14:05

	#	#	#	#	#	JUNCTION RELATIONSHIP	ROADWAY SURFACE CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION
MOST SEVERE INJURY TYPE	# I N J	# F A T	# V E H	# P E D	# B I K E S				
No Apparent Injury	0	0	2	0	0	At Intersection and Related	Dry	Entering at angle	Going Straight Ahead
No Apparent Injury	0	0	1	0	0	At Intersection and Related	Ice	Wood Sign Post	Making Right Turn
No Apparent Injury	0	0	2	0	0	At Driveway	Dry	Entering at angle	Slowing
Possible Injury	1	0	2	0	0	At Intersection and Related	Dry	Entering at angle	Going Straight Ahead
No Apparent Injury	0	0	2	0	0	At Intersection and Related	Ice	Entering at angle	Going Straight Ahead
No Apparent Injury	0	0	2	0	0	At Intersection and Related	Ice	From same direction - all other	Backing
No Apparent Injury	0	0	2	0	0	At Intersection and Related	Dry	Entering at angle	Slowing
Possible Injury	1	0	2	0	0	At Intersection and Related	Dry	Entering at angle	Going Straight Ahead
Possible Injury	1	0	2	0	0	At Intersection and Related	Ice	Entering at angle	Going Straight Ahead
No Apparent Injury	0	0	2	0	0	At Intersection and Related	Ice	Entering at angle	Making Right Turn
Suspected Minor Injury	3	0	2	0	0	At Intersection and Related	Dry	Entering at angle	Going Straight Ahead
No Apparent Injury	0	0	2	0	0	At Intersection and Not Related	Dry	Entering at angle	Going Straight Ahead
Suspected Minor Injury	3	0	3	0	0	At Intersection and Related	Dry	Entering at angle	Going Straight Ahead
No Apparent Injury	0	0	2	0	0	At Intersection and Related	Dry	Entering at angle	Making Left Turn
Unknown	0	0	1	0	0	At Intersection and Not Related	Dry	Other Objects	Going Straight Ahead
No Apparent Injury	0	0	2	0	0	At Intersection and Related	Dry	From same direction - one right	Other*
Suspected Minor Injury	2	0	2	0	0	At Intersection and Related	Dry	Entering at angle	Going Straight Ahead
Possible Injury	2	0	2	0	0	At Intersection and Related	Wet	Entering at angle	Starting in Traffic Lane
No Apparent Injury	0	0	2	0	0	At Intersection and Related	Dry	Entering at angle	Going Straight Ahead
Possible Injury	2	0	2	0	0	At Intersection and Related	Wet	Entering at angle	Going Straight Ahead

VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	Collision Diagram #	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)
Going Straight Ahead	East	West	North	South	1	Disregard Stop Sign - Flashing Red
	North	West			2	Other
Making Right Turn	South	North	West	South	3	None
Making Right Turn	West	East	North	West		None
Going Straight Ahead	North	South	East	West		Exceeding Reas. Safe Speed
Stopped at Signal or Stop Sign	East	Vehicle Backing	East	Vehicle Stopped		Improper Backing
Going Straight Ahead	East	West	South	North	4	Driver Not Distracted
Going Straight Ahead	East	West	North	South	5	Inattention
Going Straight Ahead	West	East	North	South	6	Disregard Stop Sign - Flashing Red
Stopped at Signal or Stop Sign	North	West	Vehicle Stopped	Vehicle Stopped	7	Other
Going Straight Ahead	East	West	North	South	8	Disregard Stop Sign - Flashing Red
Going Straight Ahead	East	West	North	South	9	Inattention
Going Straight Ahead	East	West	North	South	10	Did Not Grant RW to Vehicle
Going Straight Ahead	North	East	East	West		Did Not Grant RW to Vehicle
	North	South				Inattention
Making Right Turn	North	South	North	West		Follow Too Closely
Going Straight Ahead	South	North	East	West	1	Disregard Stop Sign - Flashing Red
Going Straight Ahead	South	North	East	West	2	Did Not Grant RW to Vehicle
Going Straight Ahead	North	South	West	East	3	Inattention
Going Straight Ahead	North	South	West	East	4	Inattention

OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN WALLA WALLA COUNTY

01/01/2012 - available 2017

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JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	DATE	TIME
City Street	Walla Walla	College Place	SE 12TH ST	700	SE LARCH AVE					09/18/2015	14:29
City Street	Walla Walla	College Place	SE 12TH ST	700	SE LARCH AVE					04/04/2016	17:32
City Street	Walla Walla	College Place	SE 12TH ST	700	SE LARCH AVE					08/08/2016	07:50
City Street	Walla Walla	College Place	SE 12TH ST	700		110	F	W	SE LARCH AVE	05/02/2014	22:30
City Street	Walla Walla	College Place	SE 12TH ST	800		90	F	E	SE LARCH AVE	07/05/2014	08:59
City Street	Walla Walla	College Place	SE LARCH AVE		E WHITMAN DR					11/07/2012	15:55
City Street	Walla Walla	College Place	SE LARCH AVE	100	E WHITMAN DR					12/04/2013	13:41
City Street	Walla Walla	College Place	SE LARCH AVE	100	E WHITMAN DR					06/15/2014	18:26
City Street	Walla Walla	College Place	SE LARCH AVE	100	E WHITMAN DR					05/07/2016	22:04
City Street	Walla Walla	College Place	SE LARCH AVE	0	E WHITMAN DR					12/12/2016	10:16
City Street	Walla Walla	College Place	SE LARCH AVE	0	E WHITMAN DR					01/11/2017	07:59
City Street	Walla Walla	College Place	SE LARCH AVE	0	E WHITMAN DR					10/03/2017	17:01
City Street	Walla Walla	College Place	SE LARCH AVE	1200	SE 12TH ST					04/18/2014	14:09
City Street	Walla Walla	College Place	SE LARCH AVE	1200	SE 12TH ST					01/11/2016	21:50
City Street	Walla Walla	College Place	SE LARCH AVE	1200	SE 12TH ST					01/18/2016	19:00
City Street	Walla Walla	College Place	SE LARCH AVE	0	SE 12TH ST					11/16/2016	17:15
City Street	Walla Walla	College Place	SE LARCH AVE	1100		200	F	N	SE 12TH ST	11/04/2015	15:41
City Street	Walla Walla	College Place	SE LARCH AVE	1300		150	F	N	SE SCENIC VIEW	08/07/2016	16:08

VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO	VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	Collision Diagram #	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)
Going Straight Ahead	South	North	West	East	5	Inattention
Going Straight Ahead	South	North	East	West	6	Inattention
Making Right Turn	West	South	West	South	7	Improper Turn
	East	West			8	Other
Going Straight Ahead	West	West	West	East	9	Inattention
Going Straight Ahead	East	West	North	South	11	Did Not Grant RW to Vehicle
Going Straight Ahead	East	West	North	South	12	Did Not Grant RW to Vehicle
Stopped at Signal or Stop Sign	North	West	Vehicle Stopped	Vehicle Stopped	13	Inattention
Going Straight Ahead	East	West	North	South	14	None
	North	West			15	Exceeding Reas. Safe Speed
Going Straight Ahead	South	North	East	West	16	None
Going Straight Ahead	West	East	North	South	17	Disregard Stop Sign - Flashing Red
Going Straight Ahead	North	South	West	East	10	Inattention
Making Left Turn	Vehicle Stopped	Vehicle Stopped	West	North	11	None
Stopped at Signal or Stop Sign	North	South	Vehicle Stopped	Vehicle Stopped	12	Under Influence of Alcohol
Stopped at Signal or Stop Sign	South	North	Vehicle Stopped	Vehicle Stopped	13	Inattention
Stopped for Traffic	South	North	South	Vehicle Stopped	14	Inattention
Legally Parked, Unoccupied	North	South			15	Driver Adjusting Audio or Entertainment

MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	
Driver Not Distracted	
None	
None	
None	
None	
Driver Not Distracted	
None	
Disregard Stop Sign - Flashing Red	
None	
None	
Improper Turn	
None	
None	
None	

Collision Rate Calculations at NE C St and NE Lambert Ave

Intersection: NE C Street & NE Lambert Avenue 1-May-18

Ra = System Wide Average accident rate = 0.6
 K = Statistical Constant = 1.645

Average Daily cars passing Through intersection
 ADT 300
3900
10
2520
 M= Millions of Vehicles for a five year period = 14.24741

Rc= Critical Accident Rate = 0.9024835

Accident Rate

Number of accidents = 2
 Number of years = 5.8

Accident Rate = 0.1403764

$$R_c = R_a + (K \cdot R_a / M)^{.5} - 1 / (2 \cdot M)$$

ADT = 2017 PM Count X 10

PM Peak Hour= Approx. 10% ADT

Collision Rate Calculations at NE C St and NE Larch Ave

Intersection: NE C Street & NE Larch Ave 1-May-18

Ra = System Wide Average accident rate = 0.6
K = Statistical Constant = 1.645

Average Daily cars passing Through intersection
ADT

460
4150
0
2310

M= Millions of Vehicles for a five year period = 14.64964

Rc= Critical Accident Rate = 0.8987804

Accident Rate

Number of accidents = 4
Number of years = 5.8

Accident Rate = 0.2730443

$$R_c = R_a + (K \cdot R_a / M)^{.5} - 1 / (2 \cdot M)$$

ADT = 2017 PM Count X 10

PM Peak Hour= Approx. 10% ADT

Collision Rate Calculations at
NE Larch Ave and NE Whitman Dr

Intersection: NE Larch Avenue & NE Whitman Drive 1-May-18

Ra = System Wide Average accident rate = 0.6

K = Statistical Constant = 1.645

Average Daily cars passing Through intersection
ADT

3,560

720

2270

1350

M= Millions of Vehicles for a five year period = **16.7243**

Rc= Critical Accident Rate = **0.881682**

Accident Rate

Number of accidents =

17

Number of years =

5.8

Accident Rate = **1.016485**

$$R_c = R_a + (K \cdot R_a / M)^{.5} - 1 / (2 \cdot M)$$

ADT = 2017 PM Count X 10

PM Peak Hour= Approx. 10% ADT

Collision Rate Calculations at SE Larch Ave and SE 12 St

Intersection: SE Larch Avenue & SE 12th Street 1-May-18

Ra = System Wide Average accident rate = 0.6
 K = Statistical Constant = 1.645

Average Daily cars passing Through intersection
 ADT 1,640
3290
1940
1640

M= Millions of Vehicles for a five year period = 18.01567

Rc= Critical Accident Rate = 0.87245

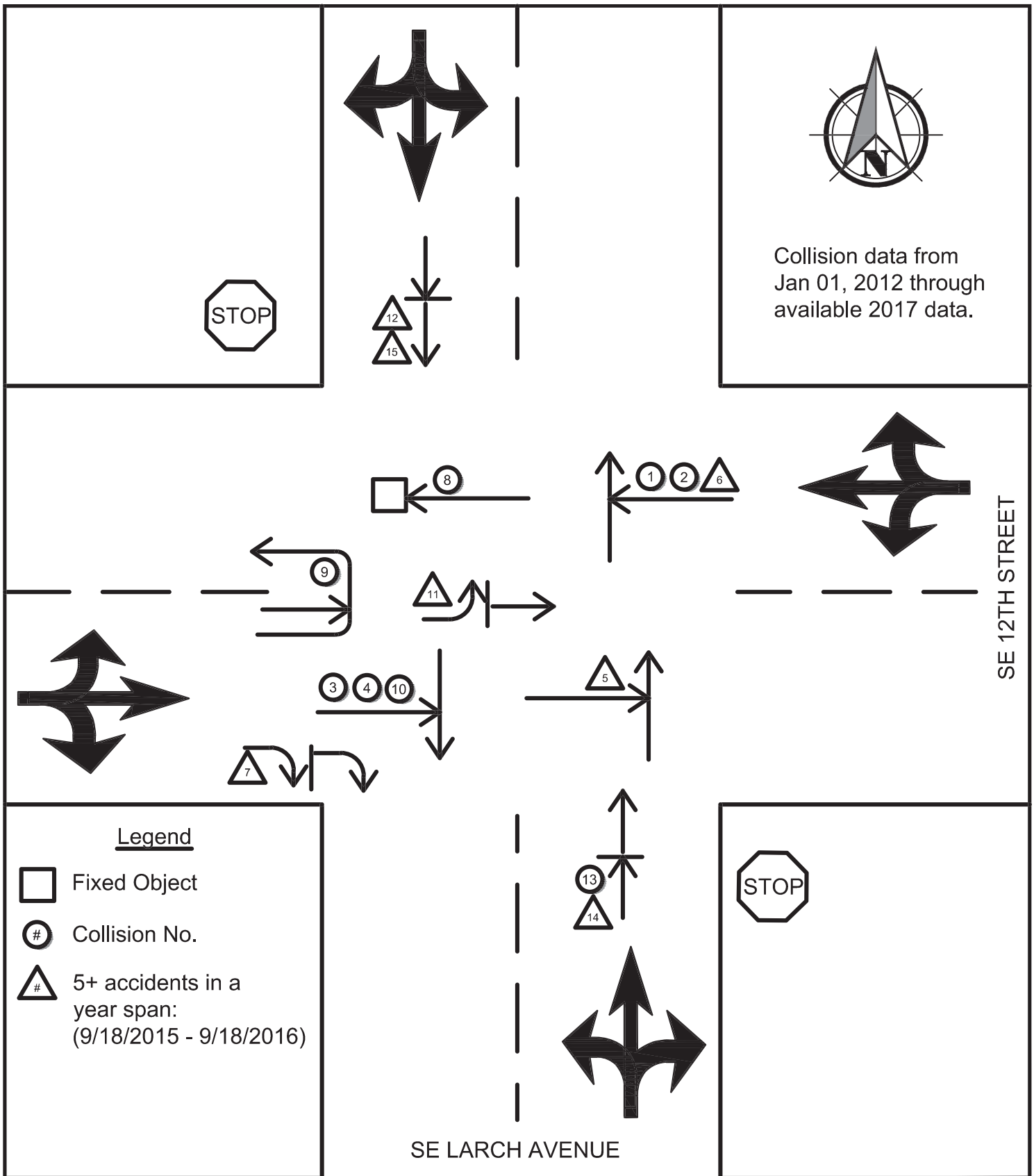
Accident Rate

Number of accidents = 11
 Number of years = 5.8

Accident Rate = 0.61058

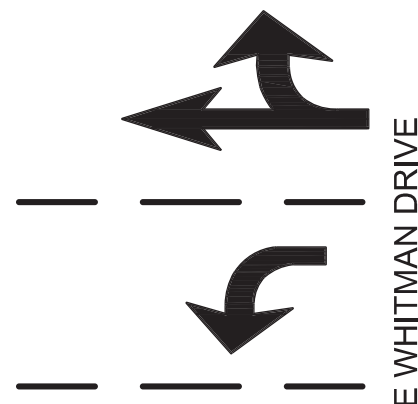
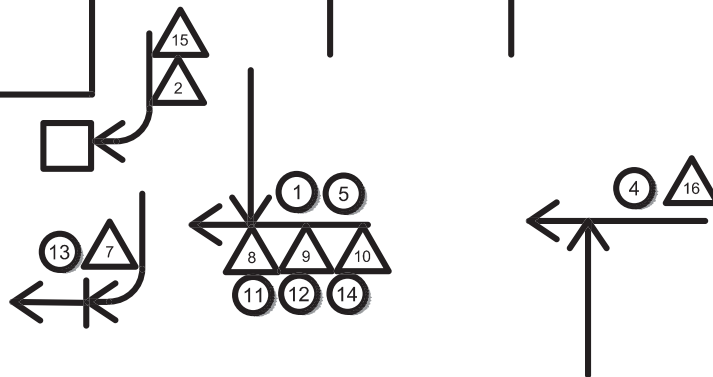
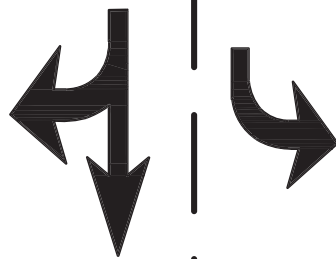
$$Rc = Ra + (K * Ra / M)^{.5} - 1 / (2 * M)$$

ADT = 2017 PM Count X 10
 PM Peak Hour= Approx. 10% ADT

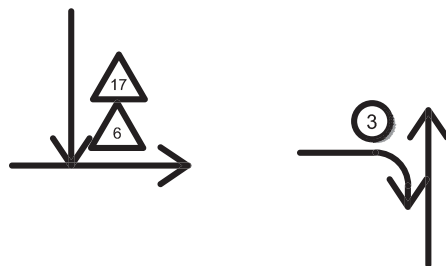
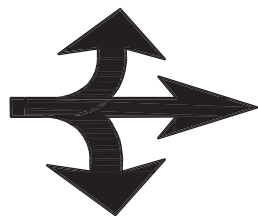




Collision data from
Jan 01, 2012 through
available 2017 data.



E WHITMAN DRIVE



NE LARCH AVENUE

Legend

- Fixed Object
- Collision No.
- 5+ accidents in a year span:
(10/3/2016 - 10/3/2017)



Collision Diagram NE Larch Avenue & E Whitman Drive

May 1, 2018
67136.000

FIGURE

2

APPENDIX G

Traffic Improvement Concepts

SHEET IDMARCH 0010RJB

1

Know what's below.
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COLLEGE PLACE PLANNING STUDY

INTERSECTION OF LARCH AND □ HITMAN



PBS Engineering and Environmental Inc.
5 N Colville St., Ste 200
Walla Walla, WA 99362
509.956.3026
pbsusa.com







APPENDIX H

Traffic Improvement Cost Estimates

**Preliminary Estimate of Probable Construction Costs for
Intersection Improvements: 4-Way Stop Controlled Intersections***

Prepared By: PBS Engineering and Environmental

Prepared 5/10/2018

Item	Description	\$/unit	Qty	Units	Cost
General					
1	Mobilization	\$ 1,000.00	1	LS	\$ 1,000.00
2	Project Temporary Traffic Control	\$ 1,000.00	1	LS	\$ 1,000.00
Total Cost of General					\$ 2,000.00
Miscellaneous Construction					
3	Permanent Signing**	\$ 4,000.00	1	LS	\$ 4,000.00
4	Permanent Striping - Plastic Legend Markings	\$ 2,000.00	1	LS	\$ 2,000.00
Miscellaneous Construction					\$ 6,000.00
Construction Subtotal					\$ 8,000.00

Total Development Cost	\$ 8,000.00
Contingency (20%)	\$ 1,600.00
Development Cost Grand Total	\$ 9,600.00

*In 2018 dollars, assumes no utility relocations are required

**Includes 2 blinking stop signs

**Preliminary Estimate of Probable Construction Costs for
Intersection Improvements: Signalized Intersections***

Prepared By: PBS Engineering and Environmental

Prepared 5/10/2018

Item	Description	\$/unit	Qty	Units	Cost
General					
1	Mobilization	\$ 30,000.00	1	LS	\$ 30,000.00
2	SPCC Plan	\$ 1,000.00	1	LS	\$ 1,000.00
4	Project Temporary Traffic Control	\$ 20,000.00	1	LS	\$ 20,000.00
Total Cost of General					\$ 51,000.00
Earthwork, Bases, and Surface Treatments					
5	Clearing and Grubbing	\$ 1,000.00	1	LS	\$ 1,000.00
6	Crushed Surfacing Base Course	\$ 25.00	130	TON	\$ 3,250.00
7	HMA	\$ 70.00	100	TON	\$ 7,000.00
Earthwork, Bases, and Surface Treatments					\$ 11,250.00
Miscellaneous Construction					
8	Erosion Control	\$ 5,000.00	1	LS	\$ 5,000.00
9	Cement Concrete Sidewalk	\$ 150.00	10	SY	\$ 1,500.00
10	Traffic Signal System	\$ 250,000.00	1	LS	\$ 250,000.00
11	Street Lights	\$ 50,000.00	1	LS	\$ 50,000.00
12	Permanent Signing	\$ 3,000.00	1	LS	\$ 3,000.00
13	Permanent Striping	\$ 2,000.00	1	LS	\$ 2,000.00
Miscellaneous Construction					\$ 311,500.00
Construction Subtotal					\$ 373,750.00
Soft Costs For Development					
14	Survey and Engineering (12%)	\$ 44,900.00	1	LS	\$ 44,900.00
15	Construction Management/Support (10%)	\$ 37,400.00	1	LS	\$ 37,400.00
16	Construction Staking	\$ 5,000.00	1	LS	\$ 5,000.00
Total Soft Costs					\$ 87,300.00
Soft Cost Subtotal					\$ 87,300.00
Total Development Cost					\$ 461,050.00
Contingency (20%)					\$ 92,200.00
Development Cost Grand Total					\$ 553,250.00

*In 2018 dollars, assumes cost of relocating franchise utilities are paid by others

**Preliminary Estimate of Probable Construction Costs for
Intersection Improvements: Roundabouts***

Prepared By: PBS Engineering and Environmental

Prepared 5/10/2018

Item	Description	\$/unit	Qty	Units	Cost
General					
1	Mobilization	\$ 80,000.00	1	LS	\$ 80,000.00
2	SPCC Plan	\$ 2,500.00	1	LS	\$ 2,500.00
4	Project Temporary Traffic Control (15%)	\$ 130,000.00	1	LS	\$ 130,000.00
Total Cost of General					\$ 212,500.00
Earthwork, Bases, and Surface Treatments					
5	Clearing and Grubbing	\$ 5,000.00	1	LS	\$ 5,000.00
6	Roadway Excavation	\$ 25.00	5,000	CY	\$ 125,000.00
7	Gravel Borrow	\$ 20.00	5,000	CY	\$ 100,000.00
8	Crushed Surfacing Base Course	\$ 25.00	2,000	TON	\$ 50,000.00
9	HMA	\$ 120.00	1,000	TON	\$ 120,000.00
Earthwork, Bases, and Surface Treatments					\$ 400,000.00
Stormwater					
10	Storm Manhole	\$ 3,500.00	4	EA	\$ 14,000.00
11	Catch Basin	\$ 2,000.00	10	EA	\$ 20,000.00
12	Schedule A Storm Pipe	\$ 80.00	1,000	LF	\$ 80,000.00
13	Water Quality	\$ 20,000.00	1	LS	\$ 20,000.00
Total Cost of Stormwater					\$ 134,000.00
Miscellaneous Construction					
14	Erosion Control	\$ 20,000.00	1	LS	\$ 20,000.00
15	Cement Concrete Traffic Curb	\$ 30.00	2,000	LF	\$ 60,000.00
16	Cement Concrete Sidewalk	\$ 90.00	500	SY	\$ 45,000.00
17	Cement Concrete Curb Ramp	\$ 2,500.00	8	EA	\$ 20,000.00
18	Landscape Restoration	\$ 5,000.00	1	LS	\$ 5,000.00
19	Permanent Signing	\$ 25,000.00	1	LS	\$ 25,000.00
20	Permanent Striping	\$ 20,000.00	1	LS	\$ 20,000.00
Total Cost of Water					\$ 195,000.00
Construction Subtotal					\$ 807,500.00
Soft Costs For Development					
21	Survey and Engineering (12%)	\$ 96,900.00	1	LS	\$ 96,900.00
22	Construction Management/Support (10%)	\$ 80,800.00	1	LS	\$ 80,800.00
23	Construction Staking	\$ 20,000.00	1	LS	\$ 20,000.00
Total Soft Costs					\$ 197,700.00
Soft Cost Subtotal					\$ 197,700.00
Total Development Cost					\$ 1,005,200.00
Contingency (20%)					\$ 201,000.00
Development Cost Grand Total					\$ 1,206,200.00

*In 2018 dollars, assumes cost of relocating franchise utilities are paid by others

U-B ENGINEERS, INC.
3611 S. Zintel Way
Kennewick, WA 99337
Phone: 509.783.2144
www.jub.com

PRELIMINARY
PLANS
NOT FOR
CONSTRUCTION

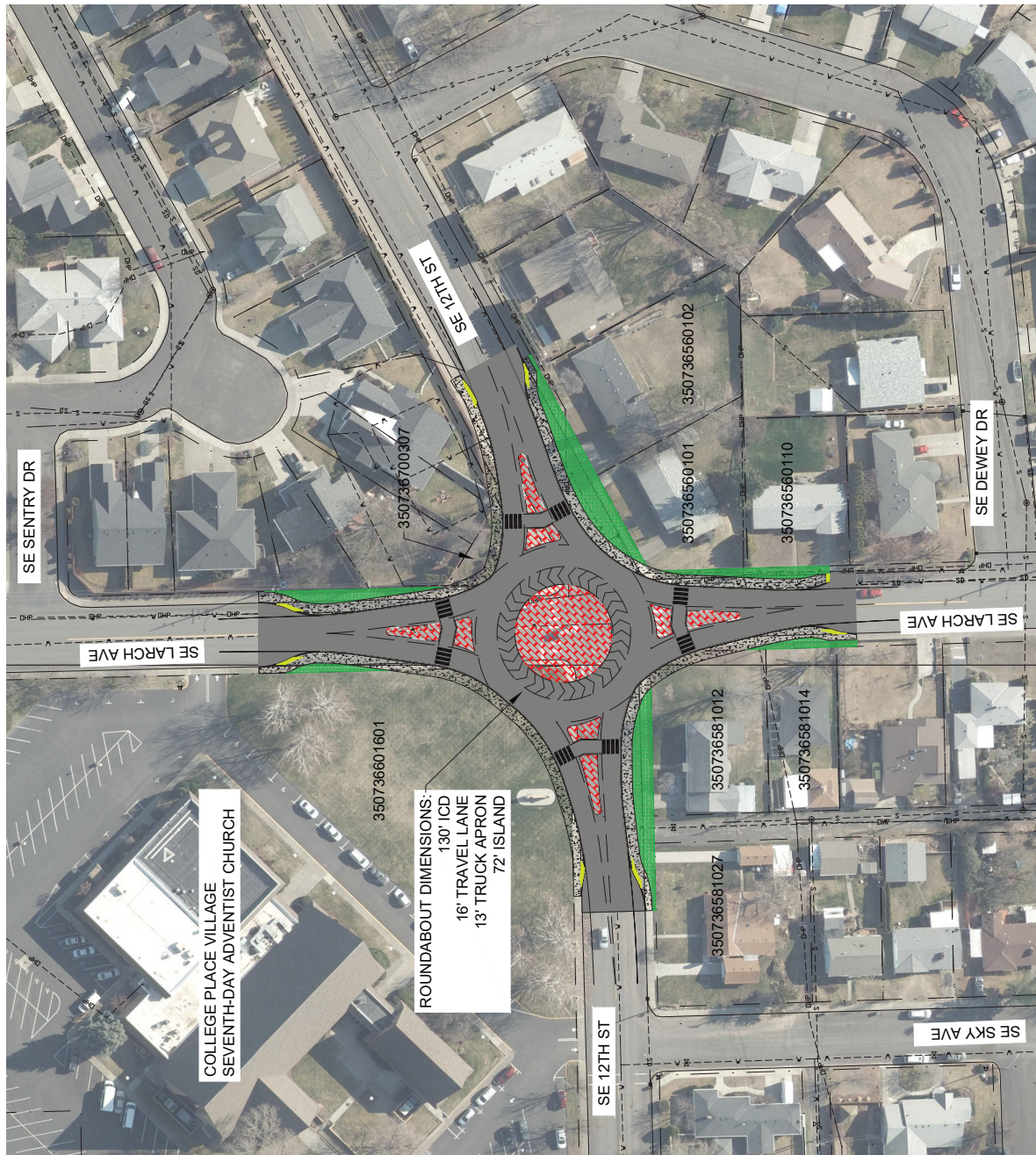
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CITY OF COLLEGE PLACE
12TH AND LARCH ROUNDABOUT
DESIGN CONCEPT

FILE: 30-20-075-065, C-CONCEPT
 TUB PROJ. #: 07-24-031
 DRAWN BY: **MM**
 DESIGNED BY: **MM**
 CHECKED BY: **MM**

 1" = FULL SIZE IF NOT ONE
 INCH SCALE ACCORDINGLY
 SHEET NUMBER:
 LAST UPDATED: 6/14/2024

1



**Know what's below.
Call before you dig.**

**CALL 2 BUSINESS DAYS IN ADVANCE BEFORE
YOU DIG, GRADE, OR EXCAVATE FOR THE
MARKING OF UNDERGROUND MEMBER
UTILITIES**



URBAN ARTERIAL PROGRAM

Staff Rating Guidelines

SAFETY (65 pt max)

Improves unsafe conditions, prevents human injury and property damage.

Criteria scoring are based on crash history and countermeasures that improve safety.

CRASH HISTORY (40 pt max)

- Incidences with fatalities 20 pts each
- Incidences with injuries 5 pts each
- Property damage only incidences 1 pt each (max 15)

COUNTERMEASURES (25 pt max)

- Grade separation
- Adds pedestrian facility
- Increases sight distance
- Corrects offset/skewed intersection
- Access control
- Intersection control

COMMERCIAL GROWTH & DEVELOPMENT (65 pt max)

Maximizes commercial development potential and appropriate project locations.

Criteria scoring are based on the scale of the development site (number of jobs anticipated, acreage developed, etc.), developer support, necessity, and location. Criteria also evaluate the likelihood the development will occur based on whether or not zoning is in place, permits are issued, and private investment is leveraged.

PUBLIC SUPPORT (10 pt max)

- Utilities onsite 0-10

PRIVATE SUPPORT (30 pt max)

- Percent permits issued 0-15
- Development agreement status 0-10
- Private investment in public infrastructure 0-15

PERMITTED DEVELOPMENT ACTIVITY (15 pt max)

- Dwelling units constructed in the development 0-5
- Acreage of the development being developed 0-5
- Jobs created by the development based on square footage/type 0-15

LOCATION (10 pt max)

- Development location 0-5
- Project proximity 0-4
- Dependence of development on the project 0-3

URBAN ARTERIAL PROGRAM

Staff Rating Guidelines

PHYSICAL CONDITION (65 pt max)

Corrects physical and structural deficiencies and prevents failure.

This band is primarily based on street pavement condition rating. Other areas contributing to a project's score are non-pavement related failures such as slope stability or flooding; other significant flaws like poor alignment, channelization or sight distance, traffic volume or truck/bus route, and sidewalk condition.

EXISTING CONDITION (30 pt max)

- TIB engineer PCR score rating 0-30
- Or
- Bridge condition (Federally funded bridge only) 0-30

NON-PAVEMENT CONDITION (10 pt max)

- Walls 0-4
- Storm water conveyance 0-4
- Bridges or culverts 0-6
- Slope stability 0-2

EXISTING ATTRIBUTES (12 pt max)

- Fixed objects 0-2
- Access control 0-2
- Alignment 0-5
- Channelization 0-2
- Turning radius 0-2
- Sight distance 0-2
- Completes or extends improvements 0-4

LOADING (10 pt max)

- Volume 0-4
- Truck route classification 0-4
- Buses 0-4

SIDEWALK CONDITION (5 pt max)

- Does not meet standards 0-3
- Overall sidewalk appearance 0-3

URBAN ARTERIAL PROGRAM

Staff Rating Guidelines

MOBILITY (65 pt max)

Contributes to traffic and modal capacity and network connectivity.

Projects will be scored based on current level of service compared to anticipated level of service post-project provided in a Traffic Study stamped by a Washington State Professional Engineer. The mobility criteria address current congestion problems, whereas future mobility issues will be addressed within the growth and development band.

CONGESTION AND LEVEL OF SERVICE (35 pt max)

- | | |
|---|------|
| • Significant congestion problem | 0-10 |
| • Increase in LOS within project limits OR a new route | 0-20 |
| • Addresses congestion on the system or adjacent routes | 0-10 |
| • High volume or significant route | 0-5 |

NETWORK CONNECTIVITY (10 pt max)

- | | |
|---|-----|
| • Complete/extend corridor improvements | 0-6 |
| • Complete gap/extend improvements | 0-4 |
| • What does the project connect to? (<i>Highest classification</i>) | 0-4 |

MODAL ACCESS (10 pt max)

- | | |
|---|-----|
| • Improve transit access | 0-4 |
| • Improve connections to non-motorized access | 0-2 |
| • Improve freight facilities | 0-6 |

FEATURES (10 pt max)

- | | |
|--|-----|
| • Relieves bottleneck | 0-2 |
| • Improves access to CBD or urban center | 0-6 |
| • Traffic signal interconnect | 0-2 |

URBAN ARTERIAL PROGRAM

Staff Rating Guidelines

SUSTAINABILITY (10 pt max)

Improves project quality through a sustainable design.

This category evaluates the inclusion of sustainable designs and well-tested, reliable techniques to minimize environmental impacts. Projects are scored for enhanced design features that encourage low impact development techniques and design elements that assure environmental longevity and livability enhancements.

ADOPTED COMPLETE STREETS ORDINANCE	1
MODAL MEASURES (8 pt max)	
• Adds Queue Jump or Transit Only Lane	1
• Peak hour transit buses	0-3
• Appropriate sidewalk cross-section	0-3
• Bicycle facilities	0-3
ENVIRONMENTAL MEASURES (8 pt max)	
• Adopted greenhouse gas emissions policy	1
• LID or enhanced treatment stormwater controls	2
• Hardscaping or climate-appropriate planting – <i>No permanent irrigation</i>	1
• Appropriate roadway cross-section	0-5
ENERGY MEASURES (3 pt max)	
• Install roundabout verses warranted signal (new intersection)	2
• Convert signalized intersection to roundabout	2
• Convert stop-controlled intersection to roundabout	1
• Solar-powered signage	1
PAVEMENT RECYCLING (4 pt max)	
• In-place recycling	4

URBAN ARTERIAL PROGRAM

Staff Rating Guidelines

CONSTRUCTABILITY (25 pt max)

Provides a reasonable expectation of completion.

Criteria in this category evaluate the likelihood the project will successfully reach completion. Points are received for things like secured funding, completed plans and specifications, processed permits, and ease of implementation. This category does not dictate TIB funding be directed towards shovel-ready projects, but projects that are closer to construction may compete better.

FULL FUNDING (11 pt max)

- | | |
|--|-----|
| • Over match (1pt for every 4% above minimum) or Construction ready | 0-5 |
| • Adopted TBD or locally dedicated transportation funding by ordinance | 1 |
| • Full funding in place | 5 |

CONSTRUCTION READINESS AND EASE OF IMPLEMENTATION (14 pt max)

- | | |
|---|-----|
| • Plans, Specs, and Estimate finished | 0-3 |
| • Permits completed | 0-2 |
| • Cultural resources complete | 2 |
| • Right of way certified or not required at application | 0-3 |
| • No federal funding | 3 |
| • Use of accelerated construction methods | 0-2 |
| • No railroad impact | 1 |
| • Utility upgrades not needed | 0-2 |

Active Transportation criteria (Adopted Jan 28, 2022)

Safety Band (50 points)

- Documented crash involving pedestrian or cyclist
- Existing Hazards (high/medium/ low)
 - Obstructions
 - Sight distance
 - Speed
 - Posted speed
 - Approved speed reduction
 - Volume (AADT)
 - Exposure (Number of Users)

Mobility Band (50 points)

Accessibility (direct or indirect access)

- Public facilities (direct per facility served within project limit, per facility indirect within a 3-block radius)
- Transit access (high, medium, low)
- Business access (high, medium, low)
- High density housing (high, medium, low)
- Identified Community Need (high, medium, low)

Physical Condition Band (50 points)

- Width
- Surfacing Type (gravel, paved shoulder, existing sidewalk)
- Condition
- Obstructions
- Visibility
- Drainage Issues
- Deep Ditches
- Inadequate signage and/or striping

Nature of project (30 points) (Choose the type which best fits your project)

New Sidewalk (high, medium, low)

- # ADA barriers removed
- Completes gaps (high, medium, low)
- Extends improvements (high, medium, low)
- Length of improvement
- Adds speed management
- Appropriate cross-section

Active Transportation criteria (Adopted Jan 28, 2022)

Existing Facility (high, medium, low)

- # ADA barriers removed
- Length of improvement
- Restores network (high, medium, low)
- Adds speed management
- Appropriate cross-section

New Bicycle Facility (bike lanes or multi-use path) (high, medium, low)

- # ADA barriers removed
- Completes gaps (high, medium, low)
- Extends improvements (high, medium, low)
- Length of improvement
- Adds Speed Management
- Appropriate cross-section

Pedestrian or Bicycle Crossing (high, medium, low)

- #ADA barriers Removed
- Increases visibility
- Shortens crossing distance
- Adds appropriate pedestrian/bicycle signal
- Adds speed management

Constructability (10 points)

- TBD or other locally dedicated fund source
- No federal funding or WSDOT involvement
- Construction Ready
- Environmental complexity
- Utilities located prior to project, or no relocation required
- Local Match
 - 1 point for each 2 percent above minimum local match

Active Transportation criteria (Adopted Jan 28, 2022)

Sustainability (10 points)

- Adopted Greenhouse Gas Emissions Policy
- Adopted Complete Streets ordinance
- Hardscaping or climate-appropriate plantings
- Low Impact Drainage Practice
 - Use bio-swales, rain gardens or other low impact drainage practices



J·U·B ENGINEERS, INC.

DATE: June 16, 2024

CLIENT PROJ. NO.

J-U-B PROJ. NO.:
30-20-075-065

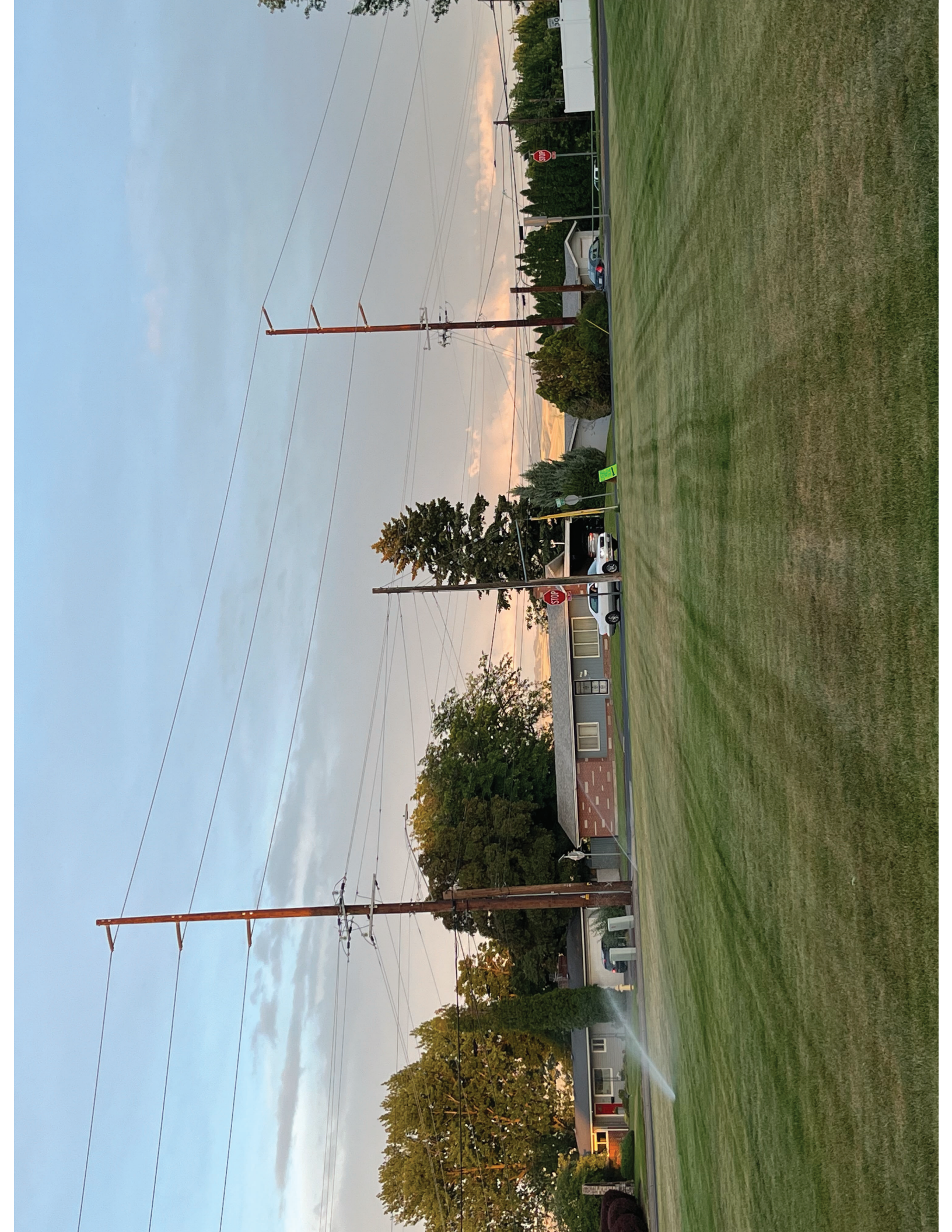
ROUNDAABOUT ONLY

ITEM NO.	SPEC. SECTION	DESCRIPTION	SCHEDULE OF VALUES			
			QUANTITY	UNIT	PRICE	AMOUNT
		PREPARATION				
1	1-09.7	Mobilization (10%)	1	LS	\$89,400.00	\$89,400.00
2	2-01.5	Clearing and Grubbing	0.5	AC	\$25,000.00	\$12,500.00
3	1-05.4	Roadway Surveying	1	LS	\$7,000.00	\$7,000.00
4	1-05.4	ADA Features Surveying	1	LS	\$1,000.00	\$1,000.00
5	1-05.18	Record Drawings	1	LS	\$500.00	\$500.00
6	2-02.5	Removal of Structures and Obstructions	1	LS	\$1,000.00	\$1,000.00
7		Removing Asphalt Conc. Pavement	4,200	SY	\$12.50	\$52,500.00
8		Removing Cement Conc. Curb and Gutter	1,500	LF	\$10.00	\$15,000.00
9		Removing Cement Conc. Curb Wall	135	LF	\$15.00	\$2,025.00
10		Removing Asphalt Conc. Sidewalk	1,000	SY	\$5.00	\$5,000.00
11	2-02.5	HMA Sawcut	185	LF	\$5.00	\$925.00
		GRADING				
12	2-03.5	Roadway Excavation Incl. Haul	1,700	CY	\$8.00	\$13,600.00
		STORM SEWER				
13	7-05.5	Storm Sewer	1	LS	\$45,000.00	\$45,000.00
		WATER LINES				
14	7.09.5	Water Lines	1	LS	\$15,000.00	\$15,000.00
		SURFACING				
15	4-04.5	Crushed Surfacing Top Course	2,000	TON	\$45.00	\$90,000.00
		HOT MIX ASPHALT				
16	5-04.4	HMA CL. 1/2" PG 70-28	800	TON	\$135.00	\$108,000.00
17	5-04.4	Job Mix Compliance Price Adjustment	CALC	CALC	(\$1.00)	(\$1.00)
18	5-04.4	Compaction Price Adjustment	CALC	CALC	(\$1.00)	(\$1.00)
16	5-04.5	Soil Residual Herbicide	6,200	SY	\$1.20	\$7,440.00
		EROSION CONTROL AND ROADSIDE PLANTING				
19	8-01.5	ESC Lead	30	DAY	\$250.00	\$7,500.00
20	8-01.5(1)	Erosion Control and Water Pollution Prevention	1	LS	\$10,000.00	\$10,000.00
21	8-02.3	Topsoil Type A, 2 Inch Thick	700.00	SY	\$10.00	\$7,000.00
22	8-02.5	Seeding and Mulching	0.25	AC	\$8,500.00	\$2,125.00
		TRAFFIC				
23	8-04.5	Cement Conc. Traffic Curb and Gutter	2,635	LF	\$30.00	\$79,050.00
24	8-04.5	Cement Conc. Curb Wall	155	LF	\$70.00	\$10,850.00
25	8-04.5	Roundabout Truck Apron Cem. Conc. Curb and Gutter	307	LF	\$30.00	\$9,210.00
26	8-04.5	Roundabout Cement Concrete Curb and Gutter	226	LF	\$30.00	\$6,780.00
27	8-04.5	Cement Conc. For Splitter Island Walkway	101	SY	\$70.00	\$7,062.22
28	8-04.5	Cement Conc. For Center of Roundabout	386	SY	\$60.00	\$23,140.00
29	5-05.5	Textured and Pigmented Cement Concrete Pavement	740	SY	\$60.00	\$44,400.00
30	8-06.5	Cement Conc. Driveway Entrance Type 1	15	SY	\$65.00	\$975.00
31	8-06.5	Cement Driveway Transition	15	SY	\$60.00	\$900.00
32	8-14.5	Cement Conc. Sidewalk	1,152	SY	\$45.00	\$51,845.00
33	8-14.5	Cement Conc. Curb Ramp	12	EA	\$3,000.00	\$36,000.00
34	8-14.5	Detectable Warning Surface	64	SF	\$20.00	\$1,280.00
37	8-20.5	Illumination System	1	LS	\$100,000.00	\$100,000.00
35	8-21.5	Permanent Signing	1	LS	\$7,500.00	\$7,500.00
36	8-22.5	Permanent Striping	1	LS	\$5,000.00	\$5,000.00
38	1-10.4(1)	Project Temporary Traffic Control	1	LS	\$90,000.00	\$90,000.00
		OTHER ITEMS				
39		Record Drawings (Minimum Bid \$500)	1	LS	\$500.00	\$500.00
40	2-01.5	Roadside Cleanup	1	EST	\$5,000.00	\$5,000.00
41	1-04.4	Minor Change	1	CALC	\$5,000.00	\$5,000.00
42	1-07.15	SPCC Plan	1	LS	\$1,500.00	\$1,500.00
43	8-01.5	TESC Plan	1	LS	\$5,000.00	\$5,000.00
SUBTOTAL						\$983,505.22
PROJECT CONTINGENCY (30%)						\$295,051.57
SUBTOTAL W/ PROJECT CONTINGENCY						\$1,278,556.79
RIGHT OF WAY						\$70,000.00
PRELIMINARY ENGINEERING AND PERMITTING (15%)						\$191,783.52
CONSTRUCTION AND ENGINEERING (15%)						\$191,783.52
TOTAL ESTIMATED CONSTRUCTION COSTS (2024 Dollar)						\$1,732,123.83

J-J-B ENGINEERS, INC.

3611 S. Zintel Way Kennewick WA 99337







City of College Place, Washington
RESOLUTION NO. 24-051

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON REGARDING SUPPORT OF GRANT APPLICATION TO THE TRANSPORTATION IMPROVEMENT BOARD URBAN ARTERIAL & ACTIVE TRANSPORTATION GRANT PROGRAM FOR THE SE 12TH & LARCH AVENUE ROUNDABOUT PROJECT

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

Whereas, the State of Washington Transportation Improvement Board (TIB) is conducting a call for projects pertaining to the Active Transportation & Urban Arterial Grant Program; and

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

- 1.** Directs the City Administrator or designee to pursue grant application to the Transportation Improvement Board (TIB) Urban Arterial & Active Transportation Grant Program for the SE 12th Street & Larch Avenue Roundabout 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 9th day of July, 2024.

Attest:

Norma L. Hernández, Mayor

Athen Reid, Deputy City Clerk

URBAN ARTERIAL PROGRAM

Staff Rating Guidelines

SAFETY (65 pt max)

Improves unsafe conditions, prevents human injury and property damage.

Criteria scoring are based on crash history and countermeasures that improve safety.

CRASH HISTORY (40 pt max)

- Incidences with fatalities 20 pts each
- Incidences with injuries 5 pts each
- Property damage only incidences 1 pt each (max 15)

COUNTERMEASURES (25 pt max)

- Grade separation
- Adds pedestrian facility
- Increases sight distance
- Corrects offset/skewed intersection
- Access control
- Intersection control

COMMERCIAL GROWTH & DEVELOPMENT (65 pt max)

Maximizes commercial development potential and appropriate project locations.

Criteria scoring are based on the scale of the development site (number of jobs anticipated, acreage developed, etc.), developer support, necessity, and location. Criteria also evaluate the likelihood the development will occur based on whether or not zoning is in place, permits are issued, and private investment is leveraged.

PUBLIC SUPPORT (10 pt max)

- Utilities onsite 0-10

PRIVATE SUPPORT (30 pt max)

- Percent permits issued 0-15
- Development agreement status 0-10
- Private investment in public infrastructure 0-15

PERMITTED DEVELOPMENT ACTIVITY (15 pt max)

- Dwelling units constructed in the development 0-5
- Acreage of the development being developed 0-5
- Jobs created by the development based on square footage/type 0-15

LOCATION (10 pt max)

- Development location 0-5
- Project proximity 0-4
- Dependence of development on the project 0-3

URBAN ARTERIAL PROGRAM

Staff Rating Guidelines

PHYSICAL CONDITION (65 pt max)

Corrects physical and structural deficiencies and prevents failure.

This band is primarily based on street pavement condition rating. Other areas contributing to a project's score are non-pavement related failures such as slope stability or flooding; other significant flaws like poor alignment, channelization or sight distance, traffic volume or truck/bus route, and sidewalk condition.

EXISTING CONDITION (30 pt max)

- TIB engineer PCR score rating 0-30
- Or
- Bridge condition (Federally funded bridge only) 0-30

NON-PAVEMENT CONDITION (10 pt max)

- Walls 0-4
- Storm water conveyance 0-4
- Bridges or culverts 0-6
- Slope stability 0-2

EXISTING ATTRIBUTES (12 pt max)

- Fixed objects 0-2
- Access control 0-2
- Alignment 0-5
- Channelization 0-2
- Turning radius 0-2
- Sight distance 0-2
- Completes or extends improvements 0-4

LOADING (10 pt max)

- Volume 0-4
- Truck route classification 0-4
- Buses 0-4

SIDEWALK CONDITION (5 pt max)

- Does not meet standards 0-3
- Overall sidewalk appearance 0-3

URBAN ARTERIAL PROGRAM

Staff Rating Guidelines

MOBILITY (65 pt max)

Contributes to traffic and modal capacity and network connectivity.

Projects will be scored based on current level of service compared to anticipated level of service post-project provided in a Traffic Study stamped by a Washington State Professional Engineer. The mobility criteria address current congestion problems, whereas future mobility issues will be addressed within the growth and development band.

CONGESTION AND LEVEL OF SERVICE (35 pt max)

- | | |
|---|------|
| • Significant congestion problem | 0-10 |
| • Increase in LOS within project limits OR a new route | 0-20 |
| • Addresses congestion on the system or adjacent routes | 0-10 |
| • High volume or significant route | 0-5 |

NETWORK CONNECTIVITY (10 pt max)

- | | |
|---|-----|
| • Complete/extend corridor improvements | 0-6 |
| • Complete gap/extend improvements | 0-4 |
| • What does the project connect to? (<i>Highest classification</i>) | 0-4 |

MODAL ACCESS (10 pt max)

- | | |
|---|-----|
| • Improve transit access | 0-4 |
| • Improve connections to non-motorized access | 0-2 |
| • Improve freight facilities | 0-6 |

FEATURES (10 pt max)

- | | |
|--|-----|
| • Relieves bottleneck | 0-2 |
| • Improves access to CBD or urban center | 0-6 |
| • Traffic signal interconnect | 0-2 |

URBAN ARTERIAL PROGRAM

Staff Rating Guidelines

SUSTAINABILITY (10 pt max)

Improves project quality through a sustainable design.

This category evaluates the inclusion of sustainable designs and well-tested, reliable techniques to minimize environmental impacts. Projects are scored for enhanced design features that encourage low impact development techniques and design elements that assure environmental longevity and livability enhancements.

ADOPTED COMPLETE STREETS ORDINANCE	1
MODAL MEASURES (8 pt max)	
• Adds Queue Jump or Transit Only Lane	1
• Peak hour transit buses	0-3
• Appropriate sidewalk cross-section	0-3
• Bicycle facilities	0-3
ENVIRONMENTAL MEASURES (8 pt max)	
• Adopted greenhouse gas emissions policy	1
• LID or enhanced treatment stormwater controls	2
• Hardscaping or climate-appropriate planting – <i>No permanent irrigation</i>	1
• Appropriate roadway cross-section	0-5
ENERGY MEASURES (3 pt max)	
• Install roundabout verses warranted signal (new intersection)	2
• Convert signalized intersection to roundabout	2
• Convert stop-controlled intersection to roundabout	1
• Solar-powered signage	1
PAVEMENT RECYCLING (4 pt max)	
• In-place recycling	4

URBAN ARTERIAL PROGRAM

Staff Rating Guidelines

CONSTRUCTABILITY (25 pt max)

Provides a reasonable expectation of completion.

Criteria in this category evaluate the likelihood the project will successfully reach completion. Points are received for things like secured funding, completed plans and specifications, processed permits, and ease of implementation. This category does not dictate TIB funding be directed towards shovel-ready projects, but projects that are closer to construction may compete better.

FULL FUNDING (11 pt max)

- | | |
|--|-----|
| • Over match (1pt for every 4% above minimum) or Construction ready | 0-5 |
| • Adopted TBD or locally dedicated transportation funding by ordinance | 1 |
| • Full funding in place | 5 |

CONSTRUCTION READINESS AND EASE OF IMPLEMENTATION (14 pt max)

- | | |
|---|-----|
| • Plans, Specs, and Estimate finished | 0-3 |
| • Permits completed | 0-2 |
| • Cultural resources complete | 2 |
| • Right of way certified or not required at application | 0-3 |
| • No federal funding | 3 |
| • Use of accelerated construction methods | 0-2 |
| • No railroad impact | 1 |
| • Utility upgrades not needed | 0-2 |

ELDA WA CP LLC

March 21, 2024

Michael Rizzitiello
City Administrator
City of College Place
625 S College Avenue
College Place, WA 99324

DELIVERY BY EMAIL TO: MRIZZITIELLO@CPWA.US

RE: Traffic Circle

Dear Mr. Rizzitiello:

I enclose our anticipated timeline for the approved Myra & Whitman mixed use project.

Currently in process on the development site is the apartment project, following which, we are just about to enter a formal agreement with Cobblestone Hotels for the construction of a hotel property.

Additionally, JUB has completed a bid for the engineering plan for utilities and we are planning for construction to be bid and scheduled by Q4 of 2024, which will open up the site for further retail, office, and mixed use for which we have been receiving ever increasing interest.

Sincerely,



Marcus Fullard-Leo
President of FL Management Corporation
Manager

cc. r.price (email)

Enc.

Table 1

	Q 2/3 24	Q 4/ q1 25	Q2/q3 25	Q4/ q1 26	Q2/q3 26	Q4/ q1 27	Q2/q3 27	Q4/ q1 28
Hotel P&S ag								
Traffic circle app.								
Option land purchase .5 ac								
Utilities JUB contract util								
Utilities break ground and loop road								
HOTEL AND LOCK OFF MODEL BREAK GROUND			 HOTEL	 LOCK OFF				
Traffic circle construction								
Fast food pre lease								
Fast food break ground			 MULTIPLE					
Grocery break ground								
A&E/center pre lease								
Center apartment pre lease								
Center construction					 10,000 SQ FT PHASED			
A&E pre lease conference								
Conference construction								
NOTE: CHART DOES NOT SHOW permit,bid times								
	 START			 PHASED				

WHITMAN DR & HOME DEPOT ROUNDABOUT CONCEPTS
04/02/2024







THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

OTHER J-U-B COMPANIES

DATE: May 14, 2024

TO: Mike Rizzitiello, City of College Place

CC:

FROM: Spencer Montgomery, J-U-B Engineers
Travis Marden, PE, J-U-B Engineers

SUBJECT: Whitman Drive Roundabout

This Memorandum documents the assumptions and methodology used to evaluate the feasibility of placing a roundabout on Whitman Drive at the first intersection west of Myra Road in the City of College Place that would serve the planned Village at Fort Walla Walla development situated south of Whitman Drive and west of Myra Road.

Background

In 2017 a Traffic Impact Analysis (TIA) for the Village at Fort Walla Walla was prepared. The proposed development was anticipated to develop in five phases that included 212 apartments, 300 condominium units, a 25,000 sq ft supermarket, 97,000 sq ft of specialty retail, 60,000 sq ft of medical office and a restaurant. Four accesses to Whitman Drive have been stubbed to the property, with the easternmost access being right-in/right-out only. An additional right-in/right-out access to Myra Road south of Whitman Drive was also included.

No development has yet to occur at the site. The developer has approached the City of Walla Walla regarding the access to Myra Road and the City has indicated that no additional accesses to Myra Road are anticipated in order to preserve the capacity and functionality of this minor arterial roadway.

As a result, in order to improve access to the easternmost portions of the site, the City of College Place requested an analysis be performed to determine the feasibility of a roundabout at the first access west of Myra Road on Whitman Drive that would allow full access into the site. This would minimize the out-of-direction travel for those trips coming from Myra Road destined for the commercial activities at the east end of the development. Of particular importance in this evaluation is the queue lengths for eastbound traffic approaching Myra Road and whether they would back up into the proposed roundabout, and whether westbound queues would back up to Myra Road and negatively impact the operations at the traffic signal.

Existing Conditions

Figure 1 shows the existing lane configurations and traffic controls at the two study intersections of Myra Road/Whitman Drive and Whitman Drive/Home Depot driveway, which also serves *The Human Bean* espresso shop. Site access #4 is opposite this driveway but serves no development yet. At the Myra Road signal there is a single northbound exclusive left turn lane and two northbound through

lanes, while the southbound lanes consist of a single through lane and a shared thru/right turn lane while the eastbound direction has two dedicated left turn lanes and a single right turn lane.

Since it has been nearly seven years since the earlier TIA, new PM peak period turning movement volumes at the two study intersections were collected in January 2024. The traffic volumes collected were comparable to volumes collected in August 2017. Thus, to reflect the growth that has occurred the January volumes were increased by 15.7% using WSDOT seasonal adjustment factors to represent summertime volumes similar to the previous TIA. The resulting PM peak hour volumes representing 2024 are shown in Figure 2. A capacity analysis was performed for the intersection of Myra Road/Whitman Drive. The existing Level of Service for the intersection using the existing signal phasing is overall "B", with the northbound left turn being "D". Queue lengths are well within the available storage. Details of the capacity analysis are included in attached Table 1 with worksheets also attached.

Future Conditions

To prepare a future conditions analysis, the existing traffic volumes were grown 1% per year for 20 years to represent growth in the study area due to growth outside the study area. Results are shown in Figure 3. The capacity analysis indicates an increase in 2 seconds of average vehicle delay in the No-Build Scenario.

There have been various land use proposals that would adjust the land use assumptions used in preparing the original TIA, however none of them have moved forward to the point of an application to the city. This was discussed with the developer and the city and it was decided that the best path forward for this current evaluation was to use the same assumptions as previously presented with respect to proposed land uses and trip distribution. Traffic volumes for two Build Scenarios were prepared for comparison:

- 1) First, the traffic volumes generated in the original TIA were added to the study intersections with the resulting volumes shown in Figure 4. This includes both the first access west of Myra Road and the right-in/right out only access into the site from Myra Road as originally envisioned in the conceptual development of this property. This right-in/right-out access on Myra Road would have minimal impact to traffic on Myra Road because of the minimal conflicts it creates, basically vehicles slowing to turn. There would be no left turn in or left turn out crossing conflicts. The right turn slowing friction could be minimized by providing a right turn deceleration lane. The benefits of this access would be to reduce out of direction travel and also improve truck access into the site for deliveries.
- 2) Traffic volumes from the original 2017 TIA were adjusted to remove the right-in/right-out only volumes at the access on Myra Road. This results in additional westbound traffic on Whitman Street. Providing a westbound left turn at the proposed roundabout would give the opportunity for some traffic that was previously only allowed to turn left into the development at the second access west of Myra Road. These trips were calculated and shifted from the westbound through movement to the westbound left turn at the roundabout. The resulting volumes are shown in Figure 5.

A capacity analysis was performed again, using adjusted signal timings to improve traffic operations and reduce delay. The analysis indicates similar delay and Level of Service for both of the above-described traffic volume and access scenarios, resulting in LOS "C" overall, with the worst movements (northbound left and eastbound left turns) anticipated to function with LOS "D". Queue lengths for the

eastbound approach are approximately 90' less than the available storage. The northbound left turn 95th percentile queue is anticipated to extend beyond the available storage in both scenarios as shown in Table 1. This situation would occur during the red portion of the signal cycle for the northbound traffic while the northbound through queues would be forming as well. This is common at many intersections and the typical treatment in such cases is to have a leading left turn phase for northbound traffic to allow left turning vehicles to clear while the through traffic proceeds at the same time to minimize those impacts. It would be unlikely to cause collisions as traffic would be slowing for the red cycle of the phase anyway.

Capacity analysis was also performed at the proposed roundabout on Whitman Drive. The Level of Service for each approach with a minimum 80' inscribed circle is "A" with the queue lengths for the westbound Whitman Drive approach being less than 100', well within the storage available. This analysis was performed for a small roundabout as a worst case scenario. As described below, in order to size the roundabout large enough to accommodate truck deliveries the roundabout is significantly larger, which will increase the capacity, reduce delay and shorten queue lengths because drivers will be able to more easily recognize gaps in the traffic flow in order to enter the roundabout.

Roundabout Concept

A roundabout concept was prepared for the easternmost driveway on Whitman Drive that would access the Village at Fort Walla Walla which would be opposite the existing driveway to Home Depot and the Human Bean espresso shop. Due to large truck access for deliveries at both the Home Depot as well as future shopping at the Village at Fort Walla Walla, the roundabout was sized to accommodate large WB-67 trucks (53' trailers). Because of the angle of the Home Depot driveway on the north side this requires an inscribed circle diameter of 140', as well as a large truck apron on the interior of the roundabout and on the northeast corner. The conceptual design attached shows the roundabout size needed to accommodate these vehicles. It also identifies utilities on all four corners, with the electrical transformer on the southwest corner needing to be relocated. Pedestrian crossings are included on the west, south and north sides, whereas a pedestrian crossing on the east leg was not included to minimize conflicts when a traffic signal a short distance to the east could be used at the existing crossing. This concept would require additional right-of-way on the south side of Whitman Drive as well as on the northwest corner of the intersection. This roundabout concept would accommodate passage of the city large fire truck apparatus without using the truck apron which will minimize response times.

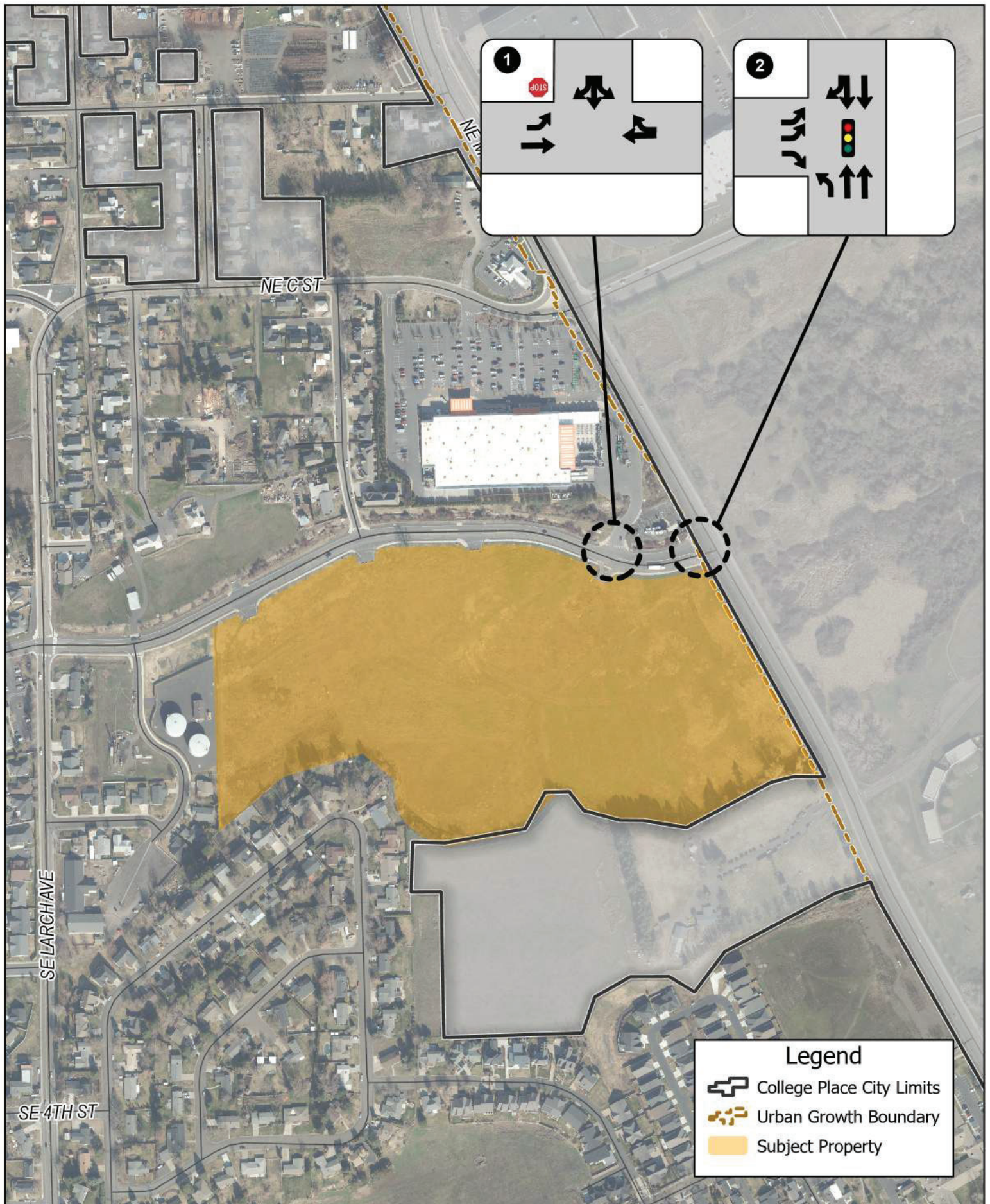
Cost Estimate

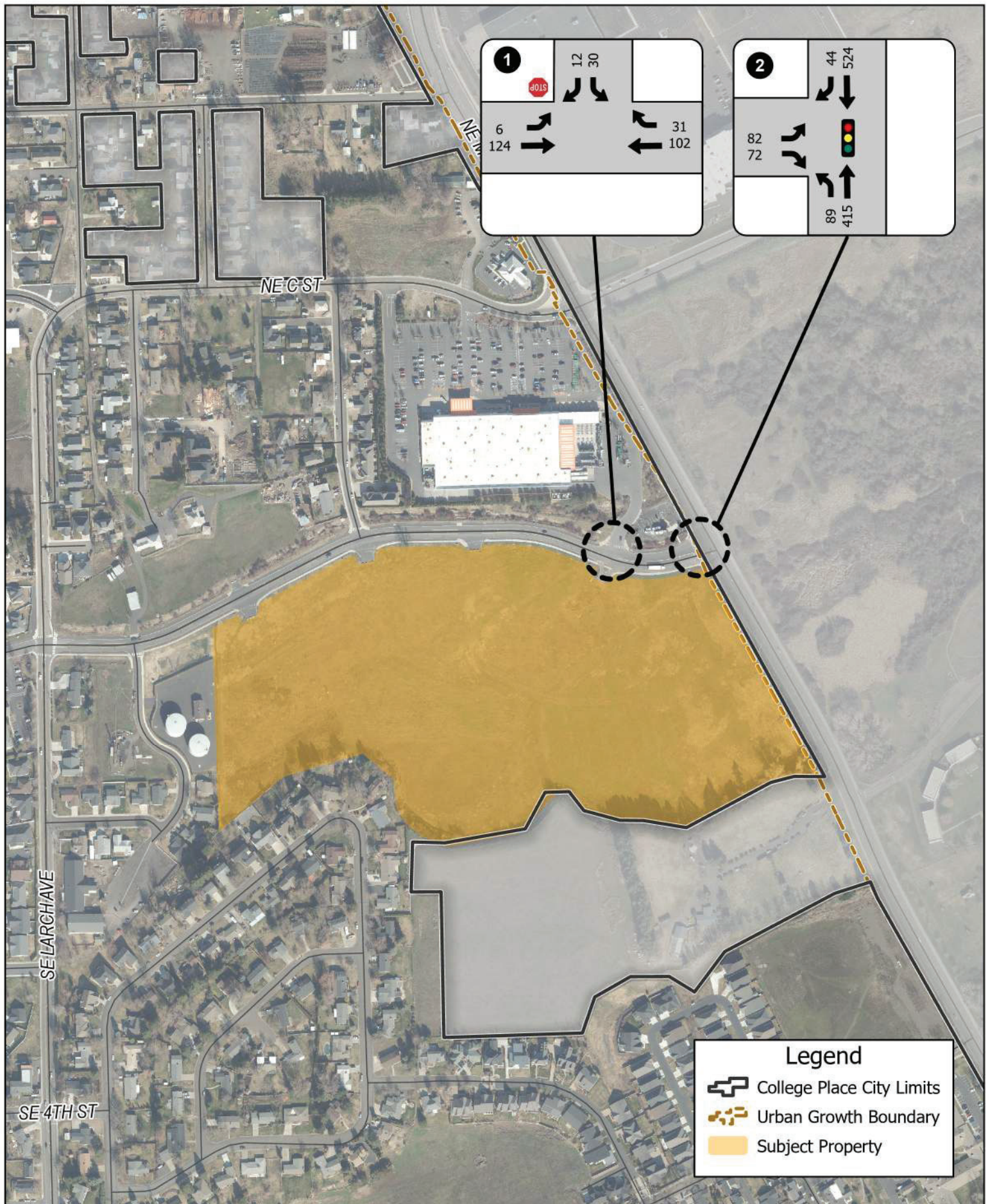
A cost estimate was prepared to construct the roundabout including removal of existing sidewalks, relocation of utilities, and the truck aprons shown in the concept. The cost estimate is \$1.248 million and includes construction as well as preliminary engineering, construction engineering and contingency.

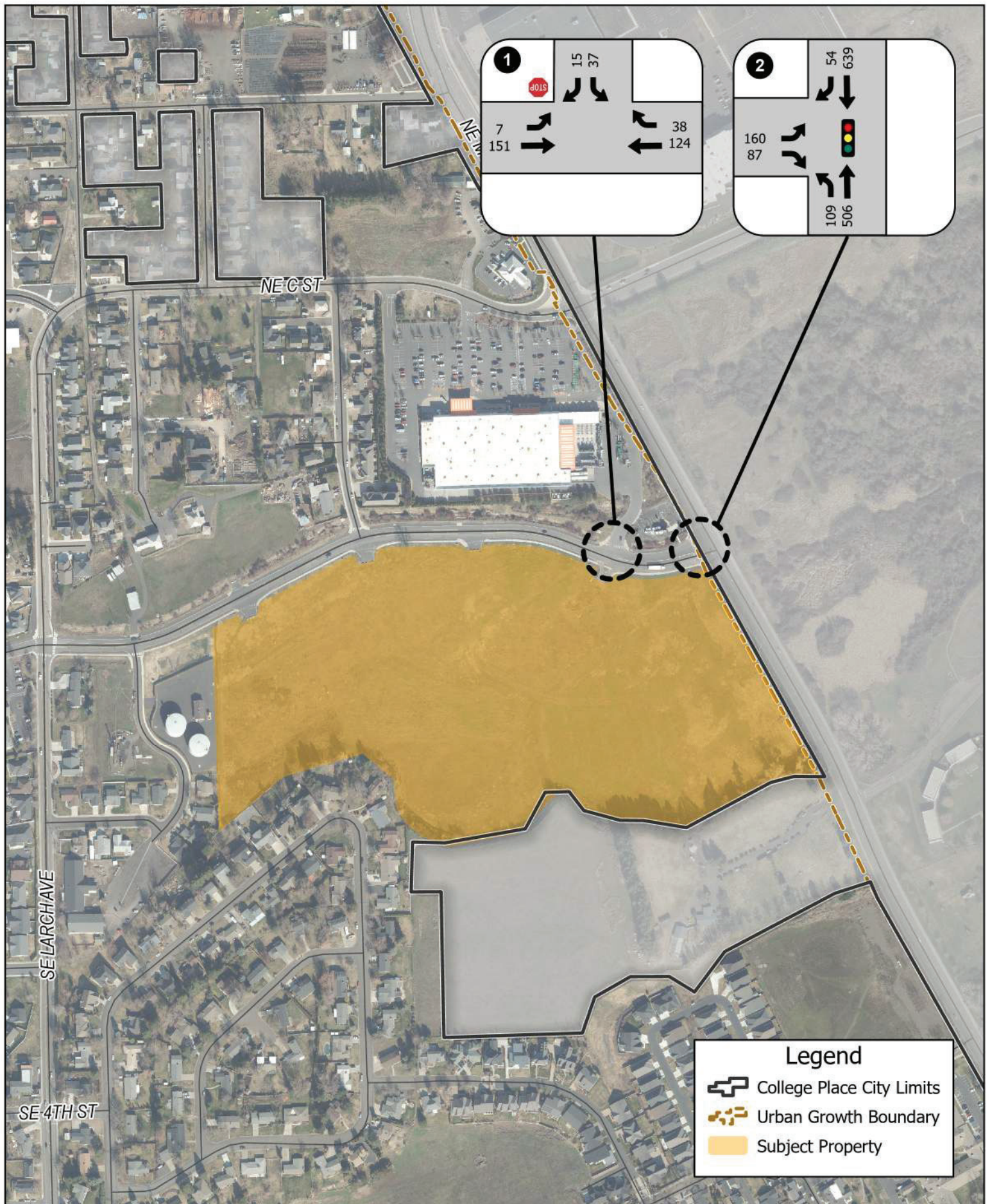
Conclusion

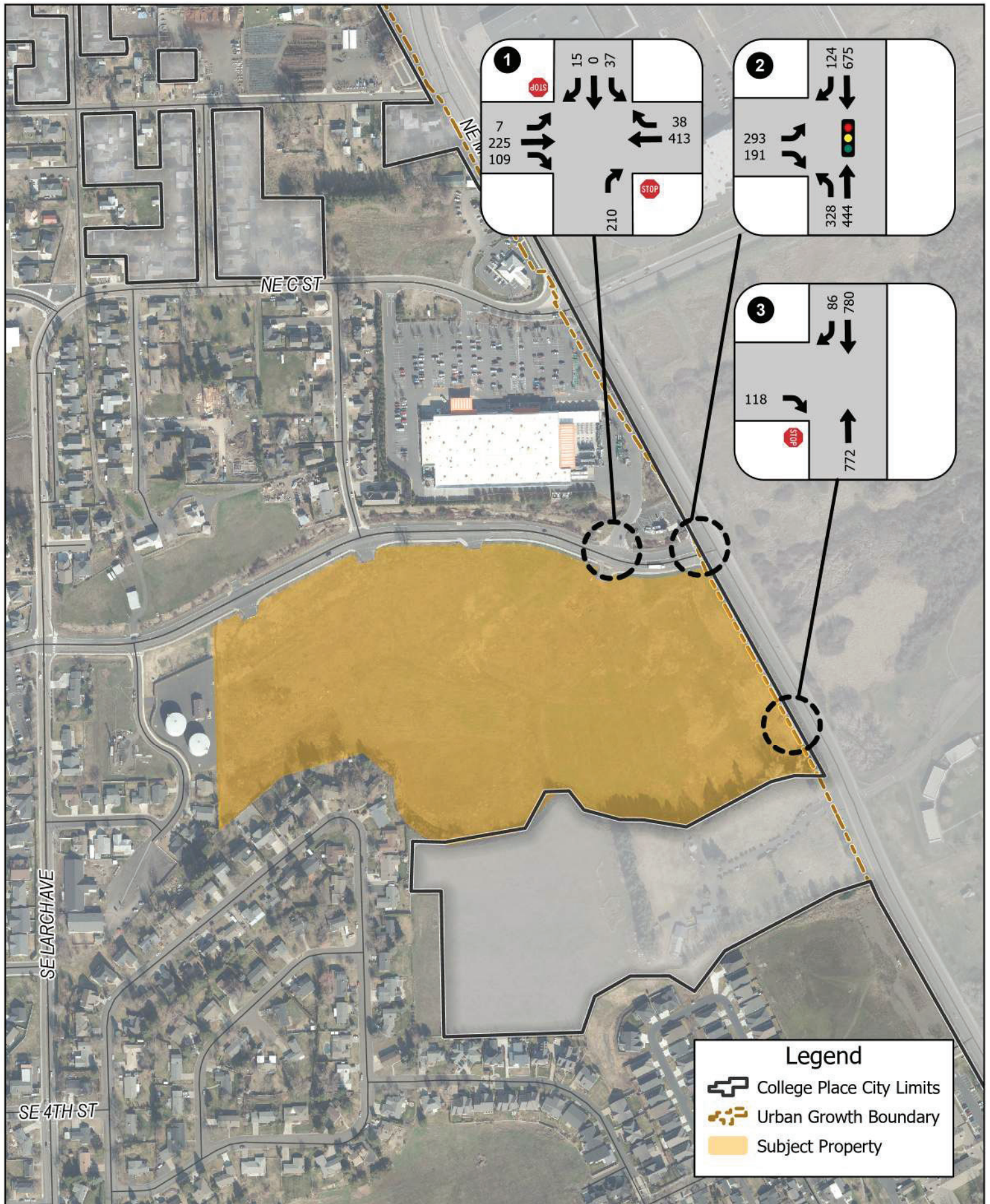
Attachments:

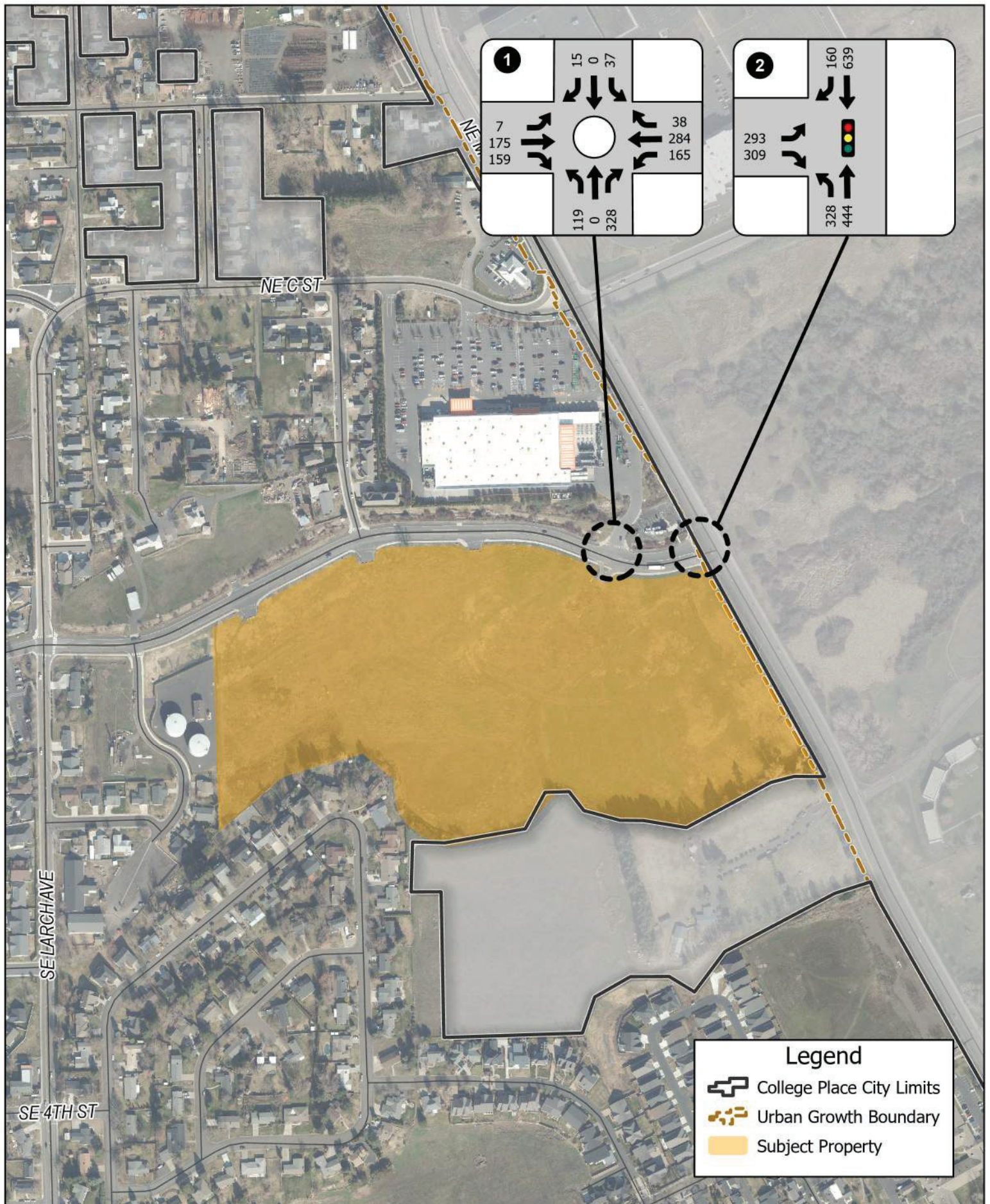
Figure 1: Existing Lane Configurations and Traffic Control
Figure 2: Existing PM Peak Hour Traffic Volumes
Figure 3: 2044 No-Build PM Peak Hour Traffic Volumes
Figure 4: 2044 Build Scenario PM Peak Hour Traffic Volumes with Right-in/Right out
Figure 5: 2044 Build Scenario Traffic Volumes
Table 1: Summary of Delay, Level of Service and Queues (all scenarios)
Roundabout Concept Exhibit
Roundabout Cost Estimate
Capacity Analysis Worksheets











Myra Road/Whitman Drive Intersection
Summary of Delay, Level of Service and Queues

Movement	Storage	2024 Existing		2044 No-Build		2044 Build with Myra Rd RI/RO		2044 Build No Myra Rd Access	
		Delay/LOS	Queue	Delay/LOS	Queue	Delay/LOS	Queue	Delay/LOS	Queue
EB Left Turn	230'	32.6/C	41	33.7/C	49	42.7/D	141	42.2/D	140
EB Right Turn	230'	12.5/B	34	12.3/B	38	9.4/A	51	9.9/A	58
NB Left Turn	110'+ 100 taper	35.1/D	85	36.9/D	101	48.6/D	319	49.3/D	324
NB Through	N/A	9.5/A	91	11.2/B	119	22.1/C	170	22.4/C	172
SB Through/ Right Turn	N/A	10.1/B	125	12.3/B	168	26.9/C	326	27.1/C	329
OVERALL	--	13.4/B	--	15.1/B	--	30/C	--	29/C	--

Legend

EB = Eastbound, NB = Northbound, SB = Southbound

32.6/C = seconds of delay/Level of Service

RI/RO = right-in/right-out movements only

Queue lengths are 95% queue, in feet

Level of Service Criteria (delay in seconds):

Signalized Intersections: A ≤10, B >10 - <20, C >20 - <35, D >35 - <55, E >55 - <80, F >80

WHITMAN DR & HOME DEPOT ROUNDABOUT CONCEPTS
04/02/2024



[illegible]



ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

PROJECT:		Home Depot and Whitman Dr Roundabout Concept				DATE: May 2, 2024	
CLIENT:		City of College Place					
CLIENT PROJ. NO.				J-U-B PROJ. NO.: 30-20-075-060			
ROUNDBOUT ONLY							
ITEM NO.	SPEC SECTION	DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT	
1		Mobilization	1	LS	\$67,200.00	\$67,200	
2		Clearing and Grubbing	1	LS	\$15,000.00	\$15,000	
3		Removal of Obstructions	1	LS	\$15,000.00	\$15,000	
4		Removal of Bituminous Surface	2,080	SY	\$3.00	\$6,240	
5		Excavation and Embankment	1	LS	\$20,000.00	\$20,000	
6		Permanent Erosion Control	1	LS	\$5,000.00	\$5,000	
7		Catch Basins	8	EA	\$2,000.00	\$16,000	
8		Storm Pipe	350	LF	\$75.00	\$26,250	
9		Adjust Manhole	1	EA	\$1,000.00	\$1,000	
10		Crushed Aggregate (CSTC) (4")	530	TON	\$40.00	\$21,200	
11		Crushed Aggregate (CSBC) (6")	730	TON	\$40.00	\$29,200	
12		HMA CLASS 1/2" PG 64-28 (4")	430	TON	\$150.00	\$64,500	
13		Truck Apron Concrete	620	SY	\$130.00	\$80,600	
14		Truck Apron Curb	340	LF	\$65.00	\$22,100	
15		Central Island Curb	215	LF	\$100.00	\$21,500	
16		Splitter Island Concrete	140	SY	\$70.00	\$9,800	
17		Splitter Island Curb (Standard Straight Curb)	587	LF	\$30.00	\$17,610	
18		Splitter Nose Curbing	4	EA	\$500.00	\$2,000	
19		Standard Curb and Gutter	575	LF	\$25.00	\$14,375	
20		Concrete Sidewalk	405	SY	\$75.00	\$30,375	
21		Curb Ramps	6	EA	\$3,000.00	\$18,000	
22		Detectable Warning Surface	100	SF	\$25.00	\$2,500	
23		Stabilized Construction Entrance	2	EA	\$1,000.00	\$2,000	
24		Silt Fence	475	LF	\$3.00	\$1,425	
25		Construction Traffic Control	1	LS	\$90,000.00	\$90,000	
26		Pavement Markings	1	LS	\$30,000.00	\$30,000	
27		Permanent Signing	1	LS	\$15,000.00	\$15,000	
28		Street Lighting	1	LS	\$60,000.00	\$60,000	
29		Landscaping	1	LS	\$20,000.00	\$20,000	
30		Utility Relocations	1	LS	\$15,000.00	\$15,000	
SUBTOTAL						\$738,875	
PROJECT CONTINGENCY (30%)						\$221,663	
SUBTOTAL W/ PROJECT CONTINGENCY						\$960,538	
PRELIMINARY ENGINEERING/PERMITTING (15%)						\$144,100	
CONSTRUCTION ENGINEERING (15%)						\$144,100	
TOTAL ESTIMATED CONSTRUCTION COSTS (2024 Dollar)						\$1,248,800	

Lanes, Volumes, Timings

4: Myra Road & Whitman Drive

01/30/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 	 	 	 	
Traffic Volume (vph)	82	72	89	415	524	44
Future Volume (vph)	82	72	89	415	524	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235	215	110			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.988	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3497	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	1583	1770	3539	3497	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		85			9	
Link Speed (mph)	30			35	35	
Link Distance (ft)	344			951	837	
Travel Time (s)	7.8			18.5	16.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	96	85	105	488	616	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	96	85	105	488	668	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				

Lanes, Volumes, Timings
4: Myra Road & Whitman Drive

01/30/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	
Minimum Split (s)	32.0	32.0	32.5	16.0	42.0	
Total Split (s)	32.0	32.0	33.0	45.0	45.0	
Total Split (%)	29.1%	29.1%	30.0%	40.9%	40.9%	
Maximum Green (s)	27.0	27.0	27.5	39.0	39.0	
Yellow Time (s)	3.5	3.5	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5	1.5	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.5	6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	Max	Max	
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	20.0	20.0	20.0		29.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effct Green (s)	7.5	7.5	9.6	39.5	39.5	
Actuated g/C Ratio	0.11	0.11	0.14	0.56	0.56	
v/c Ratio	0.26	0.35	0.43	0.25	0.34	
Control Delay	32.6	12.5	35.1	9.5	10.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	32.6	12.5	35.1	9.5	10.1	
LOS	C	B	D	A	B	
Approach Delay	23.2			14.1	10.1	
Approach LOS	C			B	B	
Queue Length 50th (ft)	20	0	44	56	81	
Queue Length 95th (ft)	41	34	85	91	125	
Internal Link Dist (ft)	264			871	757	
Turn Bay Length (ft)	235	215	110			
Base Capacity (vph)	1336	668	701	1990	1970	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.07	0.13	0.15	0.25	0.34	
Intersection Summary						
Area Type: Other						
Cycle Length: 110						
Actuated Cycle Length: 70.3						
Natural Cycle: 110						
Control Type: Actuated-Uncoordinated						
Maximum v/c Ratio: 0.43						
Intersection Signal Delay: 13.4				Intersection LOS: B		
Intersection Capacity Utilization 38.7%				ICU Level of Service A		
Analysis Period (min) 15						

Lanes, Volumes, Timings
4: Myra Road & Whitman Drive

01/30/2024

Splits and Phases: 4: Myra Road & Whitman Drive



Lanes, Volumes, Timings

4: Myra Road & Whitman Drive

01/30/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	100	88	109	506	639	54
Future Volume (vph)	100	88	109	506	639	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235	215	110			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.988	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3497	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	1583	1770	3539	3497	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		104			9	
Link Speed (mph)	30			35	35	
Link Distance (ft)	344			951	837	
Travel Time (s)	7.8			18.5	16.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	118	104	128	595	752	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	104	128	595	816	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				

Lanes, Volumes, Timings

4: Myra Road & Whitman Drive

01/30/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	
Minimum Split (s)	32.0	32.0	32.5	16.0	42.0	
Total Split (s)	32.0	32.0	33.0	45.0	45.0	
Total Split (%)	29.1%	29.1%	30.0%	40.9%	40.9%	
Maximum Green (s)	27.0	27.0	27.5	39.0	39.0	
Yellow Time (s)	3.5	3.5	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5	1.5	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.5	6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	Max	Max	
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	20.0	20.0	20.0		29.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effect Green (s)	8.0	8.0	10.6	39.1	39.1	
Actuated g/C Ratio	0.11	0.11	0.14	0.53	0.53	
v/c Ratio	0.32	0.40	0.51	0.32	0.44	
Control Delay	33.7	12.3	36.9	11.2	12.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.7	12.3	36.9	11.2	12.3	
LOS	C	B	D	B	B	
Approach Delay	23.6			15.7	12.3	
Approach LOS	C			B	B	
Queue Length 50th (ft)	26	0	55	75	111	
Queue Length 95th (ft)	49	38	101	119	168	
Internal Link Dist (ft)	264			871	757	
Turn Bay Length (ft)	235	215	110			
Base Capacity (vph)	1251	643	657	1863	1846	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.09	0.16	0.19	0.32	0.44	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 74.3

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 15.1

Intersection LOS: B

Intersection Capacity Utilization 43.3%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings 4: Myra Road & Whitman Drive

01/30/2024

Splits and Phases: 4: Myra Road & Whitman Drive



Lanes, Volumes, Timings

4: Myra Road & Whitman Drive

01/30/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	293	191	328	444	675	124
Future Volume (vph)	293	191	328	444	675	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235	215	110			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.977	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3458	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	1583	1770	3539	3458	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		225			21	
Link Speed (mph)	30			35	35	
Link Distance (ft)	344			951	837	
Travel Time (s)	7.8			18.5	16.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	345	225	386	522	794	146
Shared Lane Traffic (%)						
Lane Group Flow (vph)	345	225	386	522	940	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				

Lanes, Volumes, Timings

4: Myra Road & Whitman Drive

01/30/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	
Minimum Split (s)	32.0	32.0	32.5	16.0	42.0	
Total Split (s)	32.0	32.0	35.0	43.0	43.0	
Total Split (%)	29.1%	29.1%	31.8%	39.1%	39.1%	
Maximum Green (s)	27.0	27.0	29.5	37.0	37.0	
Yellow Time (s)	3.5	3.5	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5	1.5	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.5	6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	Max	Max	
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	20.0	20.0	20.0		29.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effect Green (s)	14.9	14.9	24.7	37.3	37.3	
Actuated g/C Ratio	0.16	0.16	0.26	0.40	0.40	
v/c Ratio	0.63	0.51	0.83	0.37	0.68	
Control Delay	42.7	9.4	48.6	22.1	26.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	42.7	9.4	48.6	22.1	26.9	
LOS	D	A	D	C	C	
Approach Delay	29.6			33.4	26.9	
Approach LOS	C			C	C	
Queue Length 50th (ft)	101	0	214	116	238	
Queue Length 95th (ft)	141	51	319	170	326	
Internal Link Dist (ft)	264			871	757	
Turn Bay Length (ft)	235	215	110			
Base Capacity (vph)	998	619	562	1410	1390	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.35	0.36	0.69	0.37	0.68	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 93.5

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 30.0

Intersection LOS: C

Intersection Capacity Utilization 62.9%

ICU Level of Service B

Analysis Period (min) 15

Lanes, Volumes, Timings 4: Myra Road & Whitman Drive

01/30/2024

Splits and Phases: 4: Myra Road & Whitman Drive



Lanes, Volumes, Timings

4: Myra Road & Whitman Drive

01/30/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 	 	 	 	 	
Traffic Volume (vph)	293	309	328	444	639	160
Future Volume (vph)	293	309	328	444	639	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235	215	110			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.970	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3433	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	1583	1770	3539	3433	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		364			40	
Link Speed (mph)	30			35	35	
Link Distance (ft)	344			951	837	
Travel Time (s)	7.8			18.5	16.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	345	364	386	522	752	188
Shared Lane Traffic (%)						
Lane Group Flow (vph)	345	364	386	522	940	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				

Lanes, Volumes, Timings

4: Myra Road & Whitman Drive

01/30/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	
Minimum Split (s)	10.0	10.0	10.5	16.0	16.0	
Total Split (s)	20.0	20.0	29.0	35.0	35.0	
Total Split (%)	23.8%	23.8%	34.5%	41.7%	41.7%	
Maximum Green (s)	15.0	15.0	23.5	29.0	29.0	
Yellow Time (s)	3.5	3.5	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5	1.5	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.5	6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	Max	Max	
Act Effect Green (s)	12.7	12.7	20.7	29.2	29.2	
Actuated g/C Ratio	0.16	0.16	0.26	0.37	0.37	
v/c Ratio	0.63	0.65	0.84	0.40	0.73	
Control Delay	36.9	9.8	45.1	20.6	25.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	36.9	9.8	45.1	20.6	25.5	
LOS	D	A	D	C	C	
Approach Delay	23.0			31.0	25.5	
Approach LOS	C			C	C	
Queue Length 50th (ft)	86	0	181	105	213	
Queue Length 95th (ft)	120	57	#279	143	271	
Internal Link Dist (ft)	264			871	757	
Turn Bay Length (ft)	235	215	110			
Base Capacity (vph)	654	596	528	1304	1290	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.53	0.61	0.73	0.40	0.73	

Intersection Summary

Area Type: Other

Cycle Length: 84

Actuated Cycle Length: 79.1

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 26.8

Intersection LOS: C

Intersection Capacity Utilization 63.1%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Myra Road & Whitman Drive



Lanes, Volumes, Timings

4: Myra Road & Whitman Drive

01/30/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	293	309	328	444	639	160
Future Volume (vph)	293	309	328	444	639	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	235	215	110			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.970	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3433	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	1583	1770	3539	3433	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		364			30	
Link Speed (mph)	30			35	35	
Link Distance (ft)	344			951	837	
Travel Time (s)	7.8			18.5	16.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	345	364	386	522	752	188
Shared Lane Traffic (%)						
Lane Group Flow (vph)	345	364	386	522	940	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				

Lanes, Volumes, Timings

4: Myra Road & Whitman Drive

01/30/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	10.0	10.0	
Minimum Split (s)	32.0	32.0	32.5	16.0	42.0	
Total Split (s)	32.0	32.0	35.0	43.0	43.0	
Total Split (%)	29.1%	29.1%	31.8%	39.1%	39.1%	
Maximum Green (s)	27.0	27.0	29.5	37.0	37.0	
Yellow Time (s)	3.5	3.5	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5	1.5	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.5	6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	Max	Max	
Walk Time (s)	7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	20.0	20.0	20.0		29.0	
Pedestrian Calls (#/hr)	0	0	0		0	
Act Effect Green (s)	15.3	15.3	24.7	37.3	37.3	
Actuated g/C Ratio	0.16	0.16	0.26	0.40	0.40	
v/c Ratio	0.62	0.65	0.83	0.37	0.68	
Control Delay	42.2	9.9	49.3	22.4	27.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	42.2	9.9	49.3	22.4	27.1	
LOS	D	A	D	C	C	
Approach Delay	25.6			33.8	27.1	
Approach LOS	C			C	C	
Queue Length 50th (ft)	101	0	214	116	236	
Queue Length 95th (ft)	140	58	324	172	329	
Internal Link Dist (ft)	264			871	757	
Turn Bay Length (ft)	235	215	110			
Base Capacity (vph)	994	717	560	1405	1381	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.35	0.51	0.69	0.37	0.68	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 93.9

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 29.1

Intersection LOS: C

Intersection Capacity Utilization 63.1%

ICU Level of Service B

Analysis Period (min) 15

Lanes, Volumes, Timings
4: Myra Road & Whitman Drive

01/30/2024

Splits and Phases: 4: Myra Road & Whitman Drive



SITE LAYOUT

Site: 1 [Rou 4-way 1-Lane US (Site Folder: General)]

Roundabout with 1-lane approaches and circulating road

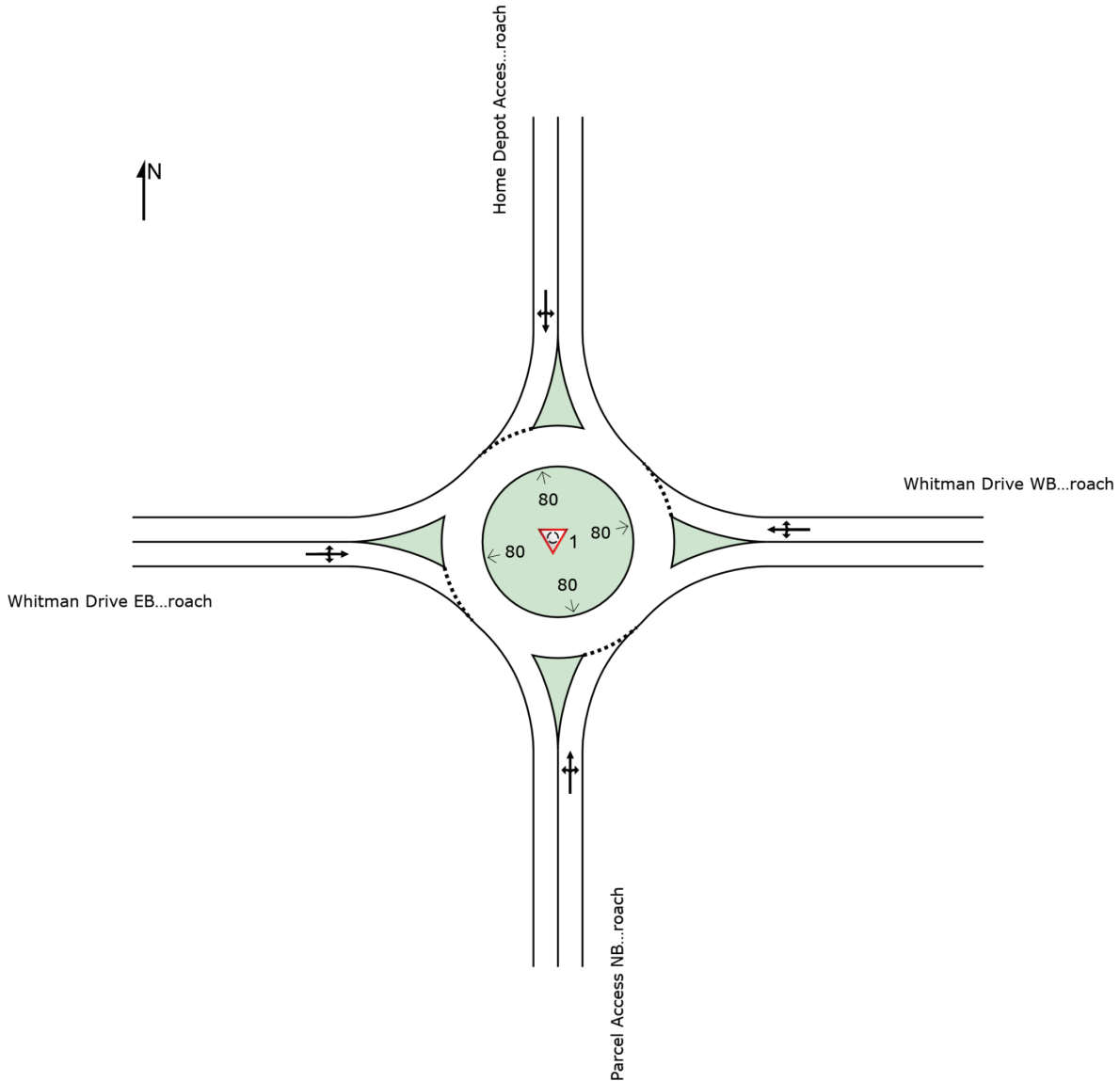
MUTCD (FHWA 2009) example number: 2B-22

Roundabout Guide (TRB 2010) example number: A-1

Site Category: (None)

Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: \\jub.com\central\Clients\WA\CollegePlaceCity\Projects\30-20-075_2020_OnCall\Design\060 - Whitman St-Home Depot RAB\Sidra\HomeDepot.sip9

MOVEMENT SUMMARY

 Site: 1 [Rou 4-way 1-Lane US (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Roundabout with 1-lane approaches and circulating road

MUTCD (FHWA 2009) example number: 2B-22

Roundabout Guide (TRB 2010) example number: A-1

Site Category: (None)

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	ft				mph
South: Parcel Access NB Approach															
3	L2	All MCs	134	2.0	134	2.0	0.483	8.9	LOS A	3.6	92.1	0.61	0.38	0.61	23.6
8	T1	All MCs	1	2.0	1	2.0	0.483	8.9	LOS A	3.6	92.1	0.61	0.38	0.61	22.2
18	R2	All MCs	373	2.0	373	2.0	0.483	8.9	LOS A	3.6	92.1	0.61	0.38	0.61	23.7
Approach			508	2.0	508	2.0	0.483	8.9	LOS A	3.6	92.1	0.61	0.38	0.61	23.7
East: Whitman Drive WB Approach															
1	L2	All MCs	188	2.0	188	2.0	0.481	8.2	LOS A	3.9	99.3	0.50	0.27	0.50	23.7
6	T1	All MCs	323	2.0	323	2.0	0.481	8.2	LOS A	3.9	99.3	0.50	0.27	0.50	25.8
16	R2	All MCs	43	2.0	43	2.0	0.481	8.2	LOS A	3.9	99.3	0.50	0.27	0.50	23.8
Approach			553	2.0	553	2.0	0.481	8.2	LOS A	3.9	99.3	0.50	0.27	0.50	24.9
North: Home Depot Access SB Approach															
7	L2	All MCs	41	2.0	41	2.0	0.080	5.7	LOS A	0.5	11.6	0.68	0.52	0.68	23.9
4	T1	All MCs	1	2.0	1	2.0	0.080	5.7	LOS A	0.5	11.6	0.68	0.52	0.68	22.5
14	R2	All MCs	17	2.0	17	2.0	0.080	5.7	LOS A	0.5	11.6	0.68	0.52	0.68	24.1
Approach			59	2.0	59	2.0	0.080	5.7	LOS A	0.5	11.6	0.68	0.52	0.68	24.0
West: Whitman Drive EB Approach															
5	L2	All MCs	8	2.0	8	2.0	0.362	7.0	LOS A	2.4	61.2	0.52	0.32	0.52	24.3
2	T1	All MCs	199	2.0	199	2.0	0.362	7.0	LOS A	2.4	61.2	0.52	0.32	0.52	26.6
12	R2	All MCs	181	2.0	181	2.0	0.362	7.0	LOS A	2.4	61.2	0.52	0.32	0.52	24.5
Approach			388	2.0	388	2.0	0.362	7.0	LOS A	2.4	61.2	0.52	0.32	0.52	25.5
All Vehicles			1508	2.0	1508	2.0	0.483	8.0	LOS A	3.9	99.3	0.55	0.33	0.55	24.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA HCM.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: \\jub.com\central\Clients\WA\CollegePlaceCity\Projects\30-20-075_2020_OnCall\Design\060 - Whitman St-Home Depot RAB\Sidra\HomeDepot.sip9

City of College Place, Washington
RESOLUTION NO. 24-052

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON REGARDING SUPPORT OF GRANT APPLICATION TO THE TRANSPORTATION IMPROVEMENT BOARD URBAN ARTERIAL GRANT PROGRAM – ECONOMIC DEVELOPMENT BAND FOR THE WHITMAN DRIVE ROUNDABOUT PROJECT BEHIND HOME DEPOT

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

Whereas, the State of Washington Transportation Improvement Board (TIB) is conducting a call for projects pertaining to the Urban Arterial Grant program (UAP); and

Whereas, the developer submitted a phasing plan for the development; and

Whereas, this concept was approved by the Utilities & Transportation Advisory Commission during its May 9th, 2024 meeting and the Economic Development, Tourism, and Events Commission during its June 3rd, 2024 meeting; and

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

- 1.** Directs the City Administrator or designee to pursue grant application to the Transportation Improvement Board (TIB) Urban Arterial Grant Program (UAP) – Economic Development Band for Whitman Drive Roundabout Project behind Home Depot.

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 9th day of July, 2024.

Attest:

Norma L. Hernández, Mayor

Athen Reid, Deputy City Clerk

City of College Place, Washington

ORDINANCE NO. 23-014

AN ORDINANCE OF THE CITY OF COLLEGE PLACE, WASHINGTON ADOPTING A SIX-YEAR CITYWIDE CAPITAL FACILITY PLANS FOR THE YEARS 2024 THROUGH 2029

WHEREAS, the City of College Place is a non-charter code city with powers set forth in RCW Title 35A.24.010;

WHEREAS, the City formed a Capital Facility Technical Team which has assembled the proposed Capital Facility Plan of the City of College Place. It consists of capital improvements for years 2024 through 2029 identifying the proposed locations and capacities of expanded or new capital and a plan to finance such improvements within projected funding capacities (the “Six-Year Citywide Capital Facility Program” or “CFP”); and

WHEREAS, the City previously adopted the Six-Year Street Program (RCW 35.77.010) on May 10th, 2022 by Council Resolution 22-043, and that program is incorporated into the CFP; and

WHEREAS, the City’s Economic Development, Tourism, and Events Commission voted unanimously to recommend adoption of the Capital Facility Plan during its November 6th, 2023, meeting.

WHEREAS, the City’s Utilities & Transportation Advisory Commission voted unanimously to recommend adoption of the Capital Facility Plan during its November 9th, 2023 meeting.

WHEREAS, the College Place City Council held a public hearing on the 2024 to 2029 Capital Facility Plan on November 28th, 2023; and

WHEREAS, updates to the six-year Capital Facility Planning documents have been posted on the city budget portal website:

https://www.cpwa.us/departments/finance/fy_2024_budget_process.php

NOW THEREFORE, THE CITY COUNCIL OF COLLEGE PLACE DO ORDAIN AS FOLLOWS

Section 1. Ordinance No. 23-014 which adopts the 2024 to 2029 Capital Facility, Plan as shown in Exhibit 2 attached to this Ordinance.

Section 2. City staff is authorized to apply for state, federal, and private foundation grants in support of the projects identified in the Citywide Capital Facility Plan.

Section 3: 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 4: 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 5: Effective Date. This ordinance shall take effect and be in full force five days after its passage and publication as provided by law.

PASSED by the City Council of the City of College Place, Washington, this 28th day of November, 2023.

DocuSigned by:
Norma L. Hernandez
E7C117EE7FEC409
Norma L. Hernandez, Mayor

Attest:

DocuSigned by:
Sherri St. Clair
1F0CE5D2F0F846A
Sherri St. Clair, City Clerk

Approved as to form:

DocuSigned by:
Rea L. Culwell
D2A91C622F3A4F6
Rea Culwell, City Attorney

Name of Project	Project ID	Prioritization	Project Location	Project Description	Status	Year Budgeted	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total Project Cost	How is project funded?
Lions Park Renovation	4001	High	Lions Park	Dredge and reconstruct pond and Garrison Creek channel eliminate point source pollution of storm water facility into pond. Includes irrigation plans. Construction will finally wrap up in FY 2024	Budgeted	2024	\$ 6,000,000.00						\$ 6,000,000.00	28% State RCO Grants, 10% Sherwood Trust Grant, 25% City Funds through REET II and CE if needed, 16% Ecology Grant, 1% Private, 10% Potential Fed Grants, 8% Port. 09, 1% Blue Zone Pursued Grants, 1% Potential Columbia Grant
Autumn Meadows Park Improvement	4007	Medium	Autumn Meadows Park on Newgate.	City is taking over park from HOA with HOA giving City funds to improve infrastructure (roads, etc) to city standard	Planned	2025		\$ 100,000.00	\$ 300,000.00				\$ 400,000.00	50% State RCO Grant; 50% City REET II
Whitman & Maple Park Site	4009	Medium	Southwest corner of Whitman Drive & Maple	Encumbered site with drainage issue adjacent to drinking water well & looking at establishing a park area.	Planned	2025		\$ 60,000.00	\$ 500,000.00				\$ 560,000.00	20% Non-Profit Grants (Tony Hawk, AARP, others), 30% City REET II, 20% Developer Impact Fees, 30% State RCO Grants.
Kiwanis Park	4008	Medium	Kiwanis Park	FY 2024: Electrical, Gazebo painting and reseed / sprinkler maintenance. FY 2027: Lighting pickleball and basketball courts.	Budgeted	2024	\$ 50,000.00			\$ 232,674.00			\$ 282,674.00	FY 2024: 50% RCO Maintenance Grant; 50% Current Expense Funds. FY 2027: 50% State RCO Grants; 50% City REET II
Harvest Meadows Park Improvements	4005	Low	Harvest Meadows Park	Improvements include a welcome sign and picnic shelter as identified in the 2018 Park Master Plan.	Planned	2028					\$ 50,000.00		\$ 50,000.00	100% REET II Funds
Veterans Park at Homestead	4004	High	Homestead Ave south of 4th Street	Addition of play equipment, pickleball, basketball, and restrooms at the park.	Planned	2024	\$ 62,046.00	\$ 500,000.00					\$ 562,046.00	50% State RCO Grant; 30% REET II Funds; 20% Developer Impact Fees (Last Phase of Homestead)
Park Development near Stone Creek	4003	Low	SW of College Ave & Mojonnier St	Per development standards, parkland will need to be donated to City for development. Will cooperate with State RCO, College Place School District, and developer for quality regional park.	Planned	2026			\$ 500,000.00	\$ 4,000,000.00			\$ 4,500,000.00	50% Developer Fees, 25% State RCO Grants, 12.5% CPPS, 12.5% City REET II
Lions Park Community Center	4006	Medium	Lions Park	Replace Community Center with multiuse facility featuring childcare, commercial kitchen, community room, rural library branch, restrooms, and storage. FY 2024: Architectural, FY 2025: Demolition, FY 2026: Construction	Budgeted	2024	\$ 100,000.00	\$ 1,018,374.00	\$ 9,000,000.00				\$ 10,118,374.00	33.33% State ELF Grant Childcare, 33.33% Rural Library District Funding, 33.33% City Portion (Fed Appropriation, State Appropriation, etc)
Total: Public Works Department - Parks														
Public Works Department - Stormwater														
Street Waste Decant Facility	5003	High	Owens Rd	Engineering is in FY 2024. Construction is in FY 2026.	Budgeted	2024	\$ 114,750.00		\$ 1,900,000.00				\$ 2,014,750.00	80% State Ecology Grant, 20% Stormwater Utility.
SE Birch (4th to 6th)	5004	High	SE Birch (4th to 6th)	FY 2024 - Engineering FY 2026 - Construction	Budgeted	2024	\$ 102,000.00		\$ 1,000,000.00				\$ 1,102,000.00	20.0% City Stormwater Utility, 80.0% State Ecology Grant Funding.
Drywell Install	5022	Medium	Community Wide	Earmark funds to install Drywells.	Budgeted	2024	\$ 99,930.00		\$ 99,930.00				\$ 99,930.00	Apply for State Department of Ecology Grant Funds for 50%. Other 50% Stormwater Utility.
Public Works Yard Stormwater Improvements.	6032	Medium	Middle of block between 4th, 6th, Birch, and Date.	Stormwater improvements at Public Works Yard.	Budgeted	2024	\$ 300,000.00						\$ 300,000.00	50% State Department of Ecology Grant, 50% Stormwater Utility Funds.
NW Earl Ln Stormwater Improvements	6069	High	NW Earl Lane between Evans and Whitman	Design and construct stormwater infiltration system. Design in 2024, Construct in 2025.	Budgeted	2024	\$ 70,000.00	\$ 500,000.00					\$ 570,000.00	50% Storm Utility, 50% State DOE Grant.
SW 10th Street Retrofit (College to Bade)	5005	High	SW 10th from College to Bade.	Reconstruct 10th to include stormwater infrastructure to filter water into Garrison Creek.	Budgeted	2024	\$ 150,000.00		\$ 483,474.00				\$ 633,474.00	FY 2025: \$150,000 Ecology Stormwater Grant. FY 2026: Ecology Hardship Grant
Federal US Forest Service Tree and Irrigation Enhancement		High	SW Mojonnier Rd, Whitman Drive, East-West Rd, and SE 12th	Installation of trees and irrigation along key corridors in the community	Budgeted	2024	\$ 730,000.00						\$ 730,000.00	FY 2024: US Forest Service Inflation Reduction Grant.
Outfall Replacement Program	5012	Medium	Around Community.	Prioritization to be determined through Stormwater Management Plan Criteria.	Planned	2025		\$ 250,000.00		\$ 250,000.00			\$ 750,000.00	Apply for State Department of Ecology Grant Funds for 50%. Other 50% Stormwater Utility.
NE Cedar Ave Storm Improvements	6007.2	Low	NE Cedar from A to C Street	Stormwater improvements along corridor.	Planned	2026			\$ 349,000.00				\$ 349,000.00	100% Hardship Grant Redirect or Legislative Appropriation.
SE 12th Street (College to Sky)	6039	Low	SE 12th (College to Sky)	Replace storm infrastructure on 12th from College to Sky Avenue.	Planned	2027				\$ 1,000,000.00			\$ 1,000,000.00	90% State TIB or State Ecology Grant.
SE Date Ave (8th to 11th)	5018	Low	SE Date (8th to 11th)	Stormwater Retrofit on SE Date from 8th to 11th.	Planned	2028					\$ 456,000.00		\$ 456,000.00	100% Stormwater Utility.
Total: Public Works Department - Stormwater														
Public Works Department - Streets														
							\$ 1,566,680.00	\$ 750,000.00	\$ 3,832,404.00	\$ 1,250,000.00	\$ 555,930.00	\$ 250,000.00	\$ 8,205,014.00	

Name of Project	Project ID	Prioritization	Project Location	Project Description	Status	Year Budgeted	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total Project Cost	How is project funded?
Chipseal Program	6018	High	FY 2024 - Autumn Meadows Subdivision, Country Estates Subdivision, Sherburne Addition, and SW 10th (Birch to Date), NE Maple (C to Mahan Ct), SW 4th (Bade to College), NW Evans (B to City Limits), and SE Elm (150 S of 3rd to 3rd)	Planned annual chips seal program	Budgeted	2024	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 600,000.00	100% REET 1 Fund
			FY 2025 - Highland Park Subdivision, E Whitman (Birch to 440 East of Birch), NW Destito Ct (Spagnuolo Ct to Cul de Sac), SW 12th (City Limits West of house 602 SW to College Avenue), SW Central Ave (Scenic View to 12th), SE Maple Avenue (S. of 107 SE Tamarack to N house #101), SE Scenic View Drive (house 1051 to 125 E of Falbo Drive), and Taumanson Rd (Hwy 125 to Bliss Ln.)											
Block Resurfacing Program	6059	High	FY 2024 - SE Colter Pl, SE 10th (Birch to Date), NE Pinewood (A to Dead End), SE Birch (11th to 12th), and SW 8th (College to Bade)	Grind and overlay roadways. \$32,000 from REET 1. Remainder from Transportation Benefit District.	Budgeted	2024	\$ 200,034.47	\$ 267,345.00	\$ 202,126.56	\$ 286,791.12	\$ 441,542.88	\$ 329,184.00	\$ 1,727,024.03	First \$34,000 would be funded from REET 1 fund as in past, Remainder funded by Transportation Benefit District.
			FY 2025 - SE Mockingbird (Larch to City Limits), SE Broadway (Mountainview to Scenicview), SE Birch (4th to 3rd), and SE 8th (Whispering Creek to Larch)											
Safewalk College Place	6048	Medium	FY 2026 - SE Mockingbird (Larch to Dead End), SE Highland Park North Leg											
			FY 2027 - NE Dawson (Myra to Westfair), Country Estates Subdivision											
Mojonnier Rd Reconstruction (Bluvue Ln to College Ave)	5006.2	High	FY 2028 - NE Alden (Criscola to Troisdale), NW Evans (B to South of Earl), Sunset Villa Streets	Reconstruction of Mojonnier Rd from Bluvue Ct to College Ave. Right of Way acquisition in 2024. Bid out construction and start construction in later 2024.	Budgeted	2024	\$ 429,375.68	\$ 715,921.16	\$ 459,859.80	\$ 820,655.60	\$ 488,354.60	\$ 365,297.40	\$ 3,279,464.24	In odd years (2025, 2027, and 2029) projects will be funded 90% CDBG or TIB/WSDOT Safe Routes and 10% Transportation Benefit District. In even years (2024, 2026, 2027) projects would be funded 50% Transportation Benefit District, 50% WSDOT Safe Route or TIB
			FY 2029 - SW Davis (6th to 4th), SE Highland Park South Leg											
Crosswalk Improvements in front of CP Post Office	6058	High	FY 2024 - SW 1st ST (Academy to Evans) Construction, NW B Street and NE Ash Engineering, SE 8th (College to Birch) Engineering	Installation of six foot concrete sidewalk to fill gaps. Goal is one side of every public street has a sidewalk. The City will apply for CDBG funds and also allocate some TIB funds once approved toward whitening down list.	Budgeted	2024	\$ 2,473,000.00	\$ 5,448,000.00					\$ 7,921,000.00	31.6% Federal Appropriation, 12.2% Federal MPO Surface Transportation Money, 1.9% City Storm Utility, 54.3% City Tax Increment Financing District (TIF portion may be reduced if we get TIB grant).
CP Downtown Parking Lot Project	6063	High	FY 2025 - SE 8th (College to Birch) Construction, NW B Construction, NE Ash (Whitman to A Construction), SE 8th (Birch to Larch) engineering, SE Birch (2nd to 4th), (4th to 12th) engineering	Crosswalk improvements to include curb bump outs, Rapid Flashing Beacons, and more.	Budgeted	2024	\$ 158,386.00						\$ 158,386.00	94.6% WSDOT Ped and Bike Grant, 5.4% City Street Funds
Stone Creek Development Intersection Signalization on College Ave by CHS	6035	Medium - Dependent on future development.	FY 2026 - SE 8th (Birch to Larch) construction, SW 2nd (Davis to Academy Way) engineering, SE Central (12th to Sunny engineering, SE Birch (2nd to 4th) (4th to 12th) construction, SE Broadway (12th to Sunny) engineering, SE 2nd (Ash to Date) engineering	Construct parking lot to encourage a dense mixed-use downtown that is walkable.	Budgeted	2024	\$ 400,000.00	\$ 1,000,000.00					\$ 1,400,000.00	100% - Tax Increment Financing
East-West Road to Connect to Lakeside and New School	6063	Medium - Dependent on future development.	FY 2027 - NE Dawson (Myra to Westfair), Country Estates Subdivision	Installation of signals at College Ave and arterial for the Stone Creek Development	Budgeted	2024	\$ 125,000.00	\$ 1,045,437.00					\$ 1,170,437.00	50% Tax Increment Financing, 50% Charge back with Developer Impact Fees on Lakeside
			FY 2028 - NE Alden (Criscola to Troisdale), NW Evans (B to South of Earl), Sunset Villa Streets	New East-West Road to connect College Avenue High School to Teal Rd and New School	Budgeted	2024	\$ 1,936,000.00	\$ 5,184,461.00					\$ 7,120,461.00	37.3% City TIF, 72.8% Developer Impact Fees

Name of Project	Project ID	Prioritization	Project Location	Project Description	Status	Year Budgeted	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total Project Cost	How is project funded?
Northeast College Place Active Transportation Project	6014	High		NE Damson (Rose to Cargill). Street Lamps on NE Rose (Carey to Ash) every 360 feet.	Budgeted	2024	\$ 1,187,875.00	\$ 100,000.00	\$ 350,000.00				\$ 1,637,875.00	90.0% - TIB UAP Grant (Damson) and out of Call grant, 10.0% - City Streets Fund.
Public Works Yard Improvements				FY 2024: Facility Planning, FY 2028: Replace PM Yard with Generational Facility.	Budgeted									25% FEMA HMA Grt./homeland Security Grant, 10% Pw Power Rebates, 21.7% Water, 21.7% Storm
Autumn Meadows Road Improvements	6032	Medium	218 SE 4th St	Road and Sidewalk improvements per assumption of private infrastructure	Budgeted	2024	\$ 34,000.00							
Ash Street Traffic Realignment	6019	High		SE Ash (Whitman Drive to 2nd)	Budgeted	2024	\$ 219,656.00				\$ 6,000,000.00		\$ 6,034,000.00	Wastewater, 21.7% Storm
SE Lumpert Wall/Guardrail Issue	6065	Medium		Design and build guardrail above wall to improve safety.	Budgeted	2024	\$ 20,000.00						\$ 20,000.00	100.0% Street Improvement Fund.
Whitman & Home Depot/Commercial Intersection.	6066	Medium	SE Lumpert & College Intersection.		Budgeted	2024	\$ 50,000.00	\$ 200,000.00					\$ 250,000.00	100.0% Street Improvement Fund.
	6067	Medium	East Whitman Drive and first entrance to Home Depot and Commercial Development.	Remove pork chop and make it fully functional intersection. Maybe turn into traffic circle.	Budgeted	2024	\$ 30,000.00	\$ 195,000.00	\$ 1,380,000.00					FY 2024: Engineering 100.0% Street Improvement FY 2025: 90.0% TIB or Federal DOT Grant, 10.0% Street Improvement Fund
9th Street	6062	Low- Dependent on CDBG Grant Funds.	9th (College Ave to Alleyway)	Convert gravel road to pavement with curb and gutter.	Planned	2025		\$ 638,400.00					\$ 638,400.00	80 % via CDBG - General Purpose Grant, UID, or State Grant, 20.0% City Transportation Benefit District
Pedestrian signalization at Myra Rd & Garrison Village Way	6054	Low - Dependent on WSDOT Grant and Developers	Myra Rd at Garrison Village Way	Pedestrian crossing beacon with pedestrian refuge island so folks can get to Fort Walla Walla.	Planned	2025		\$ 600,000.00					\$ 600,000.00	Likely Scenario: 20% City of WW, 20% City of CP Street Fund, 30% Developer Contrib, 30% State Grant
Whitman Dr Multuse Path Completion	6006	Low	Whitman Drive between Davis and Academy.	Assemble right of way to complete gap in multi-use path between Evans and Academy Way.	Planned	2025		\$ 271,620.00	\$ 814,860.00				\$ 1,086,480.00	80.0% MPO STP Funds and/or State RCO, 20% Local Match
Larch Wall @ 5th	6064	Medium	SE Larch and Fifth Street	Remove portion of failing wall and replace.	Planned	2025		\$ 100,000.00					\$ 100,000.00	100.0% Street Improvement Fund.
NE Cedar Avenue ("A" to "C" Street)	6007.2	Low	NE Cedar Avenue from "A" to "C" Street	Resurface Cedar Avenue	Planned	2026			\$ 521,000.00				\$ 521,000.00	100.0% - Legislative Appropriation or 90% TIB Complete Street and 10.0% Street Fund
Whitman Dr Reconstruction	6043	Medium - Dependent upon Future Development	Whitman Drive & Maple Ave	Reconstruct roadway from Academy Way to Martin Airfield to Arterial Standards. Also, includes conversion of Academy & Whitman intersection to four way stop.	Planned	2027				\$ 1,048,616.70			\$ 1,048,616.70	50% Developer Fees, 50% State TIB or Public Works Trust Fund Grants
SE 12th Street (College to Sky)	6010.2	Low	SE 12th Street from College to Larch	Street grind and overlay with water and sewer improvements on SE 12th Street from College to Larch.	Planned	2027				\$ 1,086,150.00	\$ 4,344,600.00		\$ 5,430,750.00	90% TIB or MPO Funding, 10% Street Improvement Fund.
12th & Larch Intersection	6011	Low	The 12th and Larch Avenue Intersection.	Identify, design and construct preferred intersection configuration.	Planned	2028					\$ 2,181,990.00		\$ 2,181,990.00	50 % Local (City) funds from Street Improvement Fund (funded by the street fund) with 50% WSDOT or MPO Grant.
Larch & Whitman Intersection	6015	Low	Larch & Whitman Intersection	Intersections need to be improved for safe traffic.	Planned	2029					\$ 420,244.10		\$ 420,244.10	40% Developer Impact Fees, 40% WSDOT Safety Grants, 20% Street Improvement Fund
SE 12th Street (Larch to Myra)	6039	Low	SE 12th Street from Larch to Myra Rd.	Reconstruction of 12th Street from Myra Rd to Larch Ave. Engineering only in 2029	Planned	2029					\$ 737,853.14		\$ 737,853.14	90% TIB or MPO Funding, 10% Street Improvement Fund.
SE Dewey Dr	6022	Low	SE Dewey Drive.	Full street and sidewalk reconstruction on Dewey Drive to include water and sewer improvements.	Planned	2029							\$ 721,092.30	100% Street Improvement Fund
Total: Public Works Department - Streets							\$ 7,863,330.15	\$ 15,866,184.16	\$ 3,012,986.36	\$ 4,157,073.42	\$ 13,556,427.48	\$ 2,673,670.94	\$ 46,629,672.51	
Public Works Department - Wastewater (From Adopted Wastewater Plan)														

Name of Project	Project ID	Prioritization	Project Location	Project Description	Status	Year Budgeted	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Total Project Cost	How is project funded?
WWTP Improvements - Implementation Phase 1:	7004	High - Mandated by our Wastewater Permit, also dependent on grants.	WWTP - 501 Owens Rd	WWTP Wastewater Treatment Plant Improvements:	Budgeted	2024	\$ 5,000,000.00		\$ 15,000,000.00				\$ 20,000,000.00	13.5% Federal Earmark Grant, 38.5% State Ecology Hardship Grant, 48.0% State Ecology Subsidized Loan/City Wastewater Fund
				Improvements (Whats shown) or we proceed with Regionalization if workable										
				Replace over capacity wastewater lift station. Engineering in FY 2022.										
Life Station #5 Replacement	7019	High - Over Capacity and Tripping Hazard	SW 1st	Construction in FY 2023.	Budgeted	2024	\$ 4,000,000.00						\$ 4,000,000.00	50% - Ecology Grant, 50% - Ecology Subsidized Loan
Neighborhood Sewer Lining	7016	High	Across Community	Refer to Wastewater Fiscal Sustainability Plan for Period Phasing. Doing ten years worth of lining in one year thanks to Ecology funding.	Planned	2024	\$ 2,000,000.00						\$ 2,000,000.00	100.0% - State Ecology Financing (50% Grant, 50% Loan)
12th Street Wastewater Replacement Project	6010.3	Medium	12th Street from College to Sky	Wastewater replacement project below 12th Street project.	Planned	2028					\$ 237,005.00		\$ 237,005.00	100% Wastewater Capital
SE Birch (4th to 6th Sewer)		High	SE Birch (4th to 6th)	Wastewater Replacement Project under SE Birch Street	Planned	2026			\$ 200,000.00				\$ 200,000.00	90.0% Ecology Grant, 10.0% Wastewater Utility
Central Avenue Wastewater Line Project (Senicview to Valley)	7020	Low	Central Avenue from Senicview to Valley.	Install new sewer line to replace private line in corridor.	Planned	2027				\$ 455,942.00			\$ 455,942.00	100% Wastewater Capital
SE Dewey Dr Sewer		Low			Planned	2029						\$ 410,241.00	\$ 410,241.00	100% Wastewater Capital Reserve Fund
\$ 31,000,000.00 \$ - \$ 15,200,000.00 \$ 455,942.00 \$ 237,005.00 \$ 410,241.00 \$ 27,993,188.00														
Total: Public Works Department - Wastewater														
Public Works Department - Water (From Adopted Water Plan)														
Well #7 Development	8017	High	Teal Rd City Property.	Develop a fourth well with School District due to increased population.	Budgeted	2022	\$ 2,500,000.00	\$ 2,500,000.00					\$ 5,000,000.00	50.0% - Federal Appropriation, 25.0% - Water Utility, 25.0% - State DOH Grant or State Earmark
Western College Place Water Storage Tank Reservoir 4 (1,000,000 Gallons)	8018	High	Martin Airfield Area	Engineering and development of 1,000,000 water storage tank to serve all of west/southwest College Place.	Budgeted	2023	\$ 250,000.00		\$ 15,000,000.00				\$ 15,250,000.00	20.0% City Water Utility, 20.0% Federal Earmark, 20.0% State Earmark, Governors Budget, 20.0% Public Works Trust Fund/State CERB, 20.0% Developer Contribution
Reservoir 4 Transmission Main Project	8021	High	Mojonnier Rd	Transmission Main to connect tower to system.	Budgeted	2024	\$ 1,699,000.00						\$ 1,699,000.00	25.0% City Water Utility, 25.0% City TIF, 50.0% State Earmark.
Well #3 Electrical Generator	8024	Medium	Lampert & Larch	Electrical Generator at Well #3	Budgeted	2024	\$ 77,850.00	\$ 233,550.00					\$ 311,400.00	75% FEMA HMA Grant, 25% City Water Fund
Reservoir #1 Repaint, Overflow, and Seismic Retrofit	8020	High	Water Tank in Public Works Yard from College to Date.	Elevated water tower from 1947 needs to be repainted. Also, pursuing FEMA Resiliency Grant to conduct seismic upgrades.	Budgeted	2024	\$ 207,000.00	\$ 1,797,968.00					\$ 2,004,968.00	90.0% - State FEMA HMA, 10.0% - City Water Fund
High Priority Water Main Replacement Program	8011	High	Spots identified in Water System Plan - 2026 6th Street - 2025/2025 4th & 5th Date Design in 2025 and construction in 2026.	Replace water main and services	Budgeted	2025			\$ 1,150,000.00	\$ 100,000.00	\$ 450,000.00		\$ 1,800,000.00	100% Water Capital Reserve Fund.
NE Lambert 12" Water Replacement	8025	Medium	NE Lambert Street (Rose to C).	Replace decayed 12" line.	Planned	2026			\$ 317,000.00				\$ 317,000.00	100% Water Capital Reserve Fund.
SW 8th Street 8" Water Main Replacement	8026	Low	SW 8th (College to Baile)	Replace decayed line as cited in adopted City Water System Plan.	Planned	2027			\$ 10,000.00				\$ 10,000.00	100% Water Capital Reserve Fund.
SE 12th St (College to Larch) Water Infrastructure Replacement Project	6010.4	Medium - Dependent on Grant Funds	SE 12th Street from College to Larch Ave.	Replace water infrastructure under SE 12th St project.	Planned	2028					\$ 617,381.00		\$ 617,381.00	100% Water Capital Reserve Fund.
SE Robin 8" Water Main Replacement	8027	Low	SE Robin Drive - Country Estates	Replace decayed line as cited in adopted City Water System Plan.	Planned	2028					\$ 63,000.00		\$ 63,000.00	100% Water Capital Reserve Fund.
Dewey Drive Water	6022.2	Low	Dewey Drive	Replace Water main & services	Planned	2029						\$ 286,000.00	\$ 286,000.00	100% Water Capital Reserve Fund.
Total: Public Works Department - Water														
Grand Total: All Capital Facility Projects														
							\$ 4,733,850.00	\$ 4,631,518.00	\$ 16,467,000.00	\$ 110,000.00	\$ 1,130,381.00	\$ 286,000.00	\$ 27,938,749.00	
							\$ 33,175,608.15	\$ 26,756,650.16	\$ 59,237,533.36	\$ 10,319,958.42	\$ 15,529,743.48	\$ 3,619,911.94	\$ 148,639,405.51	

Michael Rizzitiello

From: Alex Fazzari <afazzari@jub.com>
Sent: Thursday, June 20, 2024 10:24 AM
To: Michael Rizzitiello
Cc: Robert McAndrews
Subject: Re: City of College Place Wastewater Treatment Planning
Attachments: Fig 5-17.pdf; Impairment Analysis.pdf

1. The effluent is currently used to irrigate about 110 acres that are owned by the City. See attached map. The effluent is applied at agronomic rates and an annual crop management plan is prepared which documents the water applied and crops grown that year. It is generally a mix of seed corn, wheat, barley, alfalfa, and hay. The farm is contract operated. The primary purpose of the irrigated acreage is effluent disposal.
2. The effluent flow rate is an average daily flow of 1 million gallons per day. It is land applied to the irrigated acreage during the growing season and is discharged into Garrison Creek from November through April. The attached Impairment Analysis might be of interest as it discusses the stream reaches and potential impairment if effluent is no longer discharged into Garrison Creek.
3. We would need to seek clarification from GFID, but our understanding is that they would be interested in accepting the flow year-round - in which case, College Place would likely no longer operate the 110-acre irrigated area at the WWTP. Although the flows are relatively small for the GFID system irrigation needs, it would provide a small amount of water during the summer (currently they must stop diverting in July) and they expressed interest in perhaps using the effluent for groundwater recharge during the winter. We have only had one meeting to briefly discuss with GFID - so this does need to be further discussed with GFID. It is our understanding that GFID is requesting to pipe the upper 11 miles of their irrigation ditch because it is currently unlined and seeps about 13 cfs of water - based on the fact that current surface water diversions less than 13 cfs do not make it to their irrigation distribution system.

-Alex

From: Michael Rizzitiello <MRizzitiello@cpwa.us>
Sent: Tuesday, June 4, 2024 7:50 PM
To: Alex Fazzari <afazzari@jub.com>
Subject: [EXTERNAL] FW: City of College Place Wastewater Treatment Planning

External Email - This Message originated from outside J-U-B ENGINEERS, Inc.

Hi,

Please see below for questions they are asking.

From: Dengel, Jeffrey P (DFW) <Jeffrey.Dengel@dfw.wa.gov>
Sent: Monday, June 3, 2024 3:36 PM
To: Michael Rizzitiello <MRizzitiello@cpwa.us>
Subject: City of College Place Wastewater Treatment Planning

Michael Rizzitiello

From: Alex Fazzari <afazzari@jub.com>
Sent: Thursday, June 20, 2024 10:51 AM
To: Michael Rizzitiello
Cc: Amanda Cronin
Subject: Re: 6/3 1pm WW2050 Water Quality Sub-Workgroup

Currently, the effluent is used to irrigate 110 acres that are owned by the City. The effluent is applied at agronomic rates and an annual crop management plan is prepared which documents the water applied and crops grown that year. It is generally a mix of seed corn, wheat, barley, alfalfa, and hay. The farm is contract operated. The primary purpose of the irrigated acreage is effluent disposal. During the non-growing season (November through April), the effluent is discharged into Garrison Creek.

The proposal is to pump all of the effluent to Gardena Farms Irrigation District year-round. The City would then likely cease farming the existing 110-acre area and would no longer discharge to Garrison Creek at all.

ALEX FAZZARI, P.E.

Area Manager, Vice President

J-U-B ENGINEERS, Inc.

3611 S. Zintel Way, Kennewick, WA 99337

e afazzari@jub.com w www.jub.com

p 509-783-2144 c 509-947-3004

From: Michael Rizzitiello <MRizzitiello@cpwa.us>
Sent: Tuesday, June 4, 2024 10:09 AM
To: Alex Fazzari <afazzari@jub.com>
Cc: Amanda Cronin <amanda@ampinsights.com>
Subject: [EXTERNAL] FW: 6/3 1pm WW2050 Water Quality Sub-Workgroup

External Email - This Message originated from outside J-U-B ENGINEERS, Inc.

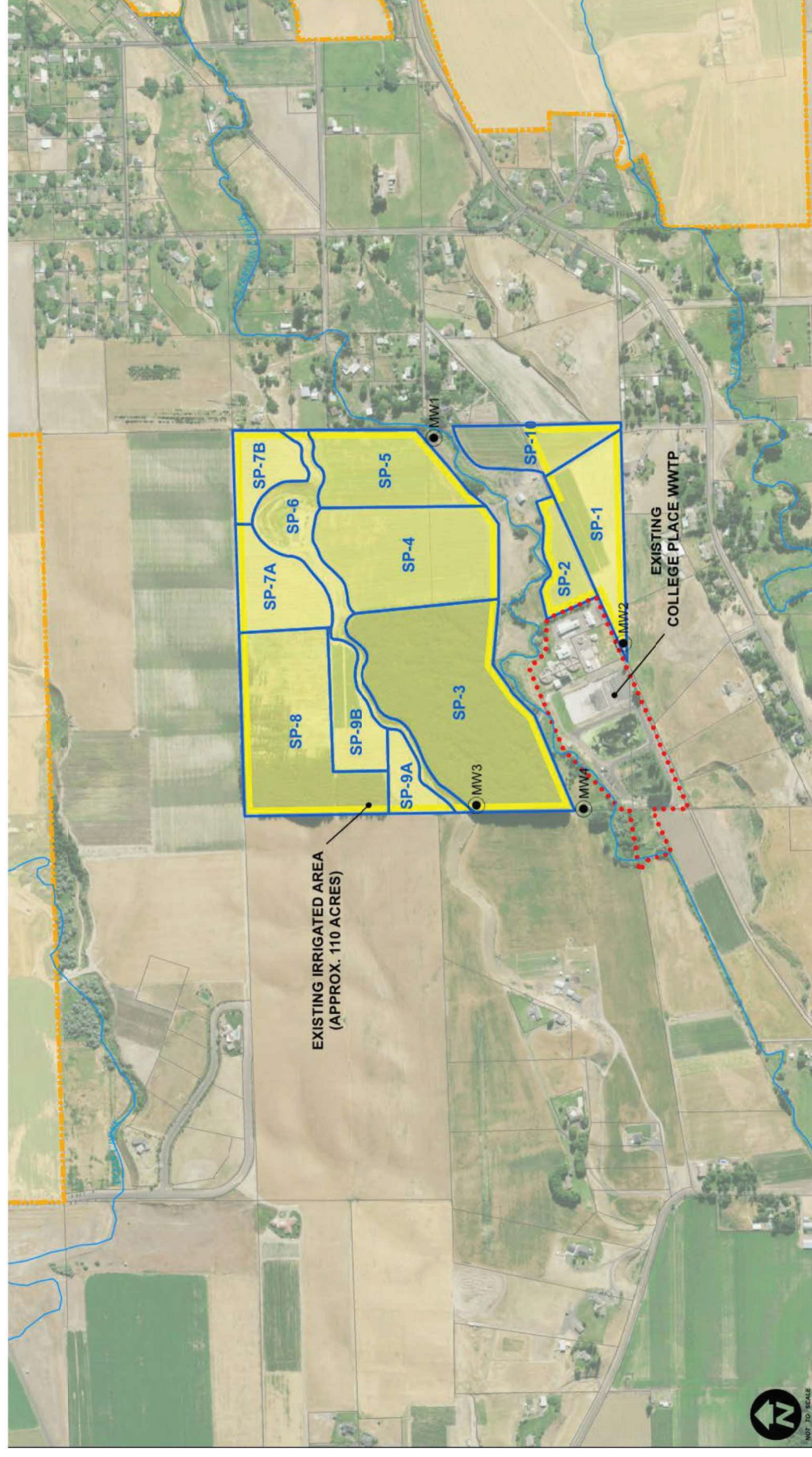
FYI, see below.

From: Amanda Cronin <amanda@ampinsights.com>
Sent: Tuesday, June 4, 2024 9:39 AM
To: Michael Rizzitiello <MRizzitiello@cpwa.us>
Cc: David Pilz <david@ampinsights.com>
Subject: Re: 6/3 1pm WW2050 Water Quality Sub-Workgroup

Mike,

Thank you for preparing these slides and for presenting to the subWG yesterday! It sounds like the group is very interested in both projects. For the WWTX partnership with Gardena project we heard that it would be helpful to have a better understanding of the current use/ disposal of effluent and how that

Figure 5-17 – Hydraulic Management Limits



Walla Walla County GIS
Windows Ink Workspace
POWERED BY
esri
11:08 AM
6/20/2024



TECHNICAL MEMORANDUM

TO: Paul Hartwig, College Place

FROM: Dave Nazy, LHg
Kevin Lindsey, LHg,

DATE: 21 February 2018

SUBJECT: Impairment Analysis for the City of College Place Waste Water Treatment Plant,
EA Project Number 6324301

1. INTRODUCTION

The City of College Place (City) owns and operates an activated sludge wastewater treatment plant (WWTP) that seasonally discharges to Garrison Creek from November through April and sometimes in the May through October period as necessary when irrigation demands are low. During the growing season, also known as the critical season, the City uses surrounding alfalfa fields and hybrid poplars for land treatment via spray irrigation. During periods of high irrigation demand (July – September) nearly 100% of the effluent is consumed by the land application facility and no water is discharged to Garrison Creek. The City is currently evaluating completely reusing all of the flow year round under a reclaimed water permit. Alternatives currently being developed may include disposing of treated effluent by irrigating crops, conveying the effluent to a nearby irrigation district, or using rapid infiltration, rather than continuing to discharge to Garrison Creek.

In accordance with RCW 90.46.130, facilities that reclaim water under chapter 90.46 RCW shall not impair any existing water right downstream from any freshwater discharge points of such facilities unless compensation or mitigation for such impairment is agreed to by the holder of the affected water right. The purpose of this technical memorandum is to summarize an initial impairment analysis regarding the proposed change in WWTP discharge operations.

The objective of the analysis is to evaluate the potential impairment effects, if any, of replacing the current WWTP treated water discharge to Garrison Creek with the discharge of WWTP reclaimed water to land application and/or aquifer recharge via infiltration basins or other means. This discharge is authorized under NPDES Permit No. WA0020656.

This analysis generally follows Ecology's [Water Rights Impairment Guidance for Reclaimed Water Facilities](#) with the goal of producing information that would be needed by Ecology for evaluating a reclaimed water permit. This approach is based on the requirements of RCW 90.46.130(1), Chapter 173-532 WAC, Chapter 173-219 WAC (Draft), and Ecology's Water Rights Impairment Guidance for Reclaimed Water Facilities.

Information provided by the City of College Place includes WWTP Discharge Monitoring Reports (DMRs) from 2015 and 2016, flow data collected for a 2016 temperature study, the 2014

WWTP.

Annual Assessment Report, the 2016 Waste Load Assessment Summary, Irrigation and Crop Management Plans for 2015-2017, and the Draft Flows and Loads chapter for the Facility Plan. Other sources of information used for this analysis include water rights and stream flow data from Ecology, and stream monitoring data from the Walla Walla Basin Watershed Council (WWBWC).

2. IMPAIRMENT ANALYSIS

As required by RCW 90.46.130, “Facilities that reclaim water under this chapter **shall not impair any existing water right downstream from any freshwater discharge points of such facilities** unless compensation or mitigation for such impairment is agreed to by the holder of the affected water right.” Impairment is a condition caused by someone or something other than a natural condition where a water right holder cannot carry out the beneficial use(s) for which the right was perfected using reasonable care and diligence. Ecology considers a reclaimed water impairment analysis in the same context as the issuance of a new water right pursuant to RCW 90.03.290 and RCW 90.44.060.

Under a reclaimed water permit, discontinuation of the WWTP surface water discharge is evaluated in the same way as if there would be a new withdrawal from Garrison Creek. Withdrawals from Garrison Creek are regulated under [Chapter 173-532 WAC](#), the Water Resources Program for the Walla Walla Basin. This rule established instream flows for the Walla Walla River and closed surface waters for further appropriation during part of each year.

The WWTP is located along Garrison Creek in the north half of Section 3 of Township 6N, Range 35E (Figure 1). The WWTP is less than a mile upstream of the confluence of Garrison Creek and the Walla Walla River. The control point for instream flows on the Walla Walla River is the Detour Road stream gage, located approximately 3.3 miles downstream of the confluence and operated by Ecology’s Environmental Assessment Program.

Topics addressed in this tech memo include:

1. Characterization of the current wastewater discharge and receiving water, including:
 - a. Average monthly effluent discharge to Garrison Creek from the WWTP.
 - b. Average monthly flows in Garrison Creek.
2. Determination of the area to be considered in the impairment analysis.
3. Identification of downstream water rights and indicator water rights that could potentially be impaired.
4. Evaluation of the potential for impairment to identified water rights.

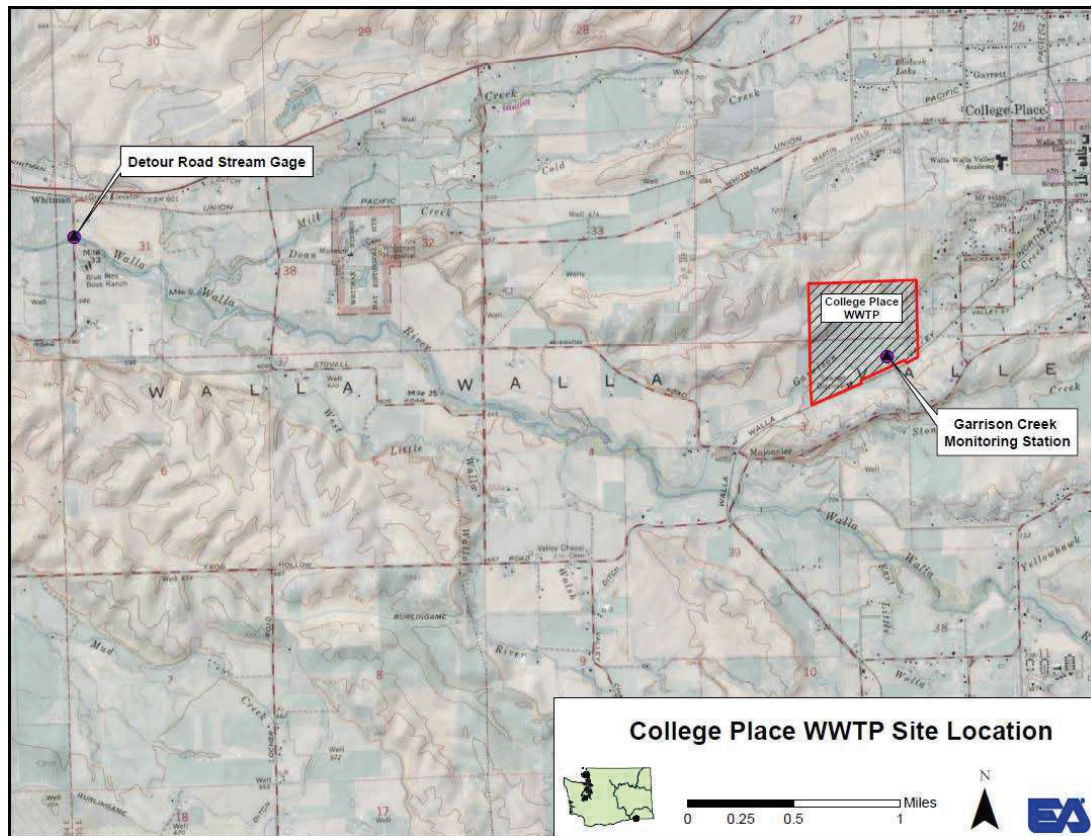


Figure 1 – Site Location Map

2.1 Current Stream Flow and Wastewater Discharge

The WWBWC has operated a stream gage on Garrison Creek on the WWTP site since June 30, 2010. This is located immediately upstream from the WWTP location. Hourly data is available over much of the period of record, with the exception of a large data gap between July 20, 2011 and April 25, 2013. A hydrograph from WWBWC's web site for this gage is provided in Figure 2. Discharge typically ranges from zero to six cubic feet per second with extended periods of the creek being dry in the late summer months. This data was used to calculate mean monthly flows over the period of record (Figures 3).

DMR reports from 2015 and 2016 containing WWTP influent and effluent data was provided by the City of College Place along with estimated daily effluent discharge to Garrison Creek for much of 2016. This data was used to calculate mean monthly flows and is presented in Figure 3.

Annual total effluent flows average around 1.3 cfs. Due to the seasonal nature of the Walla Walla University population as well as inflow and infiltration, highest flows occur in the winter and spring with lower flows in the summer and early fall. As authorized by the NPDES Permit, between April and November most of the effluent is currently used to irrigate approximately 110 acres.

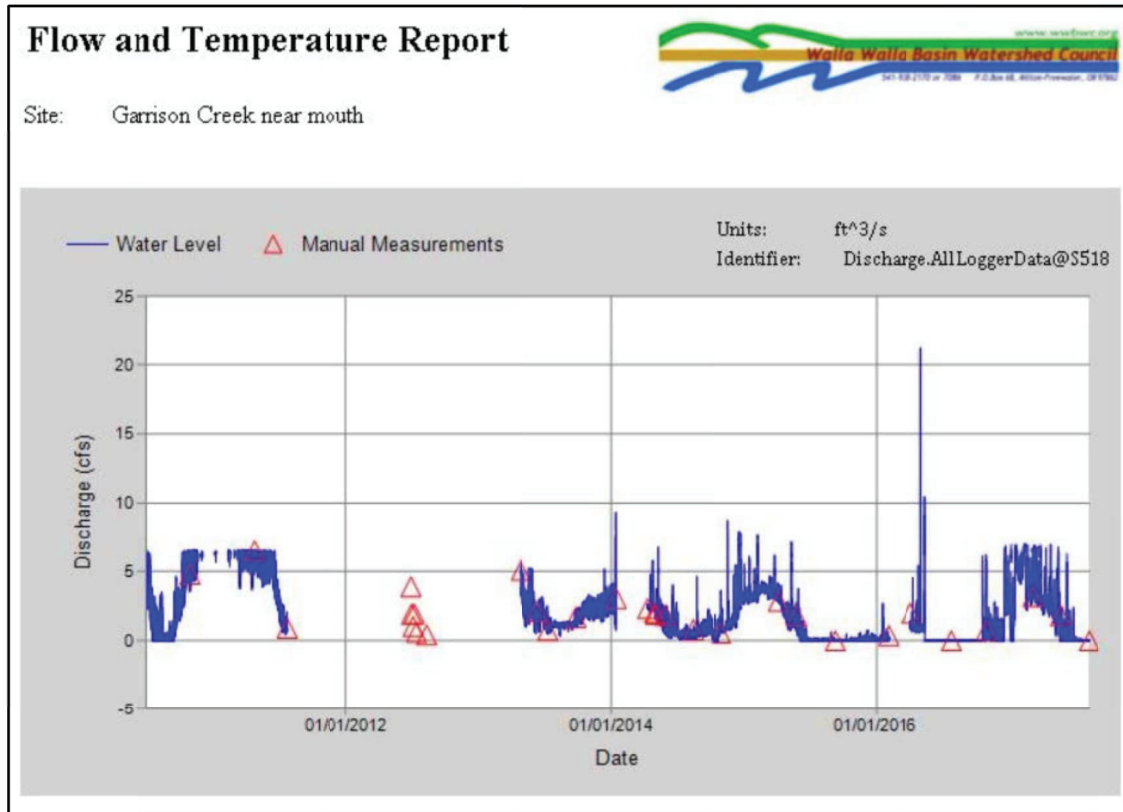


Figure 2 – Garrison Creek Discharge 2010 – 2017

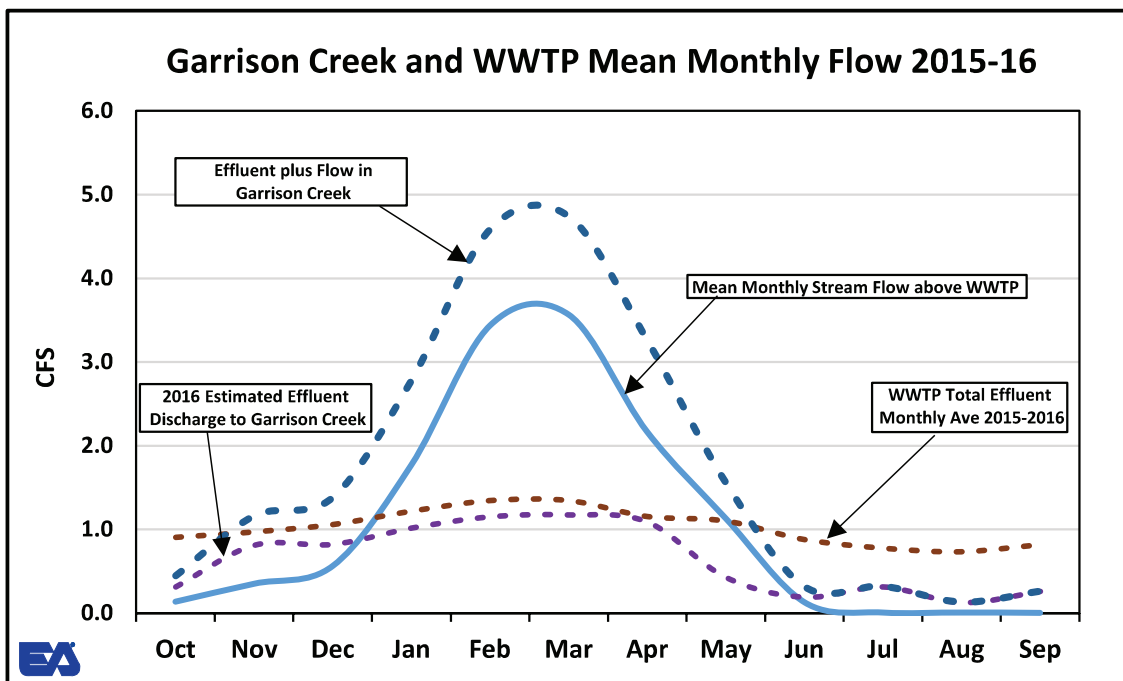


Figure 3 –WWTP Effluent and Garrison Creek Mean Monthly Flows

The effluent discharge data was collected by the City between January and October, 2016 as part of the NPDES permit requirements. Discharge volumes include groundwater added to the effluent to reduce temperature before discharge. No data was available after October 31st so effluent discharge to Garrison Creek for November and December were assumed to be 100% of total effluent volume for these months. The Garrison Creek gage is located just upstream of the WWTP discharge. Averaged over the year, the effluent discharge adds approximately 31% additional flow to Garrison Creek. Between November and March effluent discharge adds approximately 39% additional flow to the creek.

2.2 Area to be Considered for Impairment Analysis

As noted above, facilities that reclaim water shall not impair *any* existing water right downstream from any freshwater discharge points of such facilities. Ecology guidance requires instream flow water rights to be included. Thus, for the purpose of this analysis, it is assumed that the area of potential impairment includes the Walla Walla River basin downstream of the WWTP. This would include groundwater and surface water rights along Garrison Creek (Figure 4) and water rights along the Walla Walla River down to the Columbia River. The Walla Walla basin has been adjudicated and junior water rights are routinely regulated in favor of senior water rights.

2.3 Identification of Potentially Impaired Water Rights and Indicator Rights

Ecology's water rights database was used to identify potentially impaired water rights along Garrison Creek downstream of the WWTP. Water rights and claims are listed in Table 1.

Water Right	Document Type	Name	Priority Date	Source	TRS	Qi (cfs)	Qa (afy)	Purpose	Comment
CS3-*28010J@1	Adjudicated Certificate	Hamada, Harry	01/01/1861	Garrison Creek	NW ¹ / ₄ Sec 3, T6N, R35E	0.38 Oct 1 - Apr 1 0.253 Apr 1 - Jul 1 0.19 Jul 1 - Oct 1	72	Irrigation of 19 acres	
S3-*28104J(B)	Adjudicated Certificate	Batson, Ronald	01/01/1872	Well (Hydraulically connected to Garrison Creek)	SE ¹ / ₄ NE ¹ / ₄ Sec 4, T6N, R35E	0.05 Oct 1 - Apr 1 0.033 Apr 1 - Jul 1 0.025 Jul 1 - Oct 1	12.5	Irrigation of 2.5 acres	Garrison Creek right changed to well
S3-*28222J(A)	Adjudicated Certificate	Travaille, Leota	2/26/1905	Garrison Creek	SE ¹ / ₄ NW ¹ / ₄ Sec 3, T6N, R35E	0.566 Oct 1 - Apr 1 0.367 Apr 1 - Jul 1 0.283 Jul 1 - Oct 1	153.2	Irrigation of 30.64 acres	Can divert from Garrison Creek or the Walla Walla River
CS3-*28798J@1	Adjudicated Certificate	Hamada, Harry	1/1/1920	Garrison Creek	NW ¹ / ₄ Sec 3, T6N, R35E	0.26 Oct 1 - Apr 1 0.173 Apr 1 - Jul 1 0.13 Jul 1 - Oct 1	49	Irrigation of 13 acres	
S3-*28797JWRIS	Adjudicated Certificate	Anderson S M	1/1/1920	Garrison Creek	NW ¹ / ₄ NE ¹ / ₄ Sec 3, T6N, R35E	0.10 Oct 1 - Apr 1 0.067 Apr 1 - Jul 1 0.05 Jul 1 - Oct 1	25	Irrigation of 5 acres	
CG3-*00064C	Certificate	Hamada, Harry	12/20/1945	Well	SE ¹ / ₄ NW ¹ / ₄ Sec 3, T6N, R35E	0.356 May 1 - Sep 30	94.5	Irrigation of 25 acres	
G3-133143CL	Claim	Zwanzig, C W	1/1/1944	Well	NW ¹ / ₄ SW ¹ / ₄ Sec 3, T6N, R35E	0.267 Mar 15 - Oct 31	72	Irrigation of 18 acres	Not Mapped
G3-006713CL	Claim	Shaw, Clarence	01/01/1860	Well	Sec 4, T6N, R35E	0.066 year round	5	Stock water, irrigation of 1 acre	Not Mapped

Table 1 – Water Rights and Claims along Garrison Creek Downstream of WWTP

A total of five adjudicated certificates and one water right certificate exist in the study area, all for irrigation. Four of these rights are surface water diversions out of Garrison Creek (Figure 4).

Adjudicated Certificate S3-*28104J(B) was changed from a surface water diversion to a groundwater withdrawal that is hydraulically connected to Garrison Creek. There is one groundwater certificate and two groundwater claims. Two of the rights use more than one point of withdrawal/diversion.

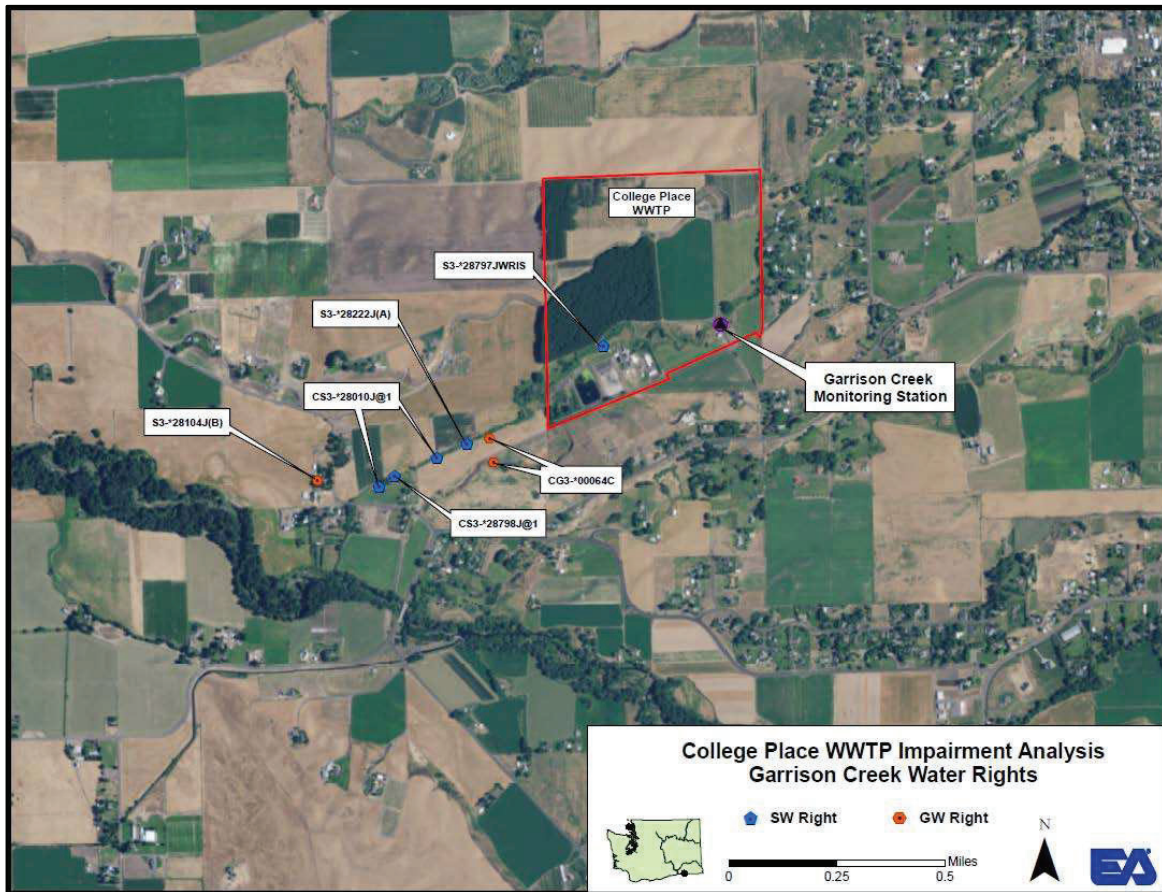


Figure 4 – Garrison Creek Water Rights Points of Diversion

Ecology guidance specifically notes that instream flow water rights must be considered in the impairment analysis. As noted above, Chapter 173-523 WAC has set instream flows and closure periods for the Walla Walla River and tributaries. The control point for the instream flow on the Walla Walla River is the Detour Road gage, located approximately 3.3 miles downstream of the confluence of Garrison Creek and the Walla Walla River (Figure 1).

The instream flow at the Detour Road gage can be considered the indicator right for the impairment analysis. This right is relatively junior and is considered to be impaired if withdrawals (or removal of a discharge for a reclaimed water purpose) causes instream flows to be met less frequently. Evaluating impairment to the instream flow can serve as an indicator of the potential susceptibility of other downstream rights to impairment.

2.4 Potential Impairment to Identified Water Rights

2.4.1 Garrison Creek Water Rights

Ecology guidance states that water rights that perfected their use prior to the wastewater discharge may be omitted from the analysis if they cannot assert reliance on the discharge, a necessary component for an impairment claim in an adjudicated basin. All of the adjudicated water rights on Garrison Creek downstream of the WWTP were perfected prior to the effluent

discharge from the WWTP and are thus omitted from further consideration of potential impairment.

2.4.2 Instream Flow Water Right

Assessing the potential impairment to an instream flow water right is very straight forward. Essentially, if instream flows are not met 100 percent of the time, any consumptive withdrawal upstream of the control point is assumed to cause impairment.

Ecology has been monitoring streamflow at the Detour Road gage since 2007. Daily flows are available for most of the period of record. The data was summarized to calculate mean monthly flows (Figure 5).

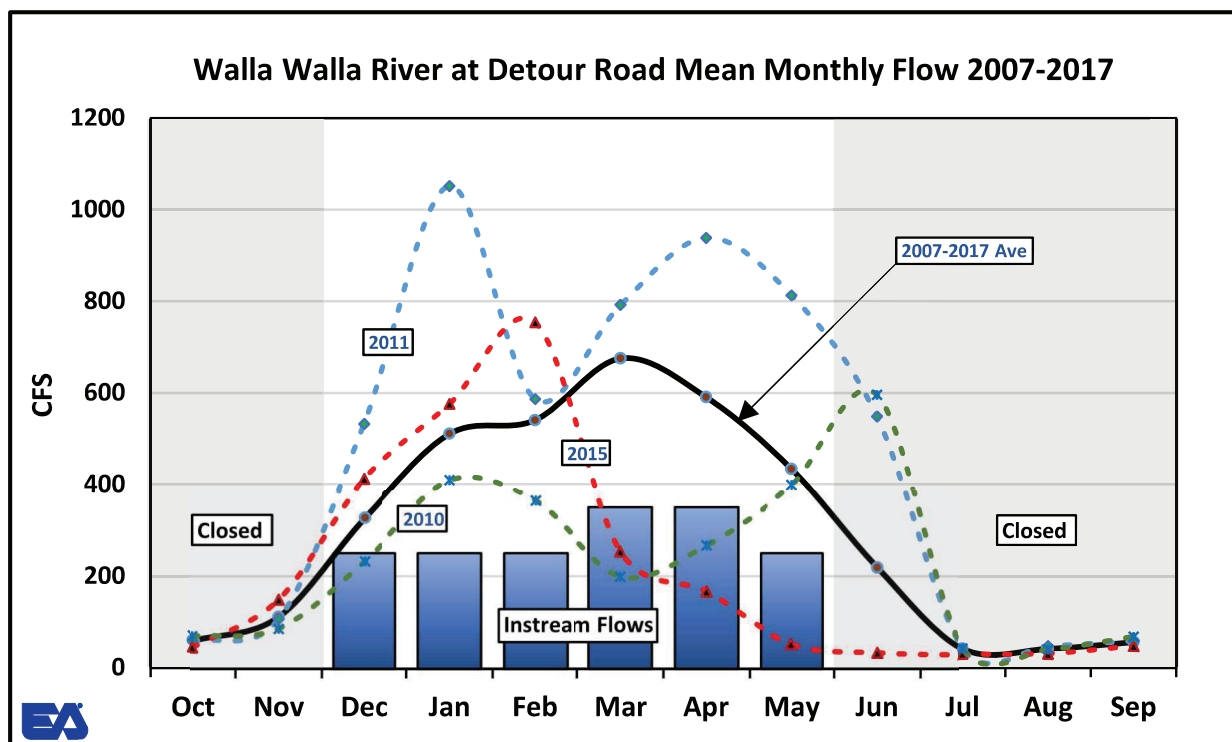


Figure 5 – Walla Walla River Instream and Mean Monthly Flows

The mean monthly flow over the period of record is shown as the solid black line. Example wet (2011), average (2010), and dry (2015) years are shown as dashed lines. As shown, flows vary widely from month to month and year to year. Instream flow water rights of 250 and 350 cfs have been established between December and May each year. The basin is closed to consumptive appropriations the rest of the year.

Over the period of record, between December and May the instream flow was not met approximately 32% of the time. During the months of December through March, instream flows are not met about 25% of the time. This indicates that removing the WWTP effluent discharge for reclaimed water purposes is likely to cause impairment to the instream flow water right. The proposal also includes elimination of the discharge during a closed period. Although this is not considered impairment, water is not legally available for appropriation during a closed period.

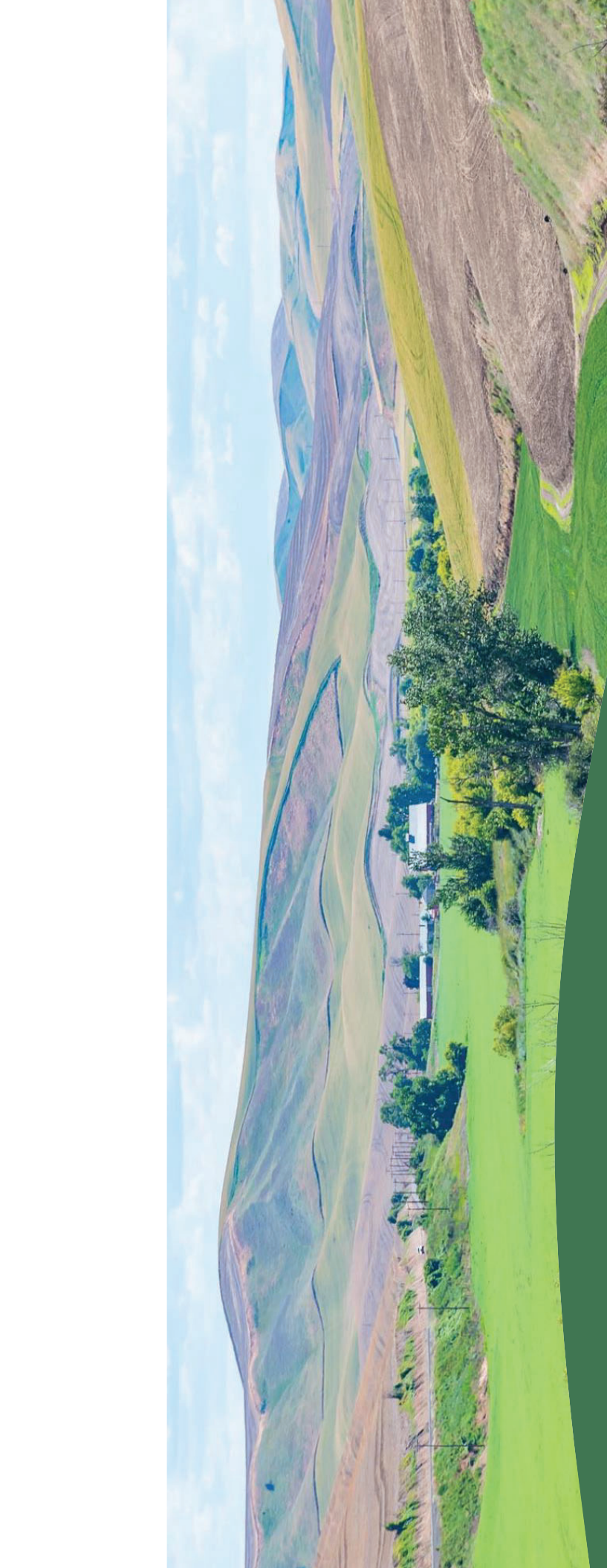
3. SUMMARY AND CONCLUSIONS

The City of College Place (City) owns and operates an activated sludge wastewater treatment plant (WWTP) that seasonally discharges to Garrison Creek from November through March and sometimes into April. The City is currently evaluating completely reusing all of the flow year round under a reclaimed water permit. Water would be used either for irrigation of crops, conveying to a nearby irrigation district, or rapid infiltration rather than continuing to discharge to Garrison Creek.

In accordance with RCW 90.46.130, facilities that reclaim water under chapter 90.46 RCW shall not impair any existing water right downstream from any freshwater discharge points of such facilities unless compensation or mitigation for such impairment is agreed to by the holder of the affected water right. This technical memorandum summarized an initial impairment analysis regarding the proposed change in WWTP discharge operations.

Available WWTP and stream flow data for Garrison Creek and the Walla Walla River was used to characterize discharge operations and mean monthly flows. This data was then compared to existing water rights on Garrison Creek downstream of the WWTP and the instream flow water right on the Walla Walla River.

Using Ecology guidance, laws and rules, it was determined that removal of the WWTP effluent discharge from Garrison Creek under a reclaimed water permit is likely to result in impairment to the instream flow water right on the Walla Walla River. If the City wishes to pursue a reclaimed water permit this impairment analysis could be shared with Ecology for review and approval. The next step would be to work with Ecology to develop an action plan to address the impairment.



Implementation Working Group

Thursday, June 13, 2024
1:00 pm – 3:00 pm



Introductions

IN THE CHAT: Name, Affiliation



Agenda

- Welcome
- OCR capital budget process discussion
- Proposal for Mill Creek Geomorphic Assessment and Action Plan
- Walla Walla Basin Assessments
- Bureau of Reclamation Grant Opportunity
- Updates
- Wrap up and next steps



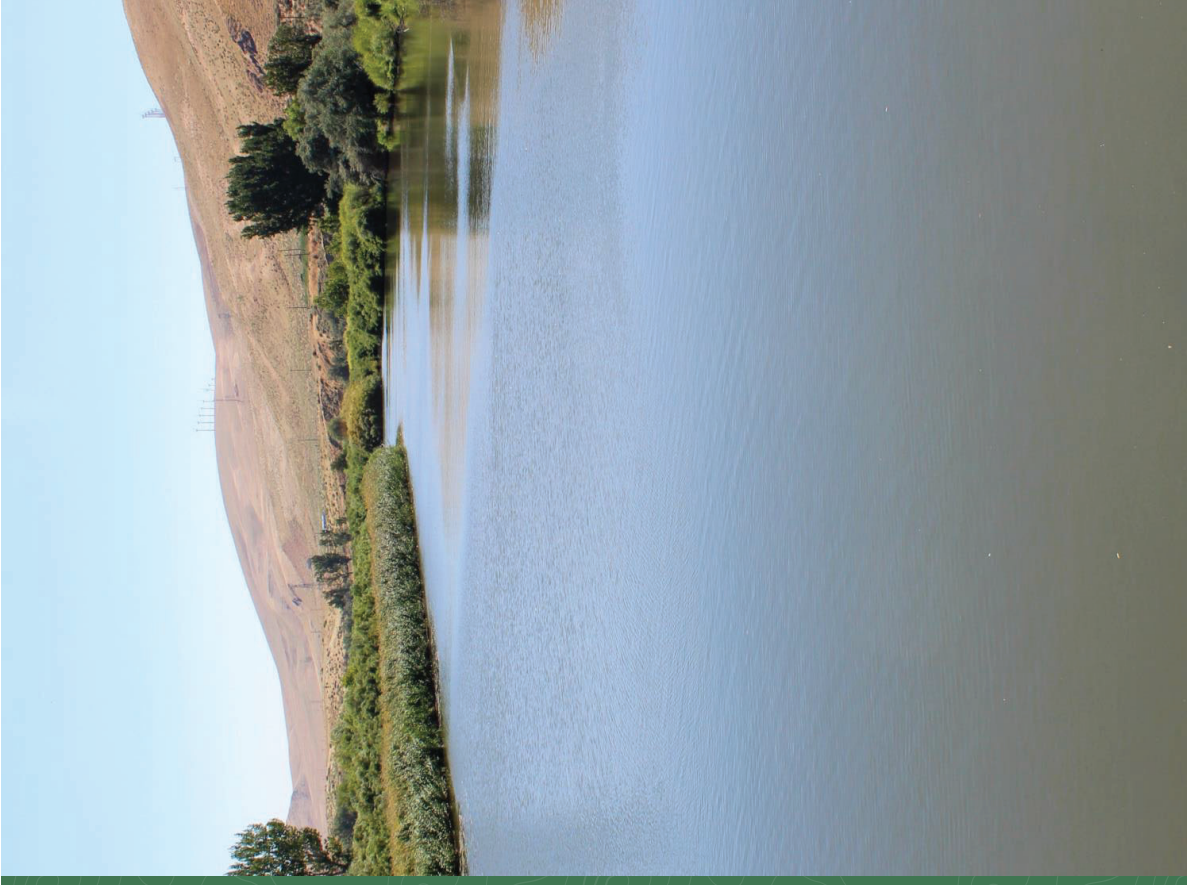
Recap: Feb. Implementation WG

- Heard updates on two irrigation efficiency projects: the Powell Pipeline project, and Gardena Farms efficiency upgrades.
- Discussed the project overview survey that will enhance ability to tell the story of projects in the basin and to document the breadth of funding sources advancing work within the basin.
- Reviewed the background of several types of instream flow targets for the basin and discussed opportunities to clarify language.
- Heard updates from the Fisheries Co-Managers



OCR Capital Budget Process Discussion

Amanda Cronin



Draft Detailed Timeline for Development of OCR Capital Project Lists

Timing	Activity	Who*
February 15, 2024	Discuss approach and process with Implementation WG	Implementation WG
Late Feb 2024	Establish sub-workgroup membership	AMP
March 2024	Email call for initial project interests with short description and funding need	AMP + project sponsors
March/April 2024	Sub-workgroups meet to discuss criteria	Subworkgroups
May 2024	Development of draft project proposal form with criteria in mind	AMP
May/June 2024	WG meets to review and discuss proposal form and proposed criteria suggested by subworkgroups	Implementation WG
July 15 2024	Full proposals due - sponsors fill out more detailed project form	AMP + project sponsors
July 2024	Compile lists of proposed projects for consideration	AMP
July/August 2024	Sub-workgroups meet to discuss and rank projects	Subworkgroups
October/September 2024	Sub-workgroups recommend draft project lists by category to BAC	Subworkgroups
October and November 2024	BAC discusses and approves list to recommend to Tri-Sovs	BAC
April – May 2025	WA Legislative budget passed	Legislature
Aug – Sept 2025	Awards made to grantees based on 25-27 capital appropriation	OCR

*Tri- Sov review, feedback and decision-making integrated throughout the process



Sub-Workgroup (April- June meetings)

Sub- Work Groups

- Floodplains, Habitat and Fish Passage
- Water
- Water Quality
- Monitoring

Objectives

- To more fully develop detailed implementation steps that emerged from the strategy memo work for each tier 1 strategy
- To make recommendations about project evaluation and ranking for OCR capital project funding



Desired Future Conditions

Floodplains, Critical Species, Habitat, & Water Quality

- Achieve healthy, natural floodplain function
- Increase access to quality habitat
- Increase riparian cover
- Increase river channel complexity and naturalize channelized streams
- Restore a natural sediment transport regime
- Meet TMDL targets
- Increase critical fish species population and abundance levels necessary to meet delisting criteria, support sustainable natural production, and provide a fishery for Tribes and the community

Water Supply, Streamflows, & Groundwater

- Build resiliency and redundancy in the agricultural water supply to meet current and future water demand
- Stabilize aquifer levels to support water resources and water for people and farms
- Enhance instream flows to meet instream flow targets for critical species
- Increased natural infiltration, acreage, and duration of inundation

Land Use & Flood Control

- Reduce flood risk for people and cities
- Create climate resilience for basin water resources

Quality of Life

- Sustain and improve quality of life in the Walla Walla Valley by supporting community health with clean and reliable domestic water supply as well as opportunities for outdoor recreation and sustainable tourism

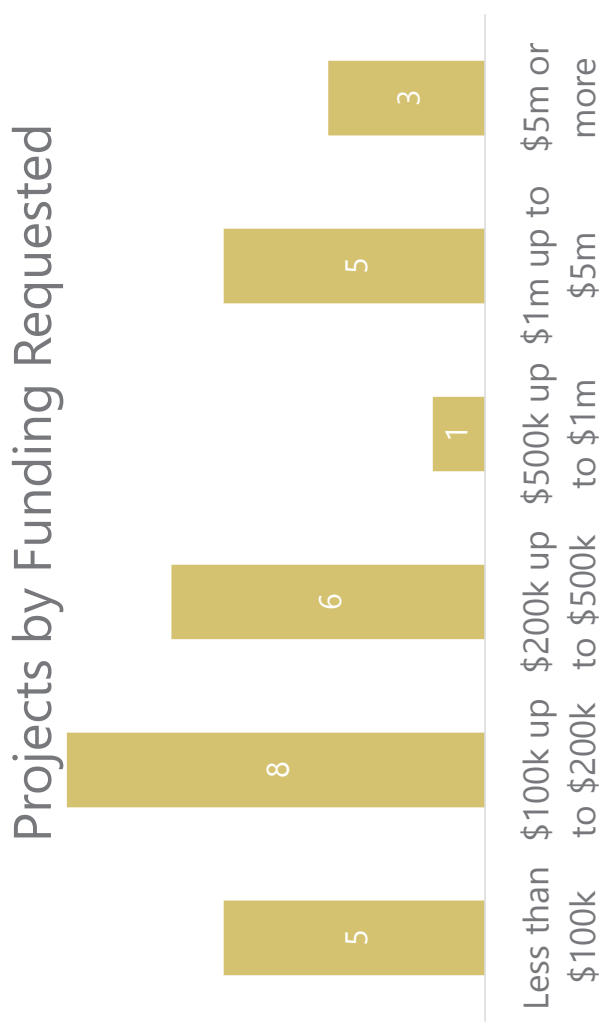
Monitoring & Metering

- Increase streamflow, habitat, and water use monitoring to support better water resource management and adaptive management



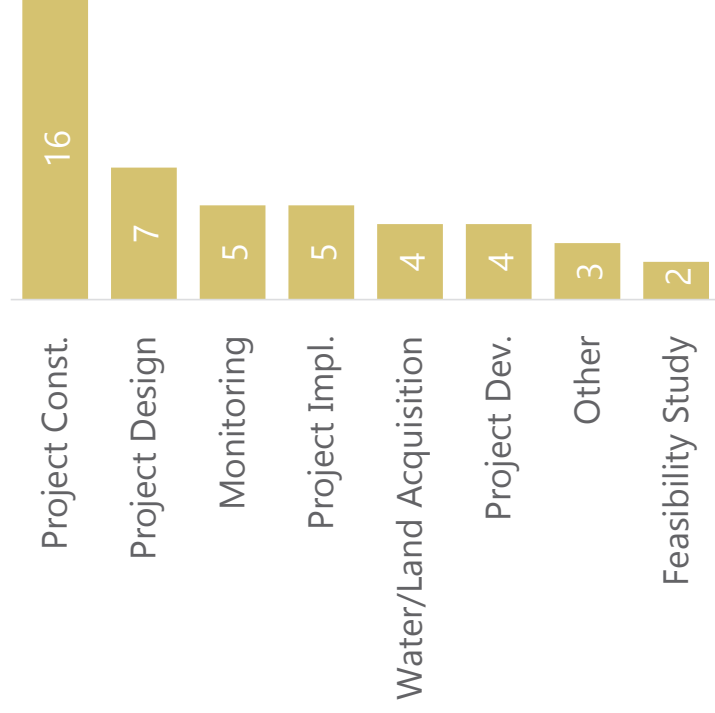
OCR Capital Project Funding Request

- 28 projects from 11 project sponsors
- Location: WA (19), OR (5), WA & OR (3)
- Funding Requested: ~\$45 million
 - Max: \$20 million
 - Median: \$262,500
 - Minimum: \$28,000

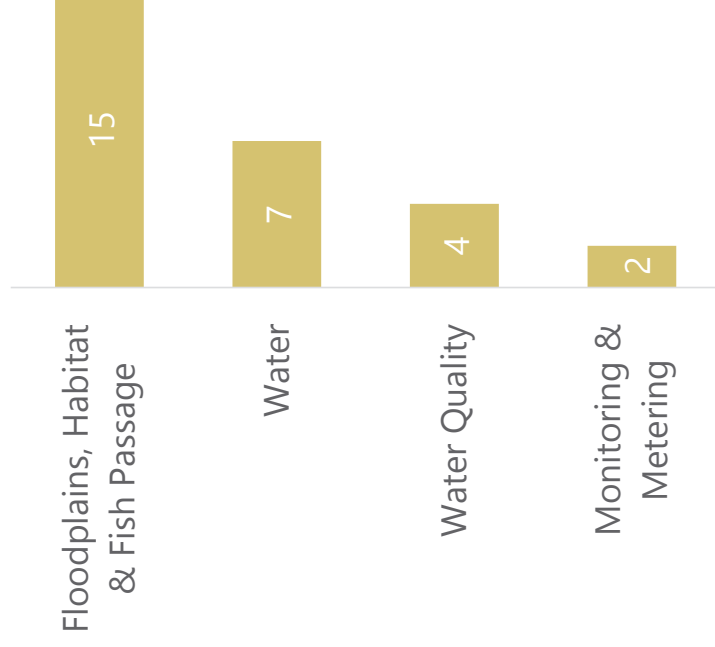


OCR Capital Project Funding Request

Project Activities



Walla Walla 2050 Strategy





Strategy	Project Name	Project Sponsor	Funding Request
Floodplains, Habitat & Fish Passage	South Touchet River Large Wood Enhancement	CTUIR	\$150,000
	Túuši Wana Floodplain & Fish Habitat Restoration	CTUIR	\$5,000,000
	South Fork Cabin Access	Southfork Timber & Cattle Company	\$225,000
	Bridge to Bridge Phase 3	Tri-State Steelheaders	\$90,000
	Mill Creek Passage - 6th Ave Bridge	Tri-State Steelheaders	\$400,000
	Mill Creek Passage - 3rd to Colville	Tri-State Steelheaders	\$3,000,000
	Mill Creek Passage - Gose Street	Tri-State Steelheaders	\$4,000,000
	Mill Creek Passage - Roosevelt to Tausick	Tri-State Steelheaders	\$5,100,000
	Couse Creek RM 8 Low Tech Restoration	WWBWC	\$175,000
	North Fork Walla Walla RM 5.2-6.5 Floodplain Restoration	WWBWC	\$407,000
	Hofer Dam Assessment & Design Study	Washington Water Trust	\$151,000
	Mill Creek Geomorphic Assessment & Action Plan	WDFW and CTUIR	\$300,000
	Riparian Maintenance	WWCCD	\$90,000
	Touchet RM 42 Restoration	WWCCD	\$400,000
	Lower Mill Creek RM 4	WWCCD	\$700,000
	WW Subbasin Salmonid Monitoring & Evaluation	CTUIR	\$146,250
Monitoring & Metering	Monitoring & Adaptive Management Strategy Development	WDFW	\$150,000
Water	College Place Garrison & Stone Creek Stream Gauge	City of College Place	\$125,520
	Aquifer Recharge Water Quality Monitoring	WWBWC	\$28,000
	LWW Irrigation Canals Water Efficiency Improvements	Walla Walla River ID	\$350,000
	Water Right Transactions - Water Payments	Washington Water Trust	\$100,000
	Water Right Transactions - Project Development	Washington Water Trust	\$120,000
	Heritage Garden Program	WWCCD	\$30,000
	GFD Siphon Replacement	WWCCD	\$1,200,000
Water Quality	College Place Decant Facility Construction	City of College Place	\$1,000,000
	College Place WWT Plant Upgrade - Pipe to Gardena ID	City of College Place	\$2,000,000
	Dayton Wastewater Treatment Facility	City of Dayton	\$20,000,000
	Nichols Canyon/Hwy11 Stormwater Design & Monitoring	WWBWC	\$71,500
TOTAL			\$45,509,270

Draft Criteria for Discussion

CRITERIA		DEFINITION	SCORING
ELIGIBILITY	State	State in which action would occur.	OR, WA or OR and WA
	Ripeness	Sufficient design, permitting. etc. has been completed so funds can immediately be applied to advance project & project is already proceeding in sequential steps.	Yes/No
	Funding for Implementation	Is the funding needed for direct project <u>implementation</u> (staff time to implement can be included).	Yes/No
PRIORITIZATION	State Funding Need	Action has a funding need from the state (e.g., including high reliance on state funding or the need for match funding from the state).	Yes/No
	Funding Need (\$)	Dollar value of funding needed from source in question	\$
	Benefits	Contribution to desired future conditions (DFCs)	# of DFCs supported
	Benefits	Scale of contribution to DFCs	Low, Medium, High
	Benefits	Report on metrics measuring progress to DFCs and how they contribute to identified DFC(s)	Varies by project
	Project Longevity	Expected project length of life	Years/Permanent



Draft project metrics for discussion

Floodplains, Habitat & Fish Passage	Monitoring & Metering	Streamflows, Groundwater & Water Supply	Water Policy & Management	Water Quality
# miles stream restored or riparian buffers installed	# sites monitored	Water savings (AF (preferred), CFS)	Water savings (AF, CFS, etc.)	% reduction in contaminants (by type)
# acres floodplain reconnected/restored	# gages installed	% of target flow met	% of target flow met	
# fish passage barriers removed	Frequency of monitoring	# miles piped	# participants	
# stream miles made accessible		Water right priority date		
# trees/plants planted				
# of log/log structures installed				

What additional information would you like to see from project sponsors in order to evaluate these projects for potential funding from the Office of Columbia River?

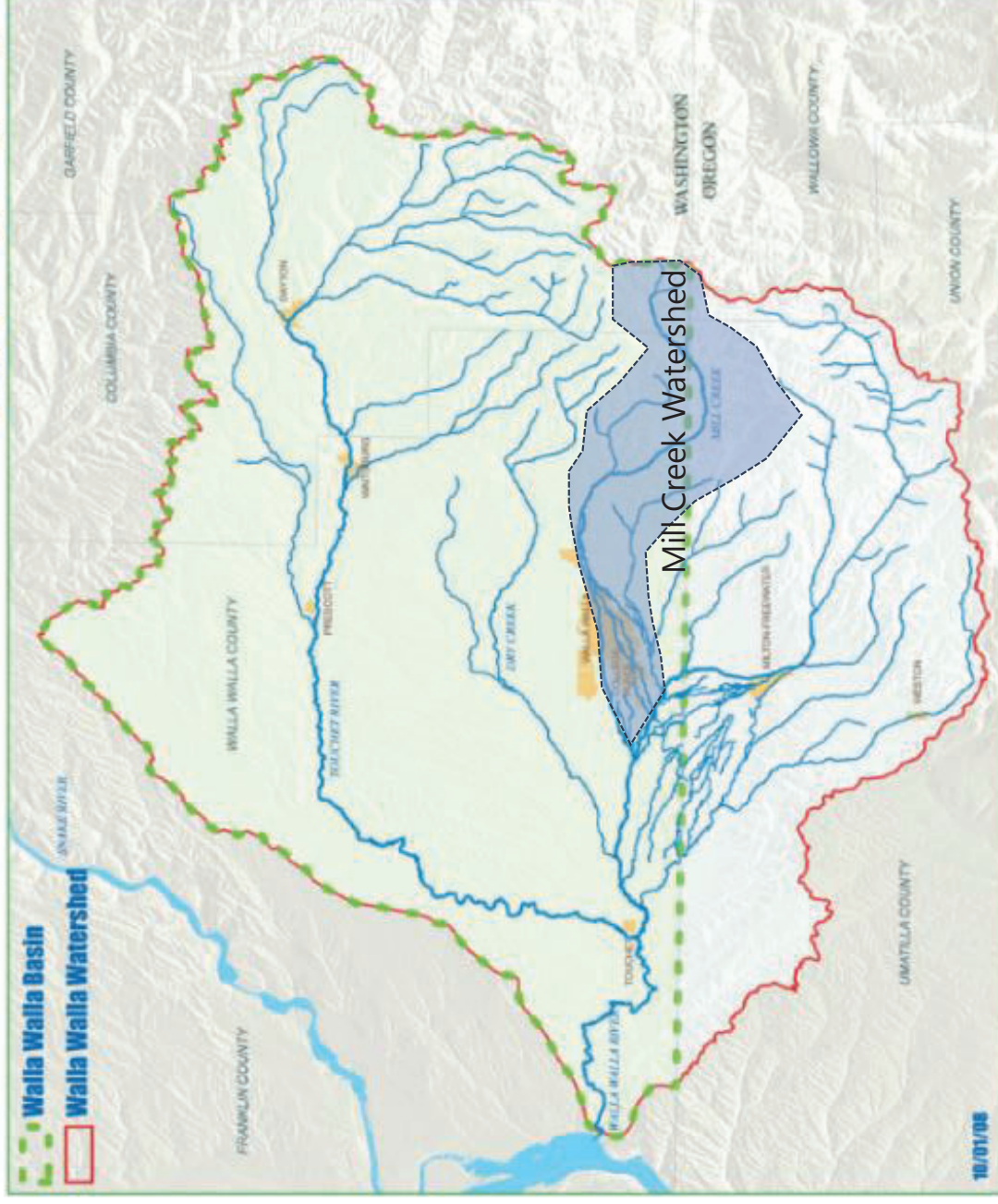


Proposal for Mill Creek Geomorphic Assessment and Action plan

WDFW and CTUIR



Walla Walla Basin



Mill Creek Geomorphic Assessment & Strategic Action Plan (WDFW & CTUIR Co-Sponsors)

LiDAR : 2017-18 (DNR), 2022 (WW Watershed Council), 2021 (USGS), 2019 Topo-bathymetric (CTUIR), 2021 Topo-bathymetric (CTUIR) , others?

Assessments: Wickersham Bridge to Blue Creek, 2011 (WWCCD & USFS TEAMS), others?

SCOPE OF WORK

1. Contract with Environmental Consultant.
2. Review existing data and identify data gaps.
3. Geomorphic Assessment to understand limiting factors and identify priority protection and restoration reaches.
4. Outreach with landowners to coordinate geomorphic assessment and understand how landowner needs fit into restoration strategy.
5. Develop Strategic Action Plan.
6. Complete Geomorphic Assessment and Action Plan

Plan will be coordinated through the Mill Creek Work Group and SRSRB RTT.

Walla Walla Basin Assessments

David Pilz, AMP Insights

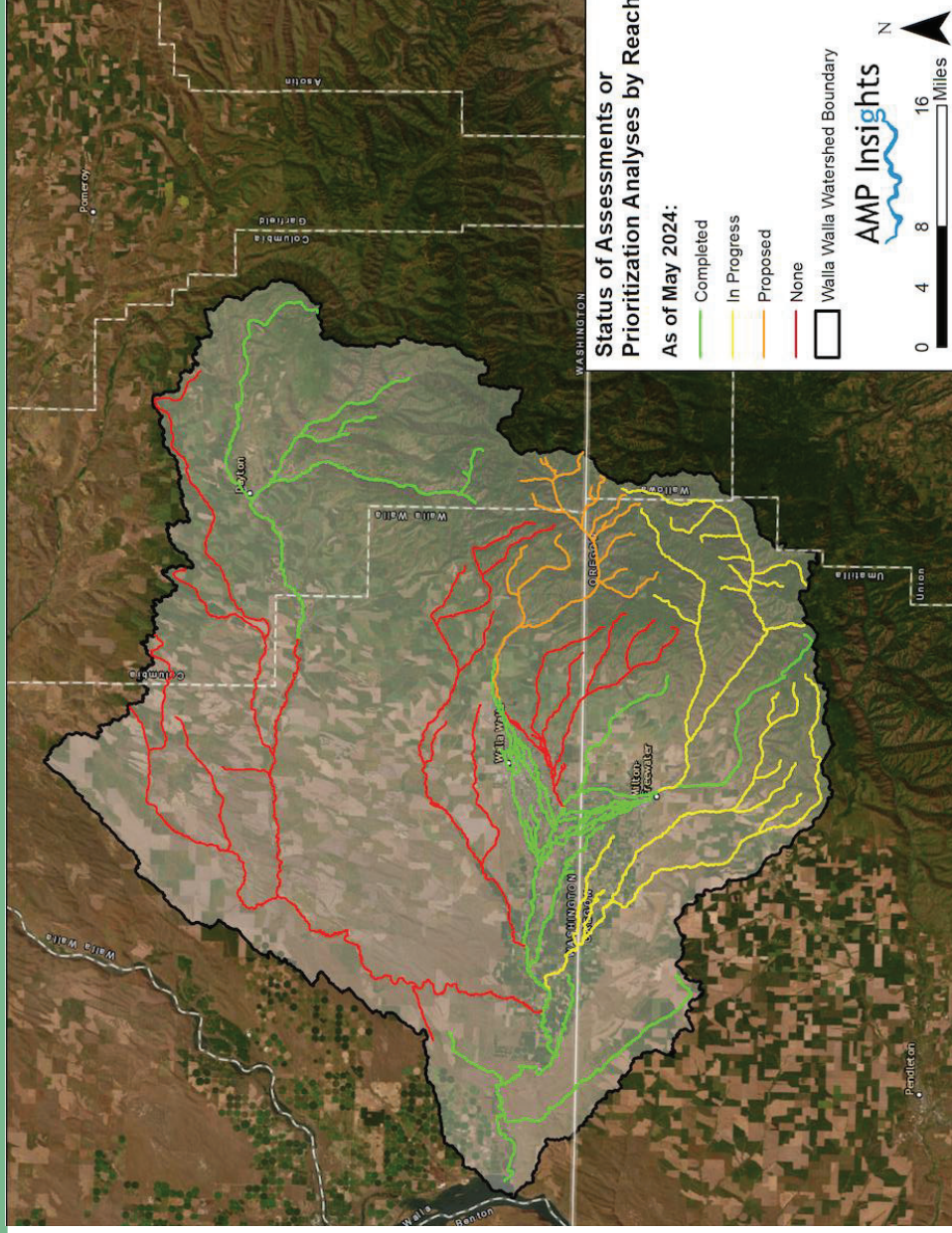


Reach Assessments in the WW Basin

Reach	Description	Assessment Status	Org(s)	Completion Date
Lower Walla Walla River	RM0 to RM27.4	Completed	CTUIR	2014
Upper Walla Walla River	RM27.4 to confluence of Forks	In draft form	CTUIR	Summer 2023
Walla Walla Headwaters	North and South Forks	In draft form	CTUIR	Summer 2023
Little Walla Walla River	Entire system	Completed	WWBWC	2010
Lower Mill Creek	RM0 to 7 Mile Bridge (~RM19)	Completed	CTUIR	2017
Upper Mill Creek	Upstream of RM19	Proposed	WDFW, CTUIR	n/a
Yellowhawk Creek	Entire reach	n/a	n/a	n/a
Upper Touchet River	Upstream of Prescott	Completed	CCCD	2020; 2011
Lower Touchet River	Downstream of Prescott	n/a	n/a	n/a
Couse Creek	Entire reach	Completed	WWBWC	2020
Lower Pine Creek/Dry Creek (OR)	Unclear where Lower Pine Creek reach ends	In progress	WWBWC	Unknown

Map of Existing Assessments

- Review list of assessments- what are we missing?
- What is the best way to integrate these for the Implementation Plan?
- How do we use this information to inform work?



High Priority Reaches from Completed Assessments

- **Lower WWR:** RM 13-15, RM 19.6-21.6, RM 22.8-27.4
 - Major spawning areas: n/a
- **Little WWR:** no reach prioritization
- **Lower Mill Crk:** RM 0-15 including distributary system around Walla Walla
 - Major spawning areas: mapped
- **Upper Touchet R.:** Upper and Lower Wolf Fork, Robinson Fork, Upper North Fork
 - Major spawning areas: mapped
- **Couse Creek:** no reach prioritization, project sites mapped



Lower WWR Priority Reaches

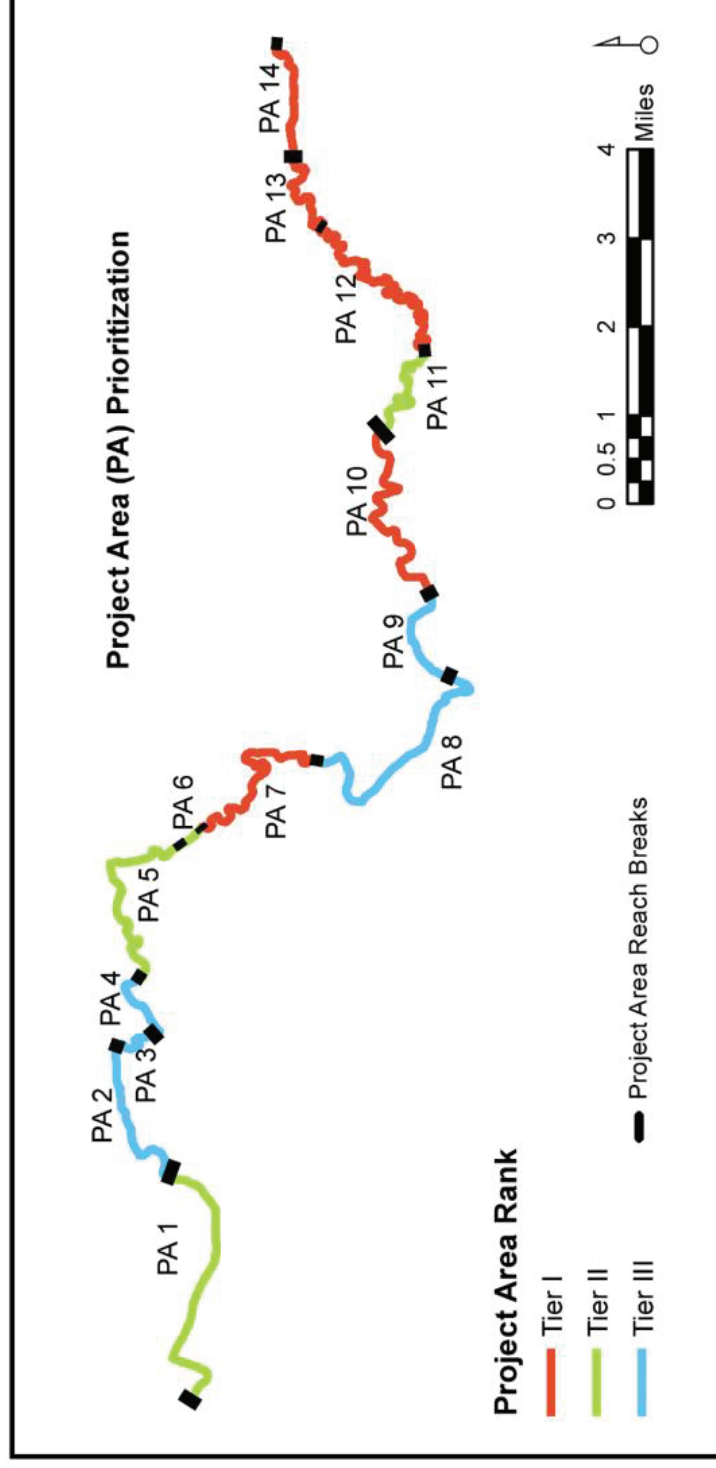
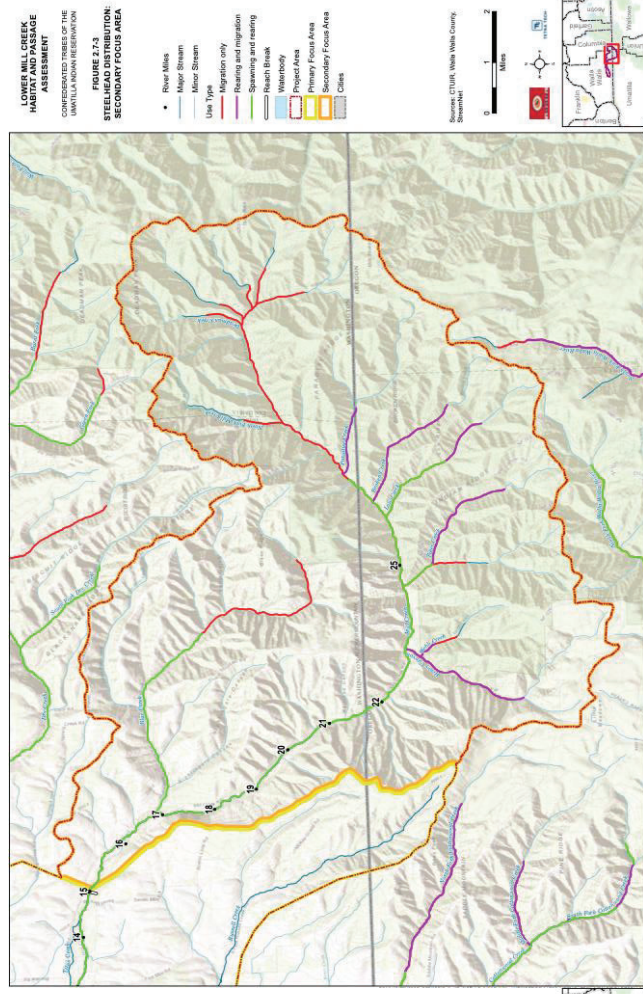
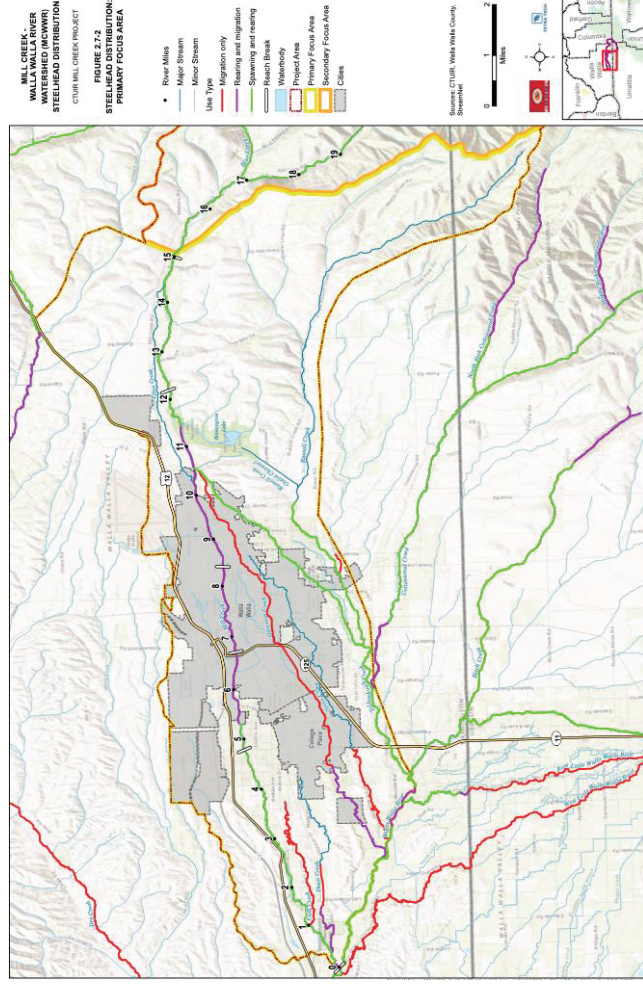


Figure 4-2. Prioritization of Project Areas for the Lower Walla Walla River



Lower Mill Creek Priority Reaches



Touchet River Priority Reaches

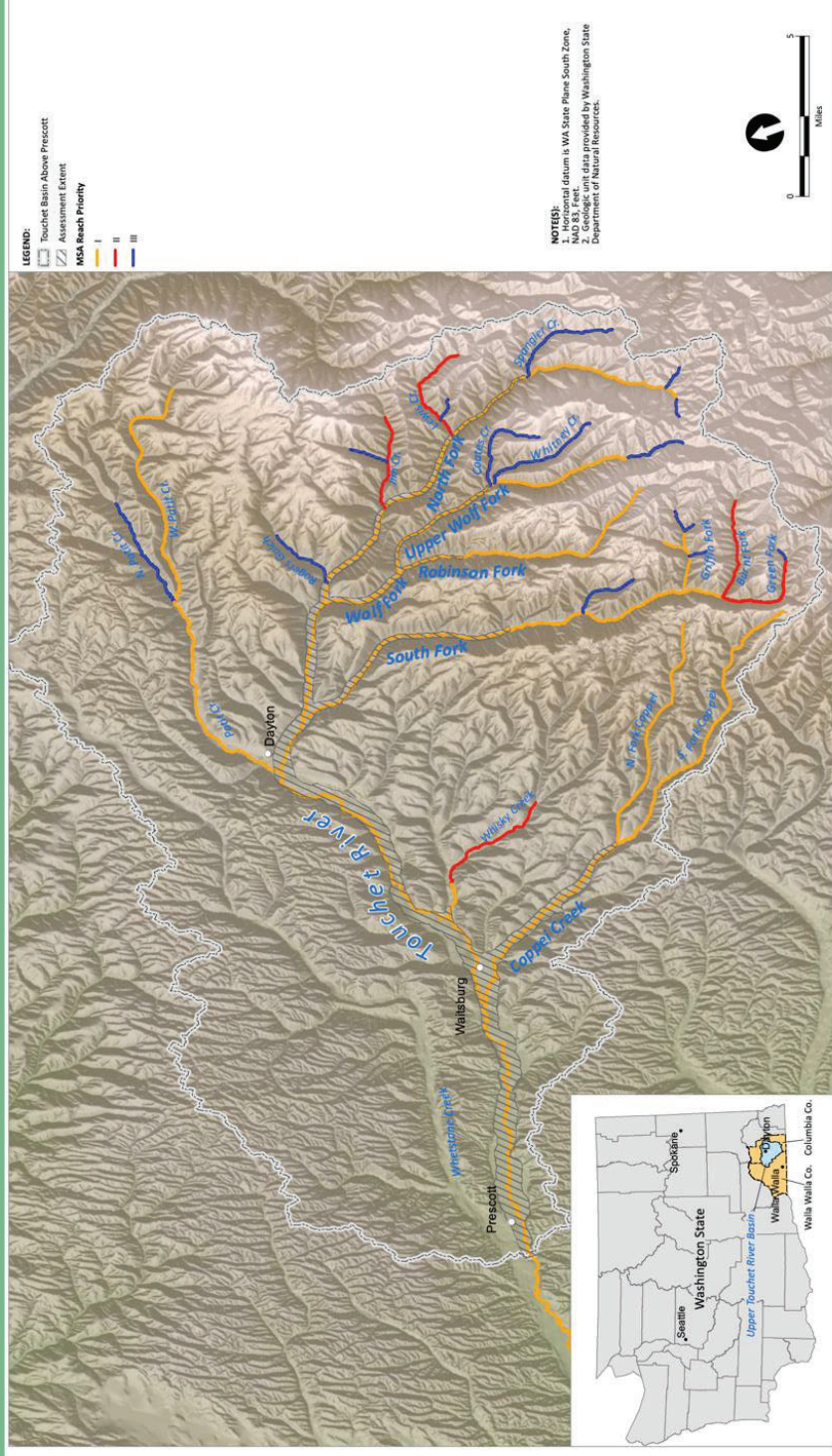
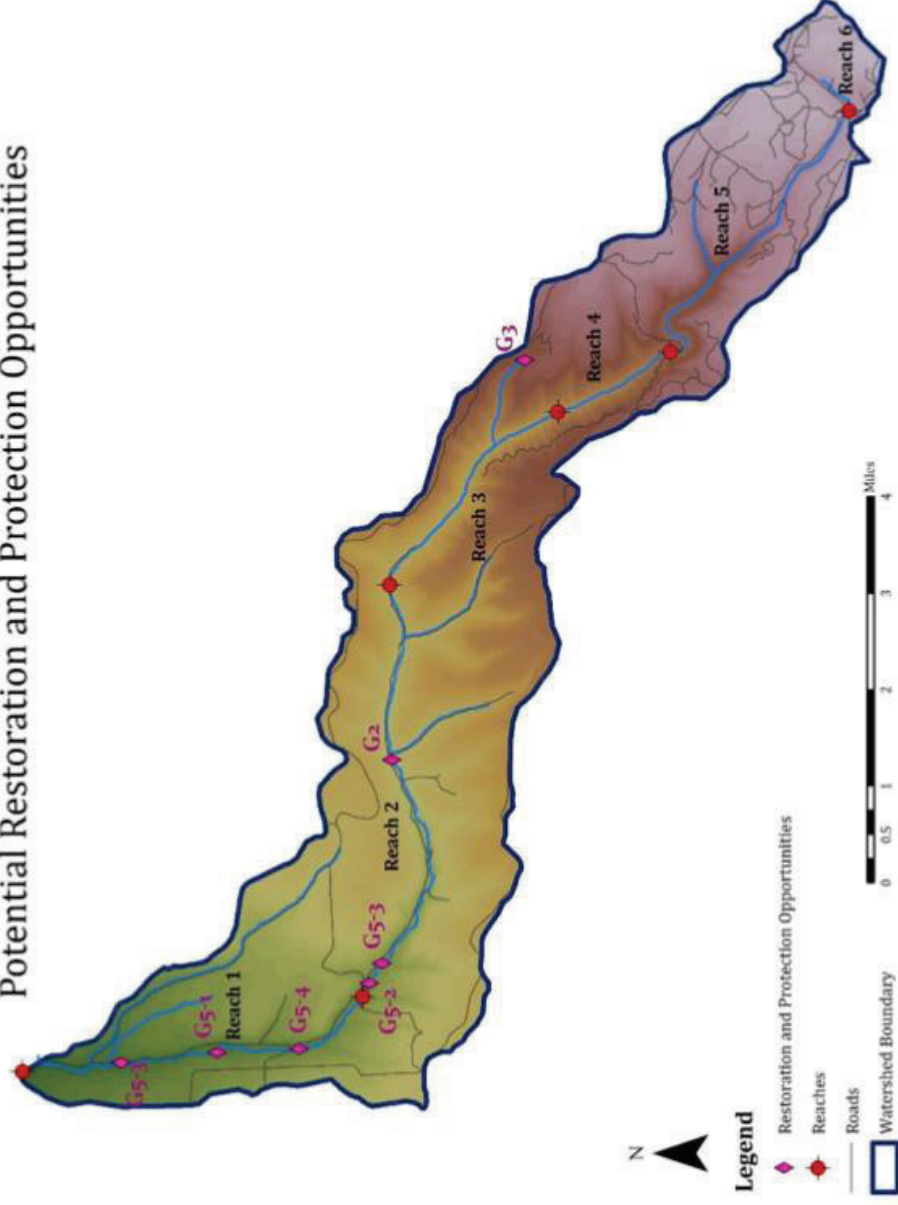


Figure 3-1
Upper Touchet Basin Study Area
 Geomorphic Assessment and Restoration Prioritization
 Upper Touchet Basin Habitat Restoration



Couse Creek Priority Project Maps

Potential Restoration and Protection Opportunities



USBR Grant Opportunity

Annie Byerley, WWCD



WaterSMART Environmental Water Resources Funding Opportunity for FY 2025

- Up to \$5M for watershed groups to complete projects within five years (no total project cost limitations).
- Non-Federal cost-share of 25% or more of total project costs.
- Due March 11, 2025 (award date of Jan 31, 2026; project completion of Jan 31, 2031)
- Projects eligible include on-the-ground implementation projects where a primary purpose is to benefit ecological values or improve watershed health and have a nexus to water resources.

Discussion Questions

- Project Type Focus?
- Geographic Focus?



WaterSMART Environmental Water Resources Application Eligibility

- Eligible Applicants
 - Category A: States, Tribes, irrigation and water districts
 - Category B: NGOs and watershed groups (working with Cat. A)
 - Category C: NGOs for projects on Fed lands
- Watershed Group Definition:
 - Grassroots, non-regulatory entity that addresses water availability and quality issues within the relevant watershed.
 - Capable of promoting the sustainable use of water resources in the watershed.
 - Makes decisions on a consensus basis.
 - Represents a diverse group of stakeholders representing different water use sectors, including hydroelectric producers; livestock grazing; timber production; land development; recreation or tourism; irrigated agriculture; the environment; municipal water supplies; private property owners; Federal, state and local governments; Tribes; and disadvantaged communities.



Updates



Updates

- Project tracking survey
- Recent WW2050 Letters of Support
- Updates from WG members on projects or funding proposals



Recent letters of support

Tiger Mill Project – USFS April 2024 (Funder USFS)

The project proposes to manage vegetation and fuels through mechanical thinning and prescribed fire, improve road surfaces for management access and water quality. The project has also identified a need for stream restoration work in some locations that could be accomplished under the Umatilla Forestwide Aquatics Restoration EA. The proposal will be predominantly for implementation work. The purpose of the project is to increase opportunities to manage the spread of natural and prescribed fire safely and effectively, manage stands for resilience to future disturbances across the landscape, and reduce the risk associated with wildland fires' potential to degrade the municipal water supply.

Gardena Farms Irrigation District Upper Canal Design project - Walla Walla County Conservation District (Funder US Bureau of Reclamation May 2024)

The Upper Canal is an earthen canal which carries water from the diversion of the Walla Walla River 11 miles to an already piped section of the system. Within these 11 miles of open canal, an amount of roughly 12.5 cubic feet per second (CFS) is lost due to seepage. In piping the Upper Canal, the intent is to **protect the 12.5 CFS instream in the Walla Walla River**. The Upper Canal Design project is an integral step towards piping the Upper Canal and recovering water previously lost to conveyance seepage. An updated design will be critical for future conservation projects and irrigation efficiency.



Updates

Work Group Members



Next Steps and Upcoming Meetings

- Next Steps/Action Items
- Next BAC meeting: **June 26, 1:00 – 4:00pm**
 - In-person at Water & Environment Center, or remote via Zoom
- Next PFO WG meeting: **July 9, 9:30 – 11:30am** (virtual)
- Next Sub Workgroup meetings (virtual):
 - Water Quality: **July 22, 1:00 – 2:30**
 - Water: **July 31, 9:00 – 11:30**
 - Floodplains, Habitat and Passage: **July 25, 10am-12pm**
 - Monitoring: **July 9, 1-2:30pm**





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WALLA WALLA 2050: STREAM GAUGE PROJECT

AGENDA

- Rationale
- Project Scope
- Location



College Place 101



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- Population 9,906
- Home to Walla Walla University
- Census Data:
 - https://www.census.gov/quickfacts/fact/table/WA_wallawallacountywashington,collegeplacecitywashington/SEX255222
 - 12.6% of the population has a disability which is above state average of 9.1%
 - Poverty rate is 11.7% above state average of 10.0%
- State Environmental Health Disparities Map: <https://fortress.wa.gov/doh/wtnib/WTNIB/>
 - Ozone concentration is 10
 - Socioeconomic factors is an 8.
 - No High School Diploma is an 8.
 - Populations living in poverty below 185% of poverty level is an 8.
 - Unaffordable Housing is a 6.

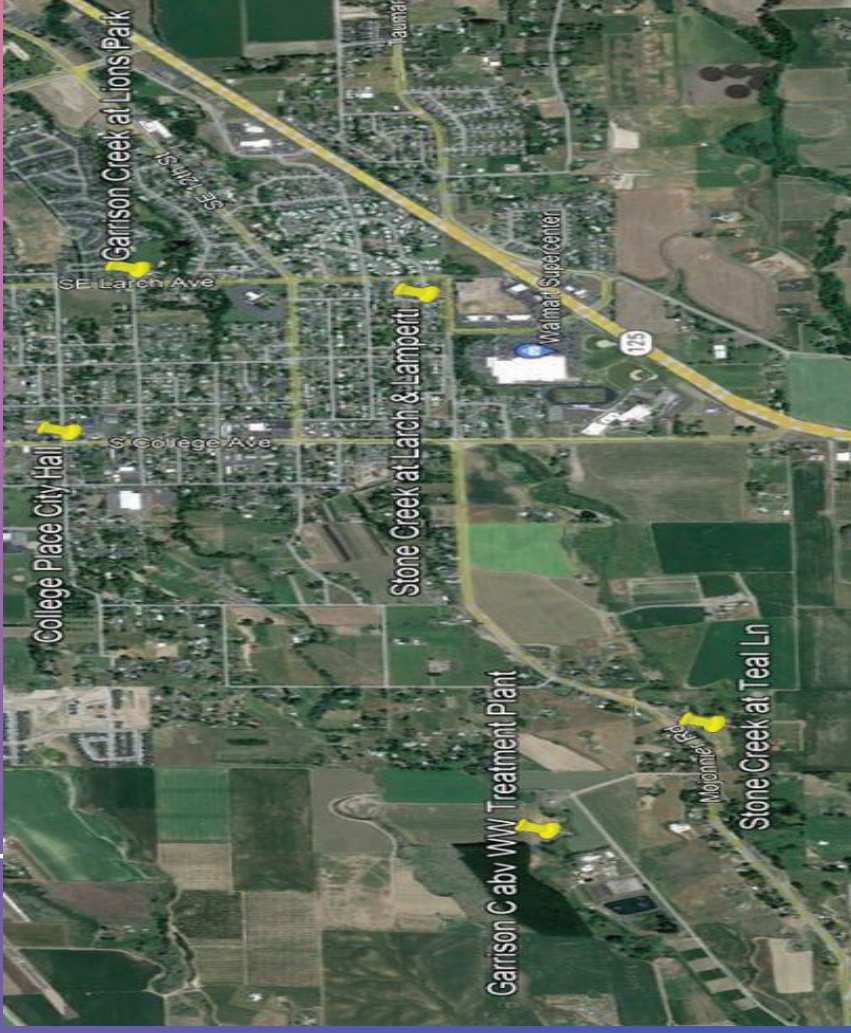
Stream Gauge Data

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- City currently doesn't have stream gauges.
- City wanted to accelerate capital investment in stormwater utility via enrolling into the USDA NRCS PL-566 grant program.
 - 70 outfalls in the City that need to be redone with treatment facilities.
 - Currently the City aims to reconstruct 1 and engineer another per year unless we get grant dollars to accelerate.
 - Litany of other stormwater-water quality projects in Stormwater Master Plan (\$30 million backlog)
- NRCS office out of Spokane paid for Preliminary Investigation Feasibility Report (PIFR)
- NRSC refused to let us go to next step until we got data on water quality and levels in Garrison and Stone Creeks. Thus at impasse.
- We need stream gauges along Garrison and Stone Creeks.



Proposal



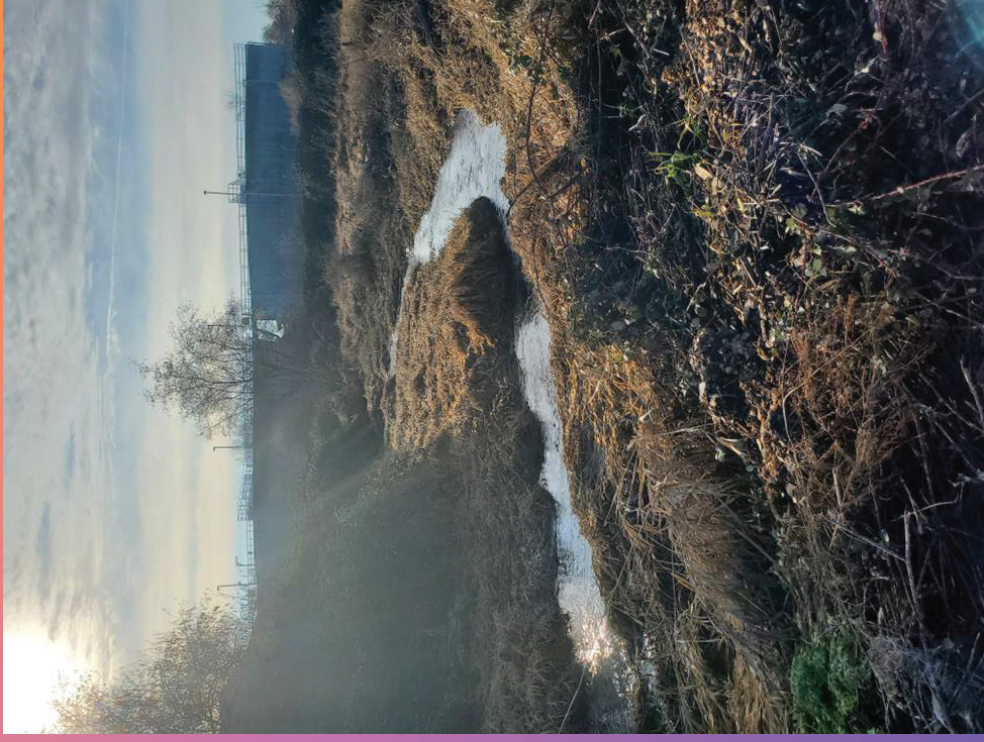
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- In January, toured creek areas with Christopher Laveau from local USGS office.
- He prepared a proposal
- Four sites needed (upstream-entry into City (MS4) and downstream – exit from City into County)
- Financial Cost (Year One)
 - \$22,380 per site
 - This covers O&M, 6-8 calibration visits a year, surveying for stability, establish a datum, and data collection follows National techniques for methods of stage and discharge.
 - \$18,000 one-time per site equipment cost (USGS will split cost 50/50)
 - \$5,000 one-time per site installation and labor/supplies (USGS covers this)
- Financial cost (Subsequent Years)
 - \$89,520 – Storm Utility cost.

Garrison Creek: Lions Park



Garrison Creek: WWTP



Stone Creek: Larch Ave



Stone Creek: SW Teal x •



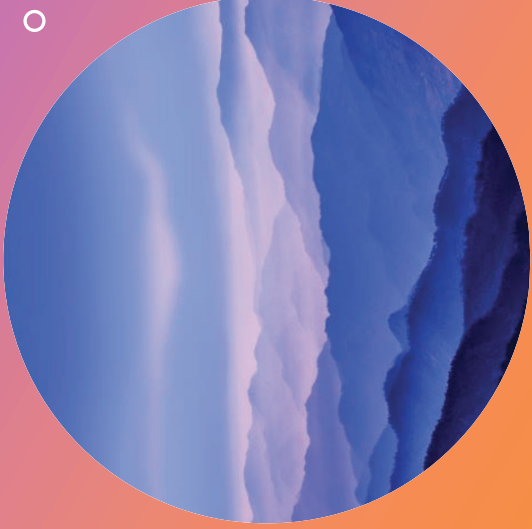
THANK YOU

Mike Rizzitiello – City Administrator

509-394-8506

mrizzitiello@cpwa.us

Cpwa.us





WALLA WALLA 2050: PROJECT REQUESTS



AGENDA

- College Place 101
- Wastewater Treatment Plant Project 101
 - Improvements
 - Gardena Concept
- Second Project Decant

College Place 101



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- Population 9,906
- Home to Walla Walla University
- Census Data:
 - https://www.census.gov/quickfacts/fact/table/WA_wallawallacountywashington,collegeplacecitywashington/SEX255222
 - 12.6% of the population has a disability which is above state average of 9.1%
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 - Ozone concentration is 10
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 - No High School Diploma is an 8.
 - Populations living in poverty below 185% of poverty level is an 8.
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Wastewater Treatment Plant Project Suggested Phased Improvements

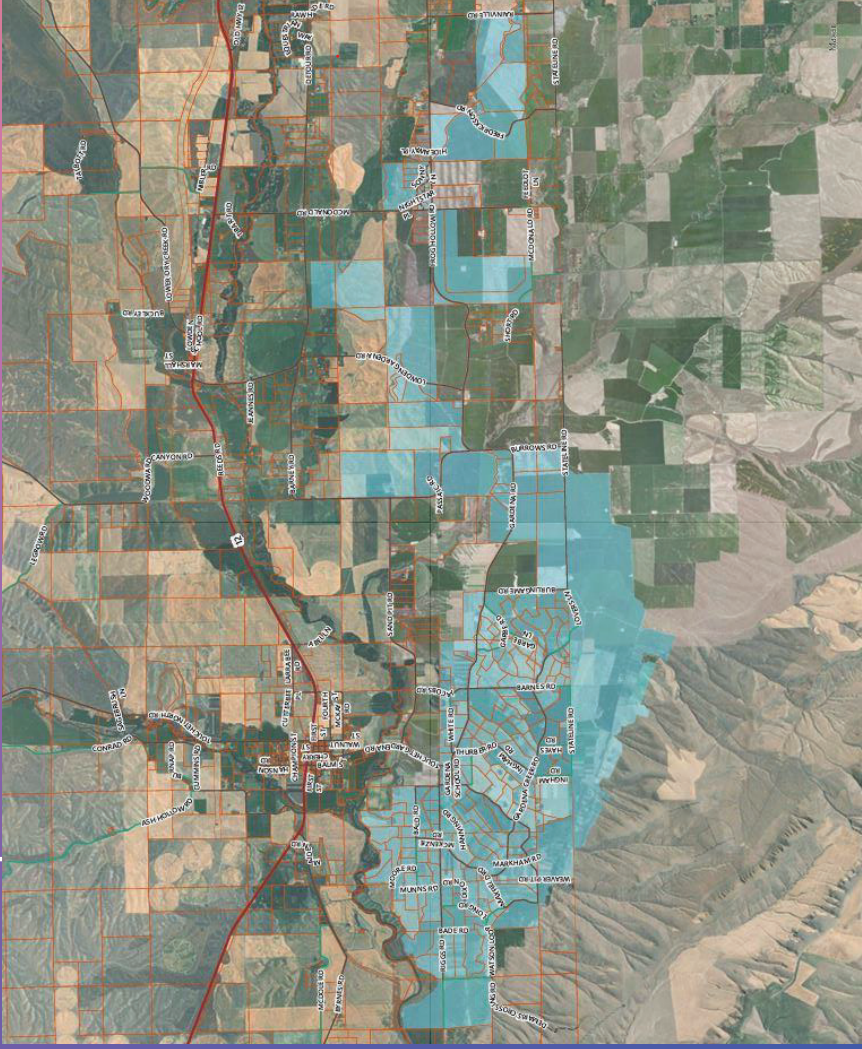
Table ES-2 - Recommended Phasing of Improvements

Item	Approx. Capital Cost (a)	Phase 1 (Complete by Dec 2023)	Phase 2 (Complete by Dec 2028)	Phase 3 (Complete by Dec 2033)	Phase 4 (Complete by Dec 2038)
Headworks	\$1.74M	•			
Influent Equalization	\$3.64M	•			
Biological Treatment	\$3.34M	•			
Post-SBR Equalization	\$1.16M			•	
Effluent Filtration	\$0.38M			•	
UV Disinfection	\$1.15M			•	
Reaeration / Cooling / Outfall	\$0.15M	•			
Solids Processing	\$5.48M		•		
Land Treatment: Additional 50 MG storage and improvements to existing site	\$17.9M	•			
Land Treatment: Additional 119 MG storage and site expansion of 230-280 acres	\$26.5M				•
TOTAL	\$61.44M	\$26.77M	\$5.48M	\$2.69M	\$26.5M

(a) Reference Chapter 6 for development of probable capital costs and Table 7-1 for a detailed summary.

- City has financing in place to complete Phase 1 Improvements
- Received \$3.5 million Federal CDS Appropriation in FY 2023 from Representative Cathy McMorris Rodgers
- Also, received State Ecology financing of about \$26 million that is half grant, half loan to cover Phase 1 improvements, Lift Station #5 replacement, and Sewer Lining.
- Average sewer bill per month currently is \$53 a month and increasing about 4% to 5% a year for Phase 1 improvements.
- Threats of future phases (2,3,4, and beyond) based upon changing permit conditions by Feds/State will outstrip ability of our ratepayers to afford.
- City of Walla Walla option has several unknowns.
 - Updating facility plan
 - Governance: Renter, Customer, District, etc.
- Thus Gardena option

Gardena Option



- Instead of doing Phases 2, 3, and 4 with no end in sight, look at partnership with Gardena.
- Gardena is in need of water and a lined canal.
- City is in need for place to put treated effluent.
- Work together to achieve mutually beneficial outcomes.
- \$2 million request would be to conduct engineering and analysis of pumping water from treatment plant area up to Gardena channel and then also line north canal.
- Various divisions of Ecology have opinions as to the viability of this.
- But “can’t is the cancer of can”
- Thus, the request.
- Idea with engineering and feasibility analysis is if this proves agreeable to everyone can then go after Ecology funding and Federal CDS requests to make a reality.

Decant Facility Proposal



- The need for a decant facility was signaled in the City Stormwater Management Plan that was adopted in 2020.
- City created a Stormwater Utility and was assigned a MS4 permit in 2019.
- Received State Ecology stormwater dollars for 100% engineering.
- JUB Engineers is wrapping up final engineering.
- Estimated cost of construction is \$1.9 million.
- Made a request for \$1 million. Would be matched by City Stormwater Utility funding.
- Site for a decant facility would be out on Owens Rd near Wastewater Treatment Plant.

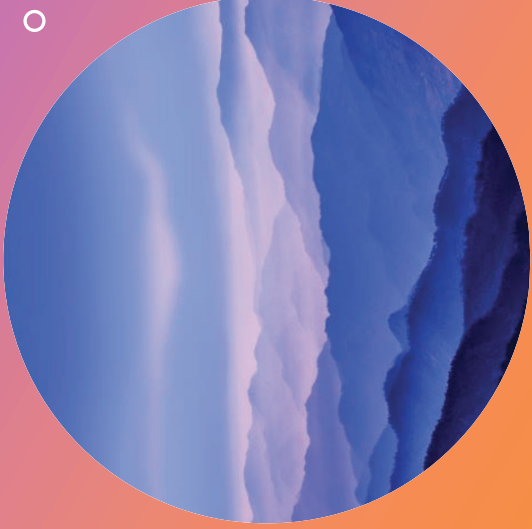
THANK YOU

Mike Rizzitiello – City Administrator

509-394-8506

mrizzitiello@cpwa.us

Cpwa.us



City of College Place, Washington
RESOLUTION NO. 24-053

A RESOLUTION OF THE CITY OF COLLEGE PLACE, WASHINGTON, AUTHORIZING & SUPPORTING CAPITAL REQUESTS INTO THE WALLA WALLA 2050 CAPITAL REQUEST LIST THROUGH STATE DEPARTMENT OF ECOLOGY

WHEREAS, the City of College Place is a non-charter code city;

WHEREAS, Walla Walla 2050 is a bi-state multi-agency organization charged with improving water resource management in the Walla Walla River Basin through Washington and Oregon;

WHEREAS, the City submitted three projects and was invited to submit final proposals for all three;

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 submission of the following projects to Walla Walla 2050 for inclusion into the FY 2025 Capital Request through the State of Washington Department of Ecology Office of the Columbia River.
 - A. Water Quality: College Place – Gardena Wastewater Treatment Plant Upgrade Engineering Analysis: \$2 million Grant Request.
 - B. Water Quality: College Place Decant Facility Construction: \$1 million Grant Request.
 - C. Water: College Place Garrison and Stone Creek Stream Gauge: \$125,520 Grant Request.

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 9th day of July, 2024.

Attest:

Norma L. Hernández, Mayor

Athen Reid, Deputy City Clerk

City of College Place - Community Center/Library Budget

Project Summary

Construction Costs

Existing Building and Parking Lot Demolition	1	ea	\$	120,000
New Building Construction (12,700 sf)	1	ea	\$	6,159,500
Rear Paver Patio with Trellis (2,000 sf)	1	ea	\$	240,000
Commercial Kitchen Equipment (small kitchen)	1	ea	\$	50,000
Parking Lot and Storm Water Improvements (20,000 sf)	1	ea	\$	250,000
Playground Toys and Surfacing	1	ea	\$	180,000
Construction Contingency - 5.0%	1	ea	\$	349,975
Sale Tax on Construction Costs - 8.6%	1	ea	\$	632,055
Subtotal:			\$	7,981,530
<i>Construction per square foot cost (with sales tax)</i>			<i>12,700</i>	<i>\$ 628.47</i>

Consultant Services

Basic A/E Design Services	1	ea	\$	798,153
Additional A/E Services & Reimbursable Allowance	1	ea	\$	30,000
Geotechnical Survey and Report	1	ea	\$	8,500
Site Survey and Topo	1	ea	\$	8,500
Hazardous Material Abatement Survey			n/a	
Storm Water Protection Plan	1	ea	\$	10,500
Environmental Mitigation Services			n/a	
Mechanical/Electrical Commissioning Agent (estimate)	1	ea	n/a	
Material Testing & Special Inspection Agent (estimate)	1	ea	\$	17,500
Construction Management - 1.5%			\$	119,723
Subtotal:			\$	992,876

Other Project Costs

City Review and Permit Fees (estimate)	1	ea	\$	70,000
Owner Insurance (estimate)	1	ea	\$	25,000
Utility Tie-In and Fees (estimate)	1	ea	\$	50,000
One Year Construction Escalation 2024 - 6%	1	ea	\$	478,892
Furnishings, Fixtures and Equipment - 6%	1	ea	\$	478,892
Sale Tax on Equipment - 8.6%	1	ea	\$	41,185
Subtotal:			\$	1,143,968

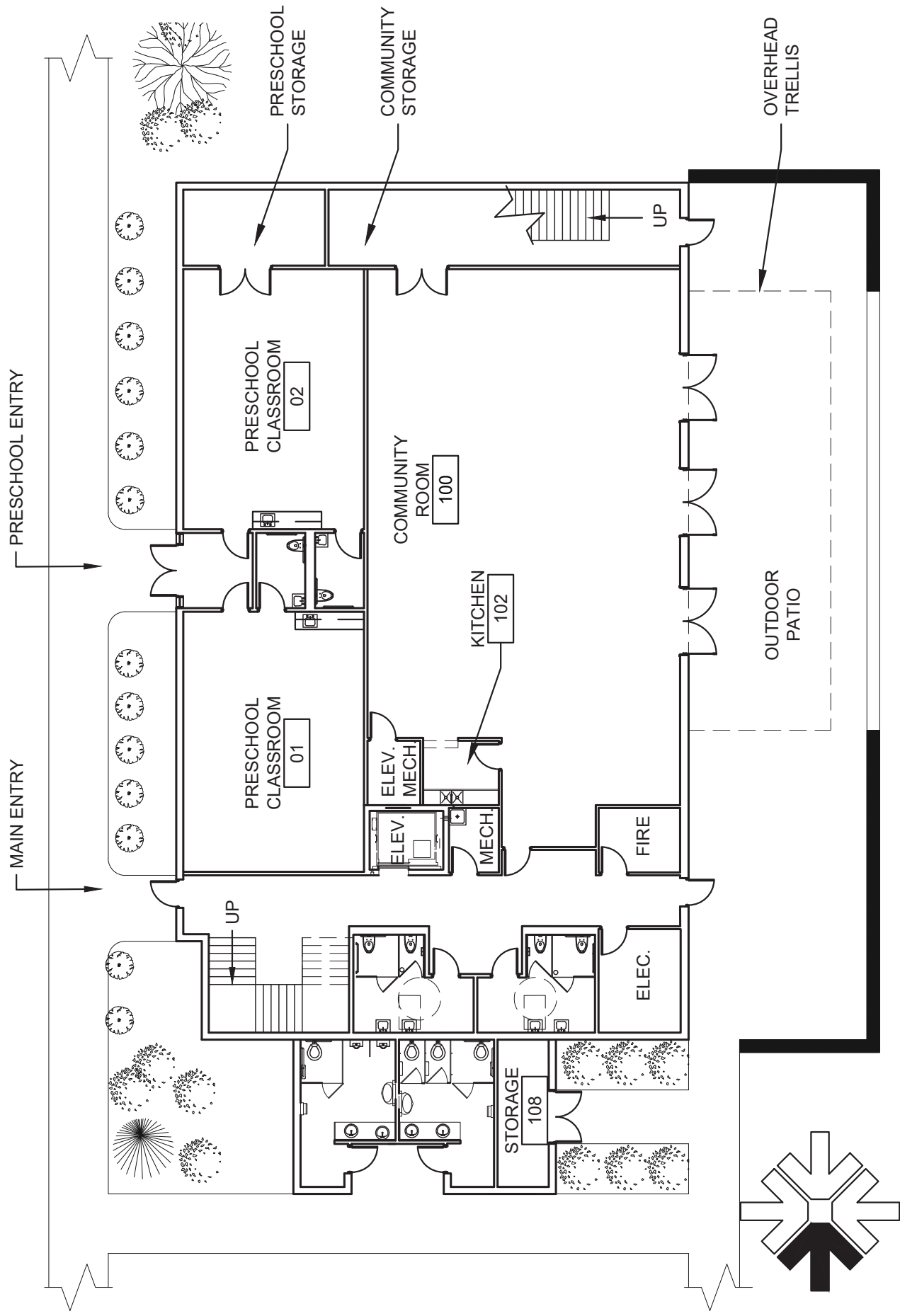
ESTIMATED PROJECT TOTAL:

\$ 10,118,374

Total project per square foot cost

12,700 \$ 796.72

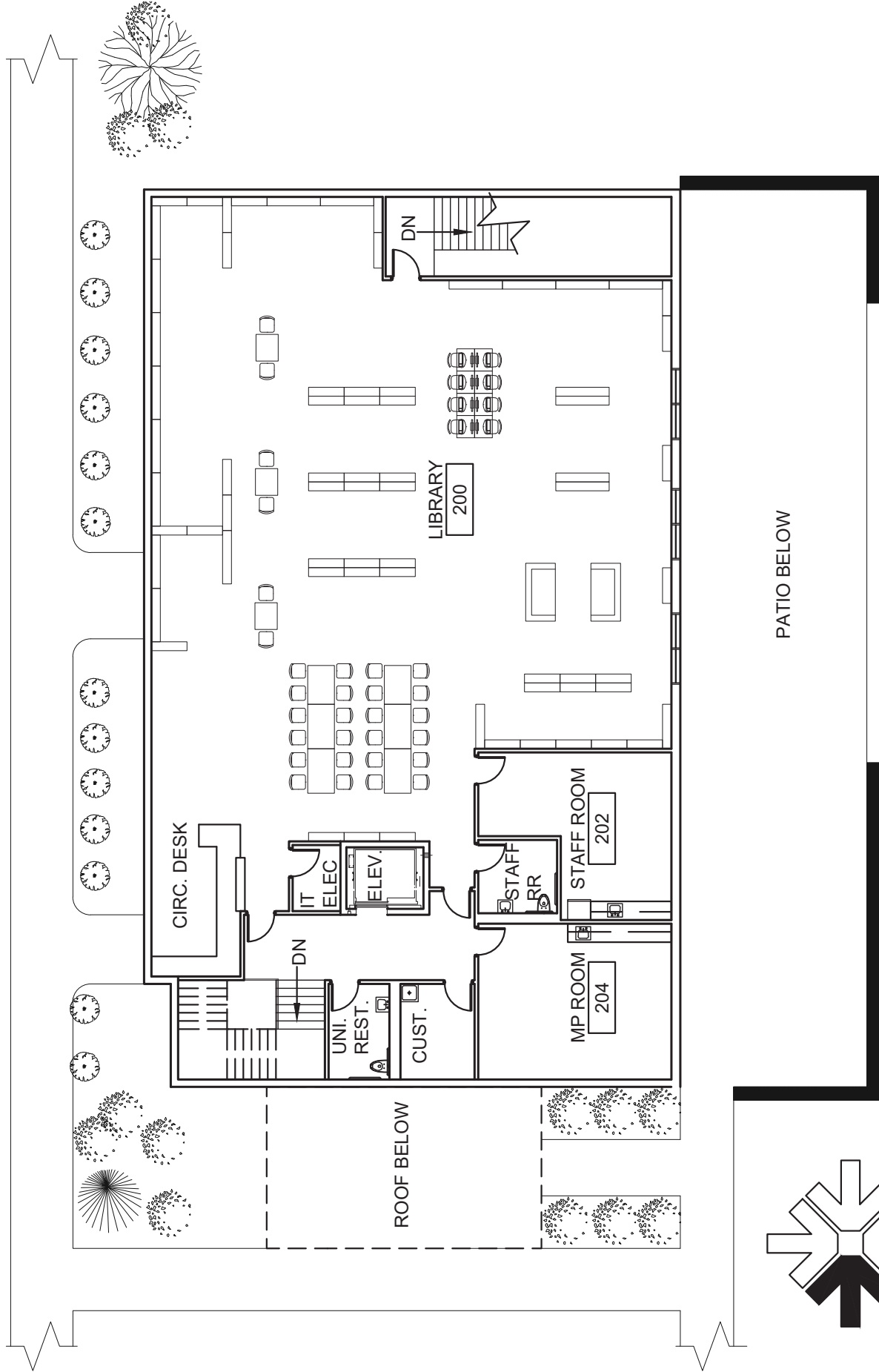

BRANDON WILCOX 9/13/23



**COLLEGE PLACE
LION'S PARK
COMMUNITY CENTER & LIBRARY**

1ST FLOOR PLAN

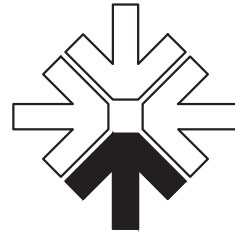
SCALE: 1/16" = 1'-0" 6,700SF



COLLEGE PLACE LION'S PARK COMMUNITY CENTER & LIBRARY

PATIO BELOW

ROOF BELOW



NORTH

2ND FLOOR PLAN

SCALE: 1/16" = 1'-0" 6,000SF

City of College Place, Washington
RESOLUTION NO. 24-054

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON REGARDING SUPPORTING GRANT APPLICATION TO THE WALLA WALLA COUNTY .09 ECONOMIC DEVELOPMENT SALES TAX FUND FOR LIONS PARK COMMUNITY CENTER ARCHITECTURAL PLANS

WHEREAS, the City of College Place has been working on plans to replace the Lions Park Community Center with a multipurpose facility that has commercial kitchen, community room, library, and childcare space functions; and

WHEREAS, Lions Park acts as the town square for the community and supports economic development through the weekly Farmer's Market, Movies at the Park, and other special community events; and

NOW, THEREFORE, be it resolved that the City of College Place, Washington authorizes submission of a grant application into the Walla Walla County .09 Sales Tax Grant Program to assist in financing Lions Park Community Center Architectural Plans.

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 9th day of July, 2024.

Attest:

Norma L. Hernández, Mayor

Athen Reid, Deputy City Clerk



CHAPTER 3.20 - CREATION, ADMINISTRATION AND FINANCING OF LOCAL IMPROVEMENT DISTRICTS

*Footnotes:**--- (1) ---*

Editor's note— *Ord. No. 17-030, § 1, adopted July 25, 2017, repealed ch. 3.20, §§ 3.20.010—3.20.050; and enacted a new ch. 3.20, to read as set out herein. Former ch. 3.20 pertained to "Local Improvement Assessments," and was derived from Ord. No. 489 §§ 1—5, adopted 1981 and Ord. No. 505 § 1, adopted 1982.*

3.20.010 - RCW chapters adopted by reference.

Chapters 35.43, 35.44, 35.48, 35.49, 35.50, 35.53, 35.54, 35.55 and 35.56 RCW, as they are as of the effective date of the ordinance codified in this chapter and as thereafter amended, are adopted by reference.

(Ord. No. 17-030, § 1, 7-25-2017)

3.20.020 - Duties of various city officials.

Unless otherwise ordered by the mayor, the following city officials will perform the duties indicated with respect to the creation, administration and financing of all local improvement districts of the city:

- A. *City Clerk.* The city clerk is responsible for receiving all petitions for the creation of local improvement districts, giving all required public notices and placing all matters upon the agenda for council consideration.
- B. *City Engineer.* The city's engineer prepares all assessment rolls and preliminary assessment rolls, determines the sufficiency of all petitions for the creation of a local improvement district, and oversees the physical construction of the public works authorized by this chapter.
- C. *Finance Director.* The finance director performs all the duties required by Chapters 35.43 through 35.56 RCW, inclusive: negotiates, obtains and administers all short term financing and otherwise administers all the financing provisions of local improvement and transportation benefit districts including, but not limited to, the maintenance and administration of assessment rolls, the guarantee fund, bonds and warrants and property acquired by foreclosure, and superintends foreclosure of all delinquent assessments.
- D. *City Administrator.* The city administrator or designee has overall responsibility for local improvements by the city, and in all cases not specifically covered by law, ordinance or resolution, determines the proper means of administering such local improvements.

(Ord. No. 17-030, § 1, 7-25-2017)

3.20.030 - Petitions—Notice of presentment.

Whenever a petition for the creation of a local improvement district is filed with the city clerk, the city engineer will, with due diligence, proceed to determine the sufficiency thereof and prepare the preliminary assessment rolls for submission to the city council, but when he determines that the petition is not sufficient, he will return it to the petitioners. When he finds that the petition is sufficient and has completed the preparation of the preliminary assessment rolls, he will forward it to the city clerk who will place it upon the agenda for creation of a local improvement district and give notice thereof in the same manner as required for the local improvement district initiated by resolution. The notice must apprise all persons interested that they may appear and express their views concerning creation of the district.

(Ord. No. 17-030, § 1, 7-25-2017)

3.20.040 - Sidewalks—Notice of resolution.

Prior to the passage of any resolution providing for the construction, reconstruction or repair of any sidewalk or related public work, as provided in Chapter 35.68, 35.69 or 35.70 RCW, the city clerk must give notice of the proposed resolution to abutting property owners by mailing a copy to them within a reasonable time prior to the hearing.

(Ord. No. 17-030, § 1, 7-25-2017)

3.20.050 - Warrants—Rate of interest.

Warrants drawn upon any local improvement district fund and all other short-term financing of local improvement districts will bear interest at a rate not to exceed 12 percent per year unless otherwise specifically authorized by ordinance.

(Ord. No. 17-030, § 1, 7-25-2017)

3.20.060 - Delinquent installments—Penalties.

Whenever any annual or other installment upon any local improvement assessment shall become delinquent, each of such delinquent installments remaining unpaid at the date of delinquency, shall have added thereto a penalty equal to the rate of interest provided by ordinance for the bonds or warrants plus five percent, and shall draw interest at the same rate as is provided by ordinance for the bonds or warrants issued in payment or part payment of such local improvement.

(Ord. No. 17-030, § 1, 7-25-2017)

3.20.070 - Foreclosure of delinquent assessments.

When any local improvement district assessment is payable in installments, upon failure to pay any installment due, the entire assessment becomes immediately due and payable, and the collection thereof will be enforced by foreclosure. The payment of all delinquent installments, together with interest, penalty and costs at any time before the entry of judgment in foreclosure, extends the time of payment of the remainder of the assessments as if there had been no delinquency or foreclosure. Foreclosure proceeding may be commenced at any time prior to March 1st. In case of foreclosure there shall be added to the costs and expenses provided by Chapter 35.50 RCW, such reasonable attorney's fees as the court may adjudge to be equitable, and the amount thereof apportioned to each delinquent assessment or installment appearing on the roll.

(Ord. No. 17-030, § 1, 7-25-2017)

CHAPTER 3.22 - ASSUMPTION OF PRIVATE INFRASTRUCTURE

3.22.010 - Petition.

- A. A legally and duly established association of at least three landowners may petition the city to consider assuming ownership of infrastructure held in common when such petition is made in writing and is consistent with the bylaws of the association so as to make such petition, if accepted by the city, legally binding on all members of the association. Such petition shall be signed and dated by the executive authority for the association and shall include:
1. Documentation substantiating the petition is made in accordance with the by-laws of the association to include a listing of the full membership of the association along with the signatures of all members in support of the petition;
 2. An inventory of facilities, described to the satisfaction of the city engineer, for which ownership assumption by the city is desired; and
 3. An inventory of property and assets proposed to be dedicated to the city to offset any cost of assumption of infrastructure.
 4. A statement agreeing to reimburse the city for the costs of evaluating the petition for acceptance to include city staff and third party professional costs with the understanding that the city shall direct and determine the nature and scope of the evaluation effort.

(Ord. No. 18-007, § 1, 2-27-2018)

3.22.020 - Council consideration.

- A. At the mayor's discretion the petition may be scheduled for consideration by the council. The council may decide whether the city will proceed with an analysis considering acceptance of the infrastructure based on the potential short and long-term benefits to the community as a whole.

(Ord. No. 18-007, § 1, 2-27-2018)

3.22.030 - Financial guarantee.

- A. In the event council agrees to proceed with the analysis, the petitioner shall provide a financial guarantee of \$15,000.00 or as otherwise required by the city, acceptable to the city attorney, to cover evaluation and analysis costs with the understanding that the city shall direct and determine the nature and scope of the evaluation effort and shall use third-party services as deemed necessary. The city shall only bill for actual costs and shall not expend costs in excess of this amount without written confirmation by the petitioner to proceed and provision of an

accompanying financial guarantee up to the additional amount approved by the petitioner where such additional expenditure approvals and guarantees by the petitioner may be repeated as desired by the petitioner. In the event the petitioner at any point opts not to proceed, the petition shall be deemed to be withdrawn and the city reimbursed for all outstanding evaluation expenses. All expenses shall be due and payable within 30 days of invoice. Non-payment within 30 days shall be deemed to be withdrawal of the petition. Under no circumstances shall the city be held responsible for evaluation expenditures except by written agreement by the petitioner and council.

(Ord. No. 18-007, § 1, 2-27-2018)

3.22.040 - Infrastructure/standards deficiencies analysis.

A. Once the petitioner provides the financial guarantee, the city engineer or designee shall evaluate:

1. Existing infrastructure against city standards and develop the cost-to-cure needed to bring the facilities up to city standards for new infrastructure. Cost-to-cure for infrastructure already meeting city standards may be reduced based on estimated remaining life of the assets.
2. Required dedications and easements (and terminations) needed to bring the development into current development regulations for public infrastructure.
3. Assessed value of properties dedicated to the city to offset any costs of assumption of infrastructure. Such assessment shall not include the value of any of the facilities, the land they occupy or benefitting easements associated with facilities being petitioned for public assumption.
4. Third party interests in infrastructure proposed to be assumed and properties and assets proposed to be dedicated.

B. The evaluation above shall also include:

1. Property title searches for all properties associated with infrastructure proposed to be assumed and assets proposed to be dedicated.
2. Benefits and liabilities for each infrastructure element proposed for assumption.
3. Recommendations regarding proposed infrastructure to assume and off-setting properties and assets to accept.
4. The net costs owed either by or to the petitioner based on the recommendation above.

(Ord. No. 18-007, § 1, 2-27-2018)

3.22.050 - Agreement to assume/local improvement district (LID) formation.

- A. Upon completion of the infrastructure/standards deficiencies analysis and payment by the petitioner for evaluation and analysis costs accrued by the city, the council shall notify the petitioner of:
1. The infrastructure the city would be willing to assume;
 2. The offsetting properties and assets the city would be willing to accept;
 3. Required easements and easement terminations;
 4. Schedule of valuations for the elements identified above;
 5. The net costs owed either by or to the petitioner;
 6. Assessment schedule for repayment of full net cost owed (through LID); and
 7. Any other conditions of assumption.
- B. In the event the petitioner elects to proceed with the assumption of infrastructure, the petitioner shall provide to the city:
1. Legal descriptions and exhibits of all properties and easements to be dedicated
 2. Title insurance for all properties to be dedicated.
 3. Legally binding instruments abandoning third party easements and interests as identified by the city to be effective upon execution of the agreement to assume infrastructure between the city and petitioner.
 4. Legally binding dedications by the association, association members, and third-party members for all dedications identified by the city to be effective upon execution of the agreement to assume infrastructure between the city and petitioner; and
 5. Amount of net costs owed for the assumption of infrastructure to be paid to the city at execution of the agreement; and
 6. Petition for creation of local improvement district acceptable to the city administrator, finance director and city engineer per [Chapter 3.20](#) for any remaining costs owed for the assumption of infrastructure.
 7. Documentation substantiating the decision to execute an agreement to assume infrastructure has been made in accordance with the by-laws of the association to include a listing of the full member ship of the association along with the signatures and land ownership of all members in support of entering into the agreement acknowledging that they are aware of the documentation above and the obligation to compensate the city for any unpaid costs through an LID and the obligation to maintain the association in perpetuity as long as any properties, assets, or rights remain held in common by association members.
- C. Upon receipt of the documents above, the city shall prepare an agreement to assume infrastructure to include:

1. A detailed listing of the infrastructure being assumed by the city to include legally identifiable areas and beginning and end points along with scaled exhibits;
 2. Legal descriptions and exhibits of offsetting properties and assets being accepted by the city;
 3. Legal descriptions and agreements for required easements;
 4. Legal descriptions and agreements for required third-party interest and easement terminations;
 5. Amount of net costs owed for the assumption of infrastructure to be paid to or by the city at execution of the agreement;
 6. Recitation of terms and conditions to be instituted under an LID for repayment of full net cost owed by the petitioner or a financial agreement where compensation is to be made by the city; and
 7. Obligation to maintain association in perpetuity if any properties, assets or rights remain held in common by association members.
 8. Any other conditions of assumption.
 9. Statement to the effect that the agreement shall be effective upon passage of a resolution or ordinance by council wherein the resolution or ordinance specifically states that it satisfies the LID requirements of the agreement to assume infrastructure as identified by name and date of execution.
- D. The agreement to assume infrastructure shall be effective upon passage of a resolution or ordinance specifically stating that it satisfies the LID requirements of the agreement to assume infrastructure as identified by name and date of execution.

(Ord. No. 18-007, § 1, 2-27-2018)



Consolidation Feasibility Study Grant Application Guidelines

331-726 • December 2023

Beginning February 1, 2024, the Drinking Water State Revolving Fund (DWSRF) program will accept applications for the Consolidation Feasibility Study Grant Program. The application worksheet is available in Appendix A of these guidelines and on the Department of Health's [DWSRF webpage](#).

After you complete the application worksheet you must enter your information into our online application Washington Loan Tracking (WALT). WALT can be accessed through Secure Access Washington (SAW). For help with the online system, please review the [WALT External User Manual 331-614 \(PDF\)](#) or contact the DWSRF office at DWSRF@doh.wa.gov.

The application period is year-round.



To request this document in another format, call 1-800-525-0127. Deaf or hard of hearing customers, please call 711 (Washington Relay) or email doh.information@doh.wa.gov. If in need of translation services, call 1-800-525-0127.

Office of Drinking Water Contacts

Drinking Water State Revolving Fund Loan Program

If you have questions about	Contact	Phone	Email
Program manager	Chris Pettit	564-233-1408	Chris.pettit@doh.wa.gov
Eligibility & general questions	Jocelyne Gray	564-669-4893	Jocelyne.gray@doh.wa.gov
Technical assistance & criteria for disadvantaged communities	Chelsea Cannard	564-233-1799	Chelsea.cannard@doh.wa.gov
Application & general questions	Sara J. Herrera	360-236-3089	Sara.herrera@doh.wa.gov
Cultural/environmental review	Scott Kugel	509-329-2117	Scott.kugel@doh.wa.gov
Underwriting	Mike Copeland	360-236-3083	Mike.copeland@doh.wa.gov
Contract management	Eloise Rudolph	360-236-3124	Eloise.rudolph@doh.wa.gov
Contract management	Brittany Cody-Pinkney	360-236-3047	Brittany.cody-pinkney@doh.wa.gov
Contract management	Dennis Hewitt	360-236-3017	Dennis.hewitt@doh.wa.gov

Department of Health, Office of Drinking Water
PO Box 47822
Olympia, WA 98504-7822

Phone 800-521-0323
Fax 360-236-2252
E-mail dwsrf@doh.wa.gov
Website doh.wa.gov/DWSRF

If you have questions on regulatory requirements, project reports, or planning requirements, please contact the appropriate Office of Drinking Water (ODW) regional office.

Northwest Regional Office

PO Box 47800
MS K17-12
Olympia, WA 98504
253-395-6750

Southwest Regional Office

PO Box 47823
Olympia, WA 98504-7823
360-236-3030

Eastern Regional Office

16201 E. Indiana Ave. Suite 1500
Spokane Valley, WA 99216
509-329-2100

Technical Assistance Contacts for Small Water Systems

Infrastructure Assistance Coordination Council
infrafunding.wa.gov.

Rural Community Assistance Corporation (RCAC)
360-836-5424
www.rcac.org

Evergreen Rural Water of Washington
360-462-9287
www.erwow.org

Environmental Finance Center
efcnetwork.org/assistance/request-assistance.

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Program Description and Goals

We seek to promote consolidation of small water systems into larger entities with greater technical, managerial, and financial capacity. These efforts encourage improved capacity, sustainability, and reduce the number of small water systems that serve fewer than 10,000 people. We also support the consolidation of Group B water systems and properties served by private wells into a new or an existing Group A community water system.

Consolidation is either (1) physically joining two or more separate water systems or a group of properties served by private wells into an existing Group A water system, or (2) changing ownership of a water system where the prospective new owner is a public entity, also referred to as restructuring.

Consolidation activities include, but are not limited to, water system planning, feasibility studies, public outreach and meetings, and engineering design, that identify infrastructure improvements necessary to address or prevent violation of applicable federal, state, and local drinking water requirements.

DWSRF Application Process

We accept applications through our online Washington Loan and Grant Tracking system (WALT). You can find the application worksheet in Appendix A of this document and [Washington Loan Tracking External User Guide 331-614 \(PDF\)](#). WALT will accept applications beginning February 1, 2024. We accept applications year-round with quarterly reviews of submitted applications until funding is exhausted. Funding is allocated by the state legislature July 1 each year.

DWSRF staff are available to assist you with your application. We host webinars twice a year to provide an overview of the program and to answer questions to help you with the application process. We will announce trainings through GovDelivery and our DWSRF webpage. No registration is needed, just go to [our DWSRF webpage](#), click on the **Consolidation Feasibility/Regionalization** accordion drop-down link and click the webinar link to join. We will upload slides from the presentations to the webpage.

Estimated Timelines

Action	Date
Consolidation Feasibility Study Grant Program Overview Webinar Learn about program requirements.	Every six months with the first one hosted on January 17, 2024, at 10:00 a.m.
Grant Application opens.	February 1, 2024
Question and Answer Webinar	Every six months with the first one hosted on March 13, 2024, at 10:00 a.m.
Questions and Answers from March 13 webinar. We will post to our DWSRF webpage .	April 1, 2024, and as needed
Applications due. ODW accepts applications year-round with reviews quarterly.	Year-round
Applicants notified of funding status.	Three months after application review.
Contracts issued.	Within 6 months after application review.
Complete all work.	Within two years of contract execution.

Funding

Initially we plan to make \$500,000 available through June 30, 2024, with additional funding based on legislative appropriation. The maximum grant available per project is \$50,000, the minimum is \$10,000. Applicants may submit multiple project applications for grant funding. If an applicant is selected to receive grant funds, but the offer is withdrawn or declined, we will consider the next highest scored applicant(s) to receive grant funds. Submit each project as a separate application.

Grant Objective

The primary objective of this consolidation grant is to assist Group A not-for-profit community water systems and municipalities with restructuring or consolidation infrastructure projects. Information obtained with this grant can help all affected entities make informed decisions on the restructuring or consolidation project.

Applicant Minimum Qualifications and Eligibility

The applicant must be a:

- ◆ Group A not-for-profit community water system, county, city, town, public utility district, or water district in Washington State.
- ◆ Tribal water system that meets the definition of a Group A not-for-profit community water system. Tribal water systems must meet all capacity requirements and the proposed project may not receive Safe Drinking Water Act (SDWA) national set-aside funds for tribal systems.

We will deem ineligible any responding entities who do not meet these minimum qualifications.

To be eligible, we require letters of support and commitment, interlocal agreements, or equivalent documentation to demonstrate commitment to participate in the proposed project, describes roles and responsibilities of each party, and commits to participate in a community meeting. The applicant and all other water systems identified in the proposed project must provide this information with their submitted application. Acceptance of the grant does not require the system to complete the consolidation.

The applicant is not required to have a current approved water system plan or small water system management program to be eligible for funding. Funding can be used to complete planning documents that include the project as long as all work can be completed within two years of contract execution.

Systems to be Studied

The system (or systems) studied for potential consolidation or restructuring must be a Group A water system serving fewer than 10,000 people, Group B water system, or a group of properties served by private wells. Any consolidation of properties with private wells into a new Group A community water system must include a minimum of 15 properties. Federally owned, state-owned, and for-profit non-community water systems are not eligible to apply for this funding, such water systems are eligible for consolidation with an eligible responding entity.

Systems owned by the applicant may be eligible if ownership is due to receivership or emergency and occurred within the last five years.

We may require that an independent third party complete the study or that all parties agree on the service provider prior to the commencement of any work. This is intended to increase confidence in the products produced through this grant.

All feasibility studies are required to include a **cost analysis** for the system considering merging into the Group A system. The analysis will evaluate the merging system's cost to remain independent, including operations and maintenance (O&M) and capital financial costs, plus the managerial costs and volunteer hours spent to remain independent for the next 20 years. It will also identify the following.

1. Completed SRF asset inventory showing the most conservative life of an asset, and the cost to replace the asset if life expectancy has been exceeded.
2. Cost of a second source that includes a "today's land purchase," if there is only one well (to demonstrate resiliency).
3. Qualitative summary to include the following:
 - a. Number of board members by their governance structure, are all positions currently filled and a rate of vacancy.
 - b. Estimated amount of time each board member spends overseeing the system.
 - c. Evaluate the board's ability to manage a multiple year infrastructure project and communicate with customers. This should include:
 - i. Educate the community about infrastructure quality and necessary improvements and available funding.
 - ii. Fill out loan applications, prepare financial records, and communicate with loan officers.
 - iii. Communicate about taking on debt with the subsequent rate increases necessary and gain necessary votes.
 - iv. Manage a capital project to replace their infrastructure from design, permitting, funding, construction, and debt management.
 - v. Identify the increase time investment from Board members to manage the project.

Connection Fee Project

Eligible costs for connection fee projects include design costs, system development charges, and administrative costs associated with connecting one or more water systems and properties according to the applicant's published fees or tariff **but cannot be used to fund any construction activities.** Please clearly identify in your grant application if you are seeking funding for a connection fee project. We expect to fund these projects from a different funding source and need them to be clearly identified. **We may need to adjust the funding timeline based on funding source used to fund project.**

Appendix B contains examples of scopes of work.

Project Scoring

Our scoring process gives funding priority to projects that address severe public health threats and compliance issues. After you submit your application, we will determine whether the project is eligible for DWSRF Consolidation Feasibility Study Grant funding. We will score all eligible projects. If projects receive identical scores, we use the largest population of the system(s) being consolidated as a tiebreaker.

A critical element of the application is the health risk or problem the utility is facing and how an infrastructure project eliminates that risk. Your application must clearly document any public health risks and compliance problems the consolidation addresses. We may not consider unclearly presented information during scoring and ranking.

Risk Categories and Associated Points in Priority Order

Risk Category 1 (42 points). The system to be merged must have a documented microbial contamination event or compliance problem associated with:

- Revised Total Coliform Rule.
- Surface Water Treatment Rules.
- Groundwater Rule.
- Uncovered finished water reservoirs.
- Exceeding the Environmental Protection Agency (EPA) Health Advisory (HA) level for microbial and cyanotoxins. Per the current EPA HA, the identified cyanotoxins are microcystins (current level established at 0.3 micrograms per liter) and cylindrospermopsin (current level established at 0.7 micrograms per liter).

Risk Category 2 (34 points). The system to be merged must have primary inorganic chemical contamination.

Project must evaluate compliance problems (Maximum Contaminant Level [MCL], Treatment Technique [TT], or Action Level) exceedances, or violations associated with the following.

Antimony (Sb)	Chromium (Cr)	Nickel (Ni)
Arsenic (As)	Copper (Cu)	Nitrate (as N)
Asbestos	Cyanide (HCN)	Nitrite (as N)
Barium (Ba)	Fluoride (F) (over 4.0 mg)	Selenium (Se)
Beryllium (Be)	Lead (Pb)	Thallium (Tl)
Cadmium (Cd)	Mercury (Hg)	

Risk Category 2 also includes the following:

- Corrosion control projects for lead and copper.
- Projects to address a combined concentration of PFOS, PFOA, PFHxS, PFNA, and PFBS that exceeds the state action level as published in [Washington Administrative Code \(WAC\) 246-290-315](#). We will prioritize higher concentrations if multiple projects have the same score.

Risk Category 3 (26 points). The system to be merged must have a primary chemical risk, a sanitary survey significant deficiency, disinfection installation, lead component removal or replacement, or EPA chemical HA.

To receive a score in Risk Category 3, your project must evaluate a compliance problem (MCL, TT, or Action Level), exceedances, or violations associated with the following:

- ◆ Disinfection by-products.
- ◆ Organic chemical.
- ◆ Radionuclides.

Other eligible projects in Risk Category 3 would evaluate ways to address:

- ◆ A significant deficiency identified during the most recent sanitary survey. The system must have received a compliance order for the significant deficiency.
- ◆ Lack of disinfection treatment as required in [WAC 246-290-451](#), if not captured in Risk Category 1.
- ◆ An exceedance of an EPA HA level established for chemical contaminants, such as manganese concentrations that exceed 0.3 milligrams per liter (mg/L).
- ◆ Receiverships.
- ◆ Lead service lines and goosenecks. The water system must provide historic records to document that the service lines or goosenecks to be replaced or taken out of service are lead. Acceptable historic records include information on the age of the houses and high probability of lead components being present, line installation records, line repair information, and as-builts.

Risk Category 4 (18 points). The system to be merged must have a secondary MCL, resiliency, seawater intrusion risk, sanitary survey significant finding, 80 percent of nitrate or arsenic MCL.

To receive a score in Risk Category 4, your project must evaluate compliance problems (MCL, TT, or Action Level), exceedances, or violations associated with the following.

Chloride (Cl)	Manganese (Mn)	Sulfate (SO ₄)
Fluoride (F) (over 2.0 mg)	Silver (Ag)	Zinc (Zn)
Iron (Fe)	Sodium (Na)	

Projects that provide resiliency to the water system also qualify for this Risk Category. Resilience refers to the ability of water infrastructure systems to withstand and recover from natural and man-made disturbances to their functioning level. Resilience criteria for factors relating to project planning and design may address:

- ◆ Vulnerability of a water system to disruption of safe water delivery, whether natural or of human origin.
- ◆ Capability to recover from disruption of safe water delivery.
- ◆ A range of natural events capable of disruption, including flooding, long-term drought, sea-level rise, and earthquakes.

Projects that qualify as providing system resiliency include, but are not limited to, adding a redundant source, modifying a surface water intake to operate under drought or flood conditions, seismic upgrades to finished water reservoirs or transmission mains, interties, or providing a generator at the main source. **The proposed project needs to benefit the majority (51 percent or more) of the population the water system serves.**

Other projects that qualify for Risk Category 4 include:

- ◆ Addressing seawater intrusion.
- ◆ Addressing a significant finding identified in the most recent sanitary survey. The system must have received a compliance order for the significant finding.
- ◆ Addressing a nitrate or arsenic issue. To qualify, the system must have entry point monitoring that documents the system exceeds 80 percent of the nitrate or arsenic MCL.
- ◆ Addressing PFAS contamination below the state action levels.

Risk Category 5 (10 points). To receive a score in Risk Category 5, the system to be merged must evaluate infrastructure sustainability.

Projects can be one of the following:

- ◆ Treatment enhancement. For example, treatment installed to address taste and odor.
- ◆ Install an additional distribution reservoir.
- ◆ Install treatment plant discharge improvements.
- ◆ Install pressure reduction device(s).
- ◆ Install backflow prevention device(s). Device must be installed on property the water system owns. The water system must own and maintain the device.
- ◆ Security measures (cameras, fencing, lighting, lab equipment, chemical storage) not included as part of a category 1–4 project.
- ◆ Replace water mains, reservoirs, or booster pump stations.
- ◆ Replace roof for reservoir and other structures.
- ◆ Other distribution improvements.

An application can receive points in only one Risk Category. After we score applications, we rank them from highest to lowest score. If projects receive identical scores, we will use the respective population of the water system(s) being consolidated as a tiebreaker.

Bonus Points

These points are provided to prioritize projects that are more likely to result in future consolidation, affect more than one system, and benefit disadvantaged systems. Documentation must be submitted to support the bonus points.

To receive points for the customer meeting, submit a copy of the notification sent to the customers of the community to be consolidated inviting them to the meeting and the approved minutes from the meeting. Include an attendance list.

We will use the disadvantaged community definition in [WAC 246-296-020](#) or through an [emergency rule](#) during application review to determine these points.

	Bonus Points
The consolidation is already included in the water system plan (provide the page of the approved plan that describes the project).	2
Customers' meeting has occurred, customers support the consolidation (provide approved meeting minutes from the public meeting or community meeting that discussed the consolidation project along with an attendance list and copy of notification sent to notify customers to be consolidated).	2
Additional systems included in the consolidation (beyond the initial consolidation).	1 point for each additional system beyond 2 systems, no limit
Have a signed, binding transfer agreement (provide documentation).	5
System to be consolidated identified as a disadvantaged community.	5
Mobile Home Parks that request funding for engineering design (not a feasibility study or connection fees only).	5

Contract Information

Work performed prior to contract execution will not be eligible for reimbursement.

We withhold 10 percent of the total funding amount until you complete the project and we receive and approve all deliverables. You must complete your projects within two years of contract execution. We will not reimburse work completed after that date.

We are now required to perform a risk assessment for all grant recipients. Depending on the outcome of the risk assessment, additional fiscal monitoring may be required.

You must complete the following steps prior to receiving a DWSRF contract.

Step 1: Unique Entity ID.

On April 4, 2022, the unique entity identifier used across the federal government changed from the DUNS Number to the Unique Entity ID (UEI), generated by [SAM.gov](https://sam.gov).

- ◆ The UEI is a 12-character alphanumeric ID assigned to an entity by [SAM.gov](https://sam.gov).
- ◆ As part of this transition, the DUNS Number has been removed from [SAM.gov](https://sam.gov).
- ◆ Entity registration, searching, and data entry in [SAM.gov](https://sam.gov) now require use of the new UEI.
- ◆ Existing registered entities can find their UEI by [following these steps](#).
- ◆ New entities can get their UEI at [SAM.gov](https://sam.gov) and, if required, complete an entity registration.

Step 2: Valid Registration with System for Awards Management (SAM).

Borrowers must have a valid entity registration with SAM, which is a federally owned and operated free website that consolidates the federal procurement systems and the Catalog of Federal Domestic Assistance (CFDA) into one system. SAM now includes the functionality of the Central Contractor Registry (CCR).

Entity registration must be updated or renewed at least once a year, or it will expire. Visit [SAM.gov](https://sam.gov) to see if you are already registered. You do not need a user account to search, just type your entity name or UEI number into the search box.

If you are not registered, you must first create a user account and register at [SAM.gov](https://sam.gov). You will need your UEI number to complete your registration. If you need help, the Federal Service Desk at fsd.gov can help you navigate the system and support your SAM registration.

Step 3: Statewide Vendor Number.

Borrowers must establish a Statewide Vendor (SWV) Number through the Department of Enterprise Services (DES) and submit it to us. The Statewide Payee Desk maintains a central file that all Washington State agencies use to process payments to individuals and businesses. Contact DES at 360-407-8180 or payeehelpdesk@des.wa.gov.

Step 4: Check for Federal Exclusion.

Before we award a contract to borrowers, we verify that borrowers are not in the Federal Excluded Parties List System (EPLS) for ineligible professionals and debarred contractors at [SAM.gov](https://sam.gov). We document that the borrower does not appear in the EPLS by keeping a printout in the borrower's loan file. Borrowers **must** verify contractor or subcontractor eligibility through SAM and document it in the file.

Appendix A—Application Worksheet



DWSRF Consolidation Feasibility Study Grant Application Worksheet

It is important that you read and understand the DWSRF Consolidation Feasibility Study Grant Guidelines before you complete this application worksheet and enter information into the DWSRF online application, WALT. Fields marked with an asterisk (*) are required fields. We hold program webinars every six months. Please refer to the DWSRF webpage for announced webinar sessions. You can join the meeting from your computer, tablet, or smartphone by going to [our DWSRF webpage](#), click on the **Consolidation Feasibility/Regionalization** accordion drop-down link and click the webinar link to join.

Submit questions in writing prior to the webinar to dwsrf@doh.wa.gov.

*Applicant Organization		
*Address 1		
Address 2		
*City	State	*Zip Code +4 (Link to USPS Zip Code Lookup)
*County		*Phone Number
*Email	*Federal Tax ID #	Organization Website Address

*First Name		*Last Name	
*Phone Number		*Email	
Address 1		Address 2	
*City	State	*Zip Code +4 (Link to USPS Zip Code Lookup)	
Applicant Organization Information			
*Water System Name:		*Water System ID #:	
Unique Entity Identifier (UEI) #:		Statewide Vendor #:	
Central Contractor Registration (CCR) Expiration Date: Click here to enter a date.		*UBI#:	

Initial Eligibility

ATTENTION: Answering NO to any of the following questions or not providing documents requested will make you ineligible. *Please contact your regional planner or engineer if you have questions.*

***Is the applicant a Group A not-for-profit community water system, county, city, public utility district, or water district?**

☐ YES ☐ NO

***Is the community being studied a Group A water system serving fewer than 10,000 people, a Group B water system, OR several properties served by private wells?**

☐ YES ☐ NO

***Is there a letter(s) of support and commitment, interlocal agreement, or equivalent documentation to demonstrate commitment to participate in the project,** describe roles and responsibilities of each party, and participate in a community public meeting. **Commitments or agreements are required for all project participants.**

☐ YES ☐ NO

*Upload/attach documentation letter of commitment.

Project Information

***Project Name:**

***Brief Project Description (Scope of Work or Deliverables) (Max 500 Words):**

***Legislative District (1-49):**

***Congressional District (1-10):**

***Project County**

Description of the level of interest and expected level of participation of each public water system participating in the proposed consolidation activity.

Upload a map for all water systems and properties participating in the project.

Description of the final outcome of consolidation activities if the proposed activities and objectives were actually implemented and achieved.

***Does this project address a compliance issue in a department issued correspondence?**

☐ YES ☐ NO

***If YES, what issue(s)?**

☐ Compliance Order

☐ Boil Water Advisory

☐ Sanitary Survey Finding

☐ Other

***If Other, please describe:**

****Upload Department Issued Compliance Document(s)***

***Exceeding a maximum contaminant level (MCL), secondary MCL, state action level (SAL) or action level or within 80% of nitrate or arsenic MCL?**

☐ YES ☐ NO

***If YES, what type of contaminant(s)?**

☐ Arsenic (As)

☐ Copper (Cu)

☐ Iron (Fe)

☐ Manganese (Mn)

☐ Lead (Pb)

☐ Nitrate (as N)

☐ Disinfection by-products

☐ Radionuclides

☐ Organic Chemicals

☐ *E. coli*

☐ PFAS Compounds (PFOA, PFOS, PFHxS, PFNA, PFBS)

☐ Other

***If Other, please describe:**

***Treatment technique issue?**

☐ YES ☐ NO

***If YES, select rule(s):**

☐ Ground Water Rule

☐ Revised Total Coliform Rule

☐ Surface Water Treatment Rule

☐ Other

***If other treatment technique issues, please describe:**

***Water system planning status?**

***Select one:**

- ☐ WSP is approved by ODW and has not expired.
- ☐ WSP was approved by ODW but is expired.
- ☐ SWSMP approved by ODW.
- ☐ No current planning document.
- ☐ Other

***If other, please describe:**

***Type of consolidation activity?**

***Select all that apply:**

- ☐ Feasibility Study
- ☐ Connection Fee
- ☐ Rate Study
- ☐ Income Survey
- ☐ Planning Document
- ☐ Engineering Report
- ☐ Bid Documents
- ☐ Other (legal, hydrogeologist, water right review, etc.)

***If other, please describe:**

List the system(s) participating in this project.		
If uncertain, check Sentry Internet .		
Name:	PWSID #:	
Name:	PWSID #:	
Name:	PWSID #:	
Name:	PWSID #:	
Name:	PWSID #:	
Name:	PWSID #:	
Name:	PWSID #:	
Name:	PWSID #:	

List the properties served by private wells participating in this project (attach additional form if needed).		
Name:	Physical Address:	
Name:	Physical Address:	
Name:	Physical Address:	
Name:	Physical Address:	
Name:	Physical Address:	
Name:	Physical Address:	
Name:	Physical Address:	
Name:	Physical Address:	

Financial Information

***Project Budget (Enter date and amount for each activity included in your budget. If not listed, add below.)**

Activity	Date (Estimated)	Loan Request (Costs) Amount
Engineering Report (preliminary engineering or project report)	Click here to enter a date.	
Environmental Review	Click here to enter a date.	
Cultural Review	Click here to enter a date.	
Land/Right-of-Way Acquisition	Click here to enter a date.	
Permits	Click here to enter a date.	
Public Involvement/Information	Click here to enter a date.	
Construction Documents (drawings and details)	Click here to enter a date.	
Bid Documents (drawings and specifications)	Click here to enter a date.	
DOH Review/Approval Fees	Click here to enter a date.	
WSP/SWSMP/Amendment	Click here to enter a date.	
Feasibility Study	Click here to enter a date.	
Connection Fees	Click here to enter a date.	
Income Survey	Click here to enter a date.	
		Subtotal
Other (describe):	Click here to enter a date.	
Other (describe):	Click here to enter a date.	
Other (describe):	Click here to enter a date.	
		Subtotal
		Funding Request Total

*Attachment Checklist: ☐ Other	Other Documentation Comments:
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Appendix B—Example Scope of Work (SOW)

SOW Example 1—Perform Feasibility Study

Project Tasks	The water system to remain takes the lead to conduct administrative, legal, and engineering preconstruction work to facilitate the consolidation of the above noted water system customers into the remaining water system. Such work may include: ◆ Determining water demands and assessing existing infrastructure for each consolidation candidate. ◆ Developing conceptual design and cost estimates for infrastructure improvements. ◆ Propose a funding plan or cost sharing approach, may include forming a Utility Local Improvement District and a DWSRF loan application. ◆ Prepare a financial evaluation of future replacement cost and operations if the system were to remain independent. ◆ Prepare draft feasibility study for us to review. ◆ Present information to the water systems at a public meeting for public comment. ◆ Produce final feasibility study incorporating our staff's comments and public comments.
Deliverables	1. Draft feasibility study. Due December 31, 2025. 2. Meeting minutes from public meeting. Due March 1, 2026. 3. Final feasibility study approved. Due June 1, 2026.
Payment	1. We will reimburse the water system based on invoices (monthly or bimonthly) for costs described above. The water system and its contractor must track and maintain records of expenditures. 2. Total reimbursement for allowable costs may not exceed \$50,000.

SOW Example 2—Payment of Connection Fees

Project Tasks	The district will connect XYZ mobile home park (PWS ID 00000Z) and the ABC industrial park (PWS ID 00000A) to its distribution system.
Deliverables	1. Documentation that the two service connections were completed, and the wells supplying the mobile home park and industrial park have been physically disconnected from the potable water system. Due March 30, 2025. 2. Invoices for material (pipe and meter) and connection fee charges. Due May 30, 2025.
Payment	1. Health will reimburse the district for its water facilities development charges and material costs for the connection (meter and pipe). 2. Health will not reimburse the district for any actual construction-related costs, such as trenching, pavement cutting, pavement restoration, traffic control, and taxes associated with construction. 3. Total reimbursement for allowable costs may not exceed \$50,000.

SOW Example 3—Feasibility Study/Water System Plan Amendment Completed in Phases

Phase 1 Scope of Work: At a minimum, the scope of work for the feasibility study shall include the following elements.

1. Summarize the approved number of connections, the limiting factor(s) in determining the approved number of connections, and current water facilities inventory information for each of the seven water systems named above.
2. Identify the combined estimated cost to continue to operate and maintain the seven water systems named above, including regulatory costs. Such costs shall include source and distribution system monitoring requirements; operator certification and cross connection control personnel; treatment costs necessary to achieve and maintain compliance (e.g., nitrate); electrical power; existing total debt and annual debt repayment costs; and an allowance for repair and replacement.
3. Identify the future service area of the integrated single system.
4. Identify water rights held by each of the seven named water systems.
5. Identify which systems are capable of delivering the minimum needed fire flow and duration, as established by the local fire authority.
6. Identify major new infrastructure components, such as source(s), storage reservoir(s), booster pump station(s), and/or transmission lines necessary to provide safe and reliable water service throughout the consolidated service area in conformance with local ordinances and with chapter [WAC 246-290](#), including the facilities' approximate location and size/capacity.
7. Prepare a map suitably sized for public display of the proposed consolidated service area and the approximate location and size/capacity of the consolidated system's major infrastructure components.
8. Identify financing options to construct the needed infrastructure identified above, including funding sources, funders' criteria for loan/grant, projected interest rate, application requirements, and loan/grant approval timeframe.
9. Identify the total estimated cost (annualized, per connection) to operate and maintain the proposed consolidated water system and compare with the combined estimated costs to continue to operate these seven systems separately.
10. Describe the legal processes and requirements that must be followed to permit consolidation of the seven public water systems, including (as applicable) water right transfer, obtaining property easements, amending the Coordination Act service area boundaries, and service meters.
11. Lead public a meeting with the affected service population, present the findings and recommendations of the feasibility study, and provide a copy of the minutes of the community meeting.

Deliverable: Compile the above information into a feasibility study acceptable to us.

Approval Due date: July 1, 2025.

Payment: For completion of Phase 1, total reimbursement for allowable costs not to exceed \$39,500.

Phase 2 Scope of Work: Water System Plan Amendment.

If the feasibility study concludes that consolidation of two or more systems is feasible, and if we and the administrative leaders of each of the same two or more water systems concur, then this contract provides for the preparation of a water system plan amendment for the proposed consolidated water system. Prior to proceeding with preparation of a water system plan amendment, the district must receive written authorization from us. It is expected that the district will include in the amendment much of the information generated in the feasibility study (Task 1).

Scope of Work: Prepare a water system plan amendment, meeting the minimum requirements of WAC 246-290-100. The district and the district's engineering consultant shall participate in a pre-planning conference with us prior to developing a water system plan amendment.

1. Prepare and submit to us an electronic copy of the draft water system plan amendment within 60 days of receiving written authorization to proceed from us. If there are any comments on the draft water system plan amendment, submit to us an electronic copy of the revised document addressing each of the comments within 60 days of the date of the comment letter.

Deliverable: A water system plan amendment meeting all approval requirements.

Approval Due date: June 1, 2026 (approval of second submittal, if necessary).

Payment: For completion of Phase 2, total reimbursement for allowable costs not to exceed \$10,500.



City of College Place, Washington
RESOLUTION NO. 24-055

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON
REGARDING SUPPORTING PURSUIT OF STATE DEPARTMENT OF HEALTH WATER SYSTEM
CONSOLIDATION PLANNING GRANT PERTAINING TO VILLAGES AT GARRISON CREEK HOA
WATER SYSTEM AS WELL AS IRRIGATION DISTRICT #14 SYSTEM**

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 received communications from both the Villages of Garrison Creek Homeowners Association as well as Irrigation District #14 operator Mr. Paul Hartwig requesting assistance with pursuit of investigating potential consolidation of drinking water systems; and

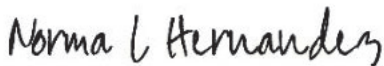
Now therefore, be it Resolved that the City Council of the City of College Place does hereby

1. Directs the City Administrator to pursue State of Washington Department of Health Consolidation Planning Study grants to investigate potential water system consolidation of Villages of Garrison Creek Homeowners Association as well as the Irrigation District #14 system to the City system.

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 9th day of July, 2024.



Norma L. Hernández, Mayor

Attest:



Athen Reid, Deputy City Clerk

CULTON CONSULTING LLC CONSULTING SERVICES AGREEMENT

THIS CONSULTING SERVICES AGREEMENT ("**Agreement**"), is made and entered into effective as of June 18, 2024 (the "**Effective Date**"), by and between, **Culton Consulting LLC**, a Washington limited liability company ("**Consultant**"), and City of College Place, a Washington State City ("**Client**"). Consultant and Client are sometimes referred to herein individually as a "**Party**" and collectively as the "**Parties**." The Parties agree as follows:

Summary.

The Consultant provides professional consulting services and the Parties enter into this Agreement to specify the terms and conditions on which Client may engage Consultant to provide services (the "**Services**") described in one or more written statements of work (each, an "**SOW**").

1. Definitions.

The following capitalized terms used in this Agreement have the meanings set forth below:

1.1 "**Affiliate**" means with respect to any Party, any other Person, which controls, is controlled by, or is under common control with, such Party. "**Control**" means (a) that an entity or company owns, directly or indirectly, more than fifty percent (50%) of the voting stock of another entity, or (b) that an entity, person or group has the actual ability to control and direct the management of the entity, whether by contract or otherwise.

1.2 "**Intellectual Property Rights**" means all intellectual property rights and moral rights protectible under any laws or international conventions throughout the world, and in each case including without limitation the right to apply for registrations, certificates, or renewals with respect thereto and the right to prosecute, enforce, obtain damages relating to, settle or release any past, present, or future infringement or misappropriation thereof.

1.3 "**Person**" means an individual, corporation, partnership, joint venture, association, trust, unincorporated organization, any federal, state or local government or any court, administrative or regulatory agency or commission or other governmental authority or agency, domestic or foreign, or other entity.

2. Consulting Services.

2.1 **Services; Deliverables.** Upon mutual execution of a SOW by Client and Consultant, Consultant shall: (i) perform all Services described therein in accordance with the terms of such SOW, and (ii) shall provide any documents or other items that Consultant is required to deliver to Client under the terms of such SOW (the "**Deliverables**"). Each SOW executed after the Effective Date is incorporated herein by reference.

2.2 **Performance.** Consultant shall perform the Services and provide any Deliverables in a timely, professional, and competent manner in accordance with industry standards using qualified personnel.

2.3 **Changes.** Either Party may request changes to an SOW. Each such request must be in writing, reasonably detailed and must include the requesting Party's good faith estimate of the impact of the requested changes (e.g., timing and cost). Any change to an SOW will not become effective unless in writing and mutually executed.

3. Responsibilities of Client.

3.1 **Client Assistance.** Client shall reasonably cooperate with Consultant's requests for information or approval in connection with performance of the Services. Client shall also comply with any additional requirements or obligations set forth in an applicable SOW.

3.2 **Client Delays.** Client acknowledges and agrees that performance of the Services by Consultant depends upon timely performance of all applicable Client obligations and that Consultant will not be liable for delays caused by Client.

4. Payment.

4.1 **Fees.** Client is engaging Consultant on a monthly retainer at a rate of \$3,000 per month for the Services. Consultant will provide Client with invoices (each, an "**Invoice**") for Services based on the fees for such Services and expenses incurred for the applicable time period based on the terms of this Agreement and any applicable SOW (collectively, the "**Fees**"). Unless otherwise agreed in writing, Consultant will deliver a monthly Invoice to Client for all Fees. All Fees are non-refundable.

Consultant reserves the right to adjust its rates from time to time and such rates will become effective upon thirty (30) days prior written notice to Client.

4.2 **Payment.** Unless otherwise set in an SOW, Client will pay Consultant (by wire transfer or other method mutually acceptable to the Parties) all Fees within thirty (30) days following receipt of the applicable Invoice. Late payment of Fees may be subject to interest on the past due amount at the lesser of one and one-half percent (1.5%) per month or the maximum rate permitted by applicable law.

4.3 **Taxes.** All Fees are exclusive of, and Client will pay, all taxes, duties, and assessments, however designated, which are levied or imposed upon such Fees or the use or provision of the Services, excluding only taxes based on Consultant's net income (for which Consultant will be responsible).

5. Intellectual Property.

5.1 **Ownership.** Consultant and Client reserve all Intellectual Property Rights not expressly granted herein. Client acknowledges and agrees that any Intellectual Property Rights developed by Consultant are and will remain the exclusive property of Consultant. Unless otherwise expressly set forth herein, nothing contained in this Agreement shall be construed as conferring any rights by implication, estoppel or otherwise, under any Intellectual Property Rights of either Party.

5.2 **License to Deliverables.** Subject to the terms and conditions of this Agreement, Consultant hereby grants to Client a non-exclusive, irrevocable, perpetual, royalty-free, fully paid up, worldwide, transferable license, including the right to grant sublicenses through multiple tiers, to use, reproduce, distribute, and modify the Deliverables as reasonably necessary or desirable in the normal course of Client's business.

6. Confidentiality.

6.1 **Confidential Information.** "**Confidential Information**" means any non-public information that one Party (the "**Disclosing Party**") discloses to the other Party (the "**Receiving Party**") in connection with this Agreement or the performance of the Services that a reasonable person would recognize as confidential based on the nature of the information and the circumstances of disclosure, whether disclosed orally, visually, electronically or otherwise, but does not include information that; (i) has been legally made public, other than by acts of the Receiving Party; (ii) was or becomes independently known or available on a non-confidential basis from a third-party; or (iii) is developed independently by the Receiving Party without the use of or reference to the Confidential Information of the Disclosing Party. Unless otherwise agreed in writing, all Confidential Information is provided "AS-IS".

6.2 **Nondisclosure of Confidential Information.** The Receiving Party shall use the same degree of care to avoid disclosure of the Disclosing Party's Confidential Information as it employs or would employ with respect to its own Confidential Information that is not meant to be disclosed, but at all times shall use at least reasonable care to avoid such disclosure. The Confidential Information shall be kept confidential and shall not be disclosed by the Receiving Party in any manner whatsoever, in whole or in part, without written permission by the Disclosing Party except that the Receiving Party may disclose the Confidential Information to its employees, advisors, officers, directors, managers, agents, owners, advisors, and attorneys that have a reasonable need to know such Confidential Information and are subject to nondisclosure obligations no less restrictive than this Agreement (collectively, "**Representatives**"). Each Party shall be responsible for the acts and omissions of its Representatives with respect to the Confidential Information.

6.3 **Use of Confidential Information.** The Receiving Party shall not use the Confidential Information, directly or indirectly, for any purpose other than as is reasonably necessary in connection with performing its obligations or exercising its rights under this Agreement. The Receiving Party shall promptly notify the Disclosing Party of any loss, misuse or misappropriation of the Confidential Information. Upon termination or expiration of this Agreement, the Confidential Information (and all copies, summaries and notes of or relating to the Confidential Information) shall be returned to the Disclosing Party by the Receiving Party in accordance with the Disclosing Party's instructions.

6.4 **Required Disclosure.** In the event the Receiving Party is requested, pursuant to subpoena or other legal process, to disclose any of the Confidential Information, the Receiving Party shall provide the Disclosing Party with immediate written notice so that the Disclosing Party may seek a protective order or other appropriate remedy. In the event such protective order or other remedy is not obtained, the Receiving Party (or such other person) shall furnish only that portion of the Confidential Information that is legally required as determined by the Receiving Party in good faith.

6.5 **DTSA Notice.** Pursuant to 18 USC §1833(b), an individual shall not be held criminally or civilly liable under any federal or state trade secret law for the disclosure of a trade secret that is made: (1) in confidence to a federal, state, or local government official, either directly or indirectly, or to an attorney, and solely for the purpose of reporting or investigating a suspected violation of law; or (2) in a complaint or other document filed in a lawsuit or other proceeding, if such filing is made under seal. Additionally, an individual suing an employer for retaliation based on the reporting of a suspected violation of law may disclose a trade secret to his or her attorney and use the trade secret information in the court proceeding, so long as any document containing the trade secret is filed under seal and the individual does not disclose the trade secret except pursuant to court order.

7. Insurance. For so long as this Agreement remains in effect, Consultant shall, at its sole cost and expense, obtain and maintain in full force and effect: (i) insurance coverage in such amounts and covering such risks as is customarily carried under similar circumstances by other Persons; and (ii) such additional insurance coverage as is set forth in an applicable SOW. Consultant shall, upon request from Client, provide Client with evidence of the insurance required to be maintained hereunder.

8. Representations and Warranties.

Each Party represents and warrants to the other Party as follows:

(a) this Agreement, when executed and delivered by such Party, shall constitute valid and legally binding obligations of such Party, enforceable against such Party in accordance with its terms except (i) as limited by the applicable bankruptcy, insolvency, reorganization, moratorium, fraudulent conveyance, or other laws of general application relating to or affecting the enforcement of creditors' rights generally, (ii) as limited by laws relating to the availability of specific performance, injunctive relief or other equitable remedies;

(b) the execution and delivery by such Party of this Agreement, and the performance by such Party of its obligations under this Agreement will be duly authorized by all necessary corporate action and does not and will not violate any law, rule, regulation, order, writ, judgment, injunction, decree, determination or award presently in effect having applicability to such Party; and

(c) The performance by each Party under this Agreement will not conflict with or result in the breach of, or constitute a default under, any contract, loan agreement, indenture, mortgage, deed of trust, lease, or other instrument, agreement or arrangement (whether written or oral) binding on such Party.

9. Disclaimer of Warranties.

EXCEPT AS EXPRESSLY SET FORTH HEREIN, CLIENT ACKNOWLEDGES AND AGREES THAT THE SERVICES AND DELIVERABLES ARE PROVIDED "AS-IS" AND CONSULTANT AND ITS AFFILIATES MAKE NO EXPRESS WARRANTIES, AND HEREBY EXPRESSLY DISCLAIM ALL WARRANTIES, EXPRESS, IMPLIED, STATUTORY, OR OTHERWISE, REGARDING THE SERVICES AND THE DELIVERABLES, INCLUDING WITHOUT LIMITATION, IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

10. Indemnification.

10.1 Indemnification by Client. Client shall defend, indemnify, and hold Consultant and its agents, employees, and owners harmless from and against all liabilities, penalties, costs, losses, damages and expenses, including, without limitation, reasonable attorneys' fees and expenses (collectively, "**Damages**"), in any action or claim brought by a third party arising out of or resulting from: (i) any breach of this Agreement by Client; ii) any violation of applicable law, rules or regulations by Client; or (iii) the gross negligence or willful misconduct of Client.

10.2 Indemnification by Consultant. Consultant shall defend, indemnify, and hold Client and its Affiliates, and their respective agents, employees, and owners harmless from and against all Damages in any action or claim brought by a third party against Client to the extent it is based on a claim that the Deliverables infringe any copyright, trademark, or patent, or misappropriate any trade secrets, and Client will pay those costs and damages awarded against the Company by a court of competent jurisdiction (or agreed to in settlement) that are attributable to such infringement or misappropriation. Notwithstanding the foregoing, both Parties acknowledge and agree that Consultant will have no obligation under this Section 11.2 with respect to any claim of infringement arising from the combination of the Deliverables with any services, hardware, data or business processes not provided by Consultant.

10.3 Procedure for Indemnification. A Party entitled to indemnification under this Agreement (an "**Indemnified Party**") shall: (a) provide the Party that is required to provide indemnification (the "**Indemnifying Party**") with prompt written notice of the lawsuit or action (though any failure to give notice will only affect the Indemnifying Party's obligations to the extent such failure materially impaired the Indemnifying Party's ability to effectively defend or settle the lawsuit or action); (b) give the Indemnifying Party sole control of the defense of the lawsuit or action and any related settlement negotiations (though the Indemnified Party and individuals may participate in the defense and settlement at their own expense, and the Indemnifying Party may not enter into any settlement that adversely affects the indemnified Party and Individuals' respective interests to a material degree without their written consent); and (c) providing to the indemnifying Party (at the Indemnifying Party's expense) all assistance, information and authority reasonably required to effectively defend or settle the lawsuit or action. The provisions of this Section 11 shall survive the termination or expiration of this Agreement.

13. LIMITATION OF LIABILITY

EXCEPT FOR A PARTY'S INDEMNIFICATION OBLIGATIONS (SECTION 11) OR A BREACH OF ITS CONFIDENTIALITY OBLIGATIONS (SECTION 7), IN NO EVENT WILL EITHER PARTY BE LIABLE TO THE OTHER PARTY IN CONNECTION WITH, OR RELATING TO, THIS AGREEMENT FOR ANY INDIRECT, INCIDENTAL, RELIANCE, SPECIAL, OR CONSEQUENTIAL DAMAGES (INCLUDING, BUT NOT LIMITED TO, LOST PROFITS, LOSS OF USE, LOSS OR CORRUPTION OF DATA, LOSS OF GOODWILL AND DAMAGE TO REPUTATION).

IN NO EVENT WILL CONSULTANT'S TOTAL AGGREGATE LIABILITY TO CLIENT (FOR DIRECT, CONSEQUENTIAL OR

ANY OTHER TYPE OF DAMAGES OR THEORY OF LIABILITY) ARISING UNDER OR RELATING TO THIS AGREEMENT EXCEED THE AMOUNT PAID BY CLIENT TO CONSULTANT DURING THE TWELVE (12) MONTH PERIOD IMMEDIATELY PRECEDING THE EVENT(S) GIVING RISE TO SUCH LIABILITY. THIS LIMIT IS CUMULATIVE AND NOT PER INCIDENT (*i.e.*, THE EXISTENCE OF TWO OR MORE CLAIMS WILL NOT INCREASE THE LIMIT).

11. Term and Termination.

11.1 Term. This Agreement shall have an initial term commencing on the Effective Date and ending upon the one-year anniversary of such date (the "**Initial Term**"), unless earlier terminated pursuant to Section 12.2. Upon the expiration of the Initial Term, and unless earlier terminated pursuant to Section 12.2, this Agreement shall renew, automatically for subsequent one-year terms, (each, a "**Renewal Term**") unless either Party provides not less than thirty (30) days written notice of its intent not to renew. The Initial Term and any applicable Renewal Term(s) are referred to herein collectively as the "**Term**."

11.2 Termination.

(a) Termination for Convenience. Client and Consultant each may, upon not less than ninety (90) days written notice to the other Party, terminate this Agreement.

(b) Termination by Either Party. Client and Consultant each shall have the right to terminate this Agreement upon written notice to the other party, upon the occurrence of any of the following:

(i) a material breach or default by the other party of any of its representations, warranties, covenants or agreements under this Agreement, which breach or default is susceptible to cure and is not cured within a period of thirty (30) days following written notice thereof to the breaching party; provided, however, that a failure to cure such breach or default within such period shall not be grounds for termination of this Agreement so long as: (A) the breaching party has theretofore commenced taking, and continues in good faith to take, all steps necessary to cure such breach or default; and (B) such breach or default is cured within a period of time which, under all prevailing circumstances, is reasonable;

(ii) the other party fails to pay its debts as such debts become due, or admits in writing its inability to pay its debts generally, or makes a general assignment for the benefit of creditors; or any proceeding is instituted by or against the other party seeking to adjudicate it as bankrupt or insolvent, or seeking liquidation, winding up, reorganization, arrangement, adjustment, protection, relief, or composition of it or its debts under any law relating to bankruptcy, insolvency or reorganization or relief of debtors, or seeking the entry of an order for relief or the appointment of a receiver, trustee, custodian or other similar official for it or for any substantial part of its property and, in the case of any such proceeding instituted against it (but not instituted by it), either such proceeding remains undismissed or unstayed for a period of thirty (30) days, or any of the actions sought in such proceeding (including, without limitation, the entry of an order for relief against, or the appointment of a receiver, trustee, custodian or other similar official for it or for any substantial part of its property) occurs; or

(iii) if a Force Majeure Event (as defined in Section 13.9) continues for a period of more than six (6) months and substantially affects the ability of the other party to perform any of its material obligations hereunder.

11.3 Effects of Termination or Expiration; Survival. Upon the expiration or termination of this Agreement for any reason: (i) Client shall deliver payment for all Services performed as of such date; and (ii) each Party shall deliver to the other Party any other materials bearing or consisting of the other Party's Confidential Information. The payment obligations of the Parties shall survive termination or expiration of this Agreement. Any provisions stated to survive termination or expiration of this Agreement shall survive for the periods described herein.

12. General Terms.

12.1 Governing Law. This Agreement shall be governed by the laws of the United States and the internal law of the State of Washington, without regard to conflict of law principles that would result in the application of any law other than the law of the State of Washington.

12.2 Entire Agreement. This Agreement (including any applicable SOWs) constitutes the full and entire understanding and agreement between the Parties with respect to the subject matter hereof, and any prior written or oral agreements relating to the subject matter hereof existing between the Parties are expressly superseded.

12.3 Assignment. This Agreement shall be binding upon and inure to the benefit of each of the Parties hereto and their respective successors and permitted assigns. Client shall not have the right to assign its rights or obligations under this Agreement without the prior written consent of Consultant, which shall not be unreasonably withheld.

12.4 Modification; Waiver. No waiver, modification or amendment to this Agreement will be effective unless in writing and signed by both Parties. No failure on the part of either party hereto to exercise, and no delay in exercising, any right hereunder shall operate as a waiver thereof; nor shall any single or partial exercise of any such right preclude any other or future exercise thereof or the exercise of any other right. The remedies herein are cumulative and in addition to any other remedies provided by applicable law.

12.5 Publicity. Consultant may include Client in Consultant's customer lists, and Client will participate in Consultant's reference program (e.g., by cooperating to prepare a standard profile of Client, including Company's logo and an executive quote, that Consultant will be permitted to use for marketing purposes).

12.6 Notices. All notices and other communications given or made pursuant to this Agreement shall be in writing and shall be deemed effectively given upon the earlier of actual receipt, or (a) personal delivery to the party to be notified, (b) when sent, if sent by electronic mail or facsimile during normal business hours of the recipient, and if not sent during normal business hours, then on the recipient's next business day, (c) seven (7) business days after having been sent by registered or certified mail, return receipt requested, postage prepaid, or (d) one (1) business day after deposit with a nationally recognized overnight courier, freight prepaid, specifying next business day delivery, with written verification of receipt. Notices to the Parties shall be addressed as follows:

If to Consultant:
Culton Consulting LLC
Attention: John Culton
24641 E. Mica Peak Road
Liberty Lake, WA 99019
Email: john@cultonconsulting.com

If to Client:
City of College Place
Attention: Mike Rizzitiello
625 S. College Ave
College Place, WA 99324
Email: mrizzitiello@cpwa.us

12.7 Severability. Any provision of this Agreement which is prohibited or unenforceable in any jurisdiction shall, as to such jurisdiction, be ineffective to the extent of such prohibition or unenforceability without invalidating the remaining provisions hereof or affecting the validity or enforceability of such provision in any other jurisdiction.

12.8 Order of Precedence. In the event of any conflict between this Agreement and the terms of any SOW, the provisions of this Agreement shall control except as otherwise provided herein.

12.9 Force Majeure. Except for payment obligations, an obligation of a party hereunder shall be temporarily suspended during the period in which such party is unable to perform such obligation by reason of any event or condition that is beyond the reasonable control of such party, and could not, by the exercise of due diligence, have been avoided in whole or part by such person (a "**Force Majeure Event**"), but only to the extent of such inability to perform. Immediately following the occurrence of a Force Majeure Event, a party asserting a suspension of its obligations in connection therewith shall notify the other party of the events giving rise to the assertion, the estimated period of suspension and the degree of disruption of operations. Such notice shall be by the most rapid and effective means available under the circumstances. No Force Majeure Event shall relieve either party from those of its obligations that are not affected by such Force Majeure Event and the obligations of the Parties to perform as provided by this Agreement through any facilities not affected by the Force Majeure Event shall continue. The Parties shall use reasonable efforts to resume normal performance under this Agreement as soon as possible. Prior to such resumption, the Parties shall perform their respective obligations to the extent practicable. In any such case, the Parties shall use reasonable efforts to mitigate any damage resulting therefrom.

12.10 Relationship of Parties. Nothing in this Agreement shall constitute or be deemed to constitute either party as the legal representative or agent of the other, nor shall either party have the right or authority to assume, create, or incur any liability or any obligation of any kind, express or implied, in the name of or on behalf of the other party. Consultant shall act as an independent contractor under this Agreement and shall maintain complete control over its employees and all of its suppliers and contractors, including, without limitation, and nothing contained in this Agreement shall create any contractual relationship between Company and any such employee, supplier or contractor. Consultant shall perform its obligations hereunder in accordance with its own methods and procedures, subject only to compliance with this Agreement.

12.11 Counterparts. This Agreement may be executed in two (2) or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. Counterparts may be delivered via facsimile, electronic mail (including pdf or any electronic signature complying with the U.S. federal E-SIGN Act of 2000) or other transmission method and any counterpart so delivered shall be deemed to have been duly and validly delivered and be valid and effective for all purposes.

12.12 Attorneys' Fees. If any legal proceeding (or arbitration) relating to this Agreement or the enforcement of any provision of this Agreement is brought against any party hereto, the prevailing party shall be entitled to recover reasonable attorneys' fees and costs.

12.13 Dispute Resolution. The Parties hereby irrevocably and unconditionally submit to arbitration conducted by the American Arbitration Association (the "**AAA**") in accordance with the AAA rules applicable to commercial disputes by a single arbiter who is skilled and experienced with respect to matters related to the Services and the place of arbitration shall be Spokane County,

Washington. The judgment of the arbitrator shall be final, non-appealable (to the extent not inconsistent with applicable law) and binding upon the Parties and may be entered in any court of competent jurisdiction. Notwithstanding any provision in this Agreement, either Party may request any judicial, administrative, or other authority in any other jurisdiction to order any provisional or conservatory measure, including injunctive relief, specific performance, or other equitable relief, prior to the institute of legal or arbitration proceedings, or during the proceedings, for the preservation of its rights and interests or to enforce specific terms that are suitable for provisional remedies.

STATEMENT OF WORK

This Statement of Work ("**SOW**") forms part of the Consulting Services Agreement entered into by and between Consultant and Client dated as of June 18, 2024 (the "**Agreement**") and is subject to the terms and conditions of the Agreement. Any capitalized terms not defined in this Statement of Work have the meanings indicated elsewhere in the Agreement. In the event of any conflict between this SOW and the Agreement, the Agreement shall prevail. Unless otherwise set forth herein, this SOW is effective as of the later date of signature below. Consultant and Client agree as follows:

1. General

Client is engaging Consultant to professional consulting services and/or government relations services as further described in this SOW (the "**Services**").

2. Services and Deliverables

Services Description:

Culton Consulting will engage with federal agencies, members of Congress, state agencies, and local stakeholders to enhance the City of College Place's efforts in securing federal funding and achieve policy objectives. Our services include:

1. **Direct Engagement with Federal Policymakers:** We will arrange and participate in meetings with key federal policymakers to advocate for funding opportunities crucial to the City's projects. This includes engaging with members of Congress and relevant Executive Agencies to ensure the City's priorities are effectively communicated and supported.
2. **Strategic Third-Party Engagement:** Culton Consulting will assist in identifying and fostering relationships with third parties who can provide additional support for federal funding initiatives. By coordinating with local stakeholders, we aim to build a broad coalition advocating for the City's funding needs.
3. **Comprehensive Materials Development:** We will work with the City to develop and refine essential materials such as background information, intelligence reports on funding opportunities, and detailed scheduling for advocacy meetings. Additionally, we will collaborate on the development of letters of support and other documentation necessary to strengthen funding requests and demonstrate community support.
4. **Policy Guidance and Advocacy Support:** Our team will provide strategic guidance on navigating federal policymaking processes, ensuring the City is well-positioned to influence policy decisions in its favor. We will advocate for policy objectives that align with the City's interests and support initiatives aimed at securing federal resources.
5. **Regular Planning and Strategy Sessions:** Culton Consulting will actively participate in planning sessions to continuously refine advocacy strategies and adapt to evolving federal priorities. By maintaining proactive planning, we aim to optimize our advocacy efforts and maximize opportunities for federal funding success.

Through these services and deliverables, Culton Consulting is committed to supporting the City of College Place in its efforts to secure vital federal resources, strengthen community infrastructure, and advance local economic development and policy initiatives.

Deliverables:

1. **Materials Development:**
 - Collaborate on the development of comprehensive materials such as background information, intelligence reports, and scheduling logistics. Including letters of support and other necessary documentation to reinforce funding requests.

2. Policy Guidance and Advocacy:

- Provide guidance on policy matters to enhance engagement with federal policymakers.
- Advocate for agreed-upon policy objectives and strategies to support funding initiatives.

3. Engagement with Federal Agencies and Congress:

- Arrange and participate in meetings with federal policymakers, including members and staff of Congress and relevant state and Federal Executive Agencies, to advocate for federal and state funding opportunities.
- Provide guidance on engagement strategies with federal policymakers to advance the City's interests.
- Offer ongoing information and analysis on activities related to the federal funding strategy.
- Participate in regular planning sessions to refine advocacy strategies.
- Provide local government relations services when needed.

3. Timeline and Period of Performance

The period of performance for this SOW will start on June 18, 2024 and the work tasks are estimated to continue through June 18, 2025. The specific timeline for the completion of any tasks and the period of performance may be modified by mutual agreement of Consultant and Client.

4. Compensation and Payment

Client shall pay for the Services in accordance with the terms of the Agreement. Client shall reimburse Consultant for any pre-approved expenses incurred in connection with the Services.

5. Client Contact

Consultant's point of contact with Client is the following individual (the "**Client Representative**"):

Name: Mike Rizzitiello

Title: City Manager

Email Address: mrizzitiello@cpwa.us

Phone Number: 509-520-9091

Mailing Address: 625 S. College Ave, College Place, WA 99324

Client may update its Client Representative from time to time by providing written notice to Consultant. Consultant is entitled to rely upon the instructions and directions of the Client Representative on behalf of Client in connection with this SOW.

6. Client Responsibilities

Client agrees to reasonably cooperate with Consultant's requests for information or approval in connection with performance of the Services. Client further agrees to provide accurate information to Consultant to allow Consultant to make any necessary filings or disclosures required by law or applicable regulations in connection with the Services.

[SIGNATURE PAGE TO CONSULTING SERVICES AGREEMENT]

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the Effective Date.

CLIENT:

City of College Place

By: _____

Name: Mike Rizzitiello

Title: City Administrator

Address: 625 S. College Ave

College Place, WA 99324

CONSULTANT:

CULTON CONSULTING LLC

By: John Culton

Name: John Culton

Title: Sole Member

Address: 24641 E. Mica Peak Road

Liberty Lake, WA 99019

City of College Place, Washington
RESOLUTION NO. 24-056

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON
DIRECTING CITY ADMINISTRATOR TO SIGN CONTRACT FOR FEDERAL LOBBYING SERVICES WITH
CULTON CONSULTING**

WHEREAS, the City first secured a Federal Lobbyist via Agenda Bill 23084 adopted by the College Place City Council during the March 28th, 2023 meeting; and

WHEREAS, during that time Mr. Culton has helped the City get in line for over \$12 million in Federal Congressional Directed Spending and WRDA grants; and

WHEREAS, Mr. Culton has started his own firm and it would be in the best interest of the City to maintain the partnership; and

NOW, THEREFORE, be it resolved that the City Council authorizes the City Administrator to sign a Federal Lobbying Agreement with Culton Consulting.

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 9th day of July, 2024.

Attest:

Norma L. Hernández, Mayor

Athen Reid, Deputy City Clerk